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**BARN CONVERSION AND NEW STABLE BUILDING & MENAGE
HALDENBY GRANE, LUDDINGTON**

HERITAGE STATEMENT

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INTRODUCTION

This Heritage Statement has been produced by Ed Jagger of Shaw & Jagger Architects on behalf of the owners of Haldenby Grange barn during June 2018 and considers the site of Haldenby Grange and its grounds north of Luddington, Lincolnshire.

The aims of the report are:

- To inform the owners of the barn of the significance of the site and the heritage implications of the proposed development;
- To inform the development of architectural proposals for the barn;
- To help the planning authority understand the development of the site;
- To provide a description of the significance of any heritage asset affected by the proposals in accordance with Paragraph 128 of the National Planning Policy Framework.

This statement has been informed by a site visit, analysis of historic Ordnance Survey mapping of the area, desk based research and a measured survey of the barn and immediate site.

Site Location & Planning Context

Haldenby Grange lies approximately 6 miles north west of Scunthorpe, 6 miles south east of Goole and some ½ mile to the north of the village of Luddington in North Lincolnshire. Located at the very eastern extent of Hatfield Chase and immediately to the west of the Isle of Ancholme, Haldenby Grange once formed part of the medieval village of Haldenby that stretched along the western bank of the river Don although the farm is now surrounded by arable farmland.

The application site lies within open countryside and within the historic farm complex of Haldenby Grange which now comprises a mid to late eighteenth century Grade II listed brick farmhouse and a coeval separately Grade II Listed barn immediately to the north.

The purpose of this Heritage Statement is to satisfy paragraph 128 of the National Planning Policy Framework and it therefore assesses the significance of any heritage assets that may be affected by the proposals. Paragraph 132 of the National Planning Policy Framework advises that the significance of designated heritage assets can be harmed or lost through alterations or development within their setting. Such harm or loss to significance requires clear and convincing justification. Paragraphs 133 and 134 of the National Planning Policy Framework make a distinction between proposals that will lead to ‘...substantial harm to or total loss of significance...’ of a designated heritage asset (paragraph 133) and proposals that will have ‘...less than substantial harm...’.

Further information on the planning context of the proposed development can be found in the Design and Access Statement by Shaw & Jagger Architects which forms part of the application documents.

HISTORY & DEVELOPMENT OF THE SITE

Background

Historically, Haldenby lay on the western bank of the river Don as it wound it's through Hatfield Chase to meet the Trent and formed the border between Yorkshire and Lincolnshire. Haldenby also lay just to the north of Hatfield chase, an ancient royal hunting ground and immediately to the west of the Isle of Axholme – historically a fertile area of dry ground surrounded by marsh. A programme of land drainage undertaken in 1626 by the Dutch engineer Cornelius Vermuyden on behalf of king Charles I resulted in the eastern reaches of the Don being bypassed and these channels eventually silted up leaving Haldenby land locked. The village declined throughout the eighteenth century and by the middle of the nineteenth all that remained were Haldenby Hall in the north, Haldenby Park in the south and Haldenby Grange midway between the two. This whole area between Hatfield Chase and the river Ouse is noted as 'marshland' on old maps and even following Vermuyden's drainage scheme in the seventeenth century and up until the 1840 edition of the Ordnance Survey map there are still areas of marshland noted. The wider history of the area is beyond the scope of this heritage statement although this has been well documented by Vernon Cory in 'Hatfield and Axholme: An Historical Review', Martin Taylor in 'Thorne Mere & the Old River Don' and others.

Haldenby Village

The village of Haldenby is shown on the Inclesmoor map of Yorkshire dating from the mid fifteenth century and shows a number of thatched buildings as well as a thatched church with a bell sitting on the western bank of the river Don. Whilst the map is by no means an accurate, the very fact that Haldenby is illustrated and showing a church indicates a degree of importance even though the thatched houses are not as grand as those illustrated in Eastoft to the south or Folkerbye to the north both of which have half-timbered houses and churches with spires as well as substantial stone bridges over the river. The Carey map of 1794 (albeit in no great detail) shows Haldenby as a distinct settlement although the italic text in the place name indicates one of lesser importance than the adjacent Luddington. Interestingly the Carey map shows the old river Don and a road running north from Luddington before crossing the river at right angles between the hall and the grange. By 1822 when Charles Budgen drew his map of Crowle and the tidal Humber estuary only Haldenby Hall is noted and not the village although there appears to be pink shaded plots on the northern (Yorkshire) side of the river indicating residential plots stretching around the bend in the Don to the west of Haldenby Hall. Certainly by the time of the census in 1841 there were only twelve houses with a population of 75 although out of the 44 people listed on the Haldenby electoral register of 1929 only fourteen lived in Haldenby itself and the vast majority of those were resident at Haldenby Hall and Haldenby Grange.

