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OUTBUILDINGS AT GREENGORE

HURST GREEN, BOROUGH OF RIBBLE VALLEY, LANCASHIRE

HERITAGE ASSESSMENT

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HISTORIC BUILDING CONSULTANCY

CONTENTS

Cover image: looking northeast towards the former shippon (left) and Greengore

A1: KEY DATA

Heritage assets: former shippon and barn at Greengore (two buildings)

Location: Hill Lane, Hurst Green, Borough of Ribble Valley, Lancashire

NGR: SD6737038915 (Greengore)

Designations: shippon, Grade II; barn, curtilage structure of Grade II* building (Greengore)

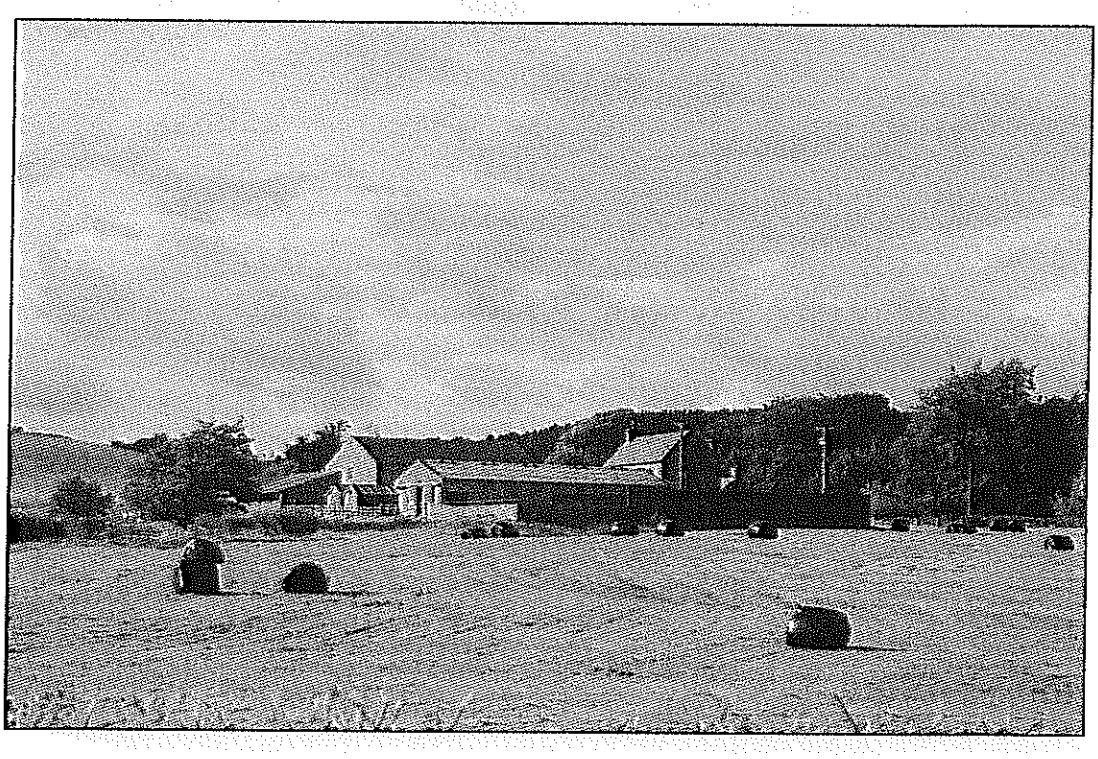
Date: shippon 17th century with 19th century alterations; barn circa 1818

Current use: shippon now cottage and camping barn; barn disused

Development proposal: conversion to domestic use (both)

A3: LOCATION AND SETTING

Greengore is a substantial moorland farmstead lying approximately one kilometre northwest of the village of Hurst Green, within the civil parish of Aighton, Bailey and Chaigley within the Lancashire borough of Ribble Valley; its location is shown on Map 1 (following page). The isolated site lies at the end of a track named Hill Lane, around 200 metres AOD above the Ribble upon the lower slope of Longridge Fell. A settlement of medieval origin, Greengore lies amid an ancient landscape dominated by the mansion and demesne of Stoneyhurst College to the northeast. Distant views allow the farm to be experienced in its historic upland setting, although the principal views, looking northwest, are compromised by modern outbuildings which partly screen the site's historic elements.



1. Setting: Greengore, looking northwest from Hill Lane; modern buildings in foreground

A4. PROPOSAL AND RELEVANT POLICIES

A4.1 Proposal

The owners of Greengore, Mr and Mrs Kay, are seeking listed building consent from Ribble Valley Borough Council for conversion of both the former shippon and the barn to domestic use (reference 2/2012/0589 and 0590).

A4.2 Designation

Greengore is a nationally-designated heritage asset awarded Grade II* status in the Department of Culture, Media and Sport's list of buildings of special architectural and historic interest for the Borough of Ribble Valley. Grade II* buildings represent only 5.5 percent of listed structures nationally and are defined by English Heritage as being '*particularly important*', and thus of '*more than special interest*'. As a curtilage structure, the barn is therefore listed by virtue of Section 1 (5) (b) Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The former shippon is Grade II listed in its own right, indicating a building of special architectural or historic interest.

A4.3 Relevant planning policies

As the buildings are designated heritage assets, both national and local planning policies relating to the historic environment are relevant to this application.

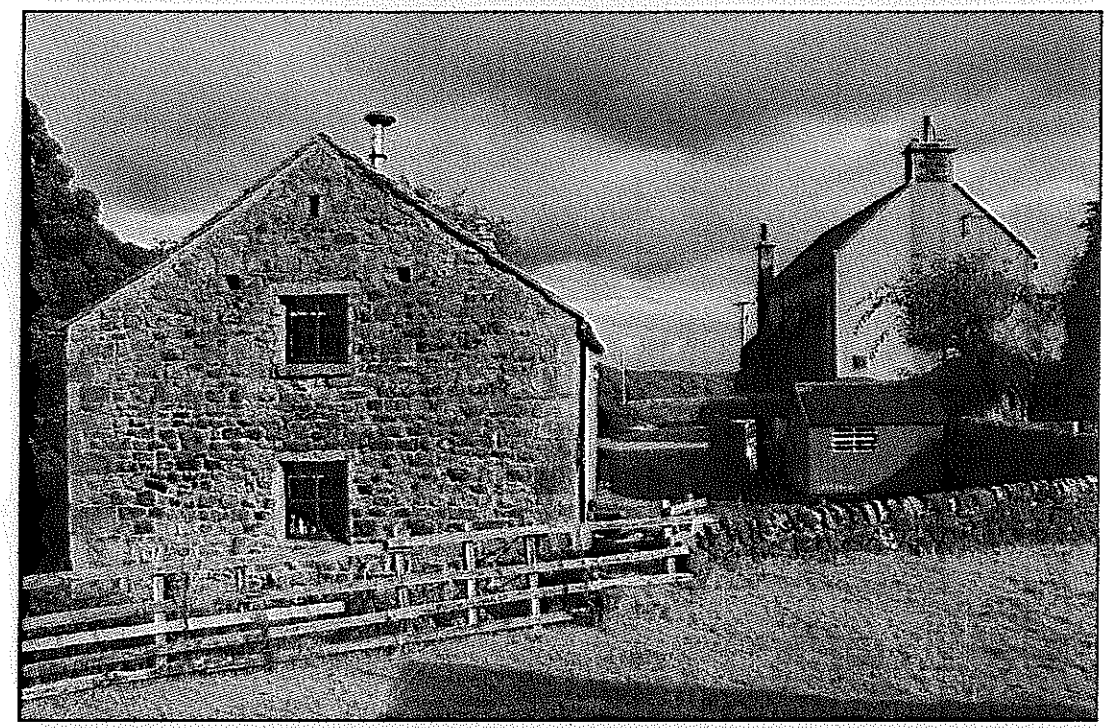
Nationally, these policies are contained within Section 12 of the National Planning Policy Framework (March 2012), and locally by policies ENV 19 and ENV 20 of the Ribble Valley Districtwide Local Plan (1999), along with policy EN 5 of Ribble Valley Council's published Draft Core Strategy (April 2012). These policies are examined further in Section D.

