Supplementary Report
Planning and Development Board
9 June 2025

Application No: PAP/2024/0127

Butchers Shop, Glenside, Ansley Lane, Arley, CV7 8FU

Installation of roller shutters and rooflights to two-storey building, construction of a ramp to delivery area, new doors and roof covering to existing animal pens, the provision of new animal pens and storage areas for refuse and hay/straw, new site office and external alterations., for

Dr A Ahmed - T&S Investment Group Ltd

1. Introduction

1.1. This application was reported to the Planning and Development Board's meeting on 20th May 2025 with a recommendation of refusal on the following grounds:

1. *It is considered that the building and engineering operations the subject of this application have directly resulted in increased activity at the site leading to significant and demonstrable harm to residential amenity and highway safety. This conflicts with Policies ANP1 and ANP8 of the Arley Neighbourhood Plan 2016 together with Policies LP1 and LP11 of the North Warwickshire Local Plan 2021.*

2. *Insufficient information has been provided to demonstrate that the use of the building and engineering operations the subject of the application have resulted in safe and suitable access for all users; that their use would not give rise to an unacceptable impact on highway safety, or that their use would not lead to severe impacts on the local road network. Accordingly, the proposals conflict with Policies LP1, LP11 and LP29(6) of the North Warwickshire Local Plan 2021 and paragraphs 115 and 116 of the National Planning Policy Framework (2024).*

3. *Insufficient information has been provided to satisfactorily demonstrate that the proposals have addressed and therefore avoided unacceptable impacts on the residential amenity of neighbouring occupiers by virtue of noise, odour and visual harm. Thus, the proposals fail to comply with policies LP11 and LP29(9) of the North Warwickshire Local Plan 2021 together with Policy ANP8 of the Arley Neighbourhood Plan 2016.*

1.2. The associated report can be found at **Appendix A**.

1.3. Shortly before the meeting (15th and 16th May), the applicant supplied amended drawings and additional supporting information. As there was insufficient time to review and re-consult on the amendments prior to the meeting, the decision was deferred to allow re-consultation to take place. Further documentation and amendments were received after the previous board meeting (23rd May). All the documentation is provided at **Appendix B.**

1.4. A Board Report setting out responses to the additional information received on 15th and 16th May has already been published - **Appendix C**.

1.5. This report is supplement to the published report, including further consultation responses, and a recommendation to the Planning and Development Board.

2. Revised Proposals

2.1. A series of amendments and additional documentation have been received. These are detailed within the earlier report but are repeated below for ease of reference.

Received on 15th and 16 May

- A Delivery and Service Management Plan and an associated delivery and management plan drawing (No.7)

The Management Plan sets out that all vehicles will enter the site to the east of the butcher's shop with HGV's driving around the building to service the site and egressing from the western access. Refrigerated vans will reverse down the loading ramp and exit the site. The plan also confirms that rigid HGV vehicles will not exceed 12m length.

The applicant anticipates an average of 10 livestock deliveries per week, between 07:00 and 20:00 hours. Animal by-products (ABP) disposal will take place as follows:

- Skins collection at the end of each production day (1-2 loads)
- CAT3 waste collection at the end of each production day (1-2 loads per day)
- CAT1 waste bin collection (2-3 times per week)
- Effluent collection (1 load per week)

Product will be despatched using 3.5t light refrigerated vehicles with an average of 4 vehicles despatching product from the site per day.

- An amended Vehicle Tracking Layout Drawing (JDA/517/5/1 Rev B)

- An amended Access Arrangement Layout Plan (JDA/517/6/1 Rev A)

- An amended Visibility Splay Layout Plan (JDA/517/7/1 Rev A)

- An amended Proposed Floor Plans drawing (2023-188 Revision F)

- Site Equipment Specifications pertaining to a refrigerated container and ventilation extraction fan to the rear

Received 23rd May 2025

- An Odour and Condensation report for the slaughter hall

- Specifications for air conditioning units, louvres, panel filters, bag filters and carbon filters

- Specifications for underground tanks

- Specifications for 6000l vertical and bunded tanks

- Two ventilation drawings (2023-188) drawing no's 8 and 9.

3. Consultations and Representations

3.1. Officers re-consulted both Warwickshire County Council (WCC), as the local highway authority, and North Warwickshire Borough Council's Environmental Health officer's (EHO) on the amendments received on 15th and 16th May. The responses are included within the earlier report but, again, are repeated here for ease of reference.

a) WCC Highways - It continues to object. Their observations are set out in full below.

Without a Road Safety Audit (RSA) we would have to continue to object.

Visibility:

Further clarity needed to determine whether achievable. It appears that they may go over 3rd party land.

Tracking:

The tracking does not consider on-street parking, which occurs regularly opposite the site.

Access:

The layout of the accesses raises concerns. The 2 junctions would tie into each other which could create confusion, particularly as the give-way lines abruptly end rather than joining a kerb line that would separate the accesses.

The plans indicate that the western access would be marked no entry however this is not what is shown by the markings. If there is to be no entry, i.e. egress only the give-way line should extend across the whole junction.

In order to have the access as a no entry a TRO would be needed, which is subject to a separate process and cannot be relied upon due to public consultation etc.

General:

The parking still needs to be clarified to demonstrate that it accords with NWBC's parking standards.

Comparison between existing and proposed use is required to determine whether an intensified use is proposed. If there would be no significant intensification, dropped kerb accesses could be acceptable.

According to the management plan, refrigerated vans would reverse down the loading ramp, how would this occur? There does not appear to be enough room on-site to allow this.

A Stage 1 Road Safety Audit is required given the significant changes proposed to the accesses.

b) EHO - North Warwickshire Borough Council's EHO's offered the following comments:

15th and 16th May amendments

I have reviewed the document titled "*Site equipment specifications*" which provides details of

- Specification for refrigerator on site (ArcticStore – Chiller and freezer container hire).
- Specification for Ventilation Extract to Rear of Site - 600mm Industrial Ventilation Metal Fan Axial Commercial Air Extractor Exhaust

Neither of these specifications include noise emission data so we are unable to assess the impact of noise on neighbouring properties.

The photograph of the refrigeration unit provided in the above document does not appear to depict the same unit as seen on the site in the photographs taken on 20th May 2025. The existing container unit on site appears to have a condenser unit mounted on its roof (*see photo ref; 20250520_092159165_iOS.jpg*) whereas the ArcticStore specification shows the condenser to be integrated into one end of the unit. It appears the refrigeration unit integrated into the existing on-site container has failed and has been replaced by the external roof top condenser.

There maybe other sound sources on site that have been newly introduced by the current operator that should also be considered in an impact assessment, e.g. fork-lift truck and possibly additional condenser units.

The remaining documents attached to the 20th May email are not relevant to this team.

There is insufficient information to determine if there will be adverse impacts due to noise arising from the operation of the refrigerated container unit, the extraction fan or any other plant / equipment that has been introduced to the site by the current operator. It is recommended that consent is not granted.

The applicant should provide further details about the proposed external plant to be installed including the acoustic data, as either the sound power level (SWL dB) or the sound pressure level (SPL dB @ m) at a specified distance, for comparison with an assessment of the background sound level on / near the site. It would be preferable for the applicant to submit a full noise impact assessment carried out in accordance with the current version of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" to include the new items of fixed plant and any other plant or machinery that has been introduced to the site by the current operators. The source sound data must relate specifically to the plant that is to be used / installed on site.

The applicant should provide a noise management plan to identify all relevant noise sources on the site (see BS4142 for a list of relevant commercial and industrial noise sources) and state how they will be managed to reduce to a minimum any potential adverse impacts resulting from noise from the site. The NMP should also include a process for recording and responding to complaints about noise from the premises.

23rd May amendments

Further to your email of the 29th of May 2025, we have reviewed the additional documents submitted on the 23rd of May 2025 including the following documents that relate to noise and odour control from plant, equipment, and activities on the site. These comments may supplement or duplicate those made in my email of the 21st of May as there is some cross-over between them.

The submission "*T&S Abattoir (Slaughter Hall) Mechanical Specification*" is an odour risk assessment and control specification by KRS Steel Services, "*Design and Specification For T & S Abattoir (Slaughter Hall)*", (Not dated or referenced).

- The report uses the DeFRA / EMAQ method to assess the potential level of odour impact from the slaughter hall as "Very High" and recommends the implementation of a correspondingly high level of odour control to the enclosed space of the slaughter hall only. The proposed system comprises a filtered fresh air inlet and a filtered extraction fan located at low level in the rear wall of the slaughter hall, as shown in submissions "*008 Ventilation*", "*009 Ventilation*" and "*HVC Louvre data sheet*". It is noted that an air conditioning condenser unit is also to be placed on this wall. The proposed air filtration and odour control specifications can be found in submissions "*Longar Type 8 Activated Carbon Filter-LR*", "*Longar Type 11 Pleated panel filter-LR*", and "*Longar Type 14 Medium & high efficiency pleated bag filters*"**.**

- The applicant has not submitted a noise impact assessment for the extraction fan or the air conditioning condenser unit or details of any operational controls to minimise noise emissions.

- The odour impact assessment in this document only applies to air extracted from the slaughter hall and not to any other contained or fugitive odour sources on the application site.

- The proposed location for the air inlet louvre, extraction fan louvre and condenser unit cannot be supported because:

    - The access to maintain the above equipment is not within the application site and there is no evidence that the applicant has a right of access to both install and maintain the proposed equipment which will need regular inspection, cleaning, and maintenance to ensure that it functions correctly and maintains the required hygiene standards for the slaughter hall.

    - Any residual odorous emissions from the slaughter hall will be discharged over land that does not appear to be in the ownership of the applicant.

- We recommend that the exhaust from the slaughter hall should discharge vertically above the roof line of the building to assist with odour dispersion, avoid discharging over adjacent land and, with appropriate design, to provide easy access to the extraction and input ducts for inspection, cleaning, and maintenance. Similarly, the air conditioning condenser unit should be installed in an accessible location within the curtilage of the application premises.

- The design of access and egress to the ventilation equipment, etc., must consider the requirements of the Health and Safety at Work etc. Act, associated Regulations, and guidance.

The submissions **"***ABYG45KRTA*" and "*AOYG45KATA"* are manufacturers data sheets for the proposed air conditioning system to the slaughter hall which has been discussed above with respect to noise impacts and the location of the external equipment.

The submission "*Site Equipment Specification***"** includes data sheets for the slaughter hall extraction fan *(discussed above in T&S Abattoir (Slaughter Hall) Mechanical Specification*) and the proposed refrigerated container to be sited in the yard area. Noise emission data has not been provided for either piece of equipment or appropriate noise impact assessments carried out. Furthermore, the refrigerated container pictured in the specification does not appear to be the same as that already on the site. The existing unit appears to have been retrofitted with an external compressor unit whereas the submitted specification illustrates an integrated compressor; any noise impact assessment needs to be based on the specific unit which is to be kept on site.

There are four submissions ("*172216-6000L-Vertical*", "*CTB 6000-6000L Bunded*", "*SafeSub Tanks*") that concern the installation of above ground and underground tanks (two of each) for storing blood and effluent prior to removal from site by road vehicles for disposal. The site plans do not show the location of the above ground cylindrical tanks or indicate their uses. The plans show two underground tanks, one to be used for blood and the other for effluent storage. The emptying of these tanks has a potential to release foul odours but the means of eliminating or at least minimising these impacts has not been discussed. There is no information to justify the capacity of each of the proposed tanks and to demonstrate that they are sufficient for the proposed uses.

With respect to the additional documents submitted on the 23rd May 2025, there is insufficient information for us to determine if the proposals are likely to result in a loss of amenity from noise or odour due to the implementation of the proposals.

We recommend that the applicant submits additional information as outlined in the observations and comments above. It would also be useful if the applicant supported the application with their proposals for noise management plan and odour management plan which should include details of noise / odour sources and the measures to be put in place to ensure that they are minimised, and their impacts monitored.

c) Representations

3.2. Six representations have been received, all objecting, with a summary provided below:

- Lack of care, consistency and attention to detail within the submitted documentation.
- Insufficient room for refrigerated vans to manoeuvre within the site.
- 7am is an unacceptable time for deliveries.
- Offload of animals cannot be carried out 'quickly' having regard to published guidance.
- No provision for the parking of HGV's or trucks.
- Omissions from vehicle tracking layout – failure to take into account on-street parking.
- Customers will be unable to access both parking bays due to the planter.
- No details of the location of the two vertical tanks.
- Noise from ventilation fan is unacceptable.
- Odour and Condensation Report is not fit for purpose.
- Industrial appearance of the site is unacceptable.
- No assessment of risk from ventilation proposals.
- General loss of amenity and visual harm.

4. Observations

4.1. This report primarily considers whether the additional information, amended plans, and supporting documentation have overcome the previously identified reasons for refusal.

i) Introduction

4.2. As members will be aware, this is a planning application seeking permission for operational development at the site, not its lawful use as an abattoir. A combination of a 1994 planning permission on the site and a lawful development certificate secured in 2023 confirms that there is a lawful B2 General Industrial use here for an abattoir and the production of meat and meat products.

4.3. Intensification of said lawful use will only amount to development if the increased intensity has resulted in a change in the "definable character of the use", as detailed within *Hertfordshire County Council v Secretary of State for Communities and Local Government [2012] EWCA 1473*. Consideration of whether a material change of use has occurred is beyond the scope of this application, yet will, nonetheless, be subject to further assessment by the council's planning enforcement team.

4.4. Turning to the application at hand, the substance of the plans received for the site is to facilitate increased activity and operations, as well as to adapt the site to current operational requirements for its lawful use. Additional documentation was received before and after the last board meeting, which has now been subject to consultation and assessment (as detailed in sections 2 and 3).

ii) Highway Safety

4.5. The NPPF states that development should only be refused on highway safety grounds if there would be an "unacceptable" impact on highway safety, or where there would be "severe" residual cumulative impacts on the road network (post-mitigation) - paragraph 116. Road network implications refer to the operational performance of the local highway network, separate from considerations on highway safety. Applying the Framework's policy, unless the impact of a development on highway safety is unacceptable or the road network implications would be severe, planning permission should not be refused on such grounds. Regarding the development plan, policy LP29(6) states that development should provide safe and suitable access for all users, consistent with the wording found within paragraph 115(b) of the Framework.

4.6. As set out in the Board Report for the May meeting, the application was recommended for refusal on highway safety grounds as:

a) It had not been shown that the alterations within the site, the improvements to the access points onto Ansley Lane, and the parking arrangements would be acceptable from a highway safety perspective and,

b) Insufficient evidence was provided to reach a fully informed conclusion about the severity of potential impacts on the local highway network.

4.7. In response to the concerns, the applicant has supplied the following highways-related documentation:

- A Delivery and Service Management Plan and an associated delivery and management plan drawing (No.7)
- An amended Vehicle Tracking Layout Drawing (JDA/517/5/1 Rev B)
- An amended Access Arrangement Layout Plan (JDA/517/6/1 Rev A)
- An amended Visibility Splay Layout Plan (JDA/517/7/1 Rev A)
- An amended Proposed Floor Plans drawing (2023-188 Revision F)

4.8. Warwickshire County Council, as the local highway authority, were reconsulted on the amendments and continues to object, principally based on the continued absence of a Road Safety Audit (RSA).

4.9. Furthermore, they comment that it has not been demonstrated that the visibility splays from the access points are achievable and highlight that the tracking drawings fail to account for the presence of on-street parking.

4.10. Additionally, the access layout would create confusion; the give-way line should extend across the whole junction, and a 'no-entry' access would require a Traffic Regulation Order (TRO), which is subject to a separate statutory process and public consultation. There is no guarantee that a TRO would be successful.

4.11. Finally, the authority add that parking still needs to be clarified, and there does not appear to be sufficient space for refrigerated despatch vans reverse and egress in a forward gear.

4.12. Such concerns are also supported by the representations received. Representations add that the customer parking arrangement does not appear workable, FSA workers and visitors will need to manoeuvre through the site to access the parking spaces, and that up to 9 vehicles have been seen parking within the site frontage.

4.13. After distilling the above, it is clear that the proposals remain unacceptable from a highway safety perspective. It has not been demonstrated that the alterations within the site, the improvements to the access points onto Ansley Lane, the parking arrangements, and delivery and servicing would be acceptable from a highway safety perspective. The lack of an RSA remains a significant omission.

4.14. Furthermore, given the concerns highlighted above, insufficient evidence has been submitted to reach a fully informed conclusion about the severity of potential impacts on the local road network (its operational performance).

iii) Residential Amenity

4.15. Local Plan Policy LP29(9) states that development should avoid and address unacceptable impacts upon neighbouring amenities. LP29(2) makes clear that development should "take into account the needs of all users", with paragraph 135(f) of the NPPF adding that decisions should ensure developments provide "a high standard of amenity for existing and future users".

4.16. The residential setting of this site is a substantial material consideration here. Demonstrably unacceptable impacts have been evidenced over many months, during different seasons, and at various times of the day; NWBC's Environmental Health team has received over 1,100 complaints to date.

4.17. The May board report included a recommendation of refusal on amenity grounds due to the cumulative impact of operational development on residential amenity, and insufficiency of information.

4.18. In response to the concerns, the applicant has supplied the following documentation:

- Site Equipment Specifications for a refrigerated container and a ventilation extraction fan to the rear
- An Odour and Condensation report for the slaughter hall
- Specifications for air conditioning units, louvres, panel filters, bag filters and carbon filters
- Specifications for underground tanks
- Specifications for 6000l vertical and bunded tanks
- Two ventilation drawings (2023-188) - no's 8 and 9.
- An amended Proposed Floor Plans drawing (2023-188 Revision F)

4.19. The updated floor plan includes the provision of a refrigerated unit within the site, which is accompanied by 'site equipment specifications' relating to the unit and a ventilation fan at the rear of the slaughter hall.

4.20. NWBC's Environmental Health officers comment that neither specification includes noise emission data; consequently, an assessment of the noise implications for residential property cannot be carried out. Secondly, they highlight that the container unit currently installed on-site contains a mounted condenser unit, which is not detailed in any of the specifications submitted. Thirdly, they suggest that other sound sources, such as forklift trucks, should be considered within a noise impact assessment. Fourthly, they conclude that insufficient information is available to determine if there will be adverse impacts due to noise arising from the operation of the refrigerated container unit, the extraction fan, or any other plant/equipment which has been introduced to the site.

4.21. The remaining new documentation is discussed below.

4.22. KRS Odour and Condensation Report - Our EHOs note that the odour impact assessment only applies to air extracted from the slaughter hall, and not to any other contained or fugitive odour sources on the application site.

4.23. Air inlet louvre, extraction fan louvre and condenser unit – the location for these features cannot be supported as the applicant has not demonstrated a right of access to both install and maintain this equipment, which will need regular inspection, cleaning, and maintenance.

4.24. Our EHO's further that the exhaust from the slaughter hall should discharge vertically above the roof-line of the building to assist with odour dispersion, and that the air conditioning condenser unit should be installed in an accessible location within the curtilage of the application premises.

4.25. Regarding the tanks, there are four submissions ("172216-6000L-Vertical", "CTB 6000-6000L Bunded", "SafeSub Tanks") relating to above-ground and underground tanks (two of each) for storing blood and effluent before removal from the site by road vehicles for disposal. The site plans fail to show the location of the above-ground cylindrical tanks or indicate their uses. Moreover, the two underground tanks, one used for blood and the other for effluent storage, have the potential to release foul odours; yet, the means of eliminating or at least minimising these impacts have not been discussed. Moreover, there is no information to justify the capacity of each of the proposed tanks and to demonstrate that they are sufficient for the proposed uses.

4.26. Representations reiterate the deficiencies highlighted above and add that the odour and condensation report a) includes an odour risk assessment relating to cattle which are not 'processed' at the site, b) contains insufficient information on staff numbers on-going management/replacement of filters and c) refers to 2005 DEFRA Guidance on Odour Control which has been withdrawn and relates to odour and noise control from commercial kitchen exhaust systems.

4.27. Comments on the Delivery and Service Management Plan refer to the unacceptability of deliveries at the times stated (07:00 to 20:00) and add that no deliveries should take place on public holidays or Sundays, and that CAT1 waste should be subject to daily collection.

4.28. As with the considerations on highway safety, it remains clear that that the proposals are unacceptable from a residential amenity perspective – fundamentally, insufficient information has been provided to a) determine the implications of the proposals for residential amenity (predominately odour and noise) and b) reach a fully informed conclusion as to whether such impacts would not be unacceptable and thus ensure compliance with Local Plan policy LP29(9).

iv) The Expediency of Enforcement Action

4.29. If the recommendation below is agreed, then, as members will be aware, the expediency of formal enforcement action should be reviewed. This is because the refusal covers, in part, existing building and engineering operations undertaken on site. Other works remain as unauthorised developments (such as the roller shutters) but they are not included in the current application.

4.30. The fact that the site is closed as a consequence of the FSA action does not preclude the Council from proceeding with its planning enforcement action if it considers that it is expedient to do so. An appeal against the FSA's closure notice might be successful, as to may a new application.

4.31. Members are advised that any enforcement action should not be targeted at the B2 use of the site, because that is lawful – see Section 4 (i) above. It would have to refer to the building and engineering operations.

4.32. A Part 2 report concerning potential enforcement action was discussed with the board at the last meeting. A further report has been complied and will be presented to the board.

v) Human Rights Act, Equality and Diversity

4.33. The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

4.34. Section 149(1) of Equality act, known as the Public Sector Equality Duty (PSED), requires local authorities to, in the exercise of their functions, have due regard to the need to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share protected characteristics and those who do not. The case officer has had due regard to the aims of the Equality Duty in the determination of this application.

5. Recommendation

5.1. The new submissions have not overcome the previously identified reasons for refusal. As such, it is recommended that planning permission is **REFUSED**, for the following reasons:

1. *It is considered that the building and engineering operations the subject of this application have directly resulted in increased activity at the site leading to significant and demonstrable harm to residential amenity and highway safety. This conflicts with Policies ANP1 and ANP8 of the Arley Neighbourhood Plan 2016 together with Policies LP1 and LP11 of the North Warwickshire Local Plan 2021.*

2. *Insufficient information has been provided to demonstrate that the use of the building and engineering operations the subject of the application have resulted in safe and suitable access for all users; that their use would not give rise to an unacceptable impact on highway safety, or that their use would not lead to severe impacts on the local road network. Accordingly, the proposals conflict with Policies LP1, LP11 and LP29(6) of the North Warwickshire Local Plan 2021 and paragraphs 115 and 116 of the National Planning Policy Framework (2024).*

3. *Insufficient information has been provided to satisfactorily demonstrate that the proposals have addressed and therefore avoided unacceptable impacts on the residential amenity of neighbouring occupiers by virtue of noise, odour and visual harm. Thus, the proposals fail to comply with policies LP11 and LP29(9) of the North Warwickshire Local Plan 2021 together with Policy ANP8 of the Arley Neighbourhood Plan 2016.*

General Development Applications

(5/i) Application No: PAP/2024/0127

Butchers Shop, Glenside, Ansley Lane, Arley, CV7 8FU

Installation of roller shutters and rooflights to two-storey building, construction of a ramp to delivery area, new doors and roof covering to existing animal pens, the provision of new animal pens and storage areas for refuse and hay/straw, new site office and external alterations., for

Dr A Ahmed - T&S Investment Group Ltd

1. Introduction

1.1. This application is reported to the Planning and Development Board at the discretion of the Head of Development Control.

2. The Site

2.1. The application site comprises land and buildings at 'Glenside', a premises situated on the northern side of Ansley Lane within the village of Old Arley. The site consists of a two-storey building located towards Ansley Lane. The ground floor was lastly in use as a butchers' shop, bakehouse and cutting rooms, with the first floor housing a residential flat. An abattoir is present alongside the rear boundary of the site, together with two animal pens. Two access points are present on Ansley Lane, either side of the two-storey building.

2.2. The Wagon Load of Lime Public House abuts the site to the east with residential properties present to the west, and to the south on the opposing side of Ansley Lane. Open land extends beyond the site to the north with Thistledown Farm located 100m to the north-west.

2.3. A location plan is at Appendix A.

3. Background

i) Planning History

3.1. The site has a long-standing, lawful use as an abattoir and butchers' shop with planning permissions for alterations/extensions to the premises granted in 1960, 1975 and 1979. There is anecdotal evidence which indicates that the site opened in 1913.

3.2. Two applications for the site were approved in November 1993, one for extensions to the abattoir (FAP/1993/1998) and the second to form a new access and to change the use of part of a room within the two-storey building into a shop

(FAP/1993/2394). FAP/1993/1998 was subject to amendment, approved on 16th February 1994.

3.3. The abattoir extension permission contains eleven conditions, the bulk of which relate to access and parking arrangements.

3.4. In 1994, an application to expand the shop and utilise the remainder of the ground-floor in association with it (cutting rooms, bake house, office etc) was approved (FAP/1994/2535). The 1994 permission contains five conditions, with the accommodation's use restricted to B2 by condition:

> (2) The accommodation hereby approved shall not be used for any purpose, including any other purpose in Class B2 of the Town and Country Planning (Use Classes) Order 1987, (as amended), other than for cutting rooms and bakehouse in association with the production of meat and meat products.
> **Reason:**
> In the interests of the amenities of the area.

3.5. Although not forming part of the application, it is evident that there has been a substantial increase in slaughtering activity within the site following a change of ownership in 2024. In 2009, some 6,512 animals were slaughtered, with throughput subsequently declining to a figure of just 155 in 2023. Between 2009 and 2023 a total of 54,729 animals were slaughtered, giving an annualised average of 3,649. When 2023 is discounted, the 14-year annual average is 3,898. Evidence from the FSA specifies that the former owners slaughtered on only one day a week.

3.6. In 2024 (from March onwards) 39,189 animals were slaughtered at the premises (a 974% increase on the 15-year average). Moreover, slaughtering activity increased, taking place four days a week from Sunday to Thursday, excluding Tuesdays, with the site operational between 0630 and 1800 hours Monday to Friday, and 0730 to 1800 hours on Sundays. There is also evidence of the site operating beyond these hours.

3.7. A lawful development certificate was secured in November 2023 for the use of the site as an abattoir (B2 use class).

3.8. The Food Safety Agency (FSA) granted a full approval for the new ownership to operate as a slaughterhouse in June 2024. This approval has recently been revoked (effective from 1st May 2025) on animal welfare grounds with slaughtering currently halted. It is understood that the owner benefits from a right of appeal to the First Tier Tribunal (FTT) up to 28 days after the date of revocation.

3.9. Although the approval has been revoked, there is still an outstanding application here which requires determination, hence it being brought before the Planning Board.

ii) Other Matters

3.10. Members will be aware that many regulatory regimes extend to the operation of business premises. It is not within the remit of this Council as a Local Planning Authority to replicate or to interfere with these separate legislative processes. It has to have regard to them in as far as they may affect planning considerations and thus to assess the planning merits or otherwise of a proposal. That assessment should not stray into the remit of these other regimes.

3.11. In this case, the actual operations and activity on the site are primarily regulated by the Food Standards Agency (FSA). Specifically, anyone carrying out slaughtering operations must hold a Certificate of Competence (CoC), issued by the FSA, which relates to food hygiene and animal welfare requirements.

3.12. Part 3 of the Environmental Protection Act 1990 (EPA 1990) places a duty on every Local Authority to inspect its area for statutory nuisances (such as odour and noise) and to take reasonable steps to investigate any complaints of statutory nuisance that it receives. The task of detecting statutory nuisances falls within the remit of the Borough Council's Environmental Health department.

3.13. Warwickshire County Council, as the local highway authority, has a legal responsibility under the Highways Act 1980 to maintain the public highway network in a condition that is safe for users, and are a statutory consultee within the planning system. The Police can too be involved if a highway is obstructed.