Haldenby Grange

Haldenby Grange itself dates from the mid to late eighteenth century and appears to have been built at the same time as the adjacent barn (to which this application relates) and to a series of now lost outbuildings to the west and north of the barn. This grouping is illustrated on the 1854 Ordnance Survey map (see figure 1). This map shows the extant farmhouse running east to west and the extant barn and horse mill are shown to the north of this with a narrow range adjoining the eastern gable and running east before turning north alongside the road. Additional ranges of buildings are shown to the west of the barn running north to south and enclosing a yard. To the south of the yard

is a further enclosure with hatching possible indicating a metallised yard with feint diagonal lines. A garden to the south of the house remains unaltered to this day and the tree belt to the west remains partially extant although the boundaries have been blurred by modern field boundaries.



Figure 1: Ordnance Survey map 1854 issue

The blank space to the right Haldenby Grange is shown on a separate map of this area of Lincolnshire and as elsewhere alongside the course of the old river Don such as at Garthorpe (Lincolnshire) and Fockerby (Yorkshire), there are roads on both sides of the river course. A footbridge is shown over the old river immediately to the east of the farmhouse and the earliest OS map of this area of Lincolnshire shows a windmill just over the county boundary approximately 150m to the south which also shows a footbridge not shown on the Yorkshire map.

By 1890 little had changed although the larger scale of the mapping makes position and subdivision of the buildings clearer. The old river Don is coloured blue although whether this indicates a channel with water or an old course is not clear as even the 1854 map notes a portion of the river course as a 'track of old course of river' to the south west of Fockerby. Comparison with the Lincolnshire OS map of the 1890 which extends up to the eastern bank of the Old Don however shows the river as intermittent with lengths holding water interspersed with dry sections – one such dry section being immediately to the east of Haldenby Grange and presumably the reason why the footbridge to the east of the Grange was no longer required although that adjacent to the windmill immediately to the south is still noted and the river is hatched blue in that area. The road following the course of the river to the north of Haldenby Grange shown on the 1854 map as enclosed on both sides terminates immediately to the north of the Grange on the 1890 map rather than continuing towards Haldenby Hall with access to the Hall shown only from the direction of Fockerby to the north and via a footpath that is roughly approximate to the line of the road shown to the south of the Hall on the Carey map. It certainly seems that by the time the survey for the 1890 issue of the OS map was carried out in 1888 that the historic connection between Haldenby Grange and Haldenby Hall which presumably passed through the old village had been completely lost.

The farmhouse is clearly divided into two sections and this is borne out by the internal layout where the current kitchen and bedrooms four and five are located at the eastern end of the house in the more recent extension which probably dates from the early nineteenth century. The accessible attic

space is also only over the older section of the house with raised collar king post trusses. Externally, the newer portion of the house is constructed of slightly larger bricks than the original and of a slightly lighter tone although both have the same bond being an uneven variation of English Garden Wall bond common in this area from the late eighteenth century.