A4.4 Heritage assessment/methodology

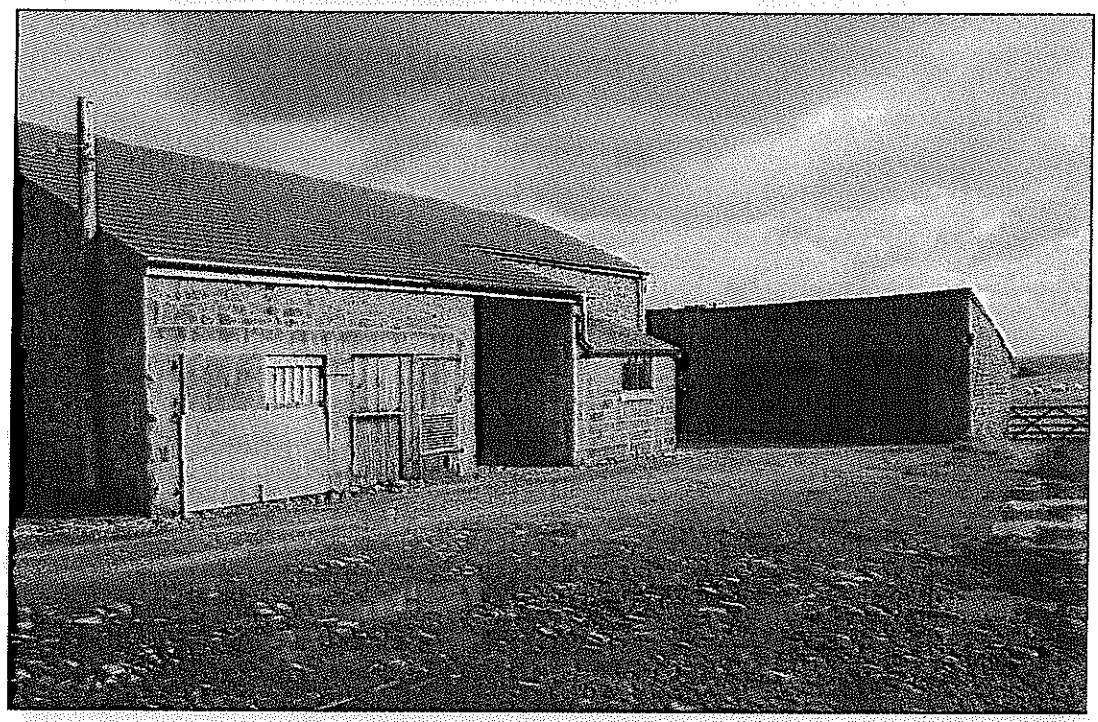
Paragraph 128 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of the heritage assets affected, including the contribution made by their setting. Consequently, Garry Miller: Architectural Historian has been appointed to produce this heritage assessment to

SECTION B: THE HERITAGE ASSETS

2. The elements of the farmstead: from left, the shippon, Greengore and the barn



3. Relationship of the shippon (left) to Greengore



6. The barn with the garage and store beyond

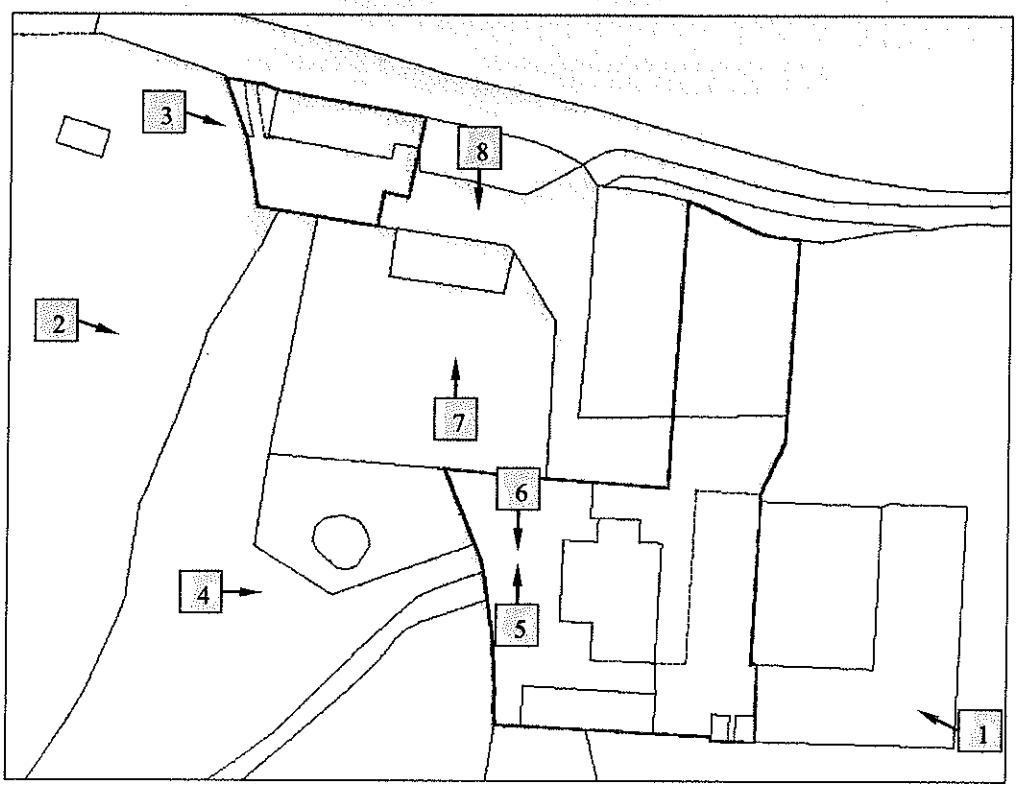


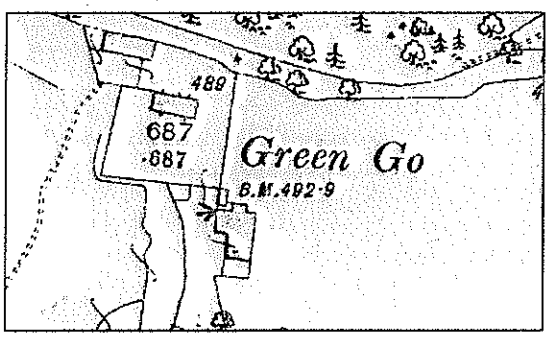
Figure 2. Viewpoints of images 1-8

B3.2 Map evidence for development

The 1844 six-inch OS map shows the arrangement of the farmstead was broadly similar to the present, with the principal exception of the garage and store. A small projection appears on the east side of the shippon; the barn is shown in its present form apart from the modern store. However the house is larger, with a now-vanished wing to the west and possibly a small porch. A separate structure lies to the southwest of it.