3.14. Severn Trent Water Ltd require a Trade Effluent consent for the discharge of anything other than domestic waste into a drain which connects to the public sewage system. Severn Trent refused a discharge consent at the premises last year.

3.15. As can be seen there are several other agencies that have an interest in this site and its operations. The Board is reminded of its planning remit when assessing the planning application before it.

3.16. Members are also reminded that whilst this application is for the retention of works, the fact that it is a retrospective application is NOT a reason for refusal. It should still be assessed afresh on the content of the works included in the application, and their planning merits or otherwise.

4. The Proposal

4.1. Enforcement investigations in 2023 revealed that a series of building works had been carried out at the site which required planning permission - namely the installation of roller shutters to the front and side of the two-storey building, and engineering operations to form a 'sunken' delivery bay in front of the abattoir.

4.2. Subsequently, an application for planning permission to retain the shutters and the delivery bay was submitted in March 2024. That application also seeks consent for various other building works.

4.3. The proposals have been revised since the application's submission – the latest layout can be found at Appendix B. The former layout is provided at Appendix C.

4.4. Roller shutters have been removed from the submitted plans, although they currently remain installed on-site. The proposals for new animal pens have also been removed.

4.5. The latest proposals are detailed below:

- Erection of a covered area for refuse storage and hay/straw
- Underground blood tank
- Underground sewage tank
- Delivery bay
- New rooflights
- New doors and roof covering to existing animal pens
- Erection of a new site office
- Addition of a new double door (primary access point) and a secondary access point to the front of the abattoir
- Additional hardstanding
- Re-configured parking – two spaces fronting the two-storey building, two spaces to the left-hand side of the site 'exit' and two behind the gated entrance
- Access alterations onto Ansley Lane

4.6. Unfortunately, there are still a number of inconsistencies between the drawings which have been submitted and what is present on the site. The site layout depicted on the tracking drawings does not reflect the layout depicted within the access details plan, both of which were submitted in January 2025. Moreover, no revised site plan was provided in January.

4.7. It is also apparent that the revised access alterations extend beyond the boundaries of the site, presumably into the public highway. No revised ownership certificate or site location plan has been submitted.

4.8. Furthermore, specifications and plans for the underground blood and sewage tanks and the proposed site office have not been submitted, despite requests from officers. Moreover, a refrigerated container has been added to the site, and a fan installed on the rear elevation of the abattoir, again for which no details have been supplied.

4.9. The situation is thus that the plans tabled for the Board only partly reflect what is on site – many subsequent additions beyond the initially submitted plans therefore remain uncovered by the submission.

5. Development Plan

North Warwickshire Local Plan 2021 - LP1 (Sustainable Development); LP2 (Settlement Hierarchy), LP11 (Economic Regeneration), LP15 (Historic Environment), LP16 (Natural Environment), LP21 (Services and Facilities), LP27 (Walking and Cycling), LP29 (Development Considerations), LP30 (Built Form), LP31 (Frontages, Signage and External Installations), LP33 (Water Management), LP34 (Parking) and LP35 (Renewable Energy and Energy Efficiency)

Arley Neighbourhood Plan 2015 -2030 - ANP1 (Rural Character); ANP2 (Green Space Strategy), ANP3 (Maintain the balance between the natural and built environment), ANP4 (Encourage a strong and vibrant community), ANP5 (Ensure built development meets highest current standards), ANP7 (Community Assets and Facilities) and ANP8 (Increase employment opportunities)

6. Other Relevant Material Considerations

National Planning Policy Framework 2024 – (the "NPPF")
Planning Practice Guidance – (the "PPG")
MHCLG National Design Guide
North Warwickshire Air Quality SPD (2019)
North Warwickshire Car Parking Standards (Local Plan 2021)
North Warwickshire: A Guide for Shop Front Design SPD (September 2003)

7. Consultations

Warwickshire County Council, as the Local Highway Authority, has repeatedly objected to the proposals. Its' four consultation responses are all of objection. The initial response was that "the existing accesses are poor" and that an intensified use of the site would not be supported. Further concerns raised were as follows:

- Removal of the brick wall fronting Ansley Lane, leading to vehicles mounting kerbs to enter the site

- Concrete installed within the public highway

Subsequent comments raised issues with the tracking drawings provided (demonstrating that HGV's are unable to effectively manoeuvre within the site), a requirement for a Road Safety Audit (RSA) which was not forthcoming, the routing of HGV's through the village and the absence of visibility splay drawings.

The latest consultation response was received on 31st January 2025 (Appendix D). Key concerns raised within the January response are as follows:

- A refrigerated container inhibits manoeuvring and thus is not acceptable
- Proposed tactile paving is unaligned
- No Road Safety Audit (RSA) brief has been submitted for review
- A delivery and service management plan should be provided

Environmental Health Officer:

Environmental Health have received over 1100 complaints since the site opened, complaints relating to odour, noise and light pollution.

The Trade Effluent consent was not granted to site, therefore all wastewaters had to be removed from site by tanker, this added to the numbers of large vehicles accessing the site and also an increase in odour when the effluent was being transferred.

The business is now registered with Environmental Health as a meat wholesaler distributing carcasses. There is also another company distributing from the site, Amin & Sons Ltd registered with Oadby and Wigston Borough Council.

8. Representations

424 representations have been made to date (figure includes multiple responses from the same property/individual). The concerns largely centre on intensified activity at the site, rather than the operational works. A summary is provided below:

Environmental

- Drainage of blood into the street.
- Adverse implications for local water and sewage network due to intensification.
- Substantial increase in the throughput of animals – previous owners slaughtered 200 a week. Current occupiers are slaughtering in the region of 2000 a week.
- Increased noise, disturbance, air pollution, waste, and odour from the premises as a result of intensification.
- Waste is visible to members of the public with skips unsealed.
- Waste should be removed in a timely manner.
- Interference with enjoyment of private gardens due to odours/noise
- Operations are taking place 7 days a week with deliveries arriving before 6am. Working hours should be restricted.
- Negative impact on the operation of the adjacent pub and Hood Lane Farm Coffee Shop.

Highway Safety

- Narrow road alignment and on-street parking render the road unsuitable for large vehicles entering the site.
- Large vehicles accessing the site causing congestion along Ansley Lane. Residents given assurances from the owner that vehicles would not exceed 7.5t.
- Size of vehicles should be restricted.
- Inadequate parking, loading, and turning facilities within the site.
- Use of frontage by vehicles increases accident risk.
- Safety concerns for pedestrians and cyclists, including those with limited mobility.

Alterations to the two-storey building

- New roof tiles are not ‘in-keeping’.
- Velux windows face properties along Ansley Lane.
- Roller shutters and new gates provide an industrial appearance.
- Overlooking from velux windows.

Other

- Development conflicts with Arley Neighbourhood Plan.
- New hardstanding in a poor condition.
- Operation does not support the local economy/community.
- Loss of visual amenity through removal of vegetation.
- Lowered property values.
- Concerns regarding animal welfare.
- Butchers shop has not re-opened.
- Two SEN schools in close proximity – concern regarding the safety of the pupils.
- Work commenced on site and was largely complete before the submission of the application.
- Bat roost within the main abattoir building.
- Implications for local water supply and drainage systems.

A petition has been received with 121 signatories - Appendix E.

Arley Parish Council has submitted an objection – Responses from August 2024 and February 2025 can be found at Appendix F.

Shustoke Parish Council - It has concerns regarding intensification and the routing of HGV’s through its parish.

9. Observations

i) Introduction

9.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004, and section 70(2) of the Town and Country Planning Act 1990, require planning applications to be determined in accordance with the aforementioned development plan policies, unless material considerations indicate otherwise. This therefore defines the remit of the Board in this case in light of the matters raised in Section 3 (ii).

9.2. The site has a lawful use as a slaughterhouse. The current application is NOT an application for a material change of use to a different use. It is for retention of building and engineering operations in connection with this lawful use.

9.3. The substance of the plans received for these buildings has been to facilitate increased activity and operations at the site as well as to adapt the site to current operational requirements for its lawful use. This has, as a matter of fact and degree led to an intensification of that use.

9.4. The overall thrust of the representations received has been to evidence the substantial adverse impacts of such an increase in activity. It too has led to the objection from the Highway Authority. However, at the general level, the lawful use of the site has not changed – it still operates as slaughterhouse. This therefore puts the Board in an unusual position whereby there is no material change in the use of the site, but the impacts of the lawful use have materially altered.

9.5. Officers have taken advice on this matter because intensification of an existing, lawful use is a complex and uncertain area of planning law. Intensification of an existing use can constitute a material change of use, but only if the increased intensity has resulted in a change in the "definable character of the use" as detailed within Hertfordshire County Council v Secretary of State for Communities and Local Government [2012] EWCA 1473:

'What must be determined is whether the increase in the scale of the use has reached the point where it gives rise to such materially different planning circumstances that, as a matter of fact and degree, it has resulted in a such a change in the definable character of the use that it amounts to a material change of use'.

9.6. It is clear from Section 3(i) above that the combination of the 1994 planning permission and the 2023 Certificate, that there is a lawful B2 General Industrial use here for an abattoir, and the production of meat and meat products. This is the use that was recently operational on site. Members are therefore advised that a refusal here based on "intensification" is not to be recommended as there is no material change of use and thus it is very unlikely to succeed in a subsequent appeal.

9.7. Notwithstanding the above, it is discernible from the evidential record since 2023 that the building works undertaken on site – those within the application and those that are not included – have directly led to substantial adverse planning and highway impacts which are demonstrably related to those works.

9.8. These in general terms are outlined in sections 7 and 8 above. As such a refusal can be considered, provided it addresses the adverse impacts arising from these buildings. This needs to be assessed against the Development Plan. Whilst the site is not presently operational, there is a live application here which still requires determination.

ii) Assessment

9.9. North Warwickshire Local Plan policy LP2 sets out a settlement hierarchy for the Borough, which seeks to distribute development across North Warwickshire at a rate commensurate with the level of services and facilities each settlement possesses. The site lies within the development boundary for Arley, a Category 3 settlement. Policy LP2 provides support, in principle, for new development within the development boundaries of category 3 settlements.

9.10. Arley Neighbourhood Plan policy ANP8 states that the development of rural businesses is supportable provided they "avoid large-scale development that is inappropriate in a rural area". Local Plan policy LP11 too supports the expansion of established rural business in circumstances where it would have no significant and demonstrable harm, in particular on the character of the area, consistent with paragraph 88(a) of the NPPF (2024), which states that policies should enable sustainable growth and expansion of businesses in rural areas.

9.11. Distilling the above, it's evident that, in principle, new development at the site would draw support under the development plan and the national framework. Nonetheless, as is apparent from the wording of planning policies LP11 and ANP8 together with Framework, any development or expansion must be sustainable and not lead to significant and demonstrable harms. This is not considered to be the case here.

Highways Considerations

9.12. The NPPF states that development should only be refused on highway safety grounds if there would be an "unacceptable" impact on highway safety, or where there would be "severe" residual cumulative impacts on the road network (post-mitigation) - paragraph 116. Road network implications refer to the operational performance of the local highway network, separate from considerations on highway safety. Applying the Framework's policy, unless the impact of a development on highway safety is unacceptable or the road network implications would be severe, planning permission should not be refused on such grounds. With regard to the development plan, policy LP29(6) states that development should provide safe and suitable access for all users, consistent with the wording found within paragraph 115(b) of the Framework.

9.13. Here, the physical setting of the site in highway terms and the rural character of the associated road network are material considerations of substantial weight. The applicant is seeking planning permission for a series of alterations to the site, including reconfiguring its internal vehicular layout, the formation of a sunken delivery bay, and alterations to the access points onto Ansley Lane (a classified road) through the construction of bell-mouth accesses and tactile paving. The frontage of the site has seen vegetation removed and replaced with hardstanding.

9.14. As recorded earlier, Warwickshire County Council has consistently maintained its opposition to the application, detailing that an intensified use here would not be supported. Significant weight is attached to this objection from a statutory consultee.

9.15. Officers consider the key highway issues to be as follows:

- The tracking drawings have failed to demonstrate that HGV traffic can access the site, manoeuvre within it, and egress in a forward gear. In the absence of evidence confirming this can be practically achieved, HGV's would be forced to reverse into the site (which has been documented), raising issues of congestion and potential harm to public safety. Moreover, the tracking drawings fail to account for the presence of despatch vehicles within the site, and the new refrigerated container. In short this means that the site is "too small" to accommodate and operate safely in highway terms with the level of activity brought about by the new building works.

- No Road Safety Audit (RSA) has been supplied for the proposed bell-mouth accesses. The objective of RSA's is to provide an effective, independent review of the road safety implications of interventions for all road users. RSAs provide a localised review, and identify specific problem areas, risks and potential harms. The absence of such an appraisal is a significant omission.

- Visibility splays have not been provided. The standard 'y' distance for 30mph roads is 43m. There is no evidence that this can be practically achieved. Whilst the application is not proposing new vehicular accesses, intensification of sub-standard accesses (increasing the risk of collision and possible obstructions on the highway) would be prejudicial to highway safety.

- The 'in and out' arrangement proposed directs HGV traffic through Arley and local villages.

- Conflicting parking arrangements are shown on the latest drawings (provided in January 2025)

9.16. Fundamentally, it has not been shown that the alterations within the site. the improvements to the access points onto Ansley Lane, and the parking arrangements would be acceptable from a highway safety perspective. Moreover, insufficient evidence has been provided to reach a fully informed conclusion about the severity of potential impacts on the local highway network.

9.17. In the absence of this detail, officers cannot conclude that there would be no unacceptable impacts on highway safety or that the impact on the road network would not be severe.

Residential Amenity

9.18. Local Plan Policy LP29(9) states that development should avoid and address unacceptable impacts upon neighbouring amenities. LP29(2) makes clear that development should "take into account the needs of all users", with paragraph 135(f) of the NPPF adding that decisions should ensure developments provide "a high standard of amenity for existing and future users".

9.19. The residential setting of this site is a substantial material consideration here. Demonstrable unacceptable impacts have been evidenced over many months and during different seasons, and at different times of the day – NWBC's Environmental Health team have received over 1100 complaints to date.

9.20. These impacts invariably revolve around odour and also the visual and noise impacts of operations here as witnessed in the outdoor yards.

9.21. There have been specific issues with blood and foul water tanks, waste disposal operations, as well as the transfer of animals. As recorded by Environmental Health officers, the refusal of trade effluent consent has led to increased vehicle movements and odour during transfer of wastewater off-site. Moreover, the waste management measures set out within the applicant's letter of January 2025 are seen as ineffective and thus unacceptable.

9.22. In some instances, no technical details or specifications have been submitted for the plant and equipment installed – the blood tank and underground sewage tank in particular.

9.23. The Environmental Health Officers have been and are continuing to collate evidence to establish whether the odour impacts could amount to a statutory nuisance. Members will be aware as indicated above that any subsequent action would be taken under a separate regulatory regime.

9.24. However, odour still remains a material planning consideration and, as the Institute of Air Quality Management's Odour Guidance makes clear[1], significant loss of amenity (and thus unacceptable impacts) often occur at lower levels of odour exposure than would constitute a statutory nuisance. In other words, the absence of a statutory nuisance is not equitable to acceptability in planning terms.

9.25. Officers consider that it is not necessary to itemise impacts arising from each building or piece of plant or equipment. These all collectively contribute to the site operations as a whole and, together, they have led to a greater throughput which in turn has led to unacceptable impacts.

9.26. It as a consequence of all of these matters that the recommendation is one of refusal.

Other Matters

9.27. The roller shutters, although now removed from the submitted pans, remain installed on-site. Whilst providing security, the shutters introduce an uncharacteristic, industrial appearance to the building, wholly at odds with the residential character of the area. The shutters also have a 'deadening' effect on the street scene when in operation and obscure architectural detailing such as the lintels and flat brick headers.

9.28. It is considered that shutters fail to reflect the materiality and general design of the host building and are unsuccessful in adding interest to the street scene, clearly conflicting with Local Plan policy LP31 and NWBC's Shop Front SPD.

9.29. The rooflights on the two-storey building are not considered to be objectionable from a visual amenity, residential amenity or local character perspective.

9.30. Concerns regarding lowered property values are not a material planning consideration.

9.31. The largely retrospective nature of the application has no bearing on its determination.

9.32. No evidence of bats has been presented and the application is not proposing alterations to the abattoir other than to its façade and a small new roof covering.

iii) The Expediency of Enforcement Action

9.33. If the recommendation below is agreed then, as Members will be aware, the expediency of formal enforcement action should be reviewed. This is because the refusal covers building and engineering operations already undertaken on site. Other works remain as unauthorised developments on the site (such as the roller shutters, refrigerated container and extraction fan) but they are not included in the current application.

9.34. The fact that the site is presently closed as a consequence of the FSA action, does not preclude the Council from proceeding with its own planning enforcement action if it considers that it is expedient to do so. An appeal against the FSA's closure notice might be successful.

9.35. Members are advised that any enforcement action should not be targeted at the B2 use of the site, because that is lawful – see Section 3 (i) above. It would have to refer to the building and engineering operations.

[1] IAQM guidance on the assessment of odour for Planning (Version 1.1 – July 2018)

9.36. Notwithstanding the comments above, as detailed by Environmental Health officers, the business has recently registered as a meat wholesaler, distributing carcasses, which is potentially a material change of use to storage and distribution (B8). The expediency of taking action against the use could be taken into consideration if this is shown.

9.37. A review on the expediency of formal enforcement action at the site will be subject to a supplementary report, made available prior to the meeting on 20th May.

iv) Human Rights Act, Equality and Diversity

9.38. The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

9.39. Section 149(1) of Equality act, known as the Public Sector Equality Duty (PSED), requires local authorities to, in the exercise of their functions, have due regard to the need to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share protected characteristics and those who do not. The case officer has had due regard to the aims of the Equality Duty in the determination of this application.

Recommendation

That planning permission be **REFUSED** for the following reasons:

1. It is considered that the building and engineering operations the subject of this application have directly resulted in increased activity at the site leading to significant and demonstrable harm to residential amenity and highway safety. This conflicts with Policies ANP1 and ANP8 of the Arley Neighbourhood Plan 2016 together with Policies LP1 and LP11 of the North Warwickshire Local Plan 2021.

2. Insufficient information has been provided to demonstrate that the use of the building and engineering operations the subject of the application have resulted in safe and suitable access for all users; that their use would not give rise to an unacceptable impact on highway safety, or that their use would not lead to severe impacts on the local road network. Accordingly, the proposals conflict with Policies LP1, LP11 and LP29(6) of the North Warwickshire Local Plan

2021 and paragraphs 115 and 116 of the National Planning Policy Framework (2024).

3. Insufficient information has been provided to satisfactorily demonstrate that the proposals have addressed and therefore avoided unacceptable impacts on the residential amenity of neighbouring occupiers by virtue of noise, odour and visual harm. Thus, the proposals fail to comply with policies LP11 and LP29(9) of the North Warwickshire Local Plan 2021 together with Policy ANP8 of the Arley Neighbourhood Plan 2016.

BACKGROUND PAPERS

Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

Planning Application No: PAP/2024/0127

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	
2	Consultation Response	Warwickshire County Council Highways	
3	Consultation Response	Arley Parish Council	
4	Consultation Response	Shustoke Parish Council	
5	Representations	Third Parties	

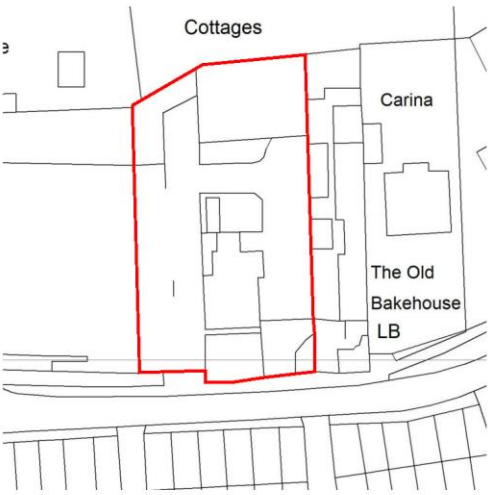
Note: This list of background papers excludes published documents which may be referred to in the report, such as The Development Plan and Planning Policy Guidance Notes.

A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.

Appendix A

PAP/2024/0127

Location Plan 1:1250



Site Plan 1:500

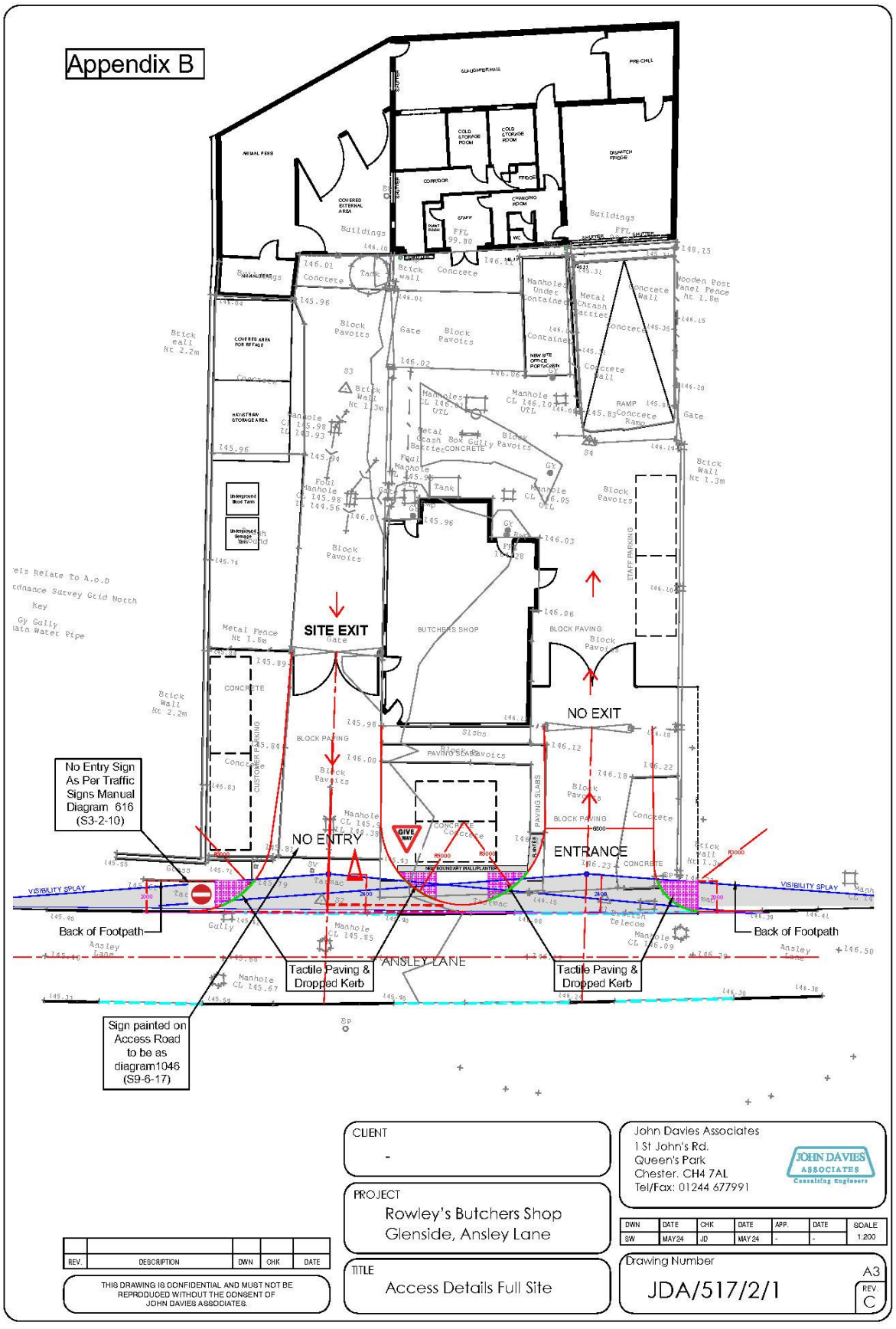
NORTH

NORTH WARWICKSHIRE BOROUGH COUNCIL
RECEIVED
11/03/2024
PLANNING & DEVELOPMENT DIVISION

Drawing no. 1.0
PURPOSE OF ISSUE
PLANNING
PROJECT
BOWLEYS BUTCHERS SHOP, GLENSIDE, ANSLEY LANE, ARLEY, WARWICKSHIRE, CV7 8FU
DRAWING
LOCATION, SITE & BLOCK PLAN
JOB NO. 2023-188
REV
DRAWN BY: HM
CHECKED BY: GS
SCALE: 1:1250 & 1:500 @A3
DATE: 11.03.2024

ARCHITECTURE & INTERIORS
9 COLESHILL ROAD - B36 8DT - 0121 783 6211
Email - gs@architecturalideas.co.uk

Appendix B



CLIENT
-

PROJECT
Rowley's Butchers Shop Glenside, Ansley Lane

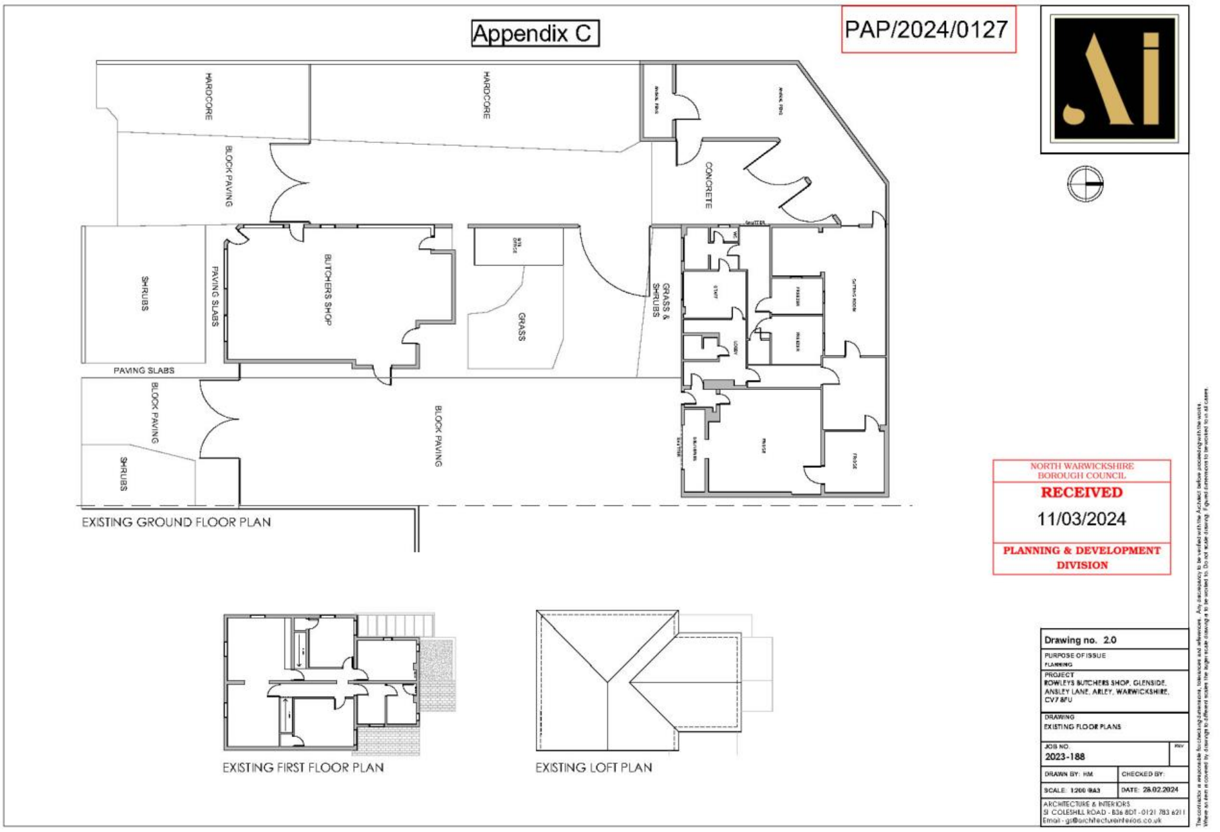
TITLE
Access Details Full Site

John Davies Associates
1 St John's Rd.
Queen's Park
Chester. CH4 7AL
Tel/Fax: 01244 677991

DWN	DATE	CHK	DATE	APP.	DATE	SCALE
SW	MAY24	JD	MAY24	-	-	1:200

REV.	DESCRIPTION	DWN	CHK	DATE

Drawing Number		
JDA/517/2/1	A3	REV. C


Appendix C
PAP/2024/0127
HARDCORE
HARDCORE
BLOCK PAVING
CONCRETE
BUTCHERS SHOP
GRASS
GRASS & SHRUBS
SHRUBS
PAVING SLABS
PAVING SLABS
BLOCK PAVING
SHRUBS
BLOCK PAVING
EXISTING GROUND FLOOR PLAN
NORTH WARWICKSHIRE BOROUGH COUNCIL
RECEIVED
11/03/2024
PLANNING & DEVELOPMENT DIVISION
EXISTING FIRST FLOOR PLAN
EXISTING LOFT PLAN
Drawing no. 2.0
PURPOSE OF ISSUE
PLANNING
PROJECT
ROWLEYS BUTCHERS SHOP, GLENSIDE, ANSLEY LANE, ARLEY, WARWICKSHIRE, CV7 8FU
DRAWING
EXISTING FLOOR PLANS
JOB NO
2023-188
DRAWN BY: HM
CHECKED BY:
DATE: 28.02.2024
ARCHITECTURE & INTERIORS


Dog Food, Simon

Appendix D

Your ref: PAP/2024/0127
My ref: 240127

Warwickshire County Council
Communities
Shire Hall
Warwick
CV34 4RL

Tel: (01926) 412907
highwayconsultation@warwickshire.gov.uk
www.warwickshire.gov.uk

Mr J Brown BA Dip TP MRTPI
Head of Development Control Service
The Council House
South Street
Atherstone
CV9 1DE

FAO: Andrew Horne

31st January 2025

PROPOSAL: Installation of roller shutters and rooflights to two-storey building, construction of a ramp to delivery area, new doors and roof covering to existing animal pens, the provision of new animal pens and storage areas for refuse and hay/straw, new site office and external alterations.
LOCATION: Rowleys Butchers Shop, Glenside, Ansley Lane, Arley, Coventry.