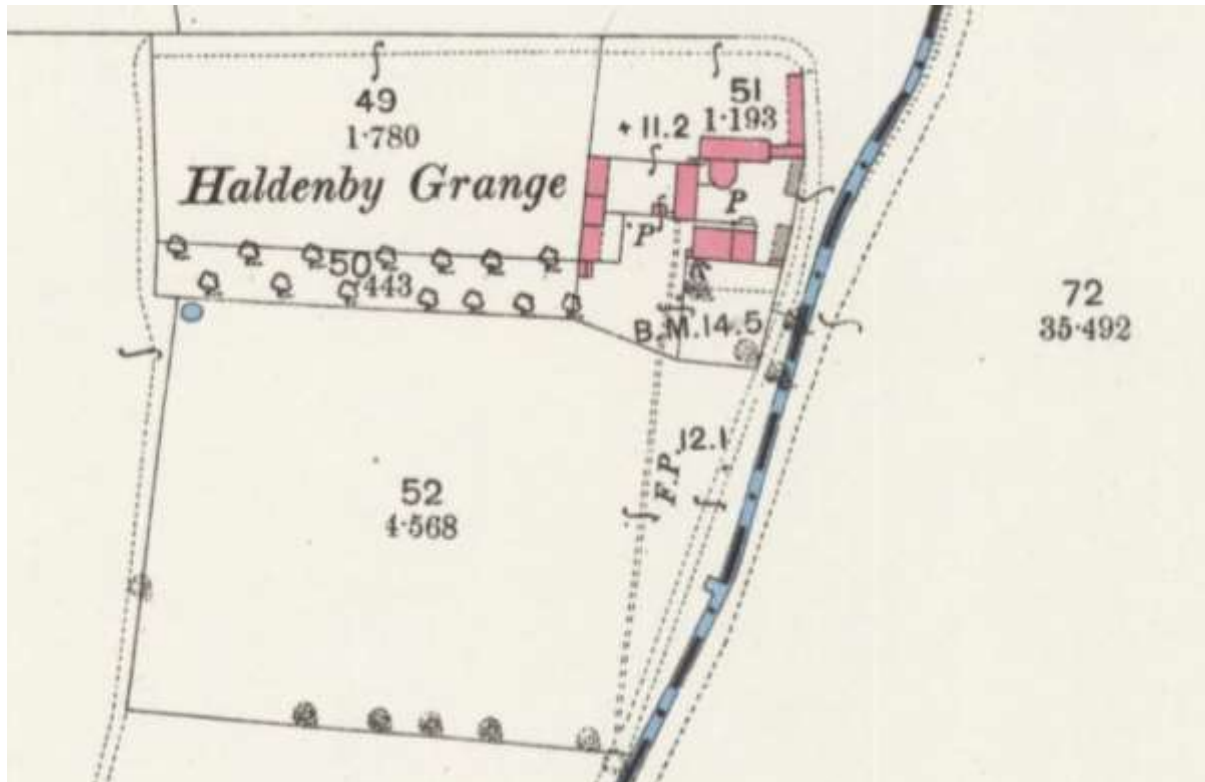


Figure 2: Ordnance Survey map 1890 issue

The extant barn is clearly shown as one large space and the shape of the horse mill with its hexagonal shape is evident to the south elevation that was not clearly shown on the earlier map. It is clear that the farmhouse is in its original location and that the extant barn was originally a threshing barn with two opposing large doors in the through draft of which the grain would have been winnowed. The position of the horse mill to the south of this barn also supports this layout as mechanisation of the threshing process in the first instance by horse power began in the 1790's and surviving evidence of which is rare¹. The location of the farmhouse and threshing barn on opposite sides of a yard would imply that the north-south range to the west of this yard is a granary particularly as an external staircase is shown to the north of this structure. There is no evidence in the fabric of the extant barn for a staircase in this location and it is much more likely this provided access to a granary. The interrelationship of these buildings and their relationship to the road is comparable to other farm layouts in the immediate area (most of which appear to show horse mills at this time).

The remaining buildings on the are less certain although the north-south range to the north east of the threshing barn has an open side which would suggest that this was a cart shed and that the east-west range to the south of this could therefore have been stable. There is some evidence for a single storey range in this location in the brickwork externally where a change in brick colour indicates that the central section was internal at some point in the past (see red line in Figure 3). The low level wall

running away from the eastern gable is likely to be the base of this now lost range at least for the first nine foot stretch until the brickwork indicates later rebuilding. Evidence of other more modern extensions will be discussed later.

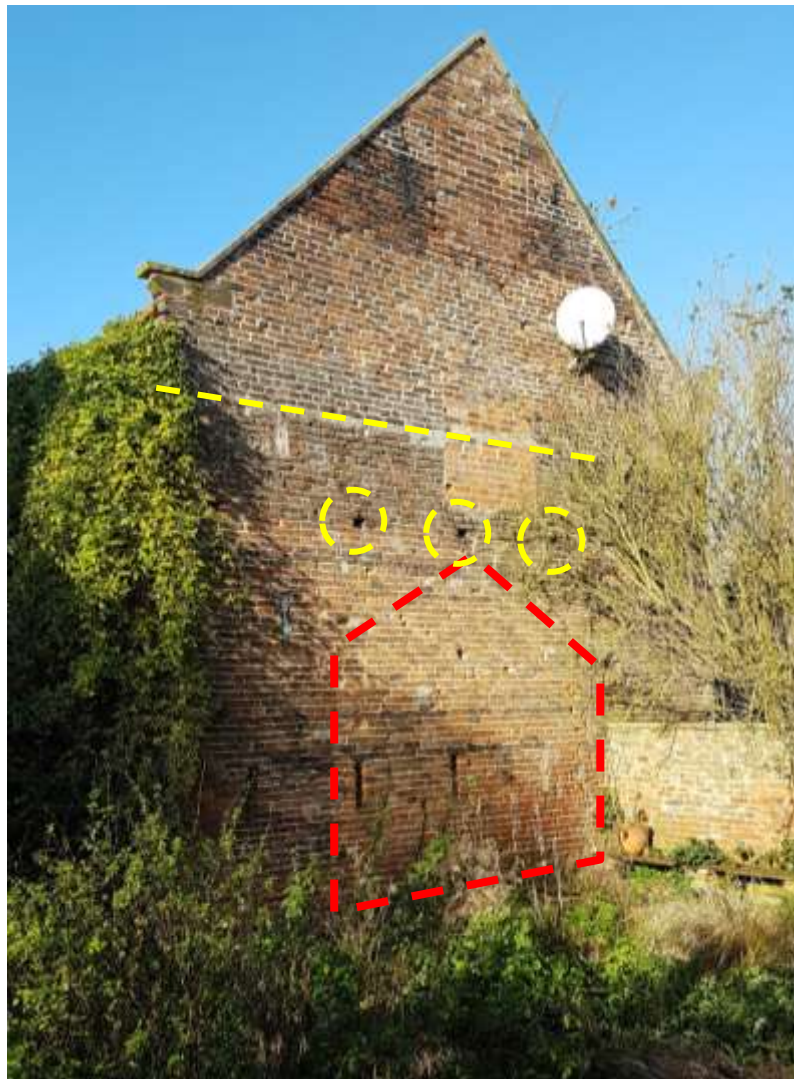


Figure 3: Photograph of the eastern gable of the barn with possible abutment of historic single storey pitched roof structure (highlighted for clarity).