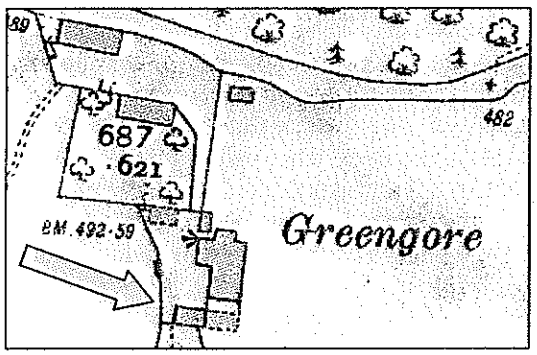
Map 3.
Enlargement of 1844 six-inch OS map (Digital Archives; author's library)

Changes in the interim are revealed by the 1891 25-inch mapping; the projection on the shippon has gone, along with the building southwest of the house; the latter had acquired its present form.



Map 4.
Enlargement of 25-inch OS mapping surveyed 1891

The 1931 edition of the mapping shows the cartshed and store had now appeared.



Map 5.
Enlargement of 1931 edition of the 25-inch mapping

7. South (principal) elevation of Greengore; original entrance at the far left end

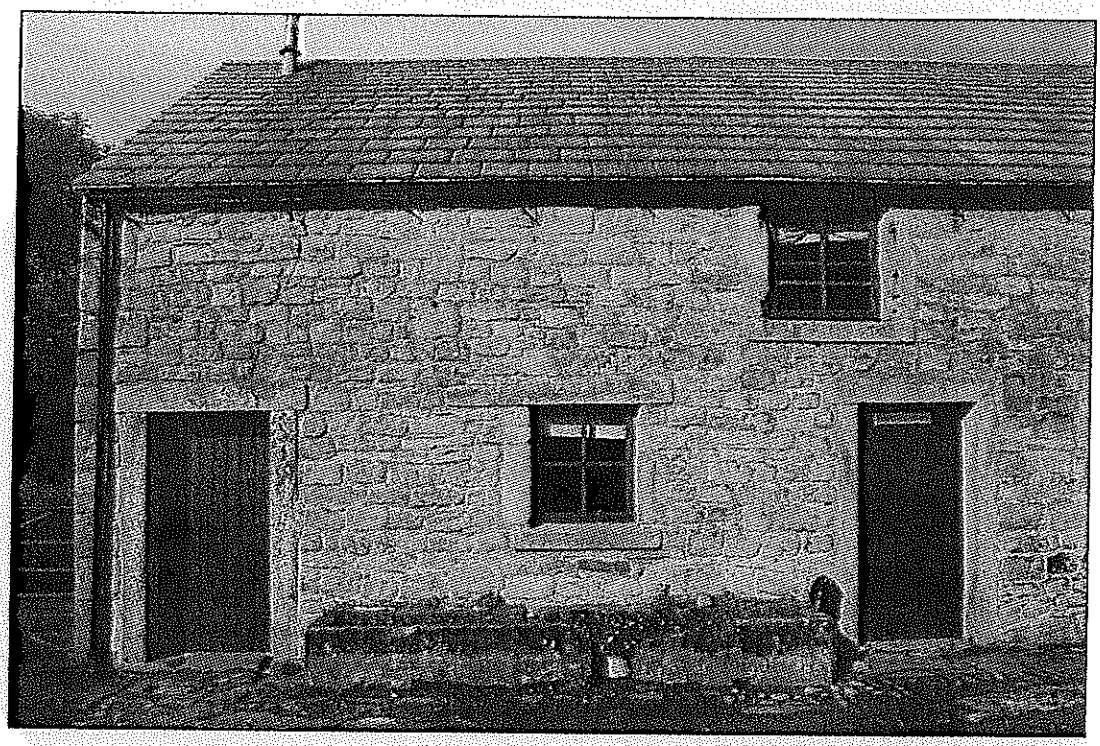
8. North elevation: blocked entrance may itself have been an insertion

also shows indeterminate signs of early rebuilding, or a blocked opening, around the second/third bay junction.

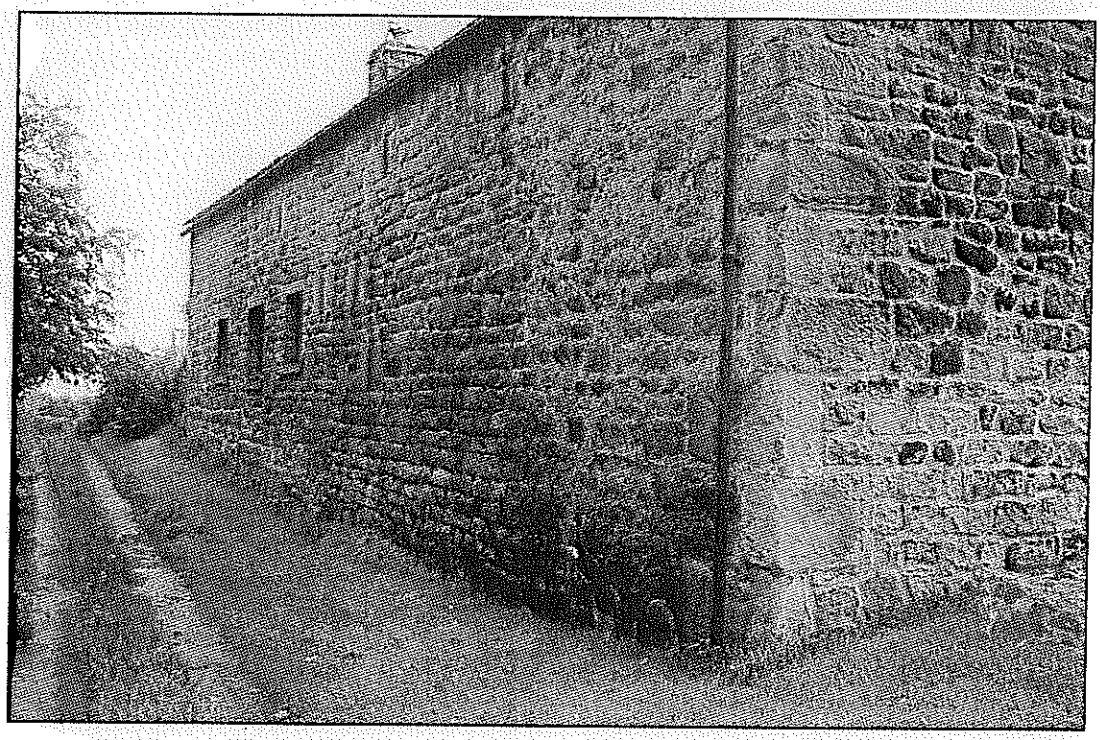
B4.5 Interior

The interior, where examined, is of little interest as it has been fitted out for its present use. The principal feature, other than the trusses, is a beam in the first bay (camping barn) with deep chamfer and stop (similar to some visible in the house). Inserted beneath it at either end are low wooden partitions, believed to be remnants of the stalls that existed when this part was the shippon, retained and repositioned to create a feature when conversion took place. The second bay is subdivided using modern partitions; access to the third bay was not possible at the time of survey.