Warwickshire County Council, hereby known as the 'Highway Authority', has undertaken a full assessment, of the planning application, at the request of North Warwickshire Borough Council in its capacity as the Local Planning Authority.

The Highway Authority has been made aware of additional plant that has been placed on-site. The extra plant etc hasn't been shown on the most recent plans or the development description so cannot really be assessed in detail. However, it is clear that the fridge container that is on-site currently would prevent the tracking shown on the plans, so the extra plant is not acceptable.

The tracking isn't the best as rather than tracking the changes to the layout the vehicle has been tracked on the old plan but with the amended accesses shown in green. Why has this been done like this rather than just tracking the new access layout which would make it much easier to review.

For the access plans the visibility splays need to be annotated. It is currently just labelled as vis splay with no measurement and the whole splay is not shown as the plan is cut off.

The amendments to the kerb lines would not be acceptable as shown due to the layout of the tactile paving. Tactiles should line up with each other, not be offset which they are currently.

Working for Warwickshire

The parking response is slightly confusing as that is not what is shown on the plan. The floor areas must be clarified and provide parking accordingly. Currently customer parking is proposed to the west which would not necessarily make sense as that would require customers to travel through the site which presumably the applicant would not want. And due to the proximity to the access there could be people that ignore the no entry to park up. - how would this be mitigated?

No RSA brief has been submitted for review.

The Highway Authority will require a delivery and servicing management plan to be provided. Given the level of objection and current issues it would be best if that is provided now rather than conditioned.

Based on the appraisal of the development proposals and the supporting information in the planning application the Highway Authority submits a response of **OBJECTION.**

Yours sincerely

Chris Lancett

Chris Lancett
Planning & Environment

FOR INFORMATION ONLY
COUNCILLOR BELL – HARTSHILL & MANCETTER

Appendix E

[redacted]

PAP/2024/0127

RE: Glenside Rowley's Butchers Ansley Lane Old Arley Coventry CV7 8FU

Dear Sirs

I most strongly object because, what was a small family run business is now being turned into an operation on an industrial scale.

Output is now 200-220 animals per day whereas previously its was 200 per week.

The fact that, 3 tier articulated livestock HGV's are arriving to unload at approximately 5am, and waking residents, this is not acceptable,

They are driving across the pavement to gain access.

This has caused traffic chaos on more than one occasion.

The size of the vehicles involved are not compatible or appropriate with village traffic, there is a clue in the name of the road, its Ansley Lane, not an industrial estate.

The scale of the previous business meant that animals arrived in stock trailers towed by land rover and pickup sized vehicles, which had no impact on the village at all,

Please also reference Arley Neighbourhood Plan 2015-2030 adopted December 2016.

I believe that there has been a breach planning law as metal shutters have been installed at the shop,

Grey roof tiles have been used on the roof instead of the existing rosemary which were removed when renovations took place,

velux roof windows fitted.

The removal of the front gardens and walls have now been concreted over, greater than 5 square meters.

Whilst looking at the design and access statement, I would like to draw your attention to:-

Section 1.2

Increased space per animal in new covered animal pens. This is unnecessary if the throughput and animal numbers remained the same as the previous business.

Section 1.4

With the renovations that have taken place and it being stated, a residential flat for up to four onsite workers above the shop,

does this now make it a HMO.

Section 1:5

The rooflights are not needed or compulsory in a storage area. They are in a bedroom or other habitable room,

All of the abattoir modifications are to enable increased throughput and volumes, taking the business onto an industrial scale.

Removing the front garden and wall, then concreting over, is purely to allow the HGV stock lorries access, but they still have to drive over the pavement because of their size.

Section 4.5

Hours of operation 7 days 7am-6pm.

This incorrect because HGV stock lorries are arriving as early as 5 am,

the site has been observed still operating at 8 & 10pm.

Section 4.6

No local personnel employed, majority are transported in by mini bus and various cars, so it hasn't provided local employment.

The shop has not opened and how financially viable is shop that only sells lamb.

My final points are:

The horrendous smell of rotting flesh from the waste skips on site, 200+ animals a day soon fills a skip, and when they are only collected, infrequently, the nauseating stench in the surrounding neighbourhood is unbearable, inside and outside residents' homes.

With the volume of fluids that are being produced can the drainage system cope as the drains have already been excavated and remedial work performed, what measures are in place to prevent any environmental incident that could contaminate a water course, as blood spillage has been witnessed on the concreted area where the gardens once were.

So once again I say, I most strongly object to this application.

Yours faithfully

[redacted]

Appendix F

Andrew Horne

From: [redacted]
Sent: 01 February 2025 20:11
To: Andrew Horne
Subject: PAP/2024/0127

Caution: Warning external email

PAP/2024/0127 (14.01.25 documents statement)
Arley Parish Council-Planning Application Subcommittee
The advice we have taken states that this is a poor submission, which often contradicts itself, and often does not provide the required information, perhaps as a ploy to delay the planning process.
The application seeks to justify operating an industrial slaughterhouse on a site that has always been a local abattoir: this is a clear change of use. The location is in a residential area and is unsuitable for the volume of slaughter that is currently taking place, being too small for large vehicles to manoeuvre safely and too close to houses and bungalows to avoid nuisance from working unsocial hours, noise and smell.
Proposals to mitigate the nuisance are limited and unrealistic: where are the measures to eliminate the foul smell, for instance? The required 'forward, low gear' access proposal does not admit to the existence of the 7.5 ton HGV and 2 refrigerated vans that are always parked in the yard. Recently a refrigerated container was craned into parking spaces behind the gates and a car seems to have been abandoned on the forecourt.
The idea that a shop might be viable, selling only unstunned halal sheepmeat is laughable. Restrictions on operating hours are contradicted by exceptions that will be required. In a residential area why is the abattoir operating on a Sunday?
If a compromise results from this application, it is important that any restrictions that protect residents from nuisance are enshrined in planning conditions with legal force, to ensure that they are enforced, and that the business trades on the scale of a local abattoir again.
[redacted]
Please acknowledge receipt of this statement.

Sent from Yahoo Mail for iPad

PAP/2024/0127
Objection to Revision C-12/08/2024

The objection below is in addition to my previous objection document, dated 28th May 2024. My original objection is still valid and should also be considered in relation to the amended planning submission.

The numbers quoted for the previous use of the abattoir do not give any dates or say where the figures come from. Any resident of St Wilfred's Cottages will confirm the abattoir has not operated with volumes anywhere near those figures for at least 25 years. It has always been a local business operating unobtrusively behind the butcher's shop, without causing any nuisance to local residents. The historic Streetview images available on Google Maps show the previous owner's livestock delivery vehicles to be small 4x4 type vehicles with a trailer, not the large 26-tonne vehicles that now bring in livestock, sometimes twice daily.
The provided numbers from the previous owner's abattoir operation need to be backed up with evidence.

The butcher's shop will never reopen. The company are supplying a small specialist part of the market for mutton: non-stunned Halal meat. There is absolutely no local demand for that product, the shop would never be viable. There is also no customer parking.
The suggestion that an underground tank for waste would be provided is frankly implausible. The timescale and cost of getting planning agreement, finding and moving services below ground and commissioning and carrying out the work would provide an excuse for long term delay, enabling the business to carry on as they are. The disruption of actually carrying out the work by the exit would probably require the company to stop operating for a time. Any planning permission for this site should therefore be subject to implementation timescales, via a planning condition, to ensure compliance.

Revision C shows that the company realizes that it cannot continue operating on an industrial scale in a residential area. The new plans try to comply with the demands of environmental health and WCC Highways; they actually show that trying to scale up operations reveals the limitations of the site: it is just too small for an industrial operation and restrictions need to be imposed to make it a genuine local business again.

26.08.2014 John Birch

ADDITIONAL COMMENTS

Since the applicant purchased the site and began their slaughtering operations, their actions have shown that highway safety is not a priority or even a valid consideration.

The applicant and their third-party delivery drivers have shown a total disregard for pedestrians and other road users' safety. By obstructing footways when waiting to enter the site, reversing unsuitably large articulated vehicles into the site, and maneuvering their vehicles over the footway, they have put pedestrians and other highway users at significant risk. Plus, there is the damage they

have caused to the maintainable highway that the highway authority will need to repair at the taxpayers' expense.

Large articulated HGV vehicles, that are larger and longer than the 26-tonne and 10-metre-long vehicle that is shown on the Swept Path drawing, regularly access the site. These large articulated vehicles were never used to access the site under the previous ownership.

The applicant's document dated 26/07/2024 is contradictory and shows that it hasn't been proofread.
It states *"Large vehicles accessing the site causing congestion along Ansley Lane. Residents given assurances from the owner that vehicles would not exceed **7.5t**. Size of vehicles should be restricted."*
Whilst the drawing titled *"Articulated Vehicle Swept Path Analysis"* shows a **26 Tonne** Rigid Vehicle.
In addition, the drawing title states *"Articulated"* when a rigid vehicle swept path is shown.
The maximum weight, type and size of the largest vehicle that will actually access the site should be confirmed.
The maximum weight, type and size of vehicles accessing the site should be enforced by a Traffic Regulation Order to ensure compliance.
The maximum weight, type and size of vehicles accessing the site should also be a planning condition, again to ensure compliance.

The Swept Path Analysis drawing is messy, contains unnecessary information and is unclear.
The proposed internal layout should be clearly shown so that the obstructions to the swept path can be thoroughly assessed.

The following issues with the Swept Path Analysis drawing have been observed.

1. The drawing title states *"Articulated"* when a rigid vehicle swept path is shown.
2. Only left-in and right-out manoeuvres have been shown.
   The right-in and left-out manoeuvres should be shown as this will likely occur if not prohibited by a Traffic Regulation Order or planning condition.
3. The left-in tracking overruns the kerb line and is a hazard to pedestrians.
4. Parked vehicles, on opposite side of Ansley Lane to abattoir, that obstruct vehicle manoeuvres not shown.
5. No access dimensions or radii shown.
6. The tracking shows that the vehicle body strikes the exit gate.
7. The tracking shows that any vehicles in the two staff parking spaces to the west of the exit gate would be struck by the large vehicle – the spaces are therefore unusable.
8. The hay storage area shown obstructs the vehicle tracking.
9. Buildings, gates, other obstructions, and access proposals not clearly shown, plus overwritten in places and hard to read.

The applicant's planning document dated 26/07/2024 states that all vehicles will be required to enter and exit the site in a forward gear, with one vehicle access being an entrance only and the other vehicle access being an exit only. However, it is unclear how vehicles will be prevented from using the two separate accesses incorrectly.
The one-way system should be enforced by a Traffic Regulation Order and the relevant signage to ensure compliance.
The one-way system and the Traffic Regulation Order requirement should also be a planning condition, again to ensure compliance.

A comprehensive section 278 highway works drawing should be provided to the Highway Authority so that they can fully assess the vehicle access proposals.
This should include the kerb types, pedestrian crossing details, achievable visibility splays, critical access dimensions and bellmouth radii, any necessary road markings and signage, along with measures to protect pedestrians from vehicles overrunning and obstructing the footway.
The Highway Authority approved section 278 layout, including drawing number, should be specified as a planning condition and should be subject to a specified implementation timescale.

A Stage 1 Road Safety Audit should also be commissioned and submitted as part of the planning application as highway safety has repeatedly been raised in the various planning objections.

The visibility splay envelopes are not shown on the planning drawings.
Ansley Lane has a 30mph speed limit and the requisite 2.4 x 43 metre visibility splays may be unachievable due to the horizontal geometry of the road and various vertical obstructions.

Vehicles currently park on and manoeuvre over the shop frontage area, the applicant should provide details about how they will prevent vehicles using the proposed pedestrian crossing dropped kerbs to access this area. They should also show how they will prevent vehicle manoeuvres in this area, as stated in their planning document dated 26/07/2024.

The applicant's planning document dated 26/07/2024 states,
"Safety concerns for pedestrians and cyclists, including those with limited mobility.
The proposed site access offers improved visibility and manoeuvrability and will provide better provision for pedestrians and those with limited mobility (tactile paving and lowered kerbs on the footways than currently enjoyed.)"
This is a spurious comment, the current continuous footway layout with various vehicle access crossovers gives pedestrians on the footway priority over vehicles crossing the footway. The two bellmouth accesses will reverse the status quo, giving the impression that pedestrians are required to give way to vehicles at the tactile pedestrian crossings.
It should be noted that a significant number of vulnerable pedestrians regularly use this footway, including the visually impaired, mobility scooter users and SEN children walking to the Sports Centre, playing fields and wooded area for exercise and educational activities.
Therefore, guard railings should be provided at both vehicle accesses and along the site frontage to protect pedestrians from vehicles overrunning and obstructing the footway. This will ensure that pedestrians are protected from the various dangerous vehicle movements that have already been witnessed from vehicles entering and exiting the abattoir premises.

The number of parking spaces is totally inadequate for the number of vehicles witnessed accessing and parking within the site.
The swept path manoeuvres shown will be unachievable without vehicles from within the abattoir site parking on Ansley Lane, where there is limited parking available.
There are only four staff parking spaces and two of these conflict with the large vehicle swept path.
No allowance has been made for the many refrigerated commercial delivery vehicles (less than 7.5t weight) that have been witnessed regularly parking in the entrances and yard areas, these parked vehicles mean that large vehicles will not be able to enter and exit the site in a forward gear as shown on the swept path drawing.

The operating hours of the abattoir should be conditioned.
Normal operating hours would usually be Monday to Friday 8:30-17:30 and 8:30-12:30 on Saturdays.
It is unacceptable to operate outside of normal working hours in a residential area.

In addition, large vehicle deliveries should not be allowed during the busy school drop-off and pickup times.

It should be noted that the stated maximum number of nine vehicle movements a day does not correspond with the detailed breakdown of each type of vehicle.
This information should be checked and corrected where necessary.

The applicant's planning document dated 26/07/2024 states that *"A waste management plan can be provided if conditioned"*.
As the unpleasant odours from the stored waste products is a major concern to residents, a waste management plan should therefore be a planning condition.
All waste products should be kept in a sealed building or container at all times to prevent odours permeating into the surrounding residential areas.
No details have been provided for the proposed underground tanks that will be emptied weekly, the size of the tanks should be specified (size of tank footprint and tank volume).
The method of emptying, along with the size, maximum weight and type of vehicle should be specified.

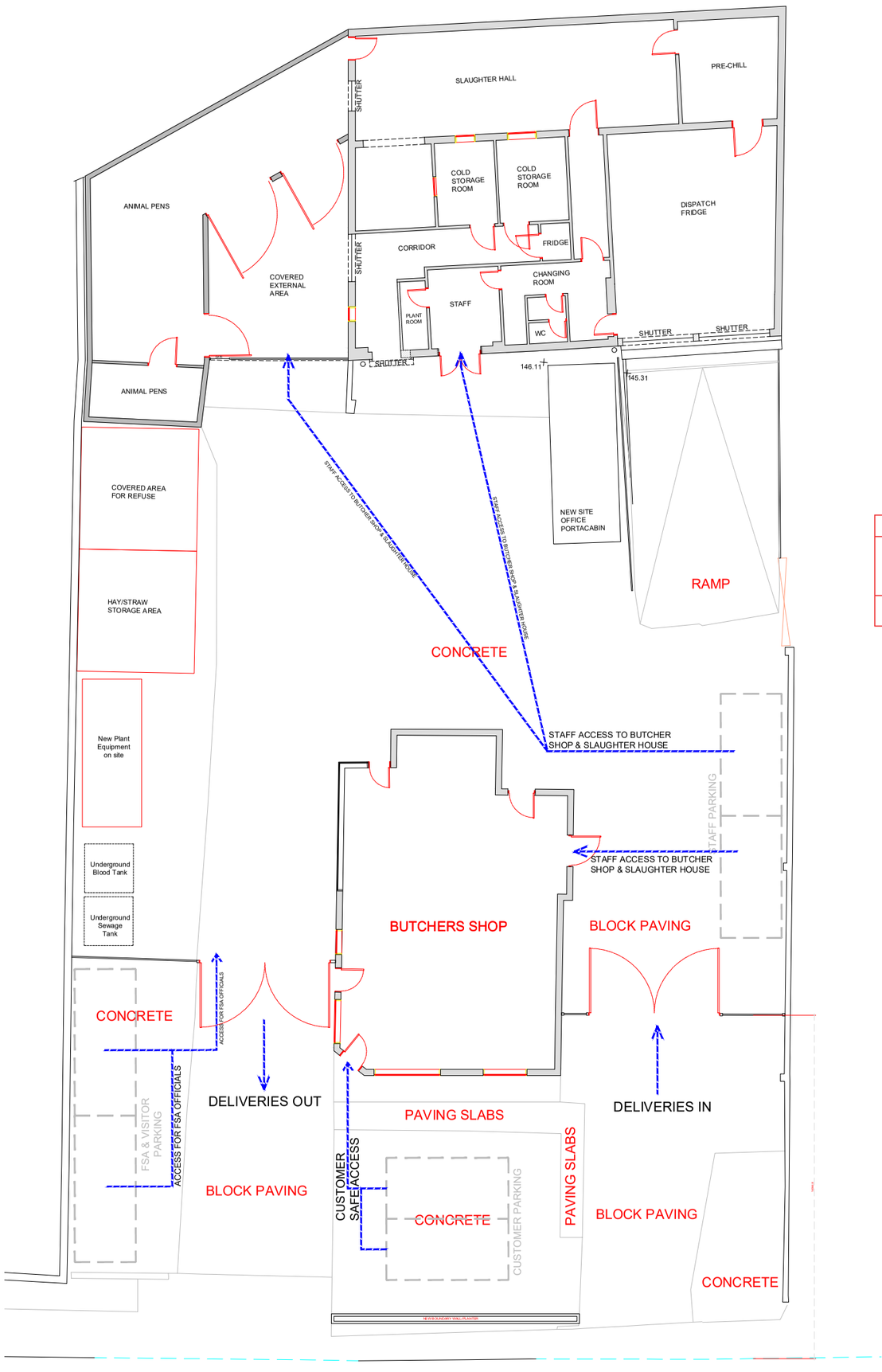
Regarding the *"Implications for Local Water Supply and Drainage"* comments.
Many residents have reported a drop in water pressure at certain times of the day when the abattoir appears to be operating, Severn Trent Water should be consulted as part of the planning consultation to ascertain if the abattoir operations are having an adverse impact on the fresh water supply to residents.

Regarding the comment in the applicants document regarding a bat roost in the main abattoir building, the presence of bats should be checked by a competent ecologist and the appropriate action taken to protect them if present.

The applicant's planning document dated 26/07/2024 states that a meeting with members should be arranged. Due to the significant number of objections that have been received, surely the local residents should be able to attend any future meetings to voice their concerns in person.

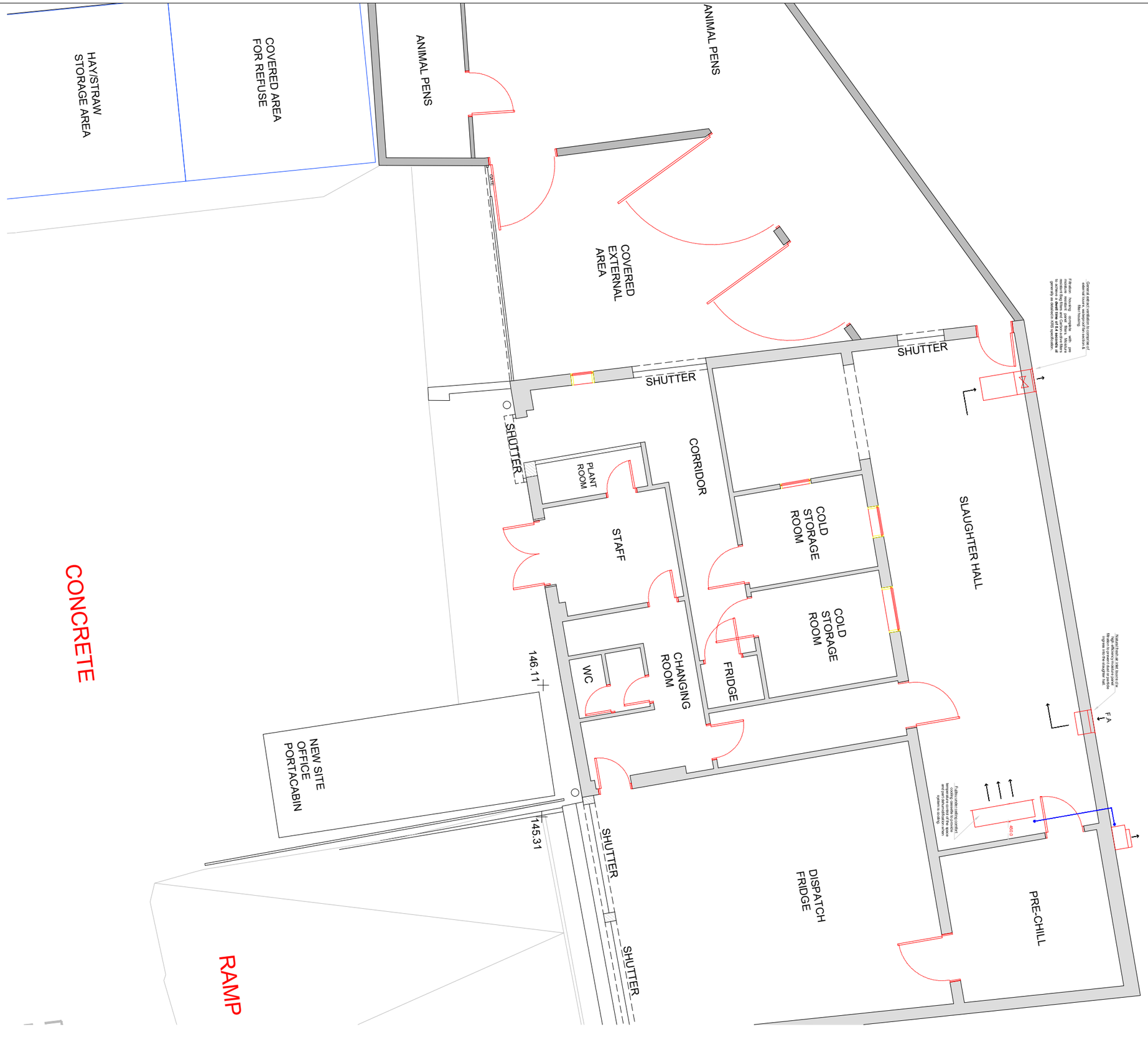
Drawing no. 7	
PURPOSE OF ISSUE	PLANNING
PROJECT	ROWLEY'S BUTCHERS SHOP, GLENSIDE, ANSLEY LANE, ARLEY, WARWICKSHIRE, CV7 8FU
DRAWING	DELIVERY & MANAGEMENT PLAN
JOB NO.	2023-188
REV.	
DRAWN BY:	AS
CHECKED BY:	
SCALE:	1:200 @A3
DATE:	14.05.2025

ARCHITECTURE & INTERIORS
51 COLESHILL ROAD, B36 8DT
0121 783 6211
gs@archi[illegible].co.uk



Drawing no. 8	
PURPOSE OF ISSUE	PLANNING
PROJECT	ROWLEYS BUTCHERS SHOP, GLENSIDE, ANSLEY LANE, ARLEY, WARWICKSHIRE, CV7 8FU
DRAWING	VENTILATION DRAWING
JOB NO.	2023-188
REV	
DRAWN BY: AS	CHECKED BY:
SCALE: 1:200 @A3	DATE: 23.05.2025

ARCHITECTURE & INTERIORS
51 COLESHILL ROAD, B36 8DT
0121 783 6211
gs@archgsdesigns.co.uk



NORTH WARWICKSHIRE BOROUGH COUNCIL

RECEIVED

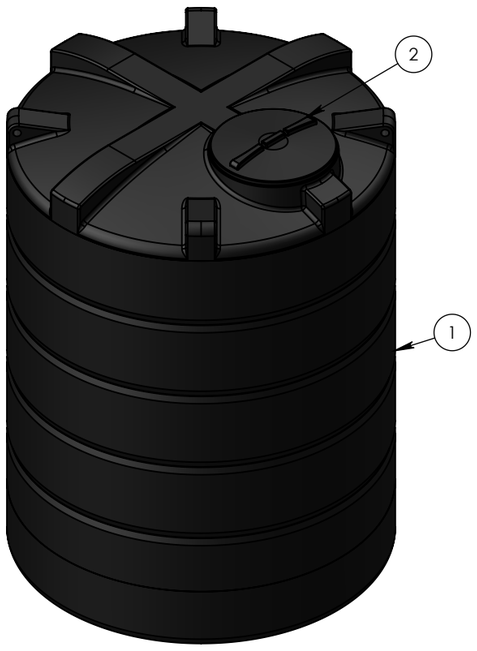
23/05/2025

PLANNING & DEVELOPMENT DIVISION

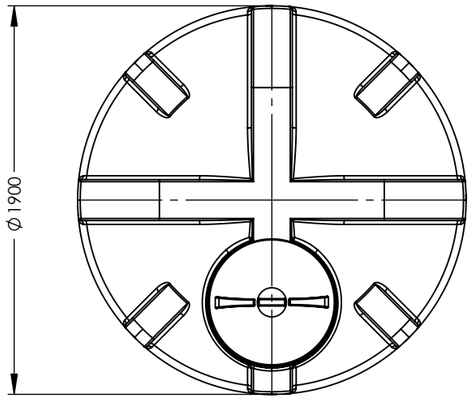
Drawing no. 9	
PURPOSE OF ISSUE PLANNING	
PROJECT ROWLEYS BUTCHERS SHOP, GLENSIDE, ANSLEY LANE, ARLEY, WARWICKSHIRE, CV7 8FU	
DRAWING VENTILATION DRAWING	
JOB NO. 2023-188	REV
DRAWN BY: AS	**CHECKED BY:**
SCALE: 1:100 @A3	**DATE:** 23.05.2025

ARCHITECTURE & INTERIORS
51 COLESHILL ROAD, B36 8DT
0121 783 6211
gs@architecturalinteriors.co.uk

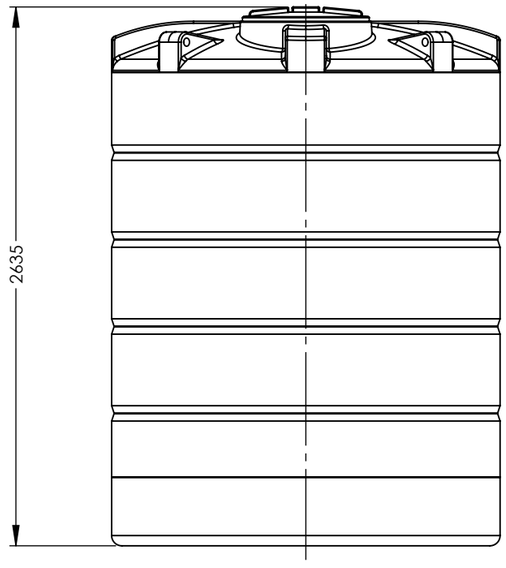
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	172216	6,000L Vertical tank	1
2	135362	Ø620 SCREW LID & RIM	1



LEFT ISO VIEW



PLAN VIEW



FRONT VIEW

DESIGN DATA

DESIGN PRESSURE: ATMOSPHERIC	MAXIMUM CAPACITY (LTRS): 6900
DESIGN TEMPERATURE: 40°C	WORKING CAPACITY (LTRS): -
WORKING PRESSURE: ATMOSPHERIC	APPROX. WEIGHT FULL (KGS): 6100
WORKING TEMPERATURE: 40°C	APPROX. WEIGHT EMPTY (KGS): 200

MOULDED LIFTING LUGS: 4 - 0°, 90°, 180° & 270°

METHOD OF SUPPORT: FIRM, FLAT, FULLY SUPPORTING BASE OF CONCRETE OR OTHER SUITABLE MATERIAL

MATERIAL DATA

MATERIALS OF CONSTRUCTION:

MATRIX REVOLVE N-307. REVOLVE IS A HIGH DENSITY (0.939 g/cm3), LOW MELT (3.5 g/ 10 min) HEXENE POLYETHYLENE GRADE FOR ROTOMOULDING. THE GRADE IS FULLY PROTECTED AGAINST THERMAL AND LIGHT DEGRADATION: N-307 IS UV10 STABILISED.