The two grey hatched structures either side of the entrance off the road would appear to be open sided timber buildings (carmine indicates brick or stone buildings and grey wooden buildings) whilst there still remains a brick base to the east of the farmhouse in the same location as the brick structure shown on the OS map.

The north-south range to the west of the farmhouse comprises a series of fully enclosed and open sided structures the may be animal housing associated with a possible stockyard to the west of the granary. These would appear to be single storey given the lack of external staircases and like other now lost buildings on the site, no built evidence remains. All in all the buildings, yards and land associated with the farm comprise some 1.193 acres as noted on the map.

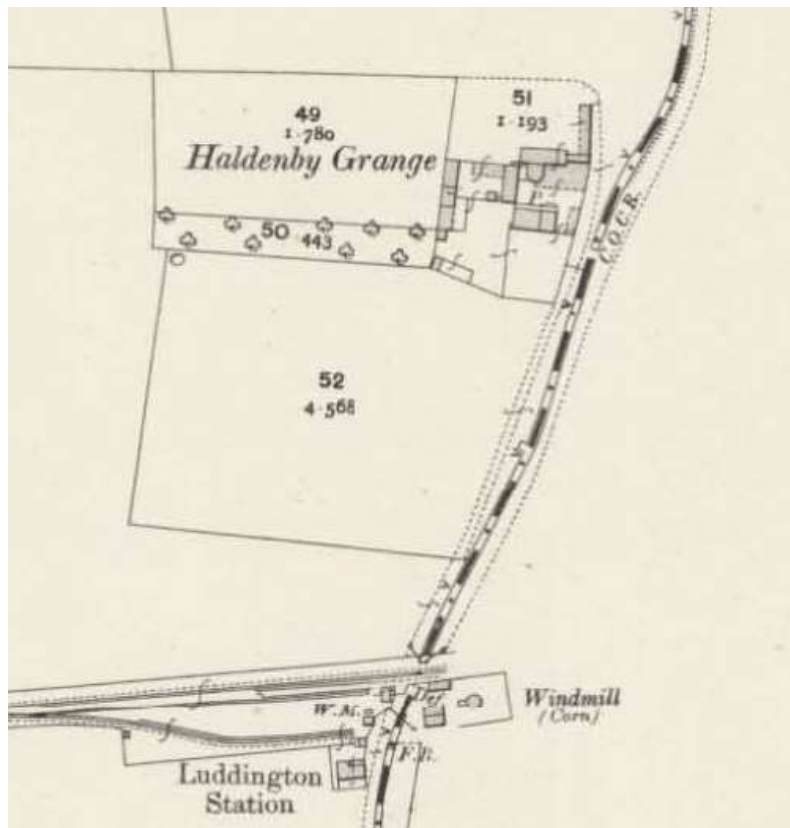


Figure 4: Ordnance Survey map 1906 issue

By 1906 the most notable change on the OS map is the construction of the Fockerby branch of the Goole and Marshland Light Railway although by this time the track had only reached Luddington Station some 200m to the south of the Haldenby Grange and crossing the Old River Don immediately north of the windmill. Constructed primarily for freight traffic and opened in 1900 to transport the agricultural produce of the region to market, the railway was linked to the Isle of Axholme Light Railway at Reedness Junction in 1902. Both new railway companies had been negotiating with larger neighbours and had been transferred jointly to the Lancashire and Yorkshire and the North Eastern Railway Companies in 1900 prior to the completion of the track being laid.

The construction of the railway would have allowed much quicker access to markets for the produce from local farms such as Haldenby Grange and the farm buildings also expanded at this time with the construction of an open sided (probably timber and sheet metal) shed to the south east of the barn. The yellow line in Figure 3 shows the likely junction of this structure to the barn with a flashing line cutting across the lower window which was probably blocked at this time. It is also likely that the now blocked higher window was cut in at the same time to compensate for the loss of light from the blocked lower window and beam sockets in the gable wall are also likely to be from this barn. There is also a westward extension to the granary range shown in 1906 that partially encloses the yard (presumably stock) to the north.

From a mapping point of view, little changed over the course of the next forty five years with the exception of some additional buildings to the north of the historic farm complex (see Figure 5) presumably in response to more mechanised methods of agriculture and modern animal husbandry standards that were not well suited to historic masonry structures. This trend has continued into the

late twentieth century with the extant modern steel framed barns also in this location which were originally used to house pigs and the north-south barn was granted permission for an extension in 1996 (2/1995/0780). These barns are still in agricultural use although Haldenby Grange Farmhouse and barn were empty in 1987 at the time of listing (see Figure 6).