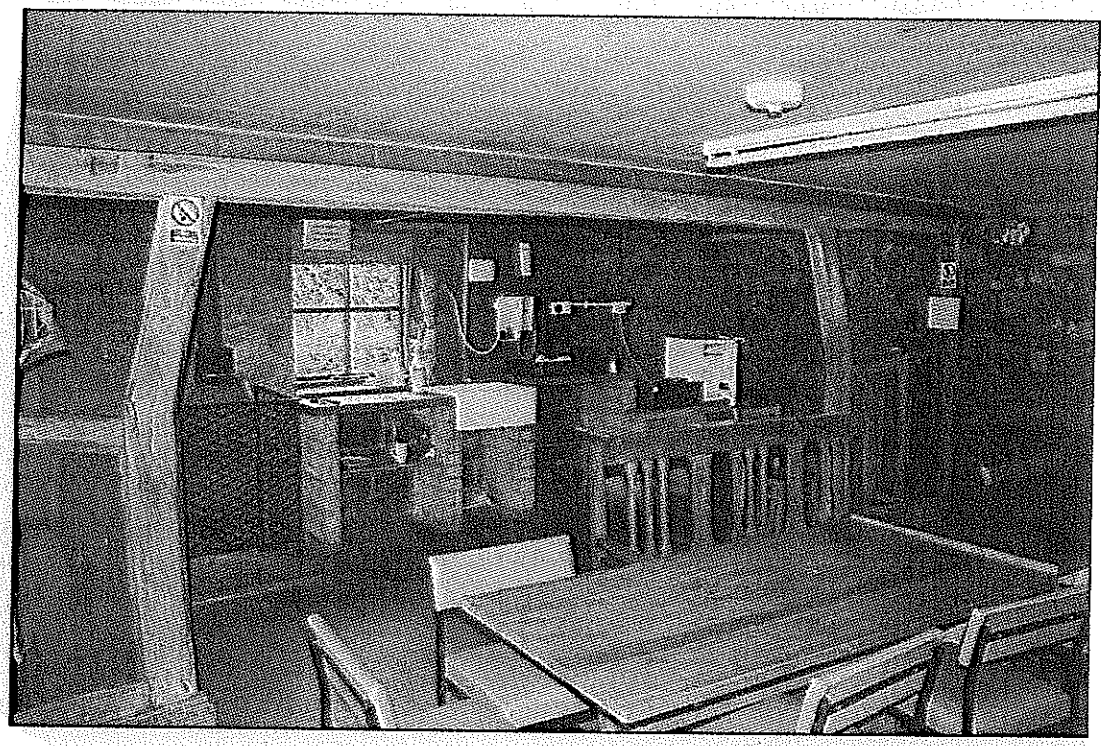
9. The former shippon looking northwest



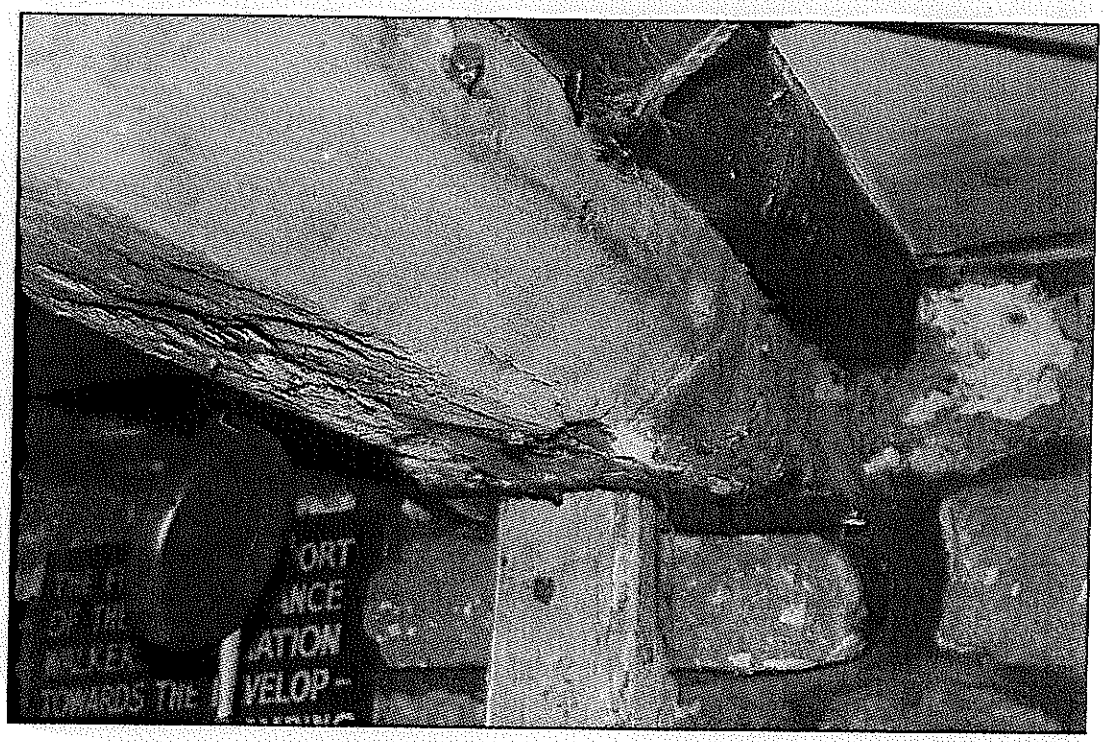
12. Detail of camping barn showing 19th century window and door surrounds with exception of ground floor window whose jambs seem earlier, probably from two-light mullioned window



13. Rear (north) wall looking east showing breathers



16. Interior of camping barn showing stall posts relocated beneath beam



17. Detail of chamfered and stopped beam

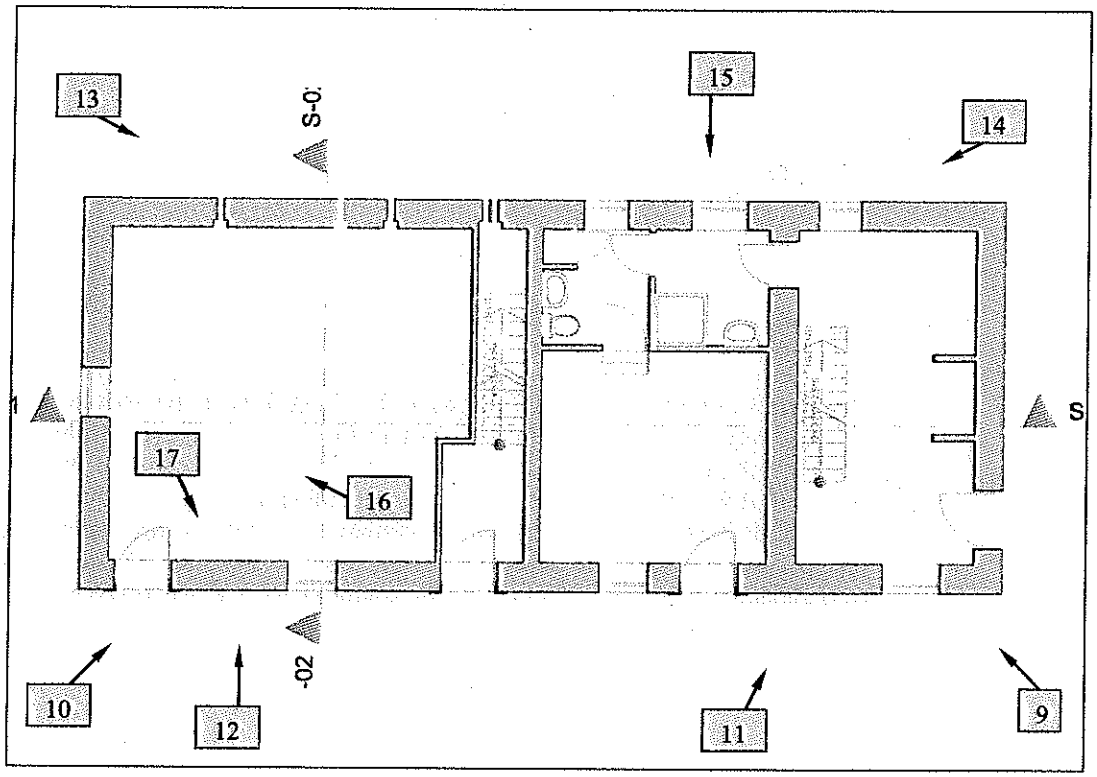


Figure 3. Ground floor plan and image viewpoints (Anderton Gables Chartered Building Surveyors)