INSPECTION AND TESTING

WORKS TEST: ALL TANKS ARE THICKNESS TESTED BY ULTRASOUND AFTER DEMOULD. IN ADDITION, AIR SUPPORTED LEAK TEST ARE CARRIED OUT ON FLANGE LINES.

NOTE SECTION

	NAME	SIGNATURE	DATE
DRAWN	LC	L.Crane	05/12/2024
CHECKED			

UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN MILLIMETERS
SURFACE FINISH: MDPE
TOLERANCES: ±3%

3RD ANGLE PROJECTION

DO NOT SCALE DRAWING | REVISION: -

ENDURAMAXX®
FLUID MANAGEMENT INNOVATION

DWG TITLE:

6,000L VERTICAL TANK

DWG NO: 172216-6000L-VERTICAL | A3

SCALE:1:30 | SHEET 1 OF 2

FUJITSU | AIR CONDITIONING

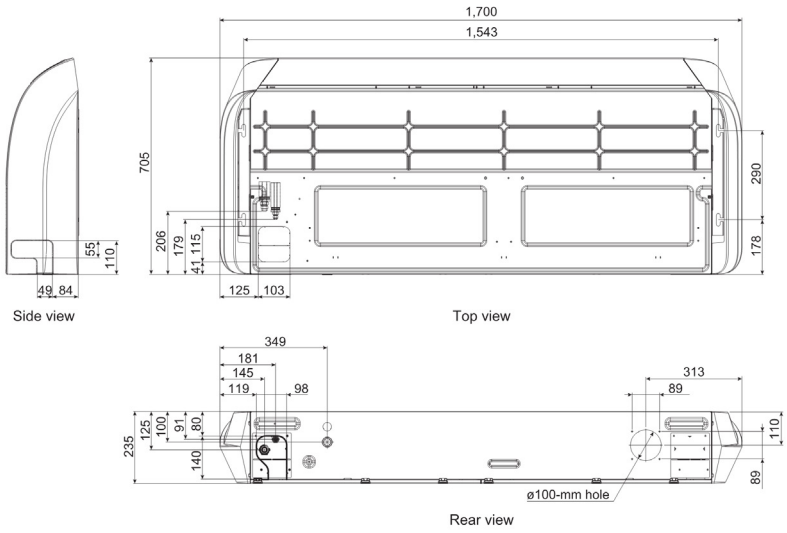
Product Data Sheet

ABYG45KRTA

Please visit our webstore for full product and technical documentation

Unit Type		Ceiling Suspended
Remote Controller		Option
Nominal Cooling Capacity	(kW)	12.1
Nominal Heating Capacity	(kW)	13.5
Height	(mm)	235
Width	(mm)	1700
Depth	(mm)	705
Weight	(kg)	38
Airflow Rate - Cooling - High	(m3/h)	1900
Airflow Rate - Heating - High	(m3/h)	1850
Sound Pressure Level - Cooling - High	(dB(A))	45
Sound Pressure Level - Cooling - Low	(dB(A))	39
Sound Pressure Level - Heating - High	(dB(A))	45
Sound Pressure Level - Heating - Low	(dB(A))	39
Sound Power Level - Cooling - High	(dB(A))	60
Sound Power Level - Heating - High	(dB(A))	60
Moisture Removal	(l/h)	4.5
Refrigerant Type (Global Warming Potential)		R32 (675)
Liquid Pipe Size		3/8"
Gas Pipe Size		5/8"
Unit Power Supply		From Outdoor Unit

Unit: mm



Document Downloads

- Airflow - Fan Curve
- Controls & Accessories
- Dimensional Drawing
- Function Settings
- Inputs & Outputs
- Installation Manual
- Noise Curve
- Operation Manual
- Product Image
- Spare Parts List All Pages
- Specifications
- Wiring Diagram

Related Items

AOYG45KATA	12.1kW Economy Outdoor Unit - R32 Single Phase
AOYG45KQTA	12.1kW Economy Outdoor Unit - R32 Three Phase
AOYG45KBTB	12.1kW Standard Outdoor Unit - R32 Single Phase
AOYG45KRTA	12.1kW Standard Outdoor Unit - R32 Three Phase
UTYRNRYZ5	Touch Screen Remote Controller
UTYTFSXZ1	Wireless LAN interface
UTRDPB24T	Drain Pump Unit (for Ceiling type)
UTYRCRYZ1	Compact Simple Remote controller
UTYRHRY	Simple Remote Controller (without Master Control)
UTYRSRY	Simple Remote Controller (with Master Control)
UTYXCSX	External Input / Output PCB
UTZGXEA	External input output PCB box
UTYXWZXZG	External Connect Kit
UTYLBTYH	Infra-Red Receiver Kit - Ceiling Suspended
UTYTERX	External switch controller
UTYVTGX	Splits Network Converter (DC Powered)
UTYVTGXV	Splits Network Converter (AC Powered)

Distributed by :

FUJITSU GENERAL AIR CONDITIONING (UK) LIMITED
Unit 150, Centennial Park, Centennial Avenue, Elstree, Borehamwood, Herts, WD6 3SG
www.fujitsu-general.com/uk
sales@fgac.fujitsu-general.com
Tel: +44 (0) 208 731 3450 Fax: +44 (0) 208 731 3451

FUJITSU | AIR CONDITIONING

Product Data Sheet

AOYG45KATA

Please visit our webstore for full product and technical documentation

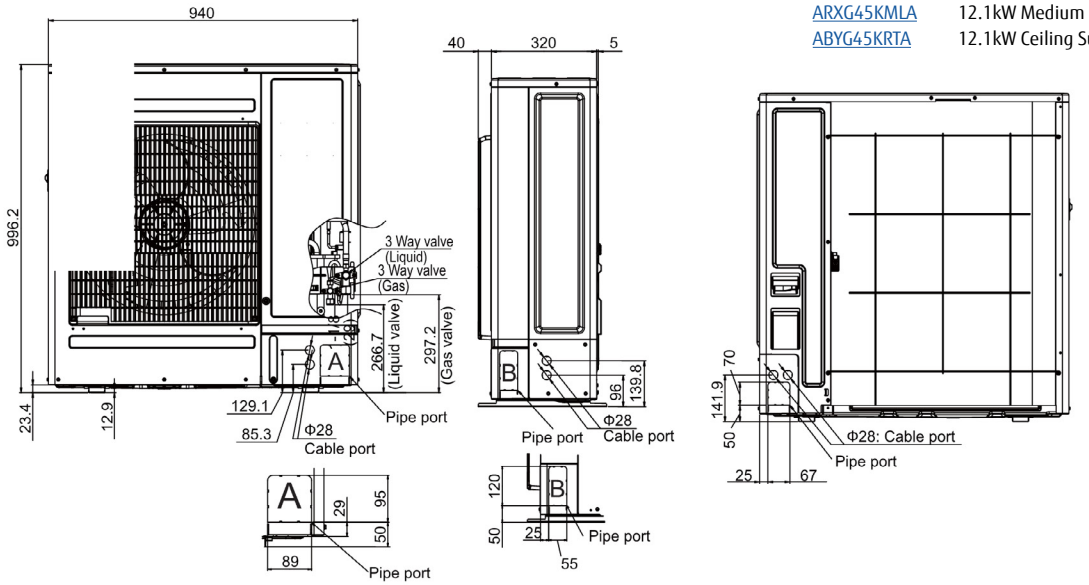
Nominal Cooling Capacity	(kW)	12.1
Nominal Heating Capacity	(kW)	13.5
Height	(mm)	998
Width	(mm)	940
Depth	(mm)	320
Weight	(kg)	61
Airflow Rate - Cooling - High	(m3/h)	4450
Airflow Rate - Heating - High	(m3/h)	4450
Sound Pressure Level - Cooling - High	(dB(A))	58
Sound Pressure Level - Heating - High	(dB(A))	59
Sound Power Level - Cooling - High	(dB(A))	72
Sound Power Level - Heating - High	(dB(A))	73
Refrigerant Type (Global Warming Potential)		R32 (675)
Liquid Pipe Size		3/8"
Gas Pipe Size		5/8"
Min - Max Pipe Length	(m)	3 - 30
Max Height Difference	(m)	30
Refrigerant Charge (kg)	(kg)	2.4
Refrigerant CO2eq-T		1.62
Precharged For	(m)	30
Additional Charge (g/m)	(g/m)	20
Unit Power Supply		1Ph-230V-50Hz
Suggested Fuse Size	(A)	32
Cooling Mode Minimum Ambient	(°C)	-10
Cooling Mode Maximum Ambient	(°C)	46
Heating Mode Minimum Ambient	(°C)	-15
Heating Mode Maximum Ambient	(°C)	24

Document Downloads

Accessories
Airflow
Capacity Correction
Charging Details
Controls & Accessories
Dimensional Drawing
Electrical Characteristics
Inputs & Outputs
Installation Manual
Installation Space
Noise Curve
Product Image
Refrigerant Circuit
Spare Parts List All Pages
Specifications
Wiring Diagram

Related Items

AUXG45KRLB	12.1kW Circular Flow Cassette Indoor Unit - R32
ARXG45KMLA	12.1kW Medium Static Ducted Indoor Unit - R32
ABYG45KRTA	12.1kW Ceiling Suspended Indoor Unit - R32

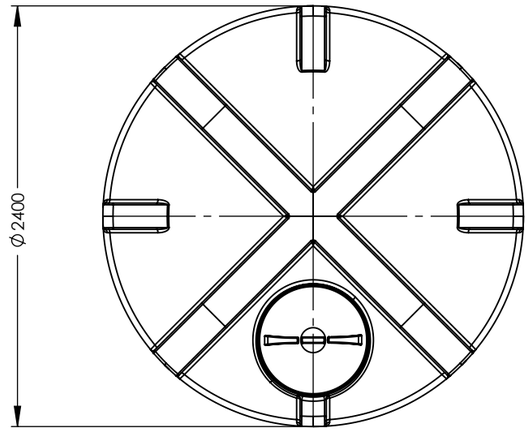


Front view | Side view | Rear view

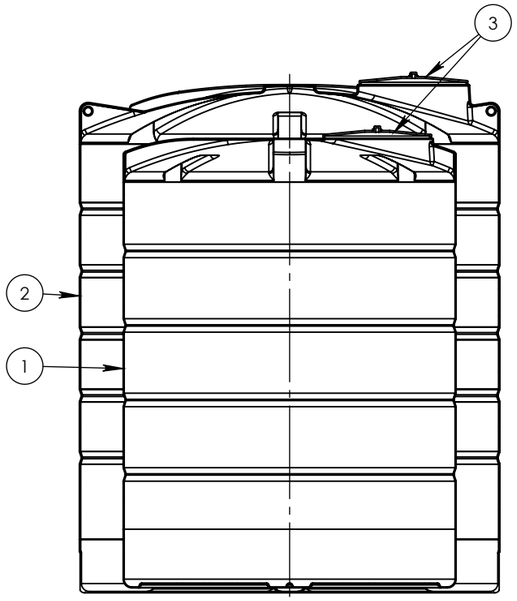
Units: mm

FUJITSU GENERAL AIR CONDITIONING (UK) LIMITED
Unit 150, Centennial Park, Centennial Avenue, Elstree, Borehamwood, Herts, WD6 3SG
www.fujitsu-general.com/uk
sales@fgac.fujitsu-general.com
Tel: +44 (0) 208 731 3450 Fax: +44 (0) 208 731 3451

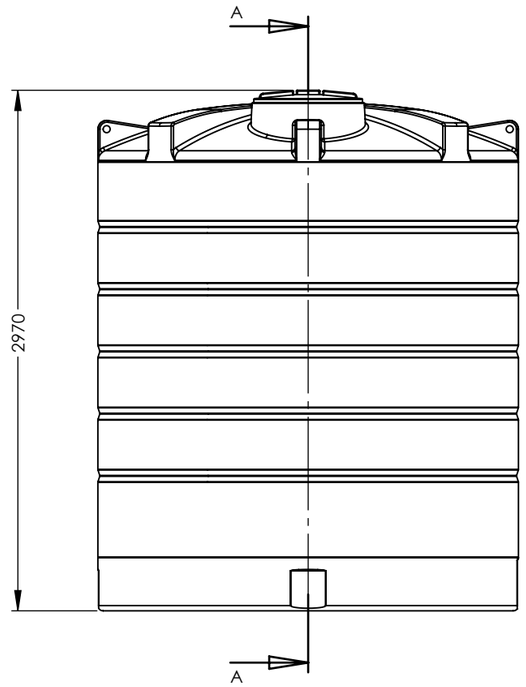
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	172216	6,000L VERTICAL TANK	1
2	172226	12,000L VERTICAL TANK	1
3	135362	Ø620 SCREW LID & RIM	2



PLAN VIEW



SECTION A-A



FRONT VIEW

DESIGN DATA

DESIGN PRESSURE: ATMOSPHERIC	MAXIMUM CAPACITY (LTRS):
DESIGN TEMPERATURE: 40°C	WORKING CAPACITY (LTRS):
WORKING PRESSURE: ATMOSPHERIC	APPROX. WEIGHT FULL (KGS):
WORKING TEMPERATURE: 40°C	APPROX. WEIGHT EMPTY (KGS):
MOULDED LIFTING LUGS: 4 - 0°, 90°, 180° & 270°	
METHOD OF SUPPORT: FIRM, FLAT, FULLY SUPPORTING BASE OF CONCRETE OR OTHER SUITABLE MATERIAL	

MATERIAL DATA

MATERIALS OF CONSTRUCTION:

MATRIX REVOLVE N-307. REVOLVE IS A HIGH DENSITY (0.939 g/cm3), LOW MELT (3.5 g/ 10 min) HEXENE POLYETHYLENE GRADE FOR ROTOMOULDING. THE GRADE IS FULLY PROTECTED AGAINST THERMAL AND LIGHT DEGRADATION: N-307 IS UV10 STABILISED.

INSPECTION AND TESTING

WORKS TEST: ALL TANKS ARE THICKNESS TESTED BY ULTRASOUND AFTER DEMOULD. IN ADDITION, AIR SUPPORTED LEAK TEST ARE CARRIED OUT ON FLANGE LINES.

NOTE SECTION

	NAME	SIGNATURE	DATE
DRAWN	LC	L.Crane	27/09/2024
CHECKED			

UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN MILLIMETERS
SURFACE FINISH: MDPE
TOLERANCES: ±3%

3RD ANGLE PROJECTION

DO NOT SCALE DRAWING | REVISION: -

ENDURAMAXX®
FLUID MANAGEMENT INNOVATION

DWG TITLE:

6000L CT BUNDED TANK

DWG NO: CTB6000-6000L-BUNDED | A3

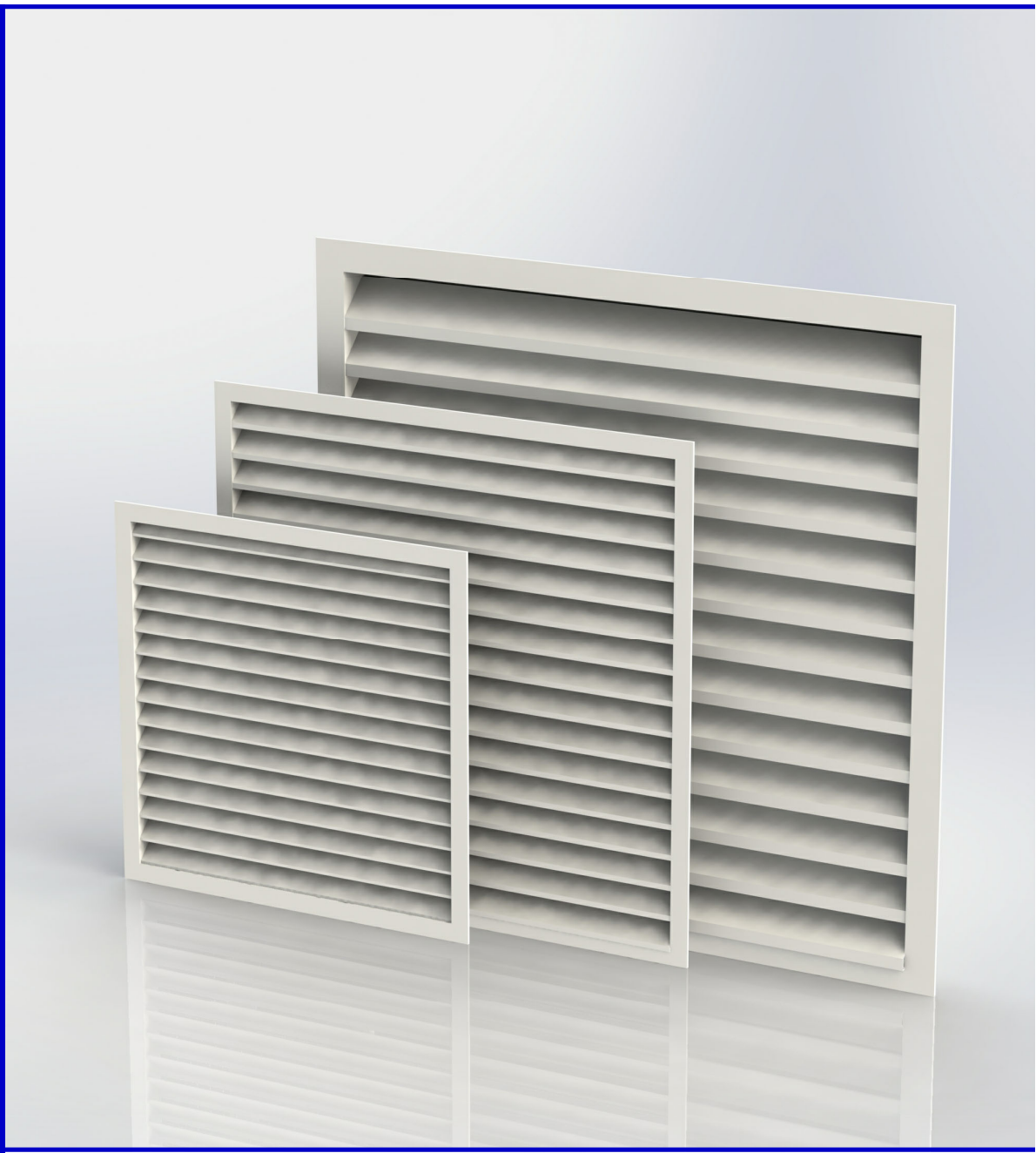
SCALE:1:35 | SHEET 1 OF 1

Incorporating

Louvre systems

Series WL
Standard weather louvres

- Standard range of single bank louvres as used in countless installations worldwide
- Good resistance to water ingress, with low resistance to airflow
- Approximately 50% free area on all models
- Polyester powder coating to the full range of RAL and BS colours
- WL38's in popular square sizes held in stock for immediate despatch
- Now available with burglar/security bars



WL: February 2023

Index

Quality assurance

HVC Supplies (Stourbridge) Ltd is an ISO 9001 certified company.

Assessed to ISO 9001
Cert/Ref No. 1186

Series WL

Series WL standard weather louvres are the standard weather louvre used in countless installations throughout the world.

Available in three formats to suit any size installation, all WL types have a single bank of blades with a 45° face for good levels of rain resistance in the majority of conditions. Minimal resistance to airflow is assured with an approximate free area of 50% on all series.

Break points for switching between series (WL50 and WL75 are advised only):

WL38: Up to 1m nominal size (either width or height)
WL50: Up to 2m^2
WL75: Anything above 2m^2

Design features

Material	Extruded aluminium
	BZP steel screws or aluminium pop rivets
Sizes	Minimum heights (flanged units, nominal): **WL38:** 105mm **WL50:** 125mm **WL75:** 185mm
Blade	Various pitches (WL38 - 40mm, WL50 - 50mm, WL75 - 75mm) All with 45° face slope
Core	Fixed
Frame	Standard: Flanged Optional: Recessed and reversed
Fixings	Standard: None Optional: See page 8
Finish	Standard: Mill aluminium Optional: See page 14
Mass/m^2 face area	**WL38:** 12 kg **WL50:** 12 kg **WL75:** 15 kg
Free area	Approx. 50% (varies with size)

Important note:

Free area is not a reliable guide to performance.

It is possible to have two louvres with identical geometric free areas but different airflow characteristics.

Wherever possible use a tested airflow coefficient, as stated on the following page or available in the test certificate WL75 louvres which is available on request.

BSRIA Testing

WL75 standard weather louvres have been tested against:

BS EN 13030:2001

The testing was carried out in April 2013 by BSRIA in Bracknell, Berkshire, England.

Copies of the test reports are available on request.

Performance

Louvres are subjected to simulated rainfall of 75mm per hour, with a wind speed of 13m/s (29mph).

Rain ingress is then measured at various draw speeds through the louvre, this is in addition to the constant 13m/s simulated wind speed.

WL75 louvres were tested with an optional rear mounted drip tray, this will have had negligible impact on airflow but a large impact on rain resistance.

Headline figures are shown here, a copy of the full test report is available on request.

WL75 - DT: (WL75 complete with rear mounted drip tray)

Mean airflow coefficient: 0.252 (Class 3)

Rain rejection: Class C up to approx. 1.4 m/s draw velocity
Class D above approx. 1.4 m/s draw velocity

Stocked sizes

The following sizes of Series WL38 standard weather louvres are held in stock, fitted with bird mesh and in mill aluminium finish available for immediate despatch.

150mm^2
200mm^2
250mm^2
300mm^2
350mm^2
400mm^2
450mm^2
500mm^2
550mm^2
600mm^2
700mm^2
800mm^2
900mm^2
1000mm^2

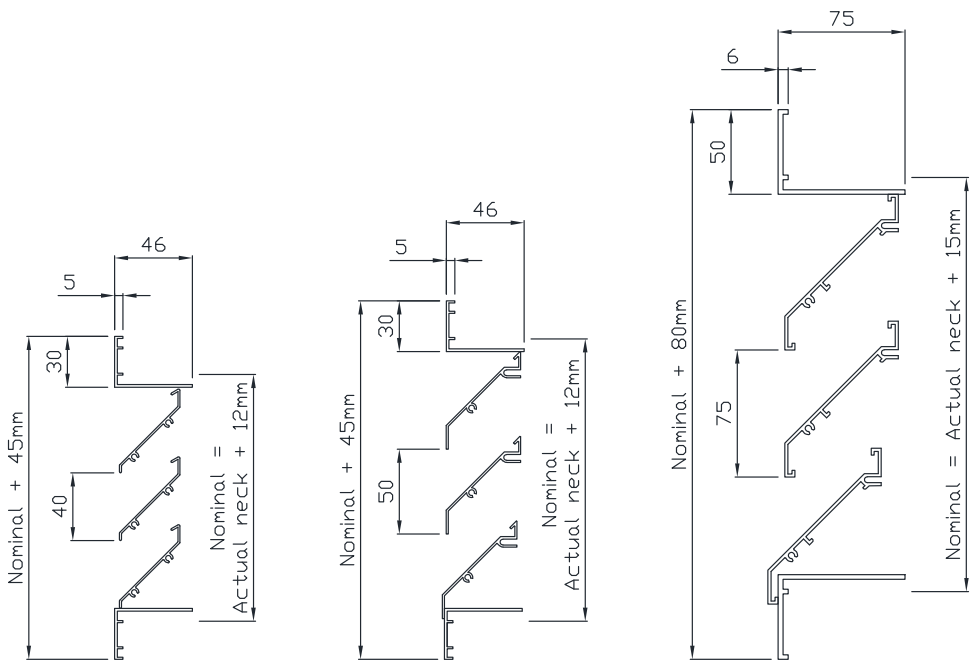
All sizes are nominal (hole size)

Units can be powder coated if a painted finish is required.