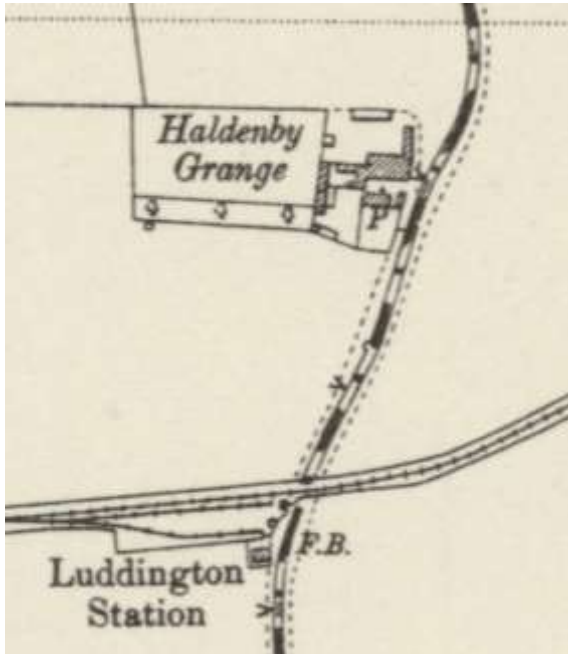


Figure 5: Ordnance Survey map 1950 issue



Figure 6: Modern satellite image (Google Earth)

Other notable changes shown on the 1950 map are the railway line between Luddington and Fockerby which was completed shortly after the survey was completed for the 1906 map (still based on the 1888 survey) and the demolition of the windmill adjacent to Luddington Station. The railway line had never been heavily used was closed to passenger traffic in 1933. By 1965 when the railway was fully closed under Beeching's cuts, much of the line was already disused.

The Site Today

The application site comprises Haldenby Grange barn and horse mill along with adjoining land to the west and a separate parcel of land to the south west totalling 0.48 hectares. Access is via the existing driveway off Mill Road and leads past the Grade II Listed farmhouse in the first instance to the separately Grade II listed barn. Both structures dates from the mid to late eighteenth century. The barn is two storeys in height and there is a timber platform floor at the western end.

The barn forms the northern boundary of the applicants land with the modern farm buildings beyond in separate ownership. There is a low brick wall to the east that follows the side of the farm track that once followed the western bank of the old Don whilst the southern boundary of the application site is formed by the farmhouse (Figure 8). To the west is the access driveway and the remains of the east-west tree belt shown on the historic OS maps that has extended (whether by design or self seeding) over the old yard to the west and the surrounding ranges of farm buildings of which nothing now remains (see Figure 9).



*Figure 7: Application site edged in red
(OS Detail Licence number 100022432)*



Figure 8: Northern aspect of farmhouse forming southern boundary of application site (Park Row Properties 2017)



Figure 9: Aerial view of house with barn beyond (Zoopla, date unknown assumed 2012)

In 1990, the house and barn were on English Heritage's 'At Risk' register and a listed building application (LBC/1990/0972) was submitted to North Lincolnshire Council for 'renovation and repairs' although no record is available online as to the content of the same. Sales particulars dating from 2012 claim that these repairs were subject to an English Heritage grant and that the works were also overseen by them. Again, no details of the grant have been found.

VISUAL INSPECTION OF THE BARN AT HALDENBY GRANGE

Using the listing text as a reference, the building will be briefly considered providing a reference point for its current condition. The barn was listed in 1987 and before the repair works were carried out in 1990 - almost 30 years ago.

Layout and Interior

Threshing barn and adjoining horse mill. Red brown brick. Pantile and Yorkshire stone slate roof. Rectangular on plan with through waggon entrance; projecting canted horse mill adjoining south side. 2-storey height, approximately 20 metres long. Horse mill derelict, barn partly derelict at time of resurvey. Interior not inspected.

The layout of the barn is unaltered from the listing text and the 1990 repairs appear to have been faithful to the original construction and materials. There appears to have been substantial areas of re-pointing with a lime mortar mix although different periods of brickwork are still evident as are blocked openings. The barn measures 19.18m x 7.18m externally and is 5.36m to the eaves and 8.82m to the ridge with a roof pitch of 45°. Significant ivy growth obscures the west elevation.



Figure 10: Measured ground floor plan of barn by MT Surveys (2018)

The roof is supported on a series of collar tied roof trusses at approximately 1830mm (6ft) centres (see Figure 11). Every other truss generally has a rafter tie in with a crude bracket arrangement extending approximately 1.9m down the wall. Rafters are at approximately 460mm (18") centres

supported on timber purlins and strengthening to rafters is evident with additional timbers inserted alongside the original presumably in 1990. The roof coverings have been installed over a bituminous felt underlay again presumably at the same time as the roof repairs and this is now at the end of its lifespan with multiple holes and tears. The entire roof structure is not original and probably dates from the early twentieth century when the farm was expanding. In addition to the roof structure there are four steel ties inserted across the building presumably to combat spreading of the walls due to inadequate roof structure. Whilst the adjoining horse mill provides restraint to the south, the north wall is a continuous run of masonry one and a half bricks wide and the only restraint is provided by the half brick thick buttresses either side of the wagon entrance and consequently the entire wall is approximately 240mm out of plumb. The bracketed ends of the trusses could also have been intended to alleviate spreading.