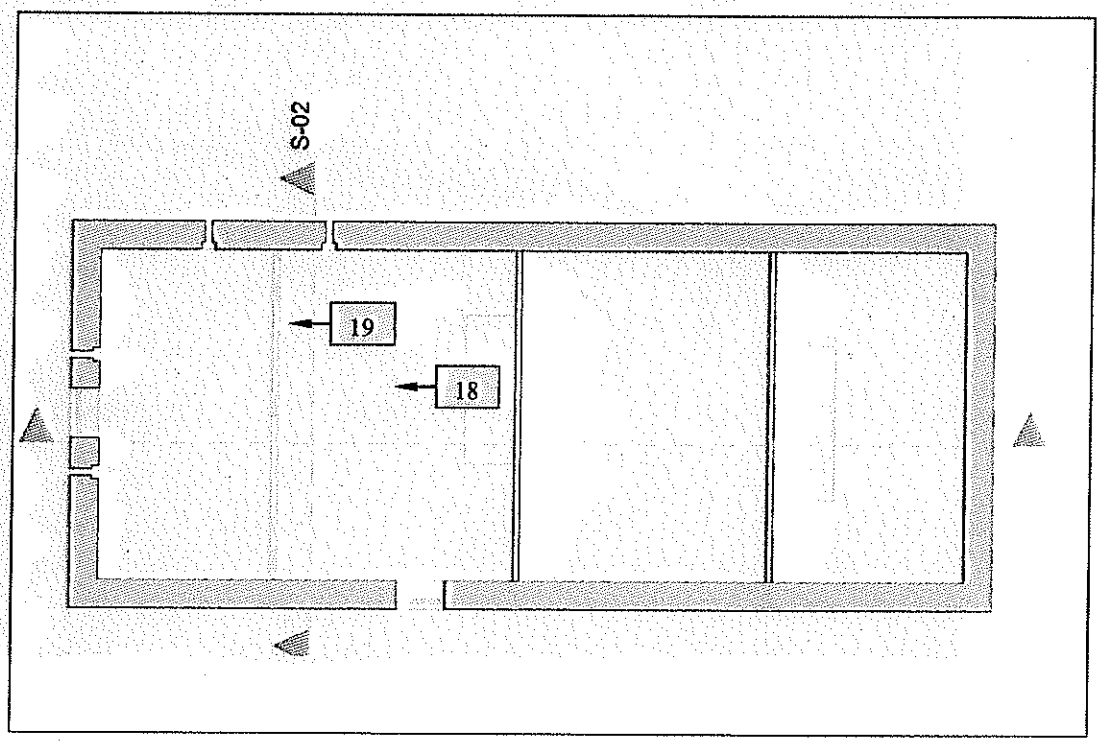
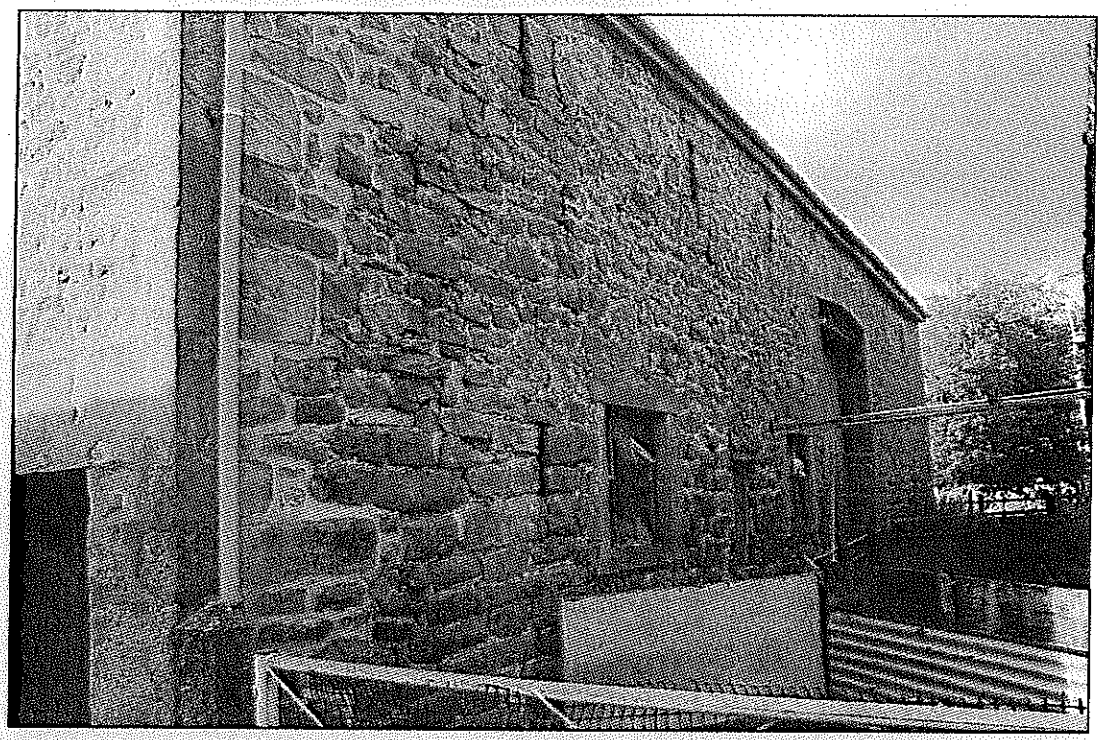


Figure 4. First floor plan and viewpoints (Anderton Gables Chartered Building Surveyors)