Product codes: WL38 - BM - Mill

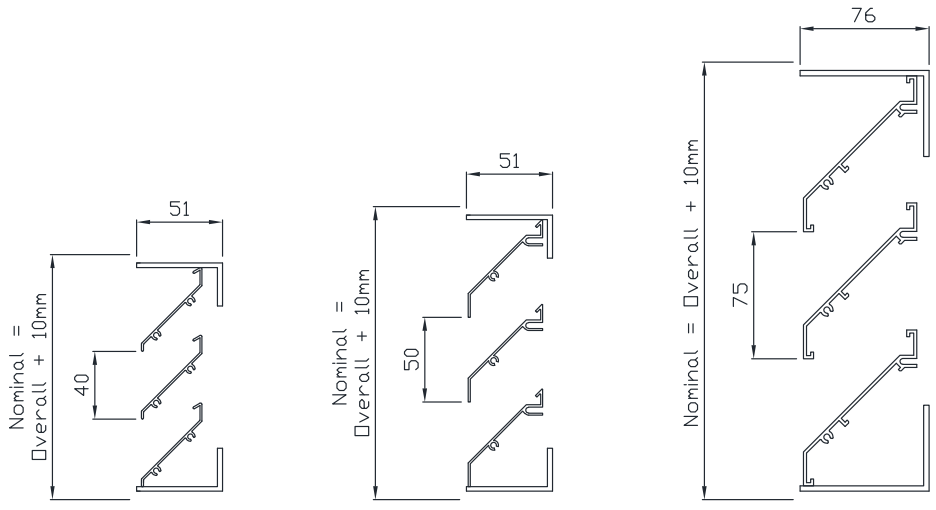
Technical drawings

Flanged (standard)



WL38 WL50 WL75

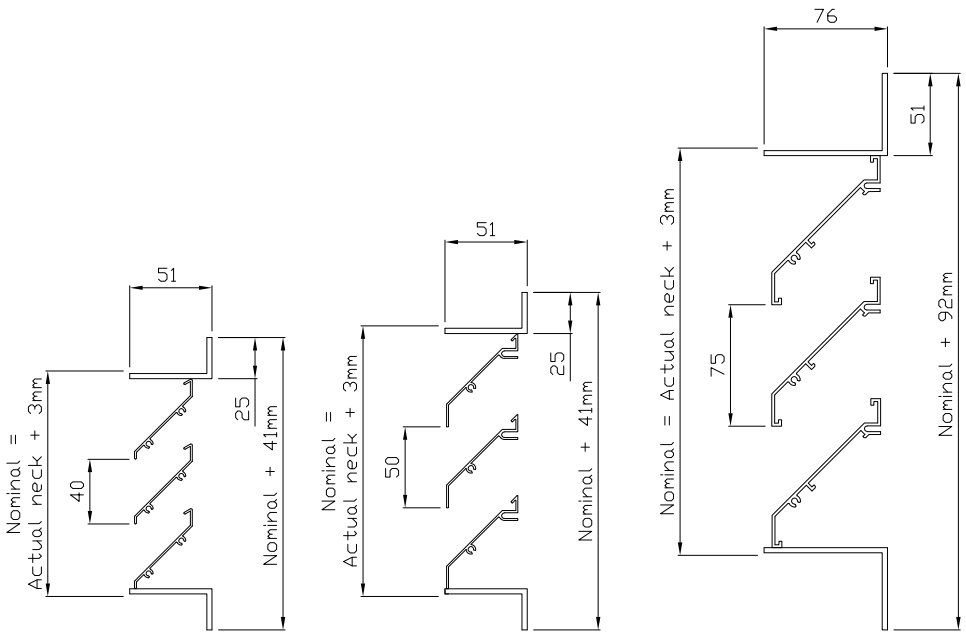
Recessed frame - REC (optional)



WL38-REC WL50-REC WL75-REC

Technical drawings

Reversed frame - REV (optional)



WL38-REV WL50-REV WL75-REV

Technical notes

Stop gaps

Louvre blades are laid out starting with the bottom blade and then working upwards.

Should a whole number of blades not be possible to fit into the required height, the top-most blade will either be cut down, or a stop gap will be fitted.

The maximum heights of stop gaps, based on louvre series are:

WL38: 25mm
WL50: 40mm
WL75: 60mm

Stop gaps are visible only as flat aluminium sections, and are fitted prior to powder coating (if required).

Frame types

The below table shows the standard and optional frames available for each louvre series, along with ordering codes and dimensions.

These are only standard frame types. If you have a special requirement not shown here, please contact us.

WL Series	Frame code	Description	Standard or optional	Nominal to overall size	Overall depth
WL38 and WL50	30FW	30mm flat	Standard	+ 45mm	46mm
	25F	25mm flat	Optional	+ 30mm	46mm
	50FS	50mm flat (shallow)	Optional	+ 80mm	50mm
	3" x 2" x 1/8"	3 inch (76.2mm) flat	Optional	+ 130mm	2 inches (50.8mm)
	4" x 2" x 1/8"	4 inch (101.6mm) flat	Optional	+ 180mm	2 inches (50.8mm)
WL75	50FD	50mm flat (deep)	Standard	+ 80mm	75mm
	3" x 3" x 1/8"	3 inch (76.2mm) flat	Optional	+ 130mm	3 inches (76.2mm)
	4" x 4" x 1/8"	4 inch (101.6mm) flat	Optional	+ 180mm	4 inches (101.6mm)

Large units

Large louvres may need to be produced in sections. The number of sections can be stated in your ordering code, or will be decided by HVC and stated on your order acknowledgement.

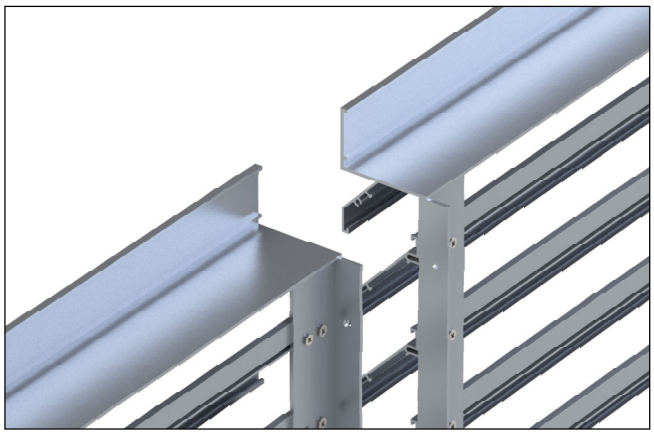
Side-by-side sections

Continuous appearance with concealed bolting points for joining adjacent sections. This will increase louvre depth by approximately 25mm.

Joining strips are supplied to ensure blade alignment with WL75's.

Vertically stacked sections

Units will be manufactured in sections of equal height, to be stacked together upon installation.



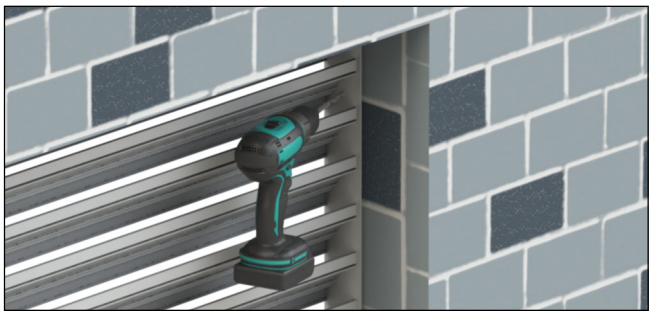
WL75 in side-by-side sections showing concealed angle with bolting points.

Fixings

None (Standard)

Most weather louvres are supplied with no fixings.

In this instance we recommend drilling through either the louvre flange or the neck, and screwing directly into the supporting structure with an appropriate fixing.



Pre-punched face fixing holes - Ordering code FH

5.7mm countersunk fixing holes will be punched into the louvre frame before powder coating, allowing quick and easy fitting on site.

Number and layout of fixing holes will be appropriate to louvre size. Arrangements can be specified.

Supplied with pozidrive self tapping screws in the same finish as the louvre.

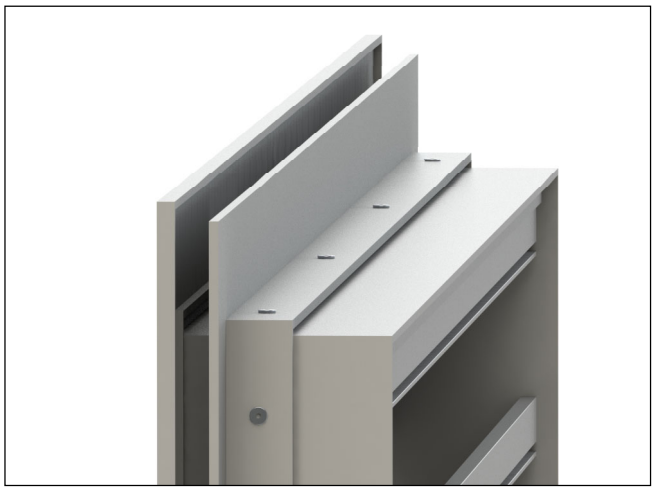
Only available with flanged and reversed flange louvres.

Glazing bar - Ordering code GZ (Required depth needed)

An additional frame can be fixed to the louvre neck to create a glazing bar frame suitable for installation into uPVC channels in place of glass window panes.

Only available with flanged and reversed flange louvres.

Please note - Series GL50 glazing louvres are now available, designed from the ground up to suit glazing systems. Please refer to our website for more information.



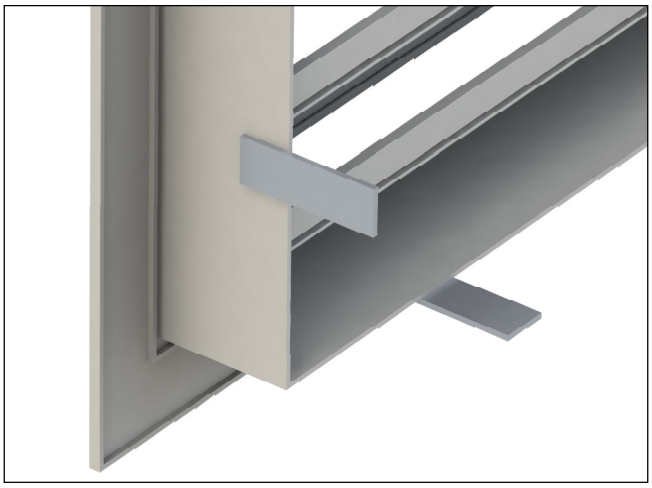
Rear mounted concealed fixing lugs - Ordering code RFL

3mm thick, 25mm wide aluminium lugs, protruding 50mm from the back of the louvre neck can be factory fitted to your louvre.

Lugs are supplied undrilled to accept whatever fixing is required on site, and are either welded or double riveted to the louvre.

An appropriate amount of lugs will be fitted to suit the louvre size.

Only available with flanged and recessed louvres.



Additional options

Face mounted drip cill - Ordering code DC

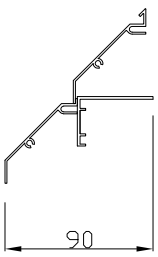
By fitting an extended cill beneath the bottom blade, any water caught by the louvre is ejected away from the wall, instead of the bottom section of frame.

This can help prevent streak marks where water has run down a wall over time.

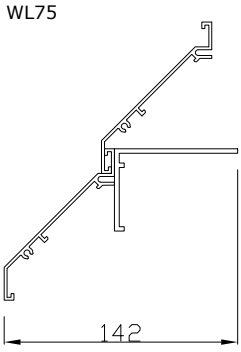
Not available with WL38.

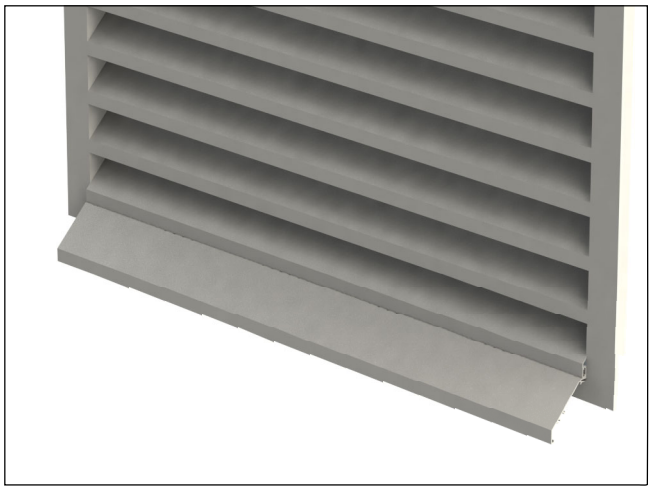
Please note: Recessed and reversed flange louvres will have a folded sheet metal drip cill with a profile appropriate to the selected blade type.

WL50



WL75





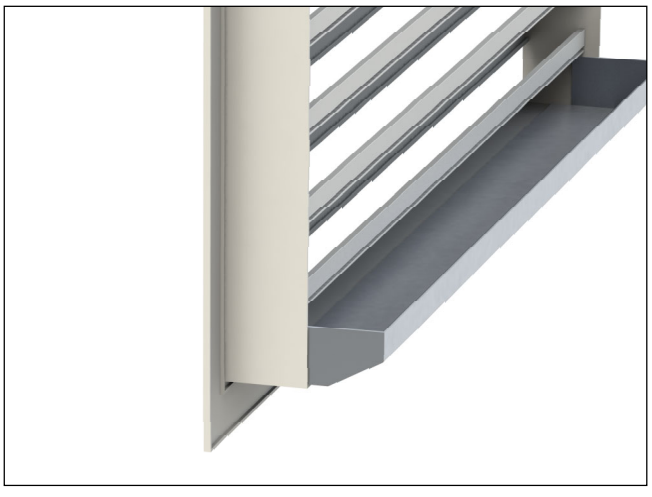
Rear mounted drip tray - Ordering code DT

Drip trays can be fitted to any series weather louvre, however on WL75's they are required if Class C rain rejection performance is needed.

Drip trays act to catch any water which penetrates through the louvre.

Trays protrude 65mm past the rear of the frame.

Please note: If specified on a reversed flange weather louvre, the drip tray will protrude into the aperture.



Further options

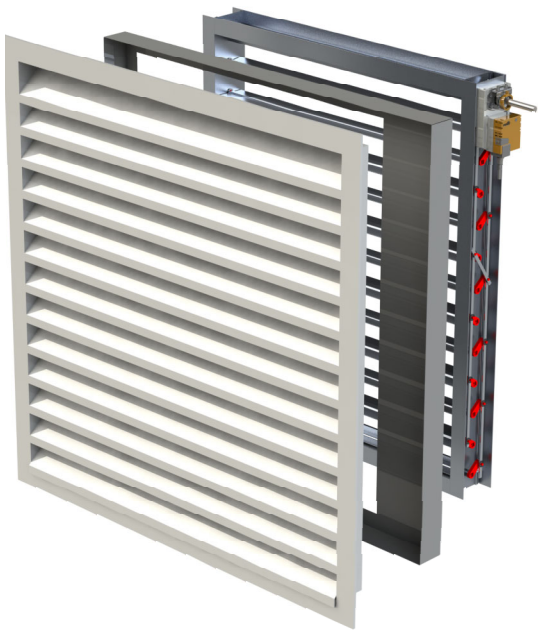
Combination units

Combining two essential components in any ventilation system, combination units integrate a standard weather louvre with a volume control damper. A fully welded, black powder coated galvanised steel backbox joins the two components.

This ready made solution means installation time and costs are reduced and ordering is made simple as you only need supply us with one size; we do the rest.

Volume control dampers can be supplied with a plastic handle or locking quadrant for manual operation, or with a factory fitted electric or pneumatic actuator.

For more information on combination units please refer to the combination unit PDF available for download from our website.



Suitable weather louvres:
Series WL50 and WL75

Suitable volume control dampers:
Series LF uPVC VCD high performance plastic
Series HVC-VCD aluminium

Burglar bars - Ordering code BB

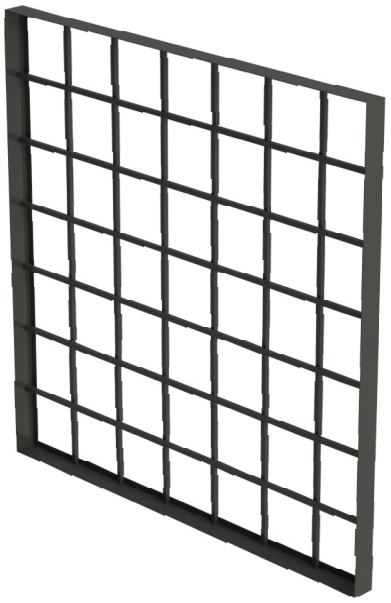
A wall mounted aluminium weather louvre can be a security risk, potentially providing an un-alarmed entry point to a building for any determined would be intruder.

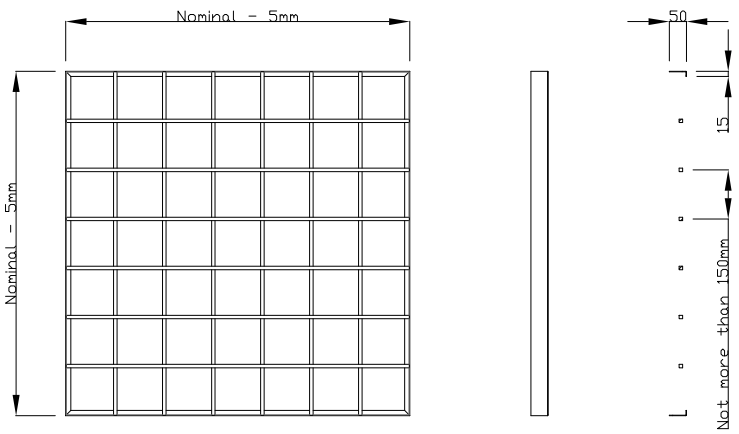
Proving an extremely robust barrier to entry, burglar bars can be fitted to mitigate this risk.

Designed to be fitted directly behind a louvre, burglar bars are constructed with a 1.2mm thick galvanised steel outer frame and a grid of 10mm fully welded steel bars, leaving spaces of not more than 150mm square.

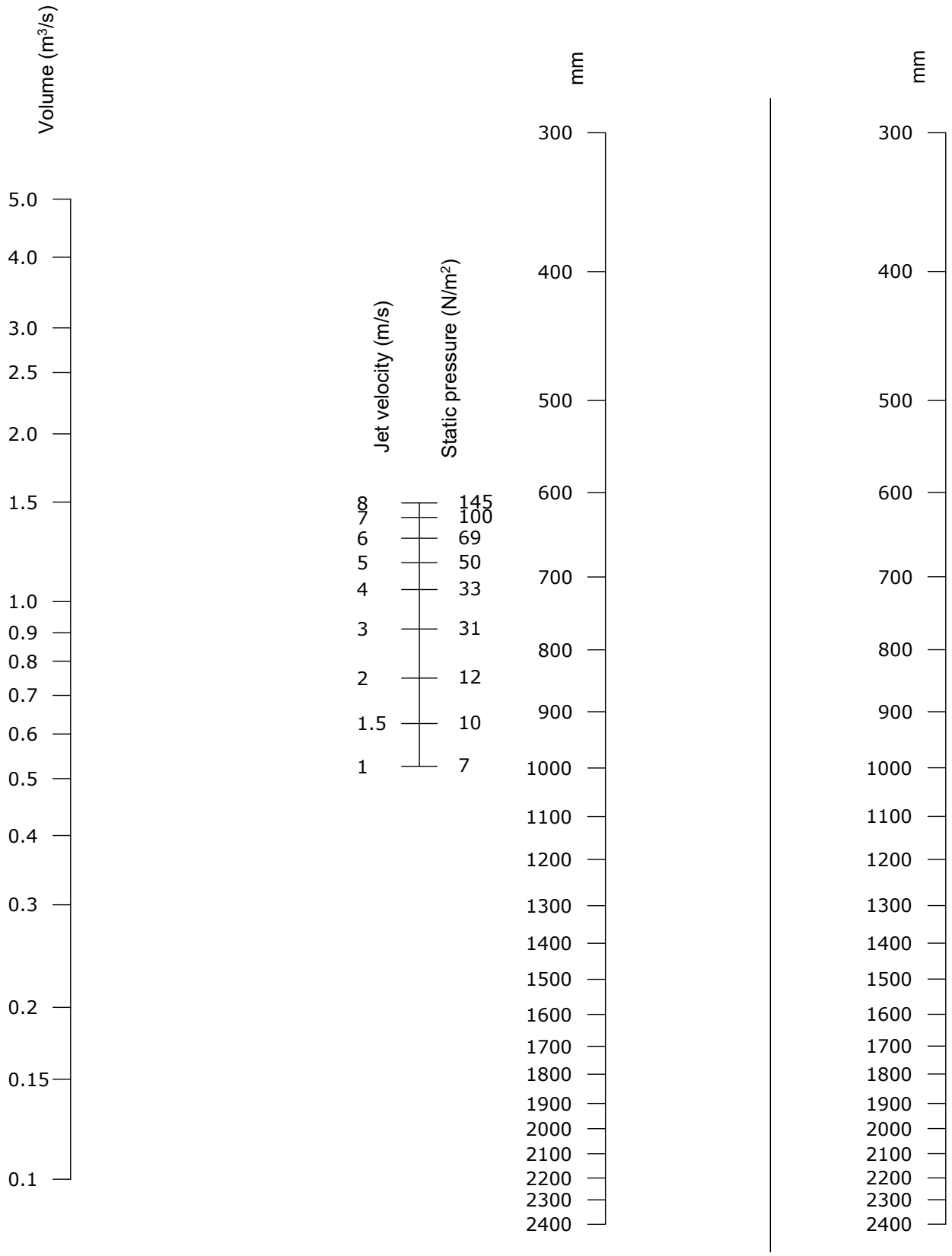
Frames are supplied undrilled to accept whatever fixings are required on site.

Supplied in a powder coated black finish as standard.

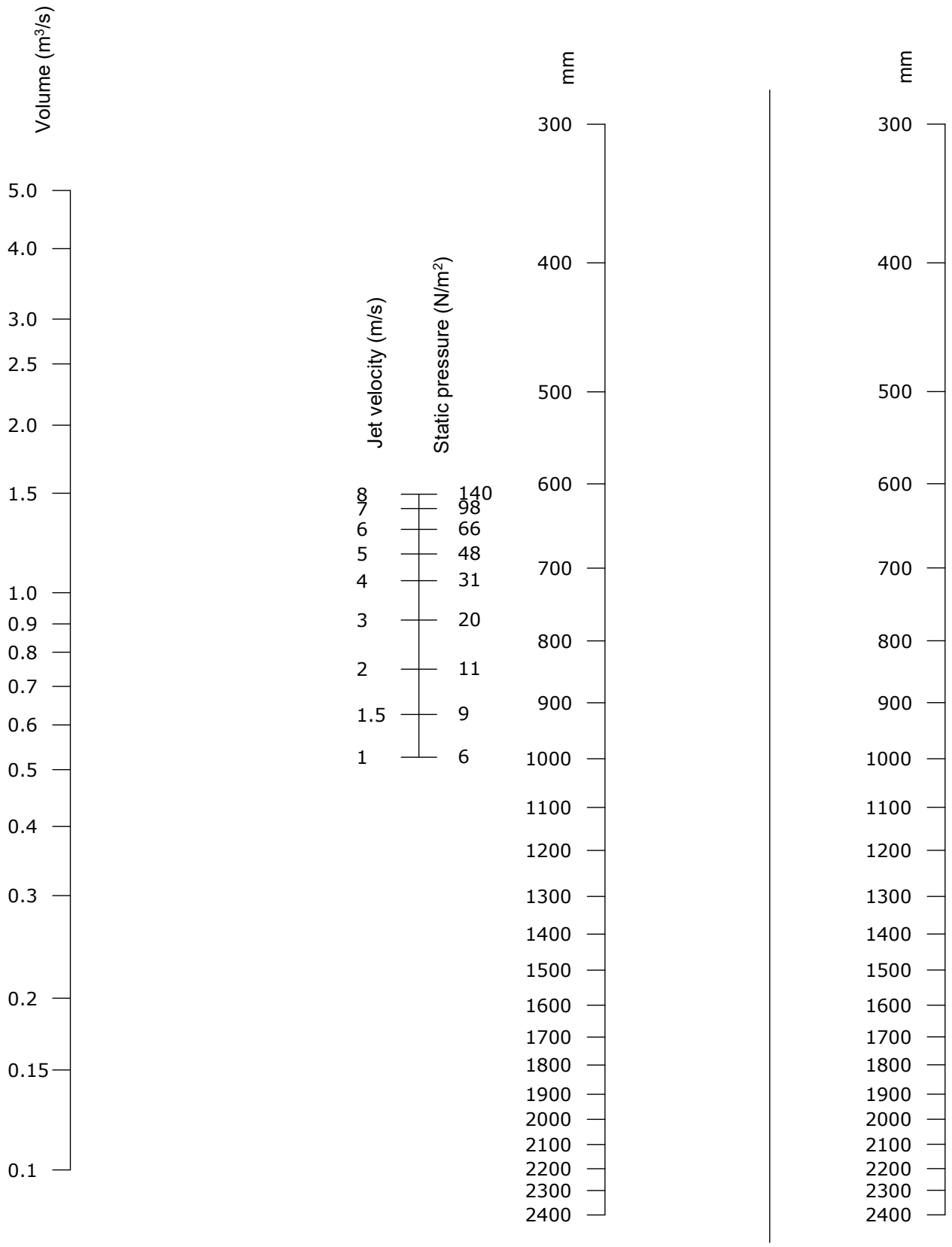




Selection data: WL38 and WL50



Selection data: WL75



Feature: Series HPL80 ultra high performance weather louvres

Should high performance rain rejection be required for your application, the new HPL80 may be more suitable than a Series WL standard weather louvre.

The new HPL80 louvre is an extremely high performance weather louvre, intended for installations demanding unimpeded ventilation, without the risk of water ingress.

Through its use of the new '*Air-Bypass'* blade design (UK patent application pending), never-before-seen levels of performance for a horizontally bladed weather louvre are achieved when tested against BS EN 13030:2001, the most widely used weather louvre test standard in Europe:

HPL80 with insect mesh: Class A2 up to 4.0 m/s

HPL80 with bird mesh: Class A2 up to 2.5 m/s

For more details on the HPL80, please search for the HPL80 on our website.

Finish

Mill aluminium (standard)

Satin anodised (AA5) - Only with WL50-25F/30FW

Polyester powder coating to any RAL or BS colour

Ordering codes

Example

1 - 1000 x 1000 - WL50 - BM - FH - 30FW - DC - RAL9010 - 1S - BB

Codes

1)	**Quantity**		
2)	**Size (mm)**	(Width x height)	
3)	**Series**	WL38	38mm pitch weather louvre
		WL50	50mm pitch weather louvre
		WL75	75mm pitch weather louvre
4)	**Frame design**	*(nothing)*	Flanged
		REC	Recessed frame
		REV	Reversed frame
5)	**Debris screens**	BM	Bird mesh (12.7mm x 12.7mm weave, galvanised steel)
		IM	Insect mesh (1.6mm x 1.6mm weave, G304 stainless steel)
		VM	Vermin mesh (6mm x 6mm weave, G304 stainless steel)
6)	**Fixings**	FH	Pre-punched face fixing holes
		RFL	Rear mounted fixing lugs
		GZ	Glazing bar. State depth required.
7)	**Flanges**	30FW	WL38 and WL50: 30mm flat flange (standard)
		25F	25mm flat flange (optional)
		50FS	50mm flat flange - shallow (optional)
		3” x 2” x 1/8”	3” (76.2mm) flat flange (optional)
		4” x 2” x 1/8”	4” (101.6mm) flat flange (optional)
		50FD	WL75: 50mm flat flange - deep (standard)
		3” x 3” x 1/8”	3” (76.2mm) flat flange (optional)
		4” x 4” x 1/8”	4” (101.6mm) flat flange (optional)
8)	**Additional options**	DC	Face mounted drip cill (not available with WL38)
		DT	Rear mounted drip tray (required for Class C performance with WL75)
9)	**Finish**	Mill	Mill aluminium (standard)
		SAA	Satin anodised - AA5 (only available with WL50-25F/30FW)
		RAL...	Polyester powder coated to RAL...
		BS...	Polyester powder coated to BS...
10)	**Sections**	_S	Number of sections required. If left blank this will be confirmed on order acknowledgement
11)	**Burglar/security bars**	BB	Burglar bars required

Important: Size will be taken to be nominal (hole internal) unless stated otherwise.