The only subdivision of the original barn is provided by two modern loose boxes at the eastern end (Figure 13) and a partial modern first floor western end. There is no evidence of any historic first floor in the barn although the upper section of the western gable has been rebuilt in the past with common bricks obscuring any evidence of this. The dense ivy coverage on the outside of this gable obscures the outer leaf and it is not clear if the whole gable has been rebuilt or just the inner leaf (Figure 12).

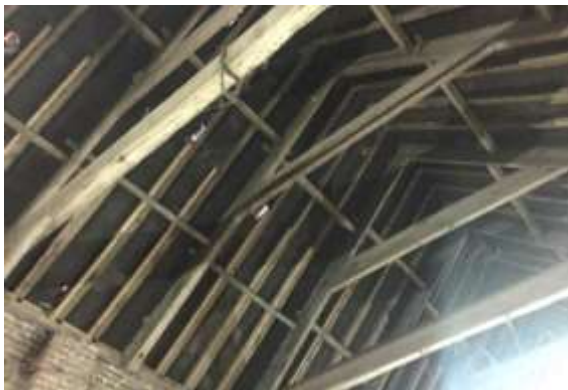


Figure 11: Roof structure showing trusses, tie bars and rafter strengthening

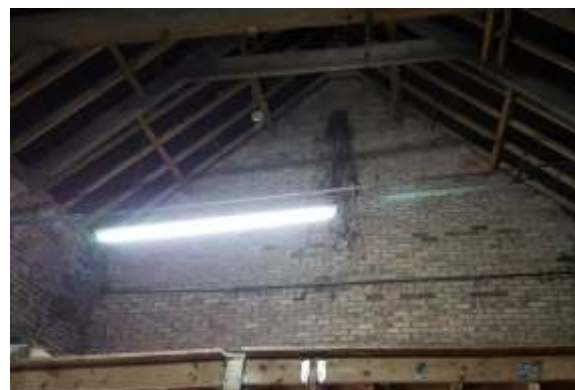


Figure 12: Modern brickwork to inner face of western gable



Figure 13: Modern loose boxes at eastern end of barn



Figure 14: Internal view of horse mill

The horse mill like the barn has been re-roofed although the primary structure appears original although the rafters are more recent in date. Being open, the structure is presumably little changed however the brick piers to the corners have been strengthened internally with brick and a half wide piers under the beam bearings. The brickwork to these piers appears the same as that to the western gable in the barn indicating works occurred at the same time (Figure 14).

After the repairs were carried out in 1990 the property was rented out and the tenant used the barn to grow cannabis plants. The breather slits were apparently blocked at this time.

South Elevation

Waggon entrance to right of centre beneath timber lintel and recessed segmental-arched brick panel. To right, 3 tiers of 3 breather slits. To left, 3 tiers of similar breather slits: 4 to lower level, with board door beneath segmental arch to far left; 5 slits each to central and upper tiers. Horse mill has low brick wall and piers to front, brick piers to sides, hipped roof and main beams inside. Shaped kneelers. Single oversailing course of stone slate at eaves.

Little has changed between the inspection at the time of listing and the present day. The breather slits are blocked internally and the crossed end brackets of the steel tie bars are visible. Repointing around the roof abutment with the horse mill is evident (Figure 15).



Figure 15: Abutment of horse mill with barn to south elevation



Figure 16: North elevation of barn obscured by vegetation with blocked pitching hatch

North Elevation

Lower waggon entrance has C20 sliding door beneath lintel; 3 tiers of closely spaced breather slits; bottom and central tiers each have 3 to left of entrance, 9 to right. Upper tier has slatted wooden ventilator to pitching hatch, with 9 slits to left, 3 to right.

The north elevation is obscured by vegetation and displays evidence of re-pointing to the wall tops and the breather slits have been blocked internally. The pitching hatch is no longer present and was presumably walled up during renovation works in 1990. A paler brick patch indicates the location of the hatch below the eaves (Figure 16).

West Elevation

West gable end has central blocked door flanked by 4 breathers; 2 tiers above, each of 5 slits; gable with tiers of 4, 3 and 2 slits; all slits blocked.

The western elevation is significantly obscured by ivy although this has been cut back between the initial inspection by Shaw & Jagger Architects in November 2017 and the survey by MT Surveys in March 2018. On inspection the blocked doorway noted in the listing text was not visible externally although the survey indicates a blockwork infill toothed into the surrounding brickwork (Figure 15). The age of the doorway is not certain although it is likely that it is original as it provides access to the western yard area that was not possible via the doorway in the southern wall due to the granary staircase.

It is not clear from inspection whether the entire upper section of gable has been rebuilt due to the ivy coverage although what is certain is that the inner leaf at least is new brickwork. It seems likely that the entire gable was rebuilt (Figure 17).