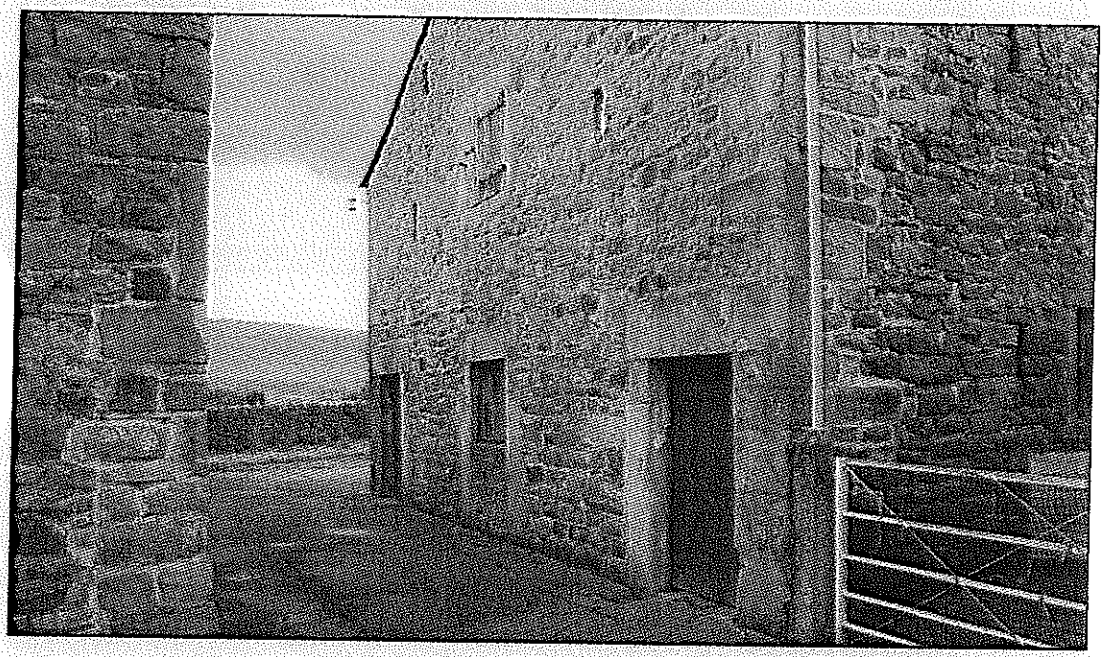


21. East front showing windows of shippon and entrance to threshing bay

22. North elevation showing lean-to and proximity of modern outbuildings

B5.3 Exterior

The principal elevation, facing east, is largely obscured by the modern outbuildings. It has a tall segmental-arched entrance to the threshing bay, and has mostly metal-framed hopper-type windows, probably early-mid 20th century, to the shippon; the hay store is windowless and has slit breathers only. The south elevation has three doors in the typical Lancashire arrangement found in combination barns from the 17th to 19th centuries, providing access to a central feeding passage (the lintel dated 1818) and flanking manure passages. Above is a batten-plank loading door to the hayloft. The principal features of the west elevation are the porch and cartshed, the latter with huge monolithic lintels and central stone pier. The north elevation is also windowless; above the single-storey lean-to store is crude water tabling, with a height difference suggesting the store has been rebuilt or reduced.



25. South gable showing three-door arrangement of shippon

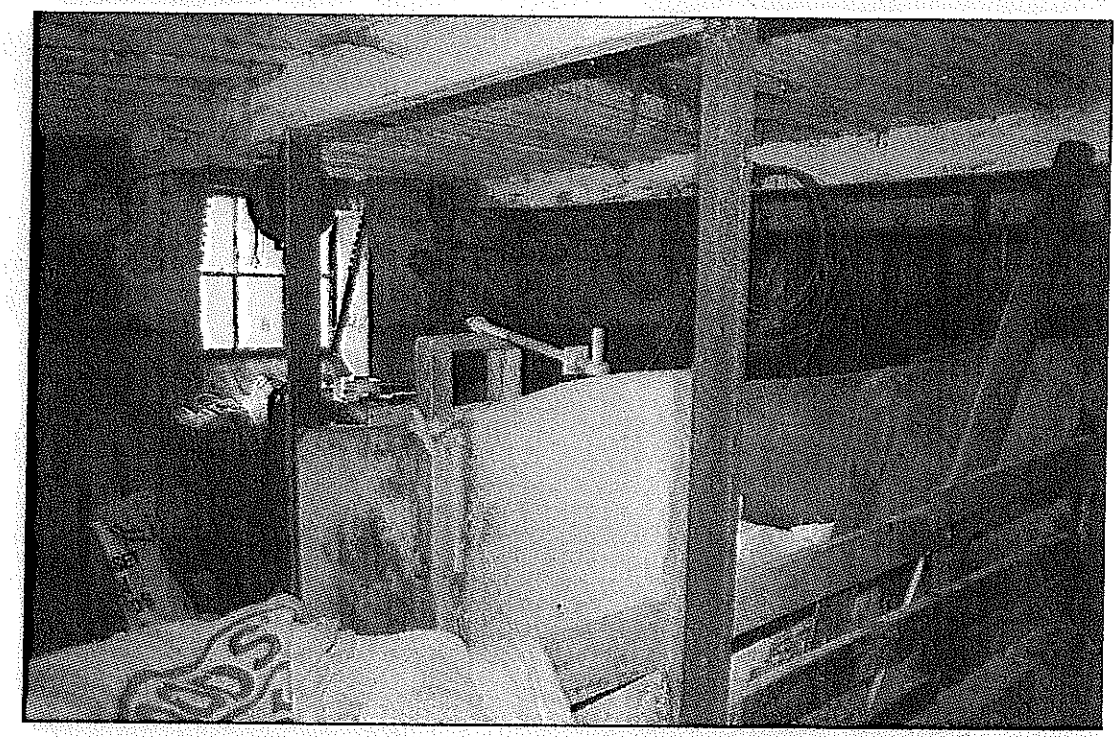
26. Lintel of central feeding passage, dated 1818

B5.4 Interior

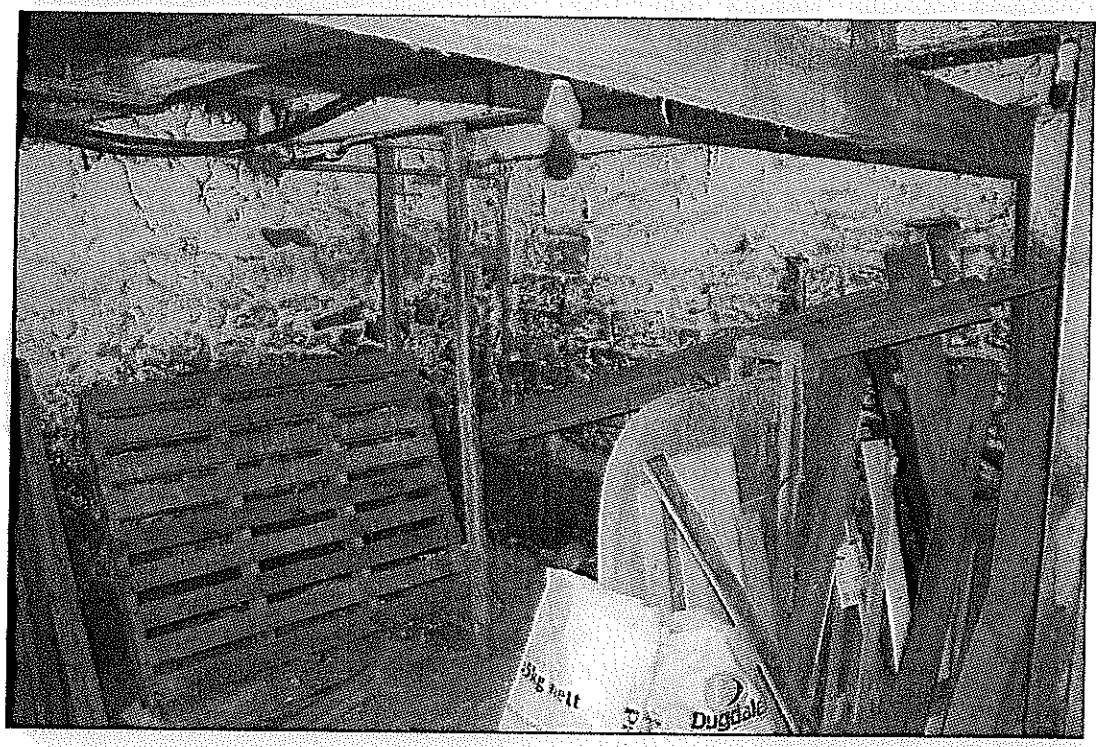
Few features of interest remain. The interior shippon has concrete boskins of mid-late 20th century date, replacing earlier wooden ones whose presence is indicated by mortices for posts in the soffit of the thin ceiling beams. A brick pier, probably late 19th or early 20th century, has been inserted to support the roof. Modern boskins exist in the former cartshed, in which breathers in the barn walls are visible (see below for implications); so too does the lean-to store, whose interior has no other interest. The threshing floor has some large flagstones visible.

B5.5 Analysis

While the barn appears principally of 1818, the cart shed and the store may be early additions on evidence of the breathers in the barn walls. Both existed by 1844 as Map 3 shows. The store may have been rebuilt or reduced as the crude water tabling stands some distance above the present roof level.