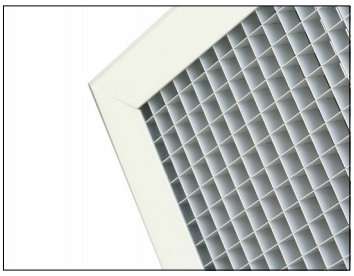
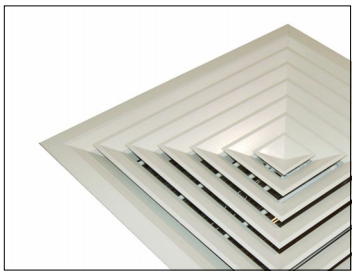
Leave code section blank if no option is required.

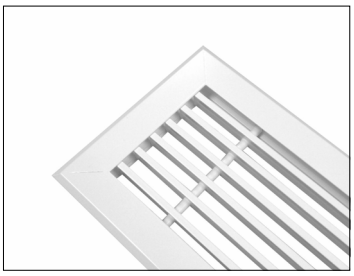
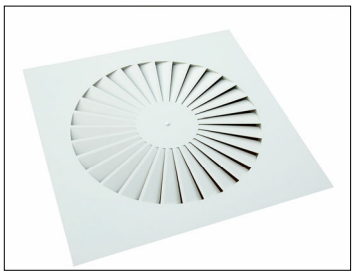
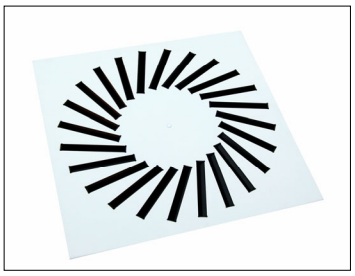
HVC & NCA products

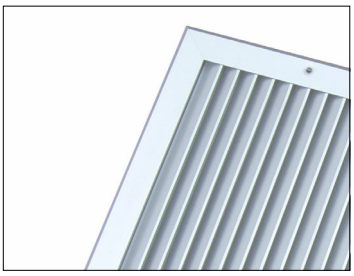
HVC offer the significant advantage of manufacturing both in duct and duct terminal equipment, making us a one stop shop for all your HVAC needs.

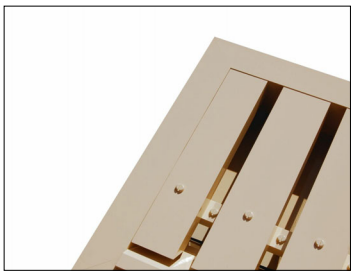
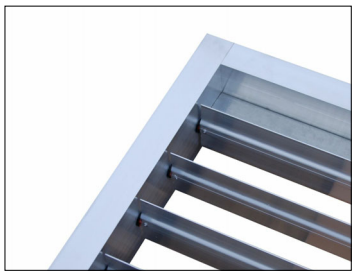
The products shown below are a selection, not an exhaustive list. Go to **www.h-v-c.com** for details on all HVC and NCA products.

HVC: Grilles, Diffusers, Louvres and Volume Control Dampers

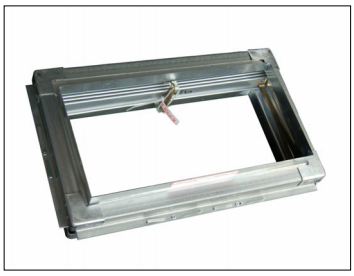





NCA: Fire and Volume Control Dampers

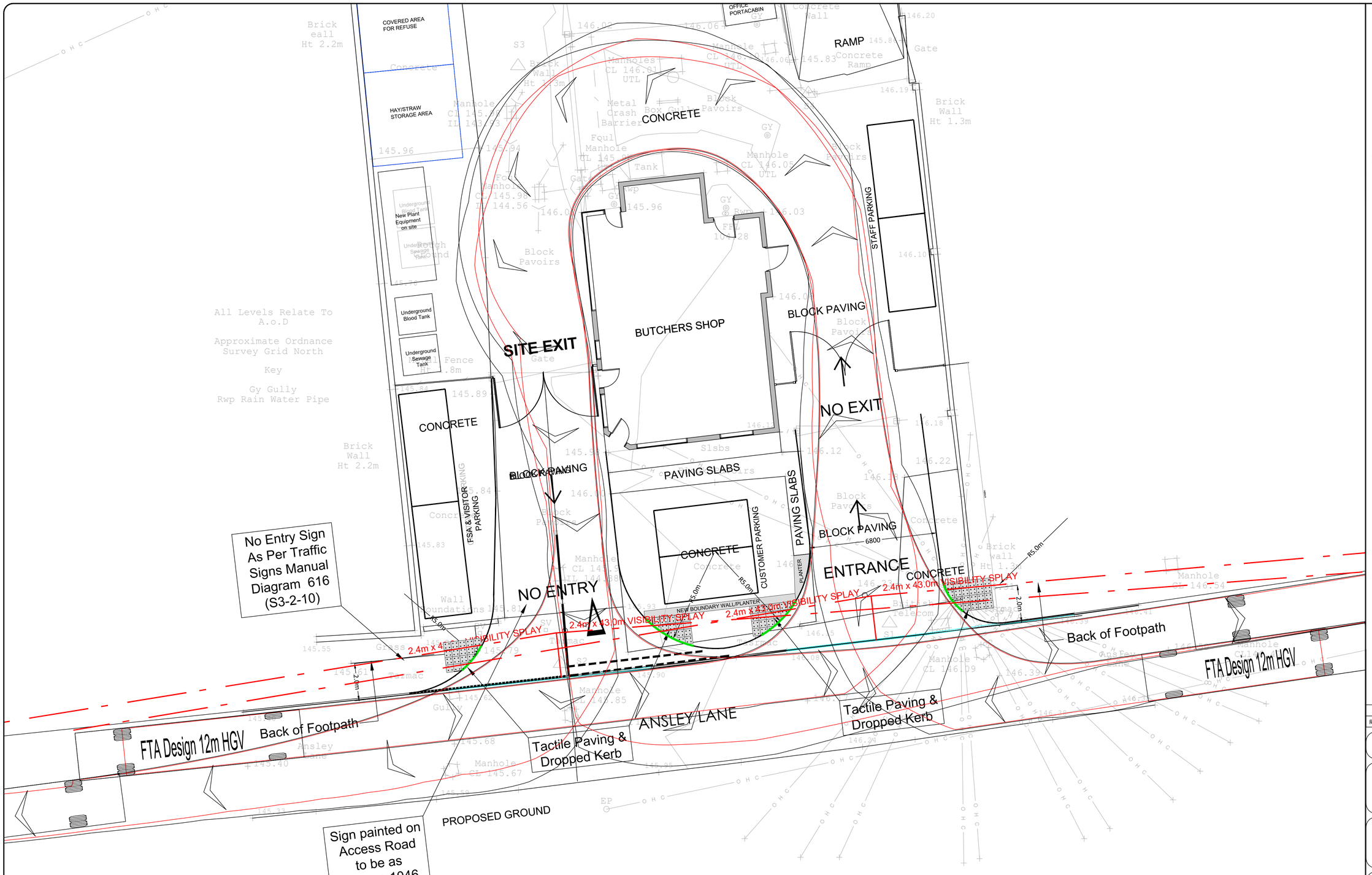


Assessed to ISO 9001
Cert/Ref No. 1186

HVC Supplies (Stourbridge) Ltd
Jason House
Amblecote
West Midlands
DY8 4EY
United Kingdom

Tel: +44 (0)1384 376555
Fax: +44 (0)1384 392555

sales@h-v-c.com



Notes

1. This drawing is produced for use in this project only and may not be used for any other purpose. The consulting Engineers accept no liability for the use of this drawing other than the purpose for which it was intended in connection with this project as recorded on the title block fields 'Purpose for Issue' and 'File Status Code'.
2. This drawing may not be reproduced in any form without prior written agreement.
3. Do not scale from the drawing, use written dimensions only.
4. All dimensions are in millimetres unless otherwise specified.
5. Discrepancies must be reported back to the engineer prior to construction.

Key

NORTH WARWICKSHIRE BOROUGH COUNCIL
RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION

REV.	DESCRIPTION	DWN	CHK	DATE
B	UPDATED TO HIGHWAY COMMENTS	MJM	JD	15.05.25
A	INITIAL ISSUE	MJM	JD	15.02.25

CLIENT
–

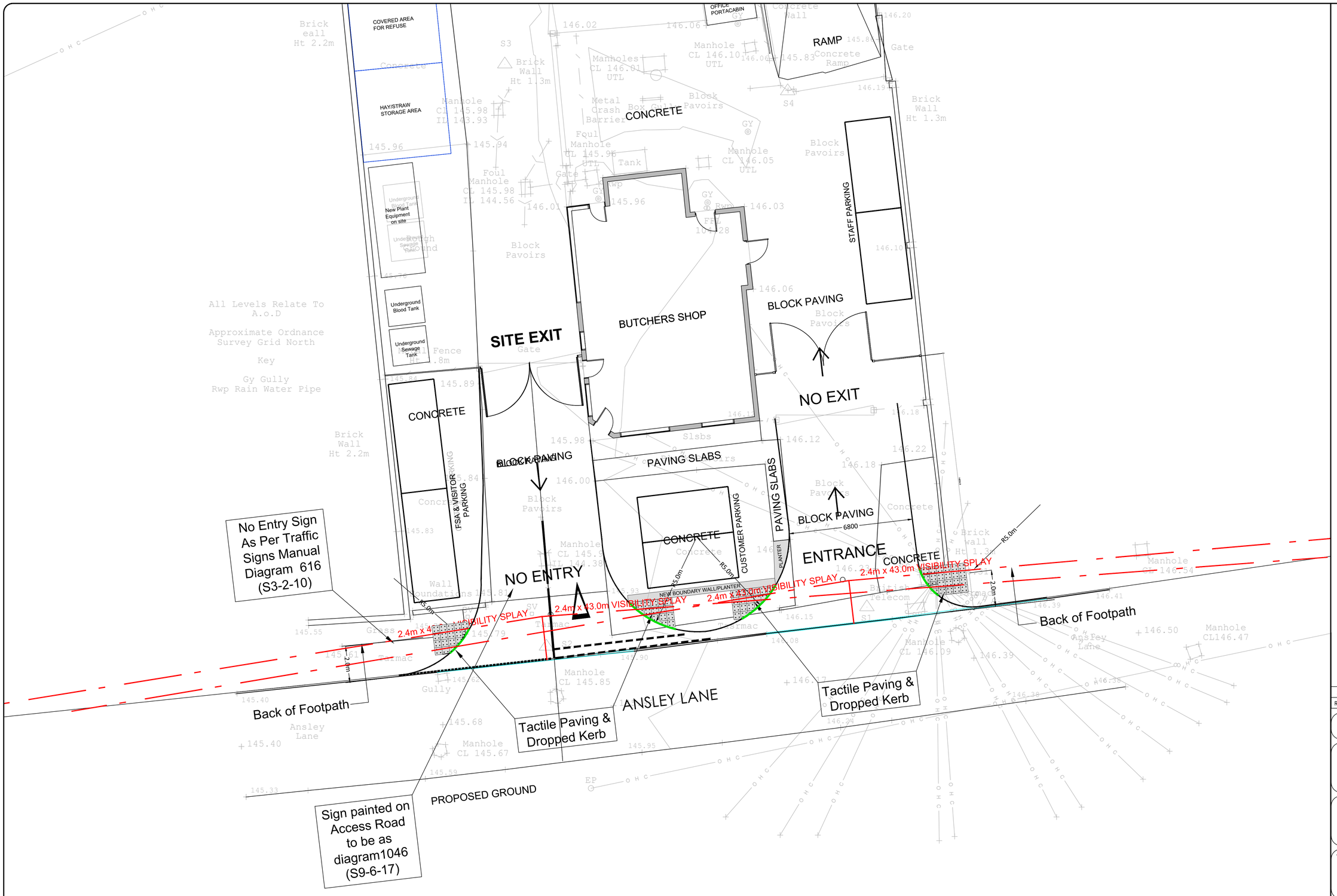
PROJECT
ROWLEY'S BUTCHERS SHOP
GLENSIDE, ANSLEY LANE

TITLE
VEHICLE TRACKING LAYOUT PLAN

DWN	DATE	CHK	DATE	APP.	DATE	SCALE
MM	MAY '25					1:100

John Davies Associates
1 St John's Rd.
Queen's Park
Chester. CH4 7AL
Tel/Fax: 01244 677991

Drawing Number
JDA/517/5/1
A1
REV. B



Notes

1. This drawing is produced for use in this project only and may not be used for any other purpose. The consulting Engineers accept no liability for the use of this drawing other than the purpose for which it was intended in connection with this project as recorded on the title block fields 'Purpose for Issue' and 'File Status Code'.
2. This drawing may not be reproduced in any form without prior written agreement.
3. Do not scale from the drawing, use written dimensions only.
4. All dimensions are in millimetres unless otherwise specified.
5. Discrepancies must be reported back to the engineer prior to construction.

Key

REV.	DESCRIPTION	DWN	CHK	DATE
A	INITIAL ISSUE	MJM	JD	15.02.25

CLIENT
–

PROJECT
ROWLEY'S BUTCHERS SHOP
GLENSIDE, ANSLEY LANE

TITLE
ACCESS ARRANGEMENT LAYOUT PLAN

DWN	DATE	CHK	DATE	APP.	DATE	SCALE
MM	MAY '25					1:100

John Davies Associates
1 St John's Rd.
Queen's Park
Chester. CH4 7AL
Tel/Fax: 01244 677991

Drawing Number
JDA/517/6/1

A1
REV. A

Notes

1. This drawing is produced for use in this project only and may not be used for any other purpose. The consulting Engineers accept no liability for the use of this drawing other than the purpose for which it was intended in connection with this project as recorded on the title block fields 'Purpose for Issue' and 'File Status Code'.
2. This drawing may not be reproduced in any form without prior written agreement.
3. Do not scale from the drawing, use written dimensions only.
4. All dimensions are in millimetres unless otherwise specified.
5. Discrepancies must be reported back to the engineer prior to construction.

Key

REV.	DESCRIPTION	DWN	CHK	DATE
A	INITIAL ISSUE	MJM	JD	15.02.25

CLIENT

—

PROJECT

ROWLEY'S BUTCHERS SHOP
GLENSIDE, ANSLEY LANE

TITLE

VISIBILITY SPLAY
LAYOUT PLAN

DWN	DATE	CHK	DATE	APP.	DATE	SCALE
MM	MAY '25					1:200

John Davies Associates
1 St John's Rd.
Queen's Park
Chester. CH4 7AL
Tel/Fax: 01244 677991

JOHN DAVIES ASSOCIATES Consulting Engineers

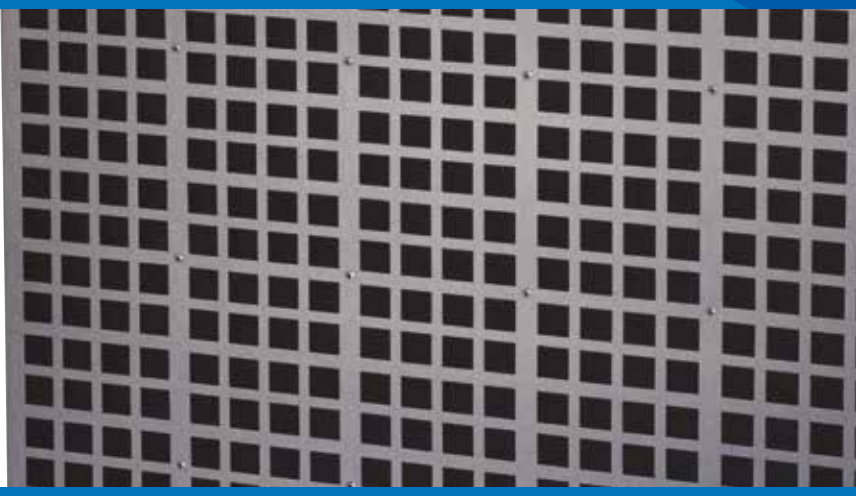
Drawing Number

JDA/517/7/1

A1

REV. A

LONGAR® Type 8
Activated Carbon Filters



LONGAR® TYPE 8 FEATURES:
- High grade carbon / High carbon content / Low pressure loss
- Robust modular construction
- Carbon Unit or panel format / Standard and Custom sizes available
- CNC manufactured / Precision products every time

APPLICATIONS
- Reduction of Cooking Odours
- Removal of Kerosene Exhaust Fumes
- General Odour Reduction
- Neutralisation of Ammonia and its Derivatives
- Removal of Formaldehyde
- Removal of Airborne Pollutants and Contaminants
- Removal of Acid Gases (please enquire as top specific contaminant)

LONGAR® TYPE 8 ACTIVATED CARBON FILTERS
Activated carbon has for many years been used to remove airborne noxious fumes and gases. Its origins date back to the First World War, when gas masks were first filled with Activated carbon to remove chlorine gas. Today Longar produces a wide range of carbon filters to deal with a variety of air pollution scenarios.

There are many situations where carbon filtration is used to eliminate toxic or offensive odours, some of these are sewage works, hospitals, slaughterhouses, restaurant kitchens, airports, toilets, wash rooms, laboratories, and office blocks.

PRE FILTRATION
Carbon filters are designed to remove fumes and odours, they are not suitable for removing dust and fine particles. If left unprotected, the life of the carbon product is severely reduced. To protect the filters use the correct pre filtration. If you are unsure please enquire for further information.

LONGAR® TYPE 8 ACTIVATED CARBON PANELS
The Activated carbon panel are sealed into a galvanised steel frame; a scrim is then added to protect the carbon surface from dust contamination. Sealing the carbon panel stops any air by-pass; our panels are manufactured using CNC technology to ensure precision manufacture with exact tolerances.

Our panels are the strongest on the market place with a wide range of standard sizes available, custom sizes are also available on request.

LONGAR® TYPE 8 ACTIVATED CARBON UNITS (ACU)
For a modular approach to fume removal the ACU is the ideal solution. The ACU unit is manufactured from a number of carbon panels held in place by a CNC made corrosion proof metal casing. The carbon panels inside the units are 25mm thick, sealed into the frames using polymer which eliminates the possibility of any air by-pass around the carbon.

LONGAR® TYPE 8 CYLINDRICAL FILTER
These are constructed from perforated galvanised steel then formed into cylindrical cartridges containing high grade or impregnated carbon. The cylinders have a bayonette fit into the filter mounting plate.

All cylinders have a unique feature of having the option to replace any spent carbon and then refill with new replenished carbon.

For technical specifications, part numbers and ordering information, please see overleaf.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 8
Activated Carbon Filters

FITTING INSTRUCTIONS
- Fit products in accordance with installation contractor's specifications. Observe direction of airflow.

HANDLING
- Handle with care when unpacking.
- Store in dry and frost protected place.

MAINTENANCE
- Carbon filters cannot be cleaned upon reaching the end of their service life. They must be replaced.
- All maintenance and replacement schedules will be set by the original equipment installer. Please refer to this for more information.
- When handling any components suitable PPE should be used – gloves, eye protection and access equipment.
- Carbon filters may be recycled.

PACKAGING
All units are packaged in double wall boxes, stapled closed for protection whilst in transit against contamination.

TECHNICAL SPECIFICATIONS

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)					
Part Number	Actual Size HxWxD	Nominal Size HxWxD	Weight	Airflow M³/SEC @0.12 Contact	Pressure Loss - Pascals
CARBONCUBE242424	597 x 597 x 597mm	609 x 609 x 609mm	60.00kgs	1.00	97
	23.50 x 23.50 x 23.50"	24 x 24 x 24"	132.00lbs		
CARBONCUBE242418	597 x 597 x 450mm	609 x 609 x 457mm	44.00kgs	0.75	97
	23.50 x 23.50 x 17.72"	24 x 24 x 18"	96.80lbs		
CARBONCUBE241824	597 x 450 x 597mm	609 x 457 x 609mm	46kgs	0.75	97
	23.50 x 17.72 x 23.50"	24 x 18 x 24"	101.20lbs		
CARBONCUBE182424	450 x 597 x 597mm	457 x 609 x 609mm	46kgs	0.75	97
	17.72 x 23.50 x 23.50"	18 x 24 x 24"	101.20lbs		
CARBONCUBE242416	597 x 597 x 395mm	609 x 609 x 406mm	40.00kgs	0.67	97
	23.50 x 23.50 x 15.55"	24 x 24 x 16"	88.00lbs		
CARBONCUBE242412	597 x 597 x 292mm	609 x 609 x 305mm	33.00kgs	0.50	97
	23.50 x 23.50 x 11.50"	24 x 24 x 12"	72.60lbs		
CARBONCUBE241224	597 x 297 x 597mm	609 x 304 x 609mm	32.00kgs	0.50	97
	23.50 x 11.69 x 23.50"	24 x 12 x 24"	70.40lbs		
CARBONCUBE24824	597 x 197 x 597mm	609 x 203 x 609mm	19.00kgs	0.33	97
	23.50 x 7.76 x 23.50"	24 x 8 x 24"	41.80lbs		
CARBONCUBE202018	495 x 495 x 445mm	508 x 508 x 457mm	36kgs	0.52	97
	19.49 x 19.49 x 17.52"	20 x 20 x 18"	79.20lbs		
CARBONCUBE181818	450 x 450 x 450mm	457 x 457 x 457mm	28.00kgs	0.42	97
	17.72 x 17.72 x 17.72"	18 x 18 x 18"	61.60lbs		
FINAL RECOMMENDED PRESSURE DROP: 450 PASCALS					

Pressure drop and airflow information available on request.

LONGAR INDUSTRIES

FILTERS AND FABRICATIONS FOR A CLEANER ENVIRONMENT

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 11
Pleated Panel Filters

LONGAR® TYPE 11 FEATURES:
- Moisture resistant cardboard frame.
- G4 efficiency to provide a good base level of filtration.
- Fully supported media bonded to expanded mesh grid.
- The filtering media is bonded to the case to eliminate air by-pass.
- Strong, robust construction.
- Extended surface area.
- High dust holding capacity.
- Dimensions of product are part marked into frame for positive ID.

APPLICATIONS
- Hotels
- Offices
- Food production
- Air conditioning
- Hospitals
- Pre-filtration asbestos removal

LONGAR® TYPE 11 PLEATED PANEL FILTER
Used in a variety of HEVAC applications where higher level air cleanliness is needed over the standard pre filters. Glass media is unacceptable in food and pharmaceutical industries and in some hospital areas. Especially useful where the installation requires a combination of high arrestance coupled with control over smaller particles. The high capacity version is selected when space is at a premium; filter sizes match the rated capacities of bag filters.

CONSTRUCTION / MATERIAL SPECIFICATIONS
The LONGAR® Type 11 is manufactured with pleated synthetic media, and an expanded diamond grid with 97% open area. The casing is constructed from a heavy duty rigid water resistant card, with support members along the diagonals. The media is bonded to the support grid and the frame in order to avoid the possibility of air bypass. The case is designed for minimum resistance and maximum free area, the case is also crease formed to stop moisture ingress. The product can be manufactured in a variety of depths from 22mm to 97mm deep. Optional metal frame available as shown above.

22mm (1") Filters are 9 Pleats per 300mm (1ft)
47mm (2") Filters are 9 Pleats per 300mm (1ft)
97mm (4") Filters are 9 Pleats per 300mm (1ft)

TYPE 11 HIGH CAPACITY PLEATED PANEL
We are able to manufacture the Type 11 with increased filter media over the standard product, for situations where an increase in air volume is required.

22mm (1") Filters are 12 Pleats per 300mm (1ft)
47mm (2") Filters are 12 Pleats per 300mm (1ft)
97mm (4") Filters are 12 Pleats per 300mm (1ft)

TYPE 11 HIGH EFFICIENCY PLEATED PANEL
Where situations arise we manufacture the Type 11 with a higher grade of filter media, F6, F7, F8 are available.

LONGAR® TYPE 11 IMPREGNATED CARBON PLEATED PANELS
For less demanding situations the use of impregnated media can be considered. They utilise non-woven synthetic media, which is then impregnated with activated carbon. They offer an alternative to our granular carbon systems however they cannot offer either the life span or dwell time that can be found with the rest of the range.

For technical specifications, part numbers and ordering information, please see overleaf.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 11
Pleated Panel Filters

FITTING INSTRUCTIONS
- Fit products, observe direction of airflow indicator

HANDLING
- Handle with care when unpacking.
- Store in dry and frost protected place.

MAINTENANCE
- All maintenance and replacement schedules will be set by the original equipment installer. Please refer to this for more information.
- When handling any components suitable PPE should be used – gloves, eye protection and access equipment should be used where required.
- Filters should not be cleaned but replaced when required in accordance with maintenance schedule set by the installation contractor.

PACKAGING
All units are packaged in double wall boxes, glued closed for protection whilst in transit against contamination.