East Elevation

East gable end has breathers and blocked gable hatch.

The east elevation displays the most evidence of alteration and the possible location of the now lost eastern range can be seen as can the abutment with the timber framed extension from the late nineteenth or early twentieth century (Figure 3). There are two blocked hatches in the eastern gable and multiple areas of pointing that makes interpretation of phasing difficult. There is a blocked beam socket (Figure 18) where the eaves of the single storey range abutted the barn and this implies an open sided structure rather than a solid wall which is at odds with the historic OS mapping data.



Figure 17: Ivy covering west elevation



Figure 18: Brickwork to east elevation with blocked beam socket highlighted

ASSESSMENT OF SIGNIFICANCE

The following section will provide an assessment of the significance of the site and building. The basis for assessment is the Burra Charter², the international standard for describing cultural significance, with “significance” – or “heritage value” – being established under four main categories: Evidential Value, Historical Value, Aesthetic & Architectural Value and Social Value. The National Planning Policy Framework defines significance as, *“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”*

Evidential Value

Evidential Value derives from the ability of a place to reveal evidence of past human activity. There is some evidential value in the survival of the historic farm buildings themselves including plan layout, form and the external appearance of the component buildings of the complex although this has suffered from extensive demolition in the past. Haldenby Grange illustrates agricultural change over the course of the last few hundred years in response to changing markets and increased mechanisation.

The site has archaeological potential for below-ground archaeology although the plan form of the demolished buildings is known from historic mapping and the farm is outside of the extent of the deserted medieval village which lies to the north.

Historical Value

Historical Value derives from the ways in which past people, events and aspects of life can be connected through a place to the present.

Haldenby Grange has local and national significance as forming part of a deserted medieval village however there is little evidence to support the exact position of the village which is likely further north. Where site boundaries are formed from historic brick walling or mature trees and hedgerows these are of local significance as they are part of the historic boundary treatment. However historic mapping demonstrates that boundaries particularly to fields have changed over time and therefore significance is low.

Architectural / Aesthetic Value

Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place. Architectural value is inherent in a form, a detail or a layout.

Haldenby Grange barn is a good example of a relatively unaltered mid to late eighteenth century threshing barn and the addition of the relatively intact horse mill makes this a rare example of this building type that is recognised by being separately listed to the farmhouse rather than as a curtilage building. The barn is now in need of repair following renovations in 1990 and this, along with the removal of vegetation would improve the condition of the building and the setting of the adjacent farmhouse.

Social Value

Social value refers to the associations that a place has to a particular community or cultural group and the social or cultural meanings that it holds for them. A farm such as Haldenby Grange would generally be of some importance to the local community as it would have occupied a prominent position within the village where it would have represented a significant source of employment and identity. However, the village of which it formed part is no longer in existence and it therefore has limited Social Value.

Summary of Statement of Significance

The historical buildings that were part of Haldenby Grange have been designated as being of national importance due to their special historic and/or architectural interest on the basis that they are Grade II listed. The significance of the site resides primarily in its architectural and limited evidential value. It is of greater significance when viewed as part of the deserted village of Haldenby in terms of its spatial relationship with that village.

The following are considered to strongly contribute to the significance of Haldenby Grange:

- The original farmhouse, barn and horse mill structures and in regard to the barn and horse mill for their group value with the farmhouse.
- The design, form and layout of the above buildings.
- Industrial character and appearance of the buildings including the use of traditional materials.
- The relationship of the farm complex to the lost village of Haldenby.

The following are considered to moderately contribute to the significance of Haldenby Grange:

- The relationship of the farm complex to the wider landscape including adjacent road, old river Don and the route of the old railway to the south.

The following are considered to slightly contribute to the significance of Haldenby Grange:

- Historical tourism and former communal values.

The following are considered to have a neutral impact on the significance of Haldenby Grange:

- Modern agricultural buildings and structures added in the late 20th to the north of the site.

The following elements are considered to make a negative contribution to the significance of Haldenby Grange and to detract from its significance:

- Poor condition of the historic buildings.
- Disuse of the barn.

HERITAGE IMPACT OF PROPOSED DEVELOPMENT

The Proposal

This assessment has been prepared in connection with the proposed conversion of the barn at Haldenby Grange into a dwelling and the construction of a new table block and ménage. The proposals are set out in the Design and Access Statement and drawing package prepared by Shaw & Jagger Architects. It shows the barn converted into a single four bedroom family dwelling with a new lean-to extension to the west all accessed from the existing drive to the farmhouse. A new single storey stable block is located on a north-south axis to the west of the barn and the ménage is located in the field to the south orientated north south along the lane.

Pre-Application Advice

The proposals have been developed following pre-application advice as summarised in the Design and Access Statement as follows:

“Following the appointment of Shaw & Jagger Architects in November 2017, a formal pre-application enquiry was submitted to the council for the residential conversion of the barn including extension and outline of the proposed stables(Ref: PRE/2018/12). The internal at ground floor proposed the conversion of the horse mill to a kitchen, an open plan living dining room with wood burning stove, entrance boot room and utility room along with a ground floor extension for an accessible bedroom. At first floor a further three bedrooms were proposed with a mezzanine study within the roof space. The proposed conversion was accompanied with plans and an indicated location for a proposed stable block.