29. Interior of shippon showing modern boskins



32. Interior of cartshed

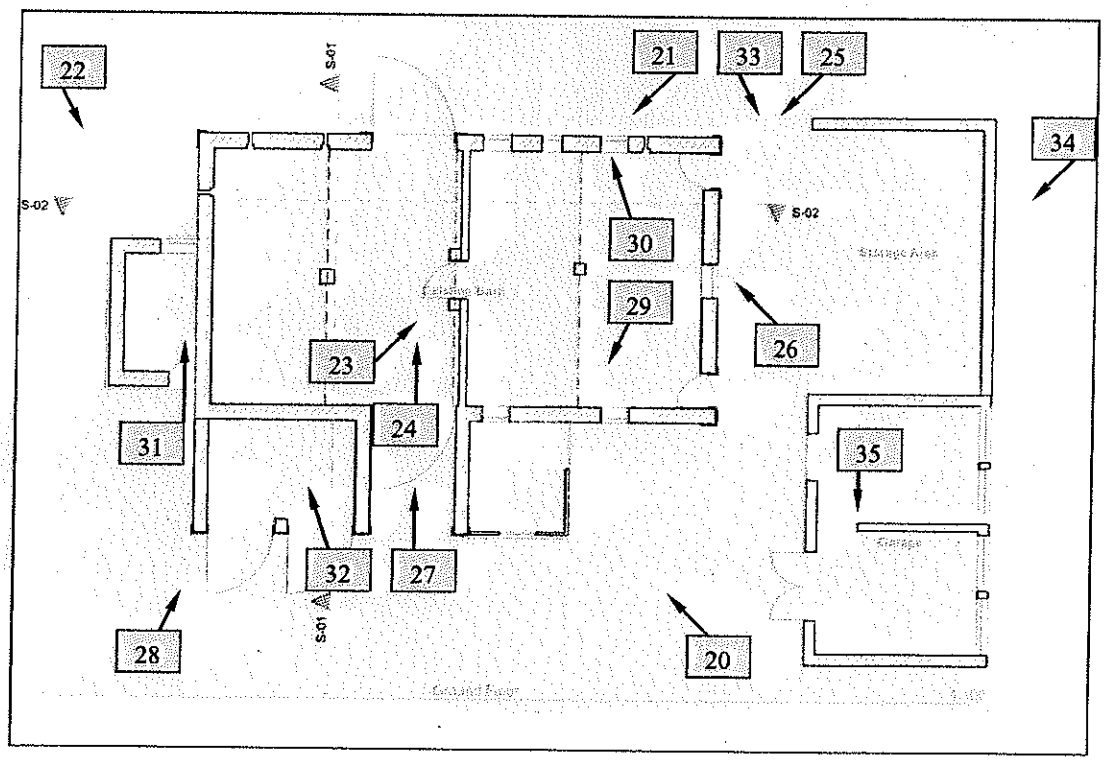
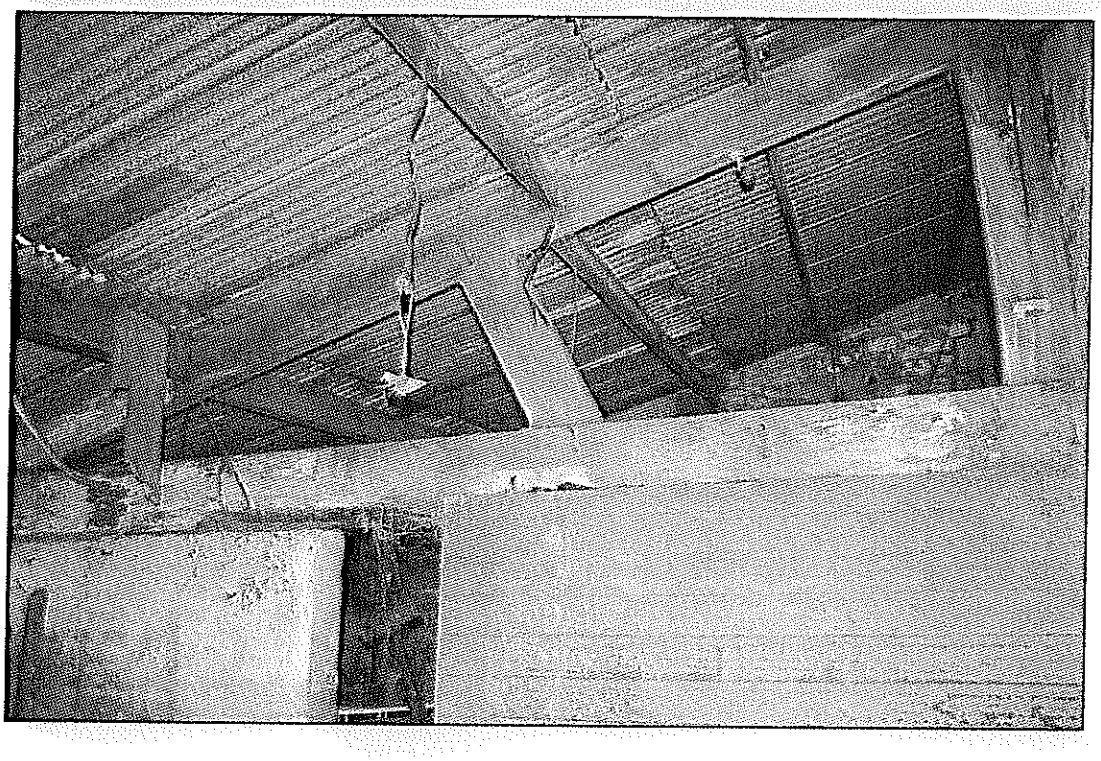


Figure 5. Ground floor plan of barn and garage and store, along with viewpoints of images 20-35 (Anderton Gables Chartered Building Surveyors)

34. Rear, looking north



35. Half-truss within the garage

C1: INTRODUCTION

C1.1 Relevant policy: Section 12 of NPPF

The requirement to understand the significance of a heritage asset when determining an application is specified by Paragraph 129 of the National Planning Policy Framework. This states local planning authorities should identify and assess the particular significance of the heritage asset or its setting, and take this into account when considering the impact of a proposal in order to avoid or minimize conflict between the heritage asset's conservation and any aspect of the proposal.

C1.2 Methodology

The nature of a building's significance may be varied and complex. A means of evaluating the significance of a heritage asset is to apply the criteria used when assessing a building for listing purposes, which are:

- **Age and rarity:** most buildings built before 1700 which survive in anything like their original condition are listed, as are most built between 1700 and 1840
- **Architectural interest:** through architectural design, decoration and craftsmanship and also important examples of particular building types and techniques
- **Historic interest:** encompassing buildings which illustrate important aspects of the nation's social, economic, cultural or military history, or close historical association with nationally-important people or events
- **Group value:** especially where buildings are part of an important architectural or historic group or are a fine example of planning (such as squares, terraces and model villages)

Furthermore, a heritage asset derives significance from its **setting**, as this represents the surroundings in which it is experienced.