TECHNICAL SPECIFICATIONS

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)				
Part Number	Actual Size HxWxD	Nominal Size HxWxD	Weight	Available Efficiencies *
PPF24824822	248 x 248 x 22mm	254 x 254 x 25mm	0.07kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	9.76 x 9.76 x 0.87"	10 x 10 x 1"	0.15lbs	
PPF49624822	496 x 248 x 22mm	508 x 254 x 25mm	0.14kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 9.76 x 0.87"	20 x 10 x 1"	0.31lbs	
PPF29329322	293 x 293 x 22mm	304 x 304 x 25mm	0.09kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	11.54 x 11.54 x 0.87"	12 x 12 x 1"	0.21lbs	
PPF59429422	594 x 294 x 22mm	609 x 304 x 25mm	0.19kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.39 x 11.57 x 0.87"	24 x 12 x 1"	0.41lbs	
PPF37537522	375 x 375 x 22mm	381 x 381 x 25mm	0.15kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	14.76 x 14.76 x 0.87"	15 x 15 x 1"	0.34lbs	
PPF49637522	496 x 375 x 22mm	508 x 381 x 25mm	0.19kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 14.76 x 0.87"	20 x 15 x 1"	0.41lbs	
PPF49639622	496 x 396 x 22mm	508 x 406 x 25mm	0.20kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 15.59 x 0.87"	20 x 16 x 1"	0.43lbs	
PPF62039622	620 x 396 x 22mm	635 x 406 x 25mm	0.24kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 15.59 x 0.87"	25 x 16 x 1"	0.53lbs	
PPF44844822	448 x 448 x 22mm	457 x 457 x 25mm	0.19kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	17.64 x 17.64 x 0.87"	18 x 18 x 1"	0.42lbs	
PPF49649622	496 x 496 x 22mm	508 x 508 x 25mm	0.24kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 19.53 x 0.87"	20 x 20 x 1"	0.52lbs	
PPF59649622	596 x 496 x22mm	609 x 508 25mm	0.27kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 19.53 x 0.87"	24 x 20 x 1"	0.60lbs	
PPF62049622	620 x 496 x 22mm	635 x 508 x 25mm	0.28kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 19.53 x 0.87"	25 x 20 x 1"	0.63lbs	
PPF59659622	596 x 596 x 22mm	609 x 609 x 25mm	0.31kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 23.46 x 0.87"	24 x 24 x 1"	0.68lbs	
PPF24824847	248 x 248 x 47mm	254 x 254 x 50mm	0.12kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	9.76 x 9.76 x 1.85"	10 x 10 x 2"	0.26lbs	

Pressure drop and airflow information available on request.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 11
Pleated Panel Filters

TECHNICAL SPECIFICATIONS

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)				
Part Number	Actual Size HxWxD	Nominal Size HxWxD	Weight	Available Efficiencies *
PPF49724347	497 x 243 x 47mm	508 x 254 x 50mm	0.21kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.57 x 9.57 x 1.85"	20 x 10 x 2"	0.45lbs	
PPF29329347	293 x 293 x 47mm	304 x 304 x 50mm	0.15kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	11.54 x 11.54 x 1.85"	12 x 12 x 2"	0.33lbs	
PPF59628947	596 x 289 x 47mm	609 x 304 x 50mm	0.28kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 11.38 x 1.85"	24 x 12 x 2"	0.61lbs	
PPF37237247	372 x 372 x 47mm	381 x 381 x 50mm	0.22kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	14.65 x 14.65 x 1.85"	15 x 15 x 2"	0.48lbs	
PPF39439447	394 x 394 x 47mm	406 x 406 x 50mm	0.25kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	15.51 x 15.51 x 1.85"	16 x 16 x 2"	0.54lbs	
PPF49637547	496 x 375 x 47mm	508 x 381 x 50mm	0.27kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 14.76 x 1.85"	20 x 15 x 2"	0.60lbs	
PPF49639647	496 x 396 x 47mm	508 x 406 x 50mm	0.29kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 15.59 x 1.85"	20 x 16 x 2"	0.63lbs	
PPF62039647	620 x 396 x 47mm	635 x 406 x 50mm	0.34kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 15.59 x 1.85"	25 x 16 x 2"	0.75lbs	
PPF44644647	446 x 446 x 47mm	457 x 457 x 50mm	0.28kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	17.56 x 17.56 x 1.85"	18 x 18 x 2"	0.61lbs	
PPF49649647	496 x 496 x 47mm	508 x 508 x 50mm	0.34kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 19.53 x 1.85"	20 x 20 x 2"	0.75lbs	
PPF59639647	596 x 396 x 47mm	609 x 406 x 50mm	0.33kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 15.59 x 1.85"	24 x 16 x 2"	0.73lbs	
PPF59649647	596 x 496 x 47mm	609 x 508 x 50mm	0.39kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 19.53 x 1.85"	24 x 20 x 2"	0.87lbs	
PPF62049647	620 x 496 x 47mm	635 x 508 x 50mm	0.39kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 19.53 x 1.85"	25 x 20 x 2"	0.87lbs	
PPF59659647	596 x 596 x 47mm	609 x 609 x 50mm	0.47kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 23.46 x 1.85"	24 x 24 x 2"	1.02lbs	
PPF24824897	248 x 248 x 97mm	254 x 254 x 102mm	0.22kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	9.76 x 9.76 x 3.82"	10 x 10 x 4"	0.49lbs	
PPF49624897	496 x 248 x 97mm	508 x 254 x 102mm	0.38kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 9.76 x 3.82"	20 x 10 x 4"	0.84lbs	
PPF29329397	293 x 293 x 97mm	304 x 304 x 102mm	0.28kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	11.54 x 11.54 x 3.82"	12 x 12 x 4"	0.61lbs	
PPF59728997	597 x 289 x 97mm	609 x 304 x 102mm	0.48kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.50 x 11.38 x 3.82"	24 x 12 x 4"	1.06lbs	

Pressure drop and airflow information available on request.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 11
Pleated Panel Filters

TECHNICAL SPECIFICATIONS

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)				
Part Number	Actual Size HxWxD	Nominal Size HxWxD	Weight	Available Efficiencies *
PPF37537597	375 x 375 x 97mm	381 x 381 x 102mm	0.41kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	14.76 x 14.76 x 3.82"	15 x 15 x 4"	0.90lbs	
PPF39639697	396 x 396 x 97mm	406 x 406 x 102mm	0.44kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	15.59 x 15.59 x 3.82"	16 x 16 x 4"	0.97lbs	
PPF49637597	496 x 375 x 97mm	508 x 381 x 102mm	0.49kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 14.76 x 3.82"	20 x 15 x 4"	1.08lbs	
PPF49639697	496 x 396 x 97mm	508 x 406 x 102mm	0.52kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 15.59 x 3.82"	20 x 16 x 4"	1.15lbs	
PPF62039697	620 x 396 x 97mm	635 x 406 x 102mm	0.61kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 15.59 x 3.82"	25 x 16 x 4"	1.33lbs	
PPF44644697	446 x 446 x 97mm	457 x 457 x 102mm	0.52kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	17.56 x 17.56 x 3.82"	18 x 18 x 4"	1.14lbs	
PPF49649697	496 x 496 x 97mm	508 x 508 x 102mm	0.66kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 19.53 x 3.82"	20 x 20 x 4"	1.46lbs	
PPF59639697	596 x 396 x 97mm	609 x 406 x 102mm	0.59kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 15.59 x 3.82"	24 x 16 x 4"	1.29lbs	
PPF59649697	596 x 496 x 97mm	609 x 508 x 102mm	0.69kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 19.53 x 3.82"	24 x 20 x 4"	1.52lbs	
PPF62049697	620 x 496 x 97mm	635 x 508 x 102mm	0.71kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 19.53 x 3.82"	25 x 20 x 4"	1.56lbs	
PPF59659697	596 x 596 x 97mm	609 x 609 x 102mm	0.79kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 23.46 x 3.82"	24 x 24 x 4"	1.74lbs	
FINAL RECOMMENDED PRESSURE LOSS: 250 PASCALS				

Pressure drop and airflow information available on request.

- *Efficiency required to be confirmed at a time of ordering.

LONGAR INDUSTRIES

FILTERS AND FABRICATIONS FOR A CLEANER ENVIRONMENT

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 14
Medium & High Efficiency Bag Filters

NORTH WARWICKSHIRE BOROUGH COUNCIL
RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION

LONGAR® TYPE 14 FEATURES:
- Synthetic media, multi pocket construction.
- We use welding for a perfect airtight seal, coupled with high standard aesthetics.
- Available G4 to F9 Filter Class to EN779 – 2012.
- Strong CNC metal header construction, perfect square header frames.
- Standard & custom sizes available.
- Strong, robust construction.
- Stock sizes of product are laser part marked on standard sizes for identification.
- Custom header depth and stainless steel available on request.

APPLICATIONS
- For fine dust filtration in heating ventilation, air conditioning devices and plants of all kinds
- Offices, hospitals, public buildings, retail outlets
- Pharmaceutical, mechanical and food industries

LONGAR® TYPE 14 BAG FILTERS
The LONGAR® Type 14 Multi pocket bag filter is manufactured using technology found on high end products. When comparing our bag filter with other products, the Type 14 stands out with:
- Ultrasonic bonding around the entire pocket, this gives maximum strength under heavy dirt loading conditions.
- Filter media is available in G4, F5, F6, F7, F8, F9.
- Our pocket lines stop short of the header to produce an open entry shape of each individual pocket within the filter construction.
- Type 14 offers pockets that inflate and remain separated from adjacent pockets to maximise evenly distributed air flow throughout the whole filter construction resulting in increased efficiency, coupled with high dust holding capacity.

CONSTRUCTION / MATERIAL SPECIFICATIONS
Synthetic pockets are manufactured using advanced technology in a fully automated assembly line enabling maximum performance. The filter pockets are constructed of high quality synthetic media and then welded closed to provide an air tight seal far superior to stitching. We hold the product in standard sizes ex stock in a number of efficiencies; we are also able to manufacture custom sizes in five working days.

LONGAR® TYPE 14 IMPREGNATED CARBON BAG FILTERS
For less demanding situations the use of impregnated media can be considered. They utilise non-woven synthetic media, which is then impregnated with activated carbon. They offer an alternative to our granular carbon systems however they cannot offer either the life span or dwell time that can be found with the rest of the range.

APPLICATIONS
- For separation of gaseous odorant and harmful substances in supply air and circulating air in air conditioning plants.
- Museums, libraries, airports, hospitals.
- Pharmaceutical industry, fine mechanics, cellulose and paper industry.
- Commercial catering light duty.

FITTING INSTRUCTIONS
- Fit products, observe direction of airflow indicator.
- Fit filter with pockets vertically as photo above.

HANDLING
- Handle with care when unpacking.
- Store in dry and frost protected place.

MAINTENANCE
- All maintenance and replacement schedules will be set by the original equipment installer. Please refer to this for more information.
- When handling any components suitable PPE should be used – gloves, eye protection and access equipment should be used where required.
- Filters should not be cleaned but replaced when required in accordance with maintenance schedule set by the installation contractor.

PACKAGING
All units are packaged in double wall boxes glued closed for protection whilst in transit against contamination.

For technical specifications, part numbers and ordering information, please see overleaf.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 14
Medium & High Efficiency Bag Filters

TECHNICAL SPECIFICATIONS

- Tested to EN779:2012
- Fully recyclable
- Filter operational temperature up to 80°
- High dust holding capacity

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)						
Part Number	Height	Width	Depth	Header*	Available Efficiencies*	Available Pockets Options*
BAG592287300	592mm	287mm	300mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	11.81"	0.79" / 0.98"		
BAG592287380	592mm	287mm	380mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	14.96"	0.79" / 0.98"		
BAG592287496	592mm	287mm	496mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	19.53"	0.79" / 0.98"		
BAG592287550	592mm	287mm	550mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	21.65"	0.79" / 0.98"		
BAG592287596	592mm	287mm	596mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	23.46"	0.79" / 0.98"		
BAG592492300	592mm	492mm	300mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	5, 6, 8
	23.31"	19.37"	11.81"	0.79" / 0.98"		
BAG592492380	592mm	492mm	380mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	5, 6, 8
	23.31"	19.37"	14.96"	0.79" / 0.98"		
BAG592492496	592mm	492mm	496mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated	5, 6, 8
	23.31"	19.37"	19.53"	0.79" / 0.98"		
BAG592492550	592mm	492mm	550mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	5, 6, 8
	23.31"	19.37"	21.65"	0.79" / 0.98"		
BAG592492596	592mm	492mm	596mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	5, 6, 8
	23.31"	19.37"	23.46"	0.79" / 0.98"		
BAG592592300	592mm	592mm	300mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	11.81"	0.79" / 0.98"		
BAG592592380	592mm	592mm	380mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	14.96"	0.79" / 0.98"		
BAG592592496	592mm	592mm	496mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	19.53"	0.79" / 0.98"		
BAG592592550	592mm	592mm	550mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	21.65"	0.79" / 0.98"		
BAG592592596	592mm	592mm	596mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	23.46"	0.79" / 0.98"		
FINAL RECOMMENDED PRESSURE LOSS: 400 PASCALS						

Pressure drop and airflow information available on request.

- *Efficiency, header size and quantity of pockets required to be confirmed at a time of ordering.

LONGAR INDUSTRIES

FILTERS AND FABRICATIONS FOR A CLEANER ENVIRONMENT

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

PROPOSED GROUND FLOOR PLAN

RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION
NORTH WARWICKSHIRE BOROUGH COUNCIL

REV F - 16/05/2025 Modifications to plan as requested by Planning.

REV E - 13/05/2025 Modifications to plan as requested by Planning.

REV D - 11/11/2024 Modifications to plan as requested by Planning.

REV C - 26/07/2024 Modifications to plan as requested by Planning, John Davies & Client.

REV B - 11/04/2024 Modifications to site to reflect site level survey

REV A - 01/03/2024 As requested by client

Drawing no. 4	
PURPOSE OF ISSUE: PLANNING	
PROJECT: ROWLEYS BUTCHERS SHOP, GLENSIDE, ANSLEY LANE, ARLEY, WARWICKSHIRE, CV7 8FU	
DRAWING: PROPOSED FLOOR PLANS	
JOB NO.: 2023-188	REV: F
DRAWN BY: AS	CHECKED BY:
SCALE: 1:200 @A3	DATE: 16.05.2025

ARCHITECTURE & INTERIORS
51 COLESHILL ROAD, B36 8DT
0121 783 6211
gs@architecturalplans.co.uk

SAFESUB® TANKS FROM NIPLAST®

There are occasions when a standard off-the-shelf underground tank will suffice but there are also many occasions when it is simply not sophisticated enough.

NIPLAST®'s response to such occasions is our SAFESUB® range of underground tanks, developed to meet the more onerous challenges many of our customers face routinely.

SAFESUB® tanks are designed to accommodate the internal liquid loads of the contained liquids, together with the external soil and pedestrian loads and are perfect for spillage, interceptor and blind tank projects.

SAFESUB® tanks feature holding down arrangements and an installation procedure to withstand local water table floatation forces. Polypropylene and high density polyethylene materials of construction mean that SAFESUB® tanks can store a wide range of chemicals, effluents, waste streams, rainwater et cetera.

The SAFESUB® tank is available as a single tank only or is also available in our SAFEWALL® format featuring an integral bunding cavity.

Extended access manways complete with grip handles and lockable lids are a feature as are outlet connections complete with internal dip pipes for road tanker evacuation.

In line with NIPLAST®'s other leading products, SAFESUB® is designed to BSEN12573–3:2000 and crafted by welding technicians accredited to EN13067.

Bespoke SAFESUB® design can optimise available footprint or minimise excavation depths through our flexible manufacturing facilities.

- Blind, Spillage and Interceptor Applications
- Single type design or integral bund
- EN 13067 accredited welders
- Polypropylene or High-Density Polypropylene
- Road tanker evacuation options

To request a quote or discuss further with an expert email **info@niplast.com** or call **0161 477 6777**

niplast STORAGE TANKS

Architecture
& INTERIORS

51 Coleshill Road - B36 8DT - 0121 783 6211
gs@architectureinteriors.co.uk

Response to comments made on the 15/05/2025

RE: PAP/2024/0127 – Glenside, Ansley Lane, Arley, CV7 8FU

Date: 16/05/2025

Specification for Refrigerator on Site

ArcticStore – Chiller and Freezer Container Hire

REFRIGERATOR - 20ft ArcticStore	EXTERNAL DIMS	INTERNAL DIMS	Weight,Area, Capacity & Pallets
	20ft Length 8ft Width 8.6ft Height	17.6ft Length 7.5ft Width 7.6ft Height 7ft Door Height	6,106.8lb Tare weight 132.1ft² Floor area 1,001.2ft³ Capacity

CERTIFICATES

Architecture
& INTERIORS

51 Coleshill Road - B36 8DT - 0121 783 6211
gs@architectureinteriors.co.uk

Specification for Ventilation Extract to Rear on Site

600mm Industrial Ventilation Metal Fan Axial Commercial Air Extractor Exhaust

EXTRACT VENT

PRODUCT DESCRIPTION

These **high-performance commercial AC axial fans** come in a variety of sizes to suit your every need. With a **wide range of applications** these fans can be used in a range of applications from **ventilation, cooling, heat and refrigeration to workshops, restaurants, warehouse** and more.

They are **low noise, high-efficiency** fans have a great **compact structure** and are simple to install with pre-drilled mounting holes making **installation quick and simple**, the **single phase 220-240V AC motor** should be **connected by a qualified electrician** to ensure a correct fitting.

Constructed from steel these fans have a black paint finish for a **professional discreet look** and come complete with front **safety guard and mounting plate**, they have **been fully CE approved** and tested to comply with all current EU regulations and have a full ccc safety certificate.

Features

- Material: Steel
- Direction: Clockwise, see on the motor
- Protection: IP54
- Insulation class: B / F
- Mounting position: Any
- Mode of operation: Continuous
- Ball bearing: Maintenance-free
- Motor protection: Thermal overload
- Amb. temp: -30C~+60C
- Product Conformity: UKCA and CE
- Warranty: 1 Year Parts Only. For more details click Here then scroll down to the Warranty policy

Typical Applications

- Commercial Kitchen Ventilation
- Agriculture
- Sports Halls
- Industrial Units and Warehousing
- Factories
- Schools
- Air Conditioning Units
- Cooling Towers & Stations
- Marine
- Airports
- Hotels

Technical Details:

Blade Size	Blades	Poles	Air Flow (m3/HR)	Speed (R.P.M.)	Voltage/Frequency	Power (W)
24" (600mm)	5	4	9500	1380	230V/50 Hz	800

KRS STEEL SERVICES
0121 783 7404

Kitchen Canopies - All Stainless Steel Works
Ductwork & Steel Fabrication - Mechanical Installations
Air-conditioning - Electrical Services
Project Management & Design

Design and Specification
For
T & S Abattoir
(Slaughter Hall)

Client:
Architecture and Interior Design Ltd

Property:
Glenside
Ansley Lane
Arley
Coventry
CV7 8FU

Unit 6 Meadway Trading Estate, 429 The Meadway,
Kitts Green, Birmingham B33 0DZ
Email: k.sharred@krssteelservices.com

Contents

1. Preface

KRS have been commissioned to carry out an odour and condensation report for the slaughter hall on the above named project.

Within a slaughterhouse the main concerns are particulates which pose a significant air quality concerns and can impact on the environment.

Correct ventilation helps control temperature, humidity, and air quality, preventing issues like extreme temperatures, harmful humidity levels, and high ammonia concentrations, which can impact animal welfare and worker safety.

A typical slaughterhouse should aim for an average of 7.5 air changes per hour (ACH), with a range of 5-10 air changes.

Factors that influence the air change rate are:

i. The specific ACH for a slaughterhouse will depend on factors like the size of the facility, the number of workers, and the types of processes that take place, which can impact particulate levels and the need for air purification.

ii. Maintaining proper ventilation and airflow is essential in slaughterhouses helps prevent the spread of airborne bacteria and other contaminants, which can pose a risk to food safety and worker health.

iii. In addition to ACH, air filtration systems are also important for removing contaminants and ensuring clean air quality.

Within our proposals we have therefore allowed for a multi-stage filtration system which is generally the most effective approach for removing particulates and odours.

This typically includes pre-filtration and possibly activated carbon filtration.

Pre-filtration; removes larger particulates, such as dust, debris, and blood, to protect subsequent filtration stages.

Bag Filtration; removes larger particles like dust and debris from the air and again help protect the active carbon filtration which in turn prolongs the active life of the filter.

Carbon Active Filtration; further reduces odours and potentially remove any residual pollutants that may not have been fully removed by previous stages.

Odour is best removed by the use of carbon, carbon is a porous material that adsorbs a wide range of organic compounds and odours, which if installed in accordance EMAQ+ guidelines, see section 2 following, will nullify any lingering odours

Proper airflow helps prevent the spread of contaminants and odours, contributing to the overall hygiene of the facility.

Good ventilation ensures a comfortable and safe working environment for personnel, reducing the risk of respiratory problems and other health issues.

Maintaining proper air quality and temperature is essential for food safety, preventing the growth of bacteria and other microorganisms.

2. Odour Control – Risk Assessment

The following 'Risk Assessment for Odour' has been derived from criteria outlined by DEFRA 2005, Guidance on the Control of Odour and Noise & EMAQ odour control guidance.

The assessment is carried to accurately score the site according to DEFRA/EMAQ standards.

Odour control must be designed to prevent odour nuisance in a given situation.

The following score methodology is suggested as a means of determining odour control requirements using a simple risk assessment approach.

The odour control requirements considered below are consistent with the performance requirements listed in this report.

Odour Risk Assessment:

Criteria	Impact	Score	Details
Dispersion	Poor	20	Low level discharge
Proximity of Receptors	Close	10	Closest sensitive receptors less than 20 metres from Kitchen discharge
Size of Slaughter Hall	Medium	5	Between 30 – 100 cattle
Odour Type	Very High	10	Blood, offal waste, ammonia and other gases
Total Score		45	

Impact Risk:

Impact Risk	Odour Control Requirement	Significant Score
Low/Medium	Low Level Odour Control	Less than 20
High	High Level Odour Control	20 - 35
Very High	Very High-Level Odour Control	More than 35

In accordance with DEFRA/EMAQ "Odour arrestment plant performance" detailed above, odour control required can be considered as Very high-level odour control item 1 as detailed following.

Low to medium level control may include:

1. Fine filtration or ESP following by carbon filtration (carbon filters rated with a 0.1 second residence time).

2. Fine filtration followed by counteractant/neutralising system to achieve the same level of control as 1.

High level odour control may include:

1. Fine filtration and counteractant/neutralising system followed by carbon filtration (carbon filters rated with a 0.2-0.4
second residence time).

2. Fine filtration or ESP followed by UV ozone system to achieve the same level of control as 1.

Very high-level odour control may include:

1. Fine filtration followed by carbon filtration (carbon filters rated with a 0.4 –0.8 second residence time).

2. Fine filtration or ESP followed by carbon filtration and by counteractant/neutralising system to achieve the same level of control as 1.

3. Fine filtration or ESP followed by UV ozone system and Carbon Filters to achieve the same level of control as 1.

4. Fine filtration or ESP followed by wet scrubbing to achieve the same level of control as 1.

3. Drawings

Please refer to the enclosed drawing for reference to the installation:

Architecture and Interior Design Job No 2023-188 Drawing 8 – Proposed Odour and Condensation Layout

4. Design

The design basis for this project will be based on a ventilation rate of 10 air changes per hour for a room size of 13.3m long x 4.3m wide x 3m high.

Total duty calculated: 0.447m^3/sec

Comfort cooling will be provided at 160w/m^2 as no specific cooling loads are available.

5. Odour and Condensation Control Proposal

For the slaughter hall on these premises, we propose the following systems will be installed:

General Extraction.

Ventilation to achieve the required air volume of the system as noted above.

System to comprise of an inline extraction fan drawing air from the space and discharging same to atmosphere via an external wall louvre

A multi-stage filtration system will be incorporated to prevent particulates and odours entering the atmosphere.

Filtration to include:

Longar Type 11 moisture resistant high efficiency panel filters - for larger particulates, such as condensation drop lets dust, debris, and blood, to protect subsequent filtration stages.

Longar Type 14 moisture resistant bag filters – for remaining particles such as condensation water droplets, dust and debris from the air and again help protect the active carbon filtration which in turn prolongs the active life of the filter.

Longar Type 8 Carbon Active Filtrations – for total odour control, sized to achieve a dwell time of **0.4 seconds** in line with EMQA+ guidelines.

Fresh Air Replacement.

Natural ventilation will be provided by means of a filtered louvre intake with mesh finish to match the extraction duty of the system

Filtration will be:

Longar Type 11 moisture resistant high efficiency panel filters – to prevent dust and outdoor particle ingress into the building.

Comfort Cooling.

Temperature control of the space will be achieved using a Fujitsu under ceiling type comfort cooling system which will provide:

i. Both heating and cooling to the space

ii. Part **dehumidification** when the unit is in cooling mode.

Signed A. Marsh Date: 23-05-25
Designer

T&S Abattoir Ltd.

Delivery and Service Management Plan

Please refer to Drawing no. 7

All vehicles will enter the site via the entrance to the East of the butchers shop. This is to include livestock deliveries, refrigerated vehicles for product dispatch, and vehicles to take waste away from the site.

HGV's (livestock deliveries and waste carriage vehicles) will drive around the back of the shop, service the site and exit via the exit to the West of the butchers shop.

Refrigerated vans will reverse down the loading ramp of the abattoir, load and exit the site.

Weekly Vehicle Flow

Deliveries will be schedules and by appointment only; vehicles greater than a rigid HGV 12m in length will not be accepted on site.

A) Livestock deliveries in

- On average, 10 livestock deliveries (mix of Rigid HGV deliveries and car+trailer deliveries) per week. Deliveries will be scheduled between 0700AM-2000PM (not taking into account any breakdowns/ unforeseen traffic etc.)
- We will also co-ordinate so that multiple deliveries will not arrive on site at the same time.
- Deliveries will be evenly spaced out to avoid congestion, and to take into account limited lairage capacity. On average, 2 livestock deliveries per day.
- Animals will be offloaded from the HGV into covered pens as quickly as possible to minimize any noise.

B) ABP Waste deliveries out

- Skins collection at the end of production day – this is done using a light goods vehicle using a local contractor – 1 load per day, occasionally 2
- CAT3 waste – we use our own rigid HGV to transport waste (lidded Dolavs loaded with a forklift on site) to SARVAL (in Hartshill) at the end of production day – 1 load per day, occasionally 2. Vehicle and containers will be washed and disinfected at SARVAL before returning to site.
- CAT1 waste – bin collection 2-3 times per week using a bin tipper HGV

- Effluent collection – using rigid HGV tanker, 1 load per week

C) Product dispatch

- Using refrigerated light goods vehicles (3.5t)
- 4 vehicles per day on average, maximum 6 vehicles per day expected.
- Dispatch is done between 0600-1100AM, occasionally later if there are late orders (up to 1700PM)
- Deliveries throughout West Midlands and East Midlands (to local butcher's shops)

General Development Applications

(6/f) Application No: PAP/2024/0127

Butchers Shop, Glenside, Ansley Lane, Arley, CV7 8FU

Installation of roller shutters and rooflights to two-storey building, construction of a ramp to delivery area, new doors and roof covering to existing animal pens, the provision of new animal pens and storage areas for refuse and hay/straw, new site office and external alterations., for

Dr A Ahmed - T&S Investment Group Ltd

1. Introduction

1.1. This application was reported to the Planning and Development Board's meeting on 20 May 2025 with a recommendation of refusal on the following grounds:

1. *It is considered that the building and engineering operations the subject of this application have directly resulted in increased activity at the site leading to significant and demonstrable harm to residential amenity and highway safety. This conflicts with Policies ANP1 and ANP8 of the Arley Neighbourhood Plan 2016 together with Policies LP1 and LP11 of the North Warwickshire Local Plan 2021.*

2. *Insufficient information has been provided to demonstrate that the use of the building and engineering operations the subject of the application have resulted in safe and suitable access for all users; that their use would not give rise to an unacceptable impact on highway safety, or that their use would not lead to severe impacts on the local road network. Accordingly, the proposals conflict with Policies LP1, LP11 and LP29(6) of the North Warwickshire Local Plan 2021 and paragraphs 115 and 116 of the National Planning Policy Framework (2024).*

3. *Insufficient information has been provided to satisfactorily demonstrate that the proposals have addressed and therefore avoided unacceptable impacts on the residential amenity of neighbouring occupiers by virtue of noise, odour and visual harm. Thus, the proposals fail to comply with policies LP11 and LP29(9) of the North Warwickshire Local Plan 2021 together with Policy ANP8 of the Arley Neighbourhood Plan 2016.*

1.2. The associated report can be found at Appendix A.

1.3. Shortly before the meeting (15 and 16 May), the applicant supplied amended drawings and additional supporting information. As there was insufficient time to review and re-consult on the amendments prior to the meeting, the decision was deferred to allow re-consultation to take place. Further documentation and amendments were received after the previous board meeting (23 May). All the documentation is provided at Appendix B.

2. Update

2.1. A series of amendments were received, as detailed below:

Received on 15th and 16 May

- A Delivery and Service Management Plan and an associated delivery and management plan drawing (No.7)
- An amended Vehicle Tracking Layout Drawing (JDA/517/5/1 Rev B)
- An amended Access Arrangement Layout Plan (JDA/517/6/1 Rev A)
- An amended Visibility Splay Layout Plan (JDA/517/7/1 Rev A)
- An amended Proposed Floor Plans drawing (2023-188 Revision F)
- Site Equipment Specifications pertaining to the refrigerated container and ventilation extraction fan to the rear

Received 23 May 2025

- An Odour and Condensation report for the slaughter hall
- Specifications for air conditioning units, louvres, panel filters, bag filters and carbon filters
- Specifications for underground tanks
- Specifications for 6000l vertical and bunded tanks
- Two ventilation drawings (2023-188) drawing no's 8 and 9.

3. Consultations

3.1. In preparation for this report, officers re-consulted both Warwickshire County Council (Highways) and North Warwickshire Borough Council's Environmental Health team on the amendments received on 15th and 16th May. Further re-consultation on the amendments received on 23rd May will take place, and any additional responses will be included in an updated report prior to the meeting.

3.2. Warwickshire County Council, as the local highway authority, continue to object. Their observations are set out in full below.

The main thing is the RSA - Without that we would have to continue to object

Visibility:

Further clarity needed to determine whether achievable. Appears that they may go over 3rd party land.

Tracking:

The tracking does not take into account on-street parking, which occurs regularly opposite the site.

Access:

The layout of the accesses raises concerns. The 2 junctions would tie into each other which could create confusion, particularly as the give-way lines abruptly end rather than joining a kerb line that would separate the accesses.

The plans indicate that the western access would be marked no entry however this is not what is shown by the markings. If there is to be no entry, i.e. egress only the give-way line should extend across the whole junction.

In order to have the access as a no entry a TRO would be needed, which is subject to a separate process and cannot be relied upon due to public consultation etc.

General:

The parking still needs to be clarified, does it accord with NWBC standards?

Comparison between existing and proposed use is required to determine whether an intensified use is proposed. If there would be no significant intensification dropped kerb accesses could be acceptable.

According to the management plan refrigerated vans would reverse down the loading ramp, how would this occur? There does not appear to be enough room on-site to allow this.

A stage 1 Road Safety Audit is required given the significant changes proposed to the accesses.

3.3. North Warwickshire Borough Council's Environmental Health team offered the following comments:

I have reviewed the document titled "Site equipment specifications" which provides details of

- *Specification for refrigerator on site (ArcticStore – Chiller and freezer container hire).*
- *Specification for Ventilation Extract to Rear of Site - 600mm Industrial Ventilation Metal Fan Axial Commercial Air Extractor Exhaust*

Neither of these specifications include noise emission data so we are unable to assess the impact of noise on neighbouring properties.

The photograph of the refrigeration unit provided in the above document does not appear to depict the same unit as seen on the site in the photographs taken by Ryan Lee-Wilkes on 20 May 2025. The existing container unit on site appears to have a condenser unit mounted on its roof (see photo ref; 20250520_092159165_iOS.jpg) whereas the ArcticStore specification shows the condenser to be integrated into one end of the unit. It appears the refrigeration unit integrated into the existing on-site container has failed and has been replaced by the external roof top condenser.

There maybe other sound sources on site that have been newly introduced by the current operator that should also be considered in an impact assessment, e.g. fork-lift truck and possibly additional condenser units.

The remaining documents attached to the 20 May email are not relevant to this team.

Recommendations.

There is insufficient information to determine if there will be an adverse impacts due noise arising from the operation of the refrigerated container unit, the extraction fan or any other plant / equipment that has been introduced to the site by the current operator. It is recommended that consent is not granted.

The applicant should provide further details about the proposed external plant to be installed including the acoustic data, as either the sound power level (SWL dB) or the sound pressure level (SPL dB @ m) at a specified distance, for comparison with an assessment of the background sound level on / near the site. It would be preferable for the applicant to submit a full noise impact assessment carried out in accordance with the current version of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" to include the new items of fixed plant and any other plant or machinery that has been introduced to the site by the current operators. The source sound data must relate specifically to the plant that is to be used / installed on site.

The applicant should provide a noise management plan to identify all relevant noise sources on the site (see BS4142 for a list of relevant commercial and industrial noise sources) and state how they will be managed to reduce to a minimum any potential adverse impacts resulting from noise from the site. The NMP should also include a process for recording and responding to complaints about noise from the premises.

4. Observations

4.1. Officers consider that the contents of this report should be noted at this time. A further, fuller report will be provided prior to the meeting after additional re-consultation has taken place, which will include a recommendation.

4.2. Notwithstanding the above, it appears that the previously identified reasons for refusal have not been addressed.

4.3. Warwickshire County Council continue to object, citing the absence of a Road Safety Audit and raising concerns with the tracking, access and visibility splay drawings, as well as the achievability of the arrangements detailed within the delivery and service management plan.

APPENDIX A

General Development Applications

(5/i) Application No: PAP/2024/0127

Butchers Shop, Glenside, Ansley Lane, Arley, CV7 8FU

Installation of roller shutters and rooflights to two-storey building, construction of a ramp to delivery area, new doors and roof covering to existing animal pens, the provision of new animal pens and storage areas for refuse and hay/straw, new site office and external alterations., for

Dr A Ahmed - T&S Investment Group Ltd

1. Introduction

1.1. This application is reported to the Planning and Development Board at the discretion of the Head of Development Control.

2. The Site

2.1. The application site comprises land and buildings at 'Glenside', a premises situated on the northern side of Ansley Lane within the village of Old Arley. The site consists of a two-storey building located towards Ansley Lane. The ground floor was lastly in use as a butchers' shop, bakehouse and cutting rooms, with the first floor housing a residential flat. An abattoir is present alongside the rear boundary of the site, together with two animal pens. Two access points are present on Ansley Lane, either side of the two-storey building.

2.2. The Wagon Load of Lime Public House abuts the site to the east with residential properties present to the west, and to the south on the opposing side of Ansley Lane. Open land extends beyond the site to the north with Thistledown Farm located 100m to the north-west.

2.3. A location plan is at Appendix A.

3. Background

i) Planning History

3.1. The site has a long-standing, lawful use as an abattoir and butchers' shop with planning permissions for alterations/extensions to the premises granted in 1960, 1975 and 1979. There is anecdotal evidence which indicates that the site opened in 1913.

3.2. Two applications for the site were approved in November 1993, one for extensions to the abattoir (FAP/1993/1998) and the second to form a new access and to change the use of part of a room within the two-storey building into a shop

(FAP/1993/2394). FAP/1993/1998 was subject to amendment, approved on 16th February 1994.

3.3. The abattoir extension permission contains eleven conditions, the bulk of which relate to access and parking arrangements.

3.4. In 1994, an application to expand the shop and utilise the remainder of the ground-floor in association with it (cutting rooms, bake house, office etc) was approved (FAP/1994/2535). The 1994 permission contains five conditions, with the accommodation's use restricted to B2 by condition:

> (2) The accommodation hereby approved shall not be used for any purpose, including any other purpose in Class B2 of the Town and Country Planning (Use Classes) Order 1987, (as amended), other than for cutting rooms and bakehouse in association with the production of meat and meat products.
> **Reason:**
> In the interests of the amenities of the area.

3.5. Although not forming part of the application, it is evident that there has been a substantial increase in slaughtering activity within the site following a change of ownership in 2024. In 2009, some 6,512 animals were slaughtered, with throughput subsequently declining to a figure of just 155 in 2023. Between 2009 and 2023 a total of 54,729 animals were slaughtered, giving an annualised average of 3,649. When 2023 is discounted, the 14-year annual average is 3,898. Evidence from the FSA specifies that the former owners slaughtered on only one day a week.

3.6. In 2024 (from March onwards) 39,189 animals were slaughtered at the premises (a 974% increase on the 15-year average). Moreover, slaughtering activity increased, taking place four days a week from Sunday to Thursday, excluding Tuesdays, with the site operational between 0630 and 1800 hours Monday to Friday, and 0730 to 1800 hours on Sundays. There is also evidence of the site operating beyond these hours.

3.7. A lawful development certificate was secured in November 2023 for the use of the site as an abattoir (B2 use class).

3.8. The Food Safety Agency (FSA) granted a full approval for the new ownership to operate as a slaughterhouse in June 2024. This approval has recently been revoked (effective from 1st May 2025) on animal welfare grounds with slaughtering currently halted. It is understood that the owner benefits from a right of appeal to the First Tier Tribunal (FTT) up to 28 days after the date of revocation.

3.9. Although the approval has been revoked, there is still an outstanding application here which requires determination, hence it being brought before the Planning Board.

ii) Other Matters

3.10. Members will be aware that many regulatory regimes extend to the operation of business premises. It is not within the remit of this Council as a Local Planning Authority to replicate or to interfere with these separate legislative processes. It has to have regard to them in as far as they may affect planning considerations and thus to assess the planning merits or otherwise of a proposal. That assessment should not stray into the remit of these other regimes.

3.11. In this case, the actual operations and activity on the site are primarily regulated by the Food Standards Agency (FSA). Specifically, anyone carrying out slaughtering operations must hold a Certificate of Competence (CoC), issued by the FSA, which relates to food hygiene and animal welfare requirements.

3.12. Part 3 of the Environmental Protection Act 1990 (EPA 1990) places a duty on every Local Authority to inspect its area for statutory nuisances (such as odour and noise) and to take reasonable steps to investigate any complaints of statutory nuisance that it receives. The task of detecting statutory nuisances falls within the remit of the Borough Council's Environmental Health department.

3.13. Warwickshire County Council, as the local highway authority, has a legal responsibility under the Highways Act 1980 to maintain the public highway network in a condition that is safe for users, and are a statutory consultee within the planning system. The Police can too be involved if a highway is obstructed.

3.14. Severn Trent Water Ltd require a Trade Effluent consent for the discharge of anything other than domestic waste into a drain which connects to the public sewage system. Severn Trent refused a discharge consent at the premises last year.

3.15. As can be seen there are several other agencies that have an interest in this site and its operations. The Board is reminded of its planning remit when assessing the planning application before it.

3.16. Members are also reminded that whilst this application is for the retention of works, the fact that it is a retrospective application is NOT a reason for refusal. It should still be assessed afresh on the content of the works included in the application, and their planning merits or otherwise.

4. The Proposal

4.1. Enforcement investigations in 2023 revealed that a series of building works had been carried out at the site which required planning permission - namely the installation of roller shutters to the front and side of the two-storey building, and engineering operations to form a 'sunken' delivery bay in front of the abattoir.

4.2. Subsequently, an application for planning permission to retain the shutters and the delivery bay was submitted in March 2024. That application also seeks consent for various other building works.

4.3. The proposals have been revised since the application's submission – the latest layout can be found at Appendix B. The former layout is provided at Appendix C.

4.4. Roller shutters have been removed from the submitted plans, although they currently remain installed on-site. The proposals for new animal pens have also been removed.

4.5. The latest proposals are detailed below:

- Erection of a covered area for refuse storage and hay/straw
- Underground blood tank
- Underground sewage tank
- Delivery bay
- New rooflights
- New doors and roof covering to existing animal pens
- Erection of a new site office
- Addition of a new double door (primary access point) and a secondary access point to the front of the abattoir
- Additional hardstanding
- Re-configured parking – two spaces fronting the two-storey building, two spaces to the left-hand side of the site 'exit' and two behind the gated entrance
- Access alterations onto Ansley Lane

4.6. Unfortunately, there are still a number of inconsistencies between the drawings which have been submitted and what is present on the site. The site layout depicted on the tracking drawings does not reflect the layout depicted within the access details plan, both of which were submitted in January 2025. Moreover, no revised site plan was provided in January.

4.7. It is also apparent that the revised access alterations extend beyond the boundaries of the site, presumably into the public highway. No revised ownership certificate or site location plan has been submitted.

4.8. Furthermore, specifications and plans for the underground blood and sewage tanks and the proposed site office have not been submitted, despite requests from officers. Moreover, a refrigerated container has been added to the site, and a fan installed on the rear elevation of the abattoir, again for which no details have been supplied.

4.9. The situation is thus that the plans tabled for the Board only partly reflect what is on site – many subsequent additions beyond the initially submitted plans therefore remain uncovered by the submission.

5. Development Plan

North Warwickshire Local Plan 2021 - LP1 (Sustainable Development); LP2 (Settlement Hierarchy), LP11 (Economic Regeneration), LP15 (Historic Environment), LP16 (Natural Environment), LP21 (Services and Facilities), LP27 (Walking and Cycling), LP29 (Development Considerations), LP30 (Built Form), LP31 (Frontages, Signage and External Installations), LP33 (Water Management), LP34 (Parking) and LP35 (Renewable Energy and Energy Efficiency)

Arley Neighbourhood Plan 2015 -2030 - ANP1 (Rural Character); ANP2 (Green Space Strategy), ANP3 (Maintain the balance between the natural and built environment), ANP4 (Encourage a strong and vibrant community), ANP5 (Ensure built development meets highest current standards), ANP7 (Community Assets and Facilities) and ANP8 (Increase employment opportunities)

6. Other Relevant Material Considerations

National Planning Policy Framework 2024 – (the "NPPF")
Planning Practice Guidance – (the "PPG")
MHCLG National Design Guide
North Warwickshire Air Quality SPD (2019)
North Warwickshire Car Parking Standards (Local Plan 2021)
North Warwickshire: A Guide for Shop Front Design SPD (September 2003)

7. Consultations

Warwickshire County Council, as the Local Highway Authority, has repeatedly objected to the proposals. Its' four consultation responses are all of objection. The initial response was that "the existing accesses are poor" and that an intensified use of the site would not be supported. Further concerns raised were as follows:

- Removal of the brick wall fronting Ansley Lane, leading to vehicles mounting kerbs to enter the site

- Concrete installed within the public highway

Subsequent comments raised issues with the tracking drawings provided (demonstrating that HGV's are unable to effectively manoeuvre within the site), a requirement for a Road Safety Audit (RSA) which was not forthcoming, the routing of HGV's through the village and the absence of visibility splay drawings.

The latest consultation response was received on 31st January 2025 (Appendix D). Key concerns raised within the January response are as follows:

- A refrigerated container inhibits manoeuvring and thus is not acceptable
- Proposed tactile paving is unaligned
- No Road Safety Audit (RSA) brief has been submitted for review
- A delivery and service management plan should be provided

Environmental Health Officer:

Environmental Health have received over 1100 complaints since the site opened, complaints relating to odour, noise and light pollution.

The Trade Effluent consent was not granted to site, therefore all wastewaters had to be removed from site by tanker, this added to the numbers of large vehicles accessing the site and also an increase in odour when the effluent was being transferred.

The business is now registered with Environmental Health as a meat wholesaler distributing carcasses. There is also another company distributing from the site, Amin & Sons Ltd registered with Oadby and Wigston Borough Council.

8. Representations

424 representations have been made to date (figure includes multiple responses from the same property/individual). The concerns largely centre on intensified activity at the site, rather than the operational works. A summary is provided below:

Environmental

- Drainage of blood into the street.
- Adverse implications for local water and sewage network due to intensification.
- Substantial increase in the throughput of animals – previous owners slaughtered 200 a week. Current occupiers are slaughtering in the region of 2000 a week.
- Increased noise, disturbance, air pollution, waste, and odour from the premises as a result of intensification.
- Waste is visible to members of the public with skips unsealed.
- Waste should be removed in a timely manner.
- Interference with enjoyment of private gardens due to odours/noise
- Operations are taking place 7 days a week with deliveries arriving before 6am. Working hours should be restricted.
- Negative impact on the operation of the adjacent pub and Hood Lane Farm Coffee Shop.

Highway Safety

- Narrow road alignment and on-street parking render the road unsuitable for large vehicles entering the site.
- Large vehicles accessing the site causing congestion along Ansley Lane. Residents given assurances from the owner that vehicles would not exceed 7.5t.
- Size of vehicles should be restricted.
- Inadequate parking, loading, and turning facilities within the site.
- Use of frontage by vehicles increases accident risk.
- Safety concerns for pedestrians and cyclists, including those with limited mobility.

Alterations to the two-storey building

- New roof tiles are not 'in-keeping'.
- Velux windows face properties along Ansley Lane.
- Roller shutters and new gates provide an industrial appearance.
- Overlooking from velux windows.

Other

- Development conflicts with Arley Neighbourhood Plan.
- New hardstanding in a poor condition.
- Operation does not support the local economy/community.
- Loss of visual amenity through removal of vegetation.
- Lowered property values.
- Concerns regarding animal welfare.
- Butchers shop has not re-opened.
- Two SEN schools in close proximity – concern regarding the safety of the pupils.
- Work commenced on site and was largely complete before the submission of the application.
- Bat roost within the main abattoir building.
- Implications for local water supply and drainage systems.

A petition has been received with 121 signatories - Appendix E.

Arley Parish Council has submitted an objection – Responses from August 2024 and February 2025 can be found at Appendix F.

Shustoke Parish Council - It has concerns regarding intensification and the routing of HGV's through its parish.

9. Observations

i) Introduction

9.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004, and section 70(2) of the Town and Country Planning Act 1990, require planning applications to be determined in accordance with the aforementioned development plan policies, unless material considerations indicate otherwise. This therefore defines the remit of the Board in this case in light of the matters raised in Section 3 (ii).

9.2. The site has a lawful use as a slaughterhouse. The current application is NOT an application for a material change of use to a different use. It is for retention of building and engineering operations in connection with this lawful use.

9.3. The substance of the plans received for these buildings has been to facilitate increased activity and operations at the site as well as to adapt the site to current operational requirements for its lawful use. This has, as a matter of fact and degree led to an intensification of that use.

9.4. The overall thrust of the representations received has been to evidence the substantial adverse impacts of such an increase in activity. It too has led to the objection from the Highway Authority. However, at the general level, the lawful use of the site has not changed – it still operates as slaughterhouse. This therefore puts the Board in an unusual position whereby there is no material change in the use of the site, but the impacts of the lawful use have materially altered.

9.5. Officers have taken advice on this matter because intensification of an existing, lawful use is a complex and uncertain area of planning law. Intensification of an existing use can constitute a material change of use, but only if the increased intensity has resulted in a change in the "definable character of the use" as detailed within Hertfordshire County Council v Secretary of State for Communities and Local Government [2012] EWCA 1473:

'What must be determined is whether the increase in the scale of the use has reached the point where it gives rise to such materially different planning circumstances that, as a matter of fact and degree, it has resulted in a such a change in the definable character of the use that it amounts to a material change of use'.

9.6. It is clear from Section 3(i) above that the combination of the 1994 planning permission and the 2023 Certificate, that there is a lawful B2 General Industrial use here for an abattoir, and the production of meat and meat products. This is the use that was recently operational on site. Members are therefore advised that a refusal here based on "intensification" is not to be recommended as there is no material change of use and thus it is very unlikely to succeed in a subsequent appeal.

9.7. Notwithstanding the above, it is discernible from the evidential record since 2023 that the building works undertaken on site – those within the application and those that are not included – have directly led to substantial adverse planning and highway impacts which are demonstrably related to those works.

9.8. These in general terms are outlined in sections 7 and 8 above. As such a refusal can be considered, provided it addresses the adverse impacts arising from these buildings. This needs to be assessed against the Development Plan. Whilst the site is not presently operational, there is a live application here which still requires determination.

ii) Assessment

9.9. North Warwickshire Local Plan policy LP2 sets out a settlement hierarchy for the Borough, which seeks to distribute development across North Warwickshire at a rate commensurate with the level of services and facilities each settlement possesses. The site lies within the development boundary for Arley, a Category 3 settlement. Policy LP2 provides support, in principle, for new development within the development boundaries of category 3 settlements.

9.10. Arley Neighbourhood Plan policy ANP8 states that the development of rural businesses is supportable provided they "avoid large-scale development that is inappropriate in a rural area". Local Plan policy LP11 too supports the expansion of established rural business in circumstances where it would have no significant and demonstrable harm, in particular on the character of the area, consistent with paragraph 88(a) of the NPPF (2024), which states that policies should enable sustainable growth and expansion of businesses in rural areas.

9.11. Distilling the above, it's evident that, in principle, new development at the site would draw support under the development plan and the national framework. Nonetheless, as is apparent from the wording of planning policies LP11 and ANP8 together with Framework, any development or expansion must be sustainable and not lead to significant and demonstrable harms. This is not considered to be the case here.

Highways Considerations

9.12. The NPPF states that development should only be refused on highway safety grounds if there would be an "unacceptable" impact on highway safety, or where there would be "severe" residual cumulative impacts on the road network (post-mitigation) - paragraph 116. Road network implications refer to the operational performance of the local highway network, separate from considerations on highway safety. Applying the Framework's policy, unless the impact of a development on highway safety is unacceptable or the road network implications would be severe, planning permission should not be refused on such grounds. With regard to the development plan, policy LP29(6) states that development should provide safe and suitable access for all users, consistent with the wording found within paragraph 115(b) of the Framework.

9.13. Here, the physical setting of the site in highway terms and the rural character of the associated road network are material considerations of substantial weight. The applicant is seeking planning permission for a series of alterations to the site, including reconfiguring its internal vehicular layout, the formation of a sunken delivery bay, and alterations to the access points onto Ansley Lane (a classified road) through the construction of bell-mouth accesses and tactile paving. The frontage of the site has seen vegetation removed and replaced with hardstanding.

9.14. As recorded earlier, Warwickshire County Council has consistently maintained its opposition to the application, detailing that an intensified use here would not be supported. Significant weight is attached to this objection from a statutory consultee.

9.15. Officers consider the key highway issues to be as follows:

- The tracking drawings have failed to demonstrate that HGV traffic can access the site, manoeuvre within it, and egress in a forward gear. In the absence of evidence confirming this can be practically achieved, HGV's would be forced to reverse into the site (which has been documented), raising issues of congestion and potential harm to public safety. Moreover, the tracking drawings fail to account for the presence of despatch vehicles within the site, and the new refrigerated container. In short this means that the site is "too small" to accommodate and operate safely in highway terms with the level of activity brought about by the new building works.

- No Road Safety Audit (RSA) has been supplied for the proposed bell-mouth accesses. The objective of RSA's is to provide an effective, independent review of the road safety implications of interventions for all road users. RSAs provide a localised review, and identify specific problem areas, risks and potential harms. The absence of such an appraisal is a significant omission.

- Visibility splays have not been provided. The standard 'y' distance for 30mph roads is 43m. There is no evidence that this can be practically achieved. Whilst the application is not proposing new vehicular accesses, intensification of sub-standard accesses (increasing the risk of collision and possible obstructions on the highway) would be prejudicial to highway safety.

- The 'in and out' arrangement proposed directs HGV traffic through Arley and local villages.

- Conflicting parking arrangements are shown on the latest drawings (provided in January 2025)

9.16. Fundamentally, it has not been shown that the alterations within the site. the improvements to the access points onto Ansley Lane, and the parking arrangements would be acceptable from a highway safety perspective. Moreover, insufficient evidence has been provided to reach a fully informed conclusion about the severity of potential impacts on the local highway network.

9.17. In the absence of this detail, officers cannot conclude that there would be no unacceptable impacts on highway safety or that the impact on the road network would not be severe.

Residential Amenity

9.18. Local Plan Policy LP29(9) states that development should avoid and address unacceptable impacts upon neighbouring amenities. LP29(2) makes clear that development should "take into account the needs of all users", with paragraph 135(f) of the NPPF adding that decisions should ensure developments provide "a high standard of amenity for existing and future users".

9.19. The residential setting of this site is a substantial material consideration here. Demonstrable unacceptable impacts have been evidenced over many months and during different seasons, and at different times of the day – NWBC's Environmental Health team have received over 1100 complaints to date.

9.20. These impacts invariably revolve around odour and also the visual and noise impacts of operations here as witnessed in the outdoor yards.

9.21. There have been specific issues with blood and foul water tanks, waste disposal operations, as well as the transfer of animals. As recorded by Environmental Health officers, the refusal of trade effluent consent has led to increased vehicle movements and odour during transfer of wastewater off-site. Moreover, the waste management measures set out within the applicant's letter of January 2025 are seen as ineffective and thus unacceptable.

9.22. In some instances, no technical details or specifications have been submitted for the plant and equipment installed – the blood tank and underground sewage tank in particular.

9.23. The Environmental Health Officers have been and are continuing to collate evidence to establish whether the odour impacts could amount to a statutory nuisance. Members will be aware as indicated above that any subsequent action would be taken under a separate regulatory regime.

9.24. However, odour still remains a material planning consideration and, as the Institute of Air Quality Management's Odour Guidance makes clear[1], significant loss of amenity (and thus unacceptable impacts) often occur at lower levels of odour exposure than would constitute a statutory nuisance. In other words, the absence of a statutory nuisance is not equitable to acceptability in planning terms.

9.25. Officers consider that it is not necessary to itemise impacts arising from each building or piece of plant or equipment. These all collectively contribute to the site operations as a whole and, together, they have led to a greater throughput which in turn has led to unacceptable impacts.

9.26. It as a consequence of all of these matters that the recommendation is one of refusal.

Other Matters

9.27. The roller shutters, although now removed from the submitted pans, remain installed on-site. Whilst providing security, the shutters introduce an uncharacteristic, industrial appearance to the building, wholly at odds with the residential character of the area. The shutters also have a 'deadening' effect on the street scene when in operation and obscure architectural detailing such as the lintels and flat brick headers.

9.28. It is considered that shutters fail to reflect the materiality and general design of the host building and are unsuccessful in adding interest to the street scene, clearly conflicting with Local Plan policy LP31 and NWBC's Shop Front SPD.

9.29. The rooflights on the two-storey building are not considered to be objectionable from a visual amenity, residential amenity or local character perspective.

9.30. Concerns regarding lowered property values are not a material planning consideration.

9.31. The largely retrospective nature of the application has no bearing on its determination.

9.32. No evidence of bats has been presented and the application is not proposing alterations to the abattoir other than to its façade and a small new roof covering.

iii) The Expediency of Enforcement Action

9.33. If the recommendation below is agreed then, as Members will be aware, the expediency of formal enforcement action should be reviewed. This is because the refusal covers building and engineering operations already undertaken on site. Other works remain as unauthorised developments on the site (such as the roller shutters, refrigerated container and extraction fan) but they are not included in the current application.

9.34. The fact that the site is presently closed as a consequence of the FSA action, does not preclude the Council from proceeding with its own planning enforcement action if it considers that it is expedient to do so. An appeal against the FSA's closure notice might be successful.

9.35. Members are advised that any enforcement action should not be targeted at the B2 use of the site, because that is lawful – see Section 3 (i) above. It would have to refer to the building and engineering operations.

---

[1] IAQM guidance on the assessment of odour for Planning (Version 1.1 – July 2018)

9.36. Notwithstanding the comments above, as detailed by Environmental Health officers, the business has recently registered as a meat wholesaler, distributing carcasses, which is potentially a material change of use to storage and distribution (B8). The expediency of taking action against the use could be taken into consideration if this is shown.

9.37. A review on the expediency of formal enforcement action at the site will be subject to a supplementary report, made available prior to the meeting on 20th May.

iv) Human Rights Act, Equality and Diversity

9.38. The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

9.39. Section 149(1) of Equality act, known as the Public Sector Equality Duty (PSED), requires local authorities to, in the exercise of their functions, have due regard to the need to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share protected characteristics and those who do not. The case officer has had due regard to the aims of the Equality Duty in the determination of this application.

Recommendation

That planning permission be **REFUSED** for the following reasons:

1. It is considered that the building and engineering operations the subject of this application have directly resulted in increased activity at the site leading to significant and demonstrable harm to residential amenity and highway safety. This conflicts with Policies ANP1 and ANP8 of the Arley Neighbourhood Plan 2016 together with Policies LP1 and LP11 of the North Warwickshire Local Plan 2021.

2. Insufficient information has been provided to demonstrate that the use of the building and engineering operations the subject of the application have resulted in safe and suitable access for all users; that their use would not give rise to an unacceptable impact on highway safety, or that their use would not lead to severe impacts on the local road network. Accordingly, the proposals conflict with Policies LP1, LP11 and LP29(6) of the North Warwickshire Local Plan

2021 and paragraphs 115 and 116 of the National Planning Policy Framework (2024).

3. Insufficient information has been provided to satisfactorily demonstrate that the proposals have addressed and therefore avoided unacceptable impacts on the residential amenity of neighbouring occupiers by virtue of noise, odour and visual harm. Thus, the proposals fail to comply with policies LP11 and LP29(9) of the North Warwickshire Local Plan 2021 together with Policy ANP8 of the Arley Neighbourhood Plan 2016.

BACKGROUND PAPERS