3.2 An officer response was received on 23/02/2018 via email citing comments from the planning officer, conservation officer, ecologist, environmental health and drainage. The general guidance was that there were no objections in principal. The conversion of building would be considered under policy RD9 of the Local Plan. The points of note within the response touched on the reduction of the number of roof lights to the proposed front slope of the roof, potential to open up a section of the internal space so a full height feel could be experienced and that further detail as to the impact of the stables be required.”

Change of Use

In principle the change of use from a redundant barn to a dwelling accords with the aims of national and local planning policies and would not result in adverse heritage impacts. The inclusion of stabling and the ménage as an extension of the existing equestrian use is appropriate in the rural setting.

The Barn at Haldenby Grange

Alan Wood and Partners carried out a structural survey of the barn and horse mill and concluded that:

“The repairs carried out in 1991 have stabilised the roof structures and therefore tied the top of the walls to the barn area.

As we are of the opinion that there is no significant structural movement occurring to the building we consider that the building is quite suitable for conversion into domestic occupation without the need for significant demolition or rebuilding.

[Recommendations include]

To the horse mill strengthen the Kingpost truss by fitting bespoke metalwork to the top joint of the truss and to fix the hip rafters.”

Given that the condition of the existing building is good and there is no reason for substantial rebuilding there will be no adverse impact on the significance of the building. Repairs to the roof structure of the horse mill and rebuilding the western gable in brickwork in lieu of the blockwork repair in the 1990's will have a minor positive impact.

The proposed internal layout of the conversion has been designed to minimise impact upon the existing structure and this only results in one new opening in the historic fabric between the barn and horse mill. All other openings are either existing open or blocked openings and will not affect the character of the buildings or grouping. The new opening into the horse mill will allow the mill building to function as part of the overall dwelling and this use will have a minor positive impact in allowing a long term use that will ensure future maintenance.

The proposed lean-to extension to the west elevation is not based on historic development of the farm although it is located on the most heavily altered elevation and the proposed form is in keeping with the development of agricultural buildings generally. Now demolished additions to the east elevation illustrate that the principle of extension is not alien to this structure and an extension to the west is considered to have the least impact.

With regard to the roof there are a number of proposed roof lights. Whilst these are considered to have a minor detrimental impact on the building they are considered preferable to new openings in the walls. With any barn conversion it is inevitable that some new openings will be required and the proposed design carefully minimises these and the number has been reduced from that shown as part of the pre-application enquiry in response to comments from the planning authority. The minor detrimental impact is considered to be offset by the positive impact of securing a viable use for the building that will ensure its future use and repair.

This is considered to be a sensitive conversion that brings a viable use to a vacant historic building that was previously on the 'At Risk' register.

New Stable Block

The new stable block is proposed some 25m to the west of the barn in a north-west orientation. This location is in an area of open ground that does not affect existing trees and this location is also in the same location as the western range of the historic western yard

which is considered appropriate. There is the possibility of disturbing below ground remains of the historic buildings although as the stable is a timber framed structure, it will likely be supported off a concrete raft and not trench fill foundations which would be more damaging.

The siting, layout and form of the proposed stable has the potential to effect the evidential value of any remaining below ground structures although the likelihood of this is considered small. The stable will have a neutral impact on the listed barn and farmhouse.

New Ménage

The location of the ménage has been proposed to minimise distance from the dwellings and new stable as well as ease of drainage. The use and siting of the ménage will have a neutral impact on the listed barn and farmhouse.

Public Benefits

The potential public benefits of a barn conversion are limited although the conversion will provide employment for builders and tradesmen in the region.

CONCLUSION

This Heritage Statement has been prepared in connection with the proposed conversion of the Grade II Listed barn at Haldenby Grange to form a new dwelling. It also includes the construction of a new stable block and ménage.

The proposals have been carefully designed to give special regard to the designated heritage assets and are sustainable and viable. The physical fabric of the barn will be conserved and the single new opening in the historic brickwork will be internal and not affect the external appearance or character of the building or the farmhouse. The new roof lights, whilst having a minor detrimental impact, are considered preferable to the alternative of more new windows and this is outweighed by the benefit of securing a viable use for the building.

Given that the condition of the existing building is good and there is no reason for substantial rebuilding there will be no adverse impact on the significance of the building. Repairs to the roof structure of the horse mill and rebuilding the western gable in brickwork in lieu of the blockwork repair in the 1990's will have a minor positive impact.

It is considered that the proposal accords with the objectives of Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 and with those section of the National Planning Policy Framework and Local Plan that relate to heritage assets and the historic environment.

¹ English Heritage (2013) *National Farm Building Types*. English Heritage, London p4

² The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.