Using these criteria, the following sections will therefore examine:

a. The significance of Greengore as the principal heritage asset of the site (Section C2)
b. The significance of the former shippon and the barn as heritage assets affected by the application, and the relative significance of their surviving features (Sections C3 and C4); also the significance of the garage and store (Section C5)
c. The relative significance of all the buildings of the site (Section C6)

C3: SIGNIFICANCE OF THE FORMER SHIPPON

C3.1 Evaluation

- **Age and rarity:** the building dates from probably the early 17th century, a period from which only a limited building stock survives
- **Architectural interest:** in general terms, as an early, possibly contemporary, ancillary building serving Greengore in its initial gentry role; in terms of details, the principal interest lies in those which are 17th century, specifically its roof trusses, beam and mullioned window. The 19th century features are of less interest, and the modern ones, including most of the interior, of no interest
- **Historical interest:** this principally derives from its associations with Greengore
- **Group value:** the shippon has group value with Greengore as representing the early, gentry status of the site; and with the barn as demonstrating its changing role and character
- **Setting:** the building's historic subservient relationship to Greengore is evident in its immediate setting.

C3.2 Conclusions

Grade II designation shows the building is recognised as being of national significance for its special architectural or historic interest. The above evaluation shows this significance principally derives from its initial role as an ancillary building serving Greengore and possibly contemporary with it; its later 19th century alterations represent its altered role at this time and, being more recent, are of less interest. Like Greengore, the building would be of value to any regional study of 17th century agricultural building types in Lancashire, especially those associated with gentry estates.

C3.3 Significance of its features --criteria

The purpose of this section is to guide the design and planning processes by highlighting the relative significance of the features which survive in the shippon. This is assessed, where appropriate, using the following scale:

C4: SIGNIFICANCE OF THE BARN

C4.1 Evaluation

- **Age and rarity:** the building dates from 1818 with later alterations, and is important for demonstrating the widespread agricultural building that occurred from the mid-18th to later 19th century in Lancashire
- **Architectural interest:** principally as an example of its type, a medium-sized Lancashire barn; few original internal features survive
- **Historical interest:** this is principally derived from its associations with Greengore, in particular in providing evidence of its later farming-related phase
- **Group value:** the barn has group value with Greengore and the shippon in demonstrating the changing role and character of the site
- **Setting:** the building can be seen in the context of the farmyard which developed southeast of Greengore in the early 19th century; its subservient, agriculturally-related relationship to Greengore is visually evident also (Plate 5); however modern outbuildings immediately east are detractive.

C4.2 Conclusions

While not a listed building, the barn is considered to be of at least regional significance, architecturally as a representative of the type of barn built in Lancashire from the 17th to the 19th centuries; and historically as it embodies the later phase of Greengore's existence when its role had shifted to an agricultural one. The building would therefore be of interest to any regional academic study of agricultural buildings of the county. The barn's setting is compromised by being largely screened from the east by the modern outbuildings (see Plates 1 and 22).

C4.3 Features of high significance

a. **Exterior:**

- **All original or early elements and elevations, including openings and features (excluding lean-to store)**
  Reason: establish historic agricultural function and character of the building; all elevations are visible from public realm

b. **Interior:**

- **Roof structure**
  Reason: important original feature of circa 1818

C5: SIGNIFICANCE OF THE GARAGE AND STORE

C5.1 Evaluation

- **Age and rarity:** the building dates from the early 20th century and as a type is not of any special rarity or interest
- **Architectural interest:** a simple, functional structure of little architectural interest or merit
- **Historical interest:** as it belongs to a relatively recent period, the building has no special historical interest
- **Group value:** it possesses a limited group value with the barn, representing a later period of development on the farmstead
- **Setting:** the building forms part of the farmyard which developed southeast of Greengore by the early 19th century

C5.2 Conclusions

The evaluation has shown the garage and store to be a building of little interest architecturally and historically, as it is of relatively recent date and of no special merit.

SECTION D: IMPACT ASSESSMENT

4.7.22 *The original building is of paramount importance. This is especially so in cases where works involve addition or demolition. In considering applications for listed building consent the council will protect the built heritage of the borough.*

Additionally, RVBC's policy ENV19 relates to development within the setting of a heritage asset, which applies to Greengore itself in this case. It states:

> *Development proposals on sites involving the setting of buildings listed as being of special architectural or historic interest which cause harm to the setting of the building will be resisted. In assessing the harm caused by any proposals, the following factors will be taken into account:*
>
> *i. The desirability of preserving the setting of the building*
> *ii. The effect of the proposed development on the character of the listed building*
> *iii. The effect on the economic viability of the listed building*
> *iv. The contribution which the listed building makes to the townscape or countryside*
> *v. The extent to which the proposed works would bring substantial benefits to the community, including economic benefits and enhancement of the environment*

Further local policies relating to the historic environment are outlined in Ribble Valley Council's published Draft Core Strategy (April 2012), whose policy EN5 states:

> *There will be a presumption in favour of the conservation of heritage assets and their settings where they are recognised as being of importance. The authority recognises that the best way of ensuring the long term preservation of heritage assets is to find an optimum viable use that strikes the correct balance between economic or other uses and the impact upon the significance of the asset.*

D1.2 Methodology

In context of the above policies, the impact of the proposal will be examined (Section D2) as follows:

1. The impact upon Greengore, and its setting, as the principal heritage asset of the site
2. The impact of the conversion upon the former shippon and the barn, along with their setting; including the impact of specific aspects of the proposed works, with reference to designs produced by Anderton Gables Chartered Building Surveyors
3. The impact of the proposed demolition of the store portion of the garage and store

the chamfered ceiling beam. Given these are features of high significance, this aspect of the scheme is likely to be considered contrary to NPPF paragraphs 131-133 and RVBC policy ENV20.

With the exception of the latter, the proposal appears consistent with the aims of Paragraphs 131-133 of the NPPF and RVBC policies ENV19 and 20 as it is consistent with the building's conservation and will preserve or enhance its architectural and historic significance; will not injure its group value; and will not injure its setting.

D2.4 Impact upon the barn (Barn 2)

The building is currently disused, a state which presents the risk of deterioration with the progression of time. Sensitive conversion will therefore conserve the building and enhance its viability. Generally, the scheme respects and retains the historic agricultural character of the building; as to specific aspects of the proposal, the following merit more detailed comment:

a. **Demolition of modern store on west elevation:** this structure is intrusive and its removal will enhance the significance of the barn
b. **Demolition of outbuilding immediately east of the barn:** this will enhance the significance of the barn as its east elevation is largely screened by the outbuilding
c. **Demolition of lean-to on north wall:** while this feature appears to be an addition, map evidence shows it in place by 1844; there is evidence which suggests it has been rebuilt or reduced, and the interior is of no interest. While it is a relatively minor element of the barn as a whole, its demolition may be considered by RVBC as contrary to the aims of paragraphs 131-133 of the NPPDF and RVBC Policy ENV20
d. **Glazing of wagon entrance and cartshed entrances:** the designs appear to show minimal framing, which thus allows the original function of these openings to be read and so preserves the barn's historic agricultural character
e. **Introduction of conservation-style rooflights:** this is not considered to impact significantly upon the historic appearance or character of the building
f. **Introduction of windows on east and north walls of first bay:** this is sought as there are no original windows here. This aspect therefore involves alteration to the elevations, which are of high significance, and it may thus be deemed contrary to paragraphs 131-133 of the NPPDF and RVBC Policy ENV20; however in the context of the building as a whole, the impact upon its significance could be interpreted as minimal
g. **Internal arrangement.** The design allows the original internal layout of the building to be read; positioning of the staircase in the full-height threshing bay preserves a sense of the openness which characterizes this space
h. **Removal of brick piers.** These are a non-original feature and their removal will not impact upon the significance of the building.

With the exception of points **c** and **f**, which will require clarification from RVBC, the scheme appears consistent with the aims of Paragraphs 131-133 of the NPPF and RVBC policies ENV19 and 20 as it is consistent with the building's conservation and will preserve or enhance its significance; will not injure the building's group value; and will enhance its setting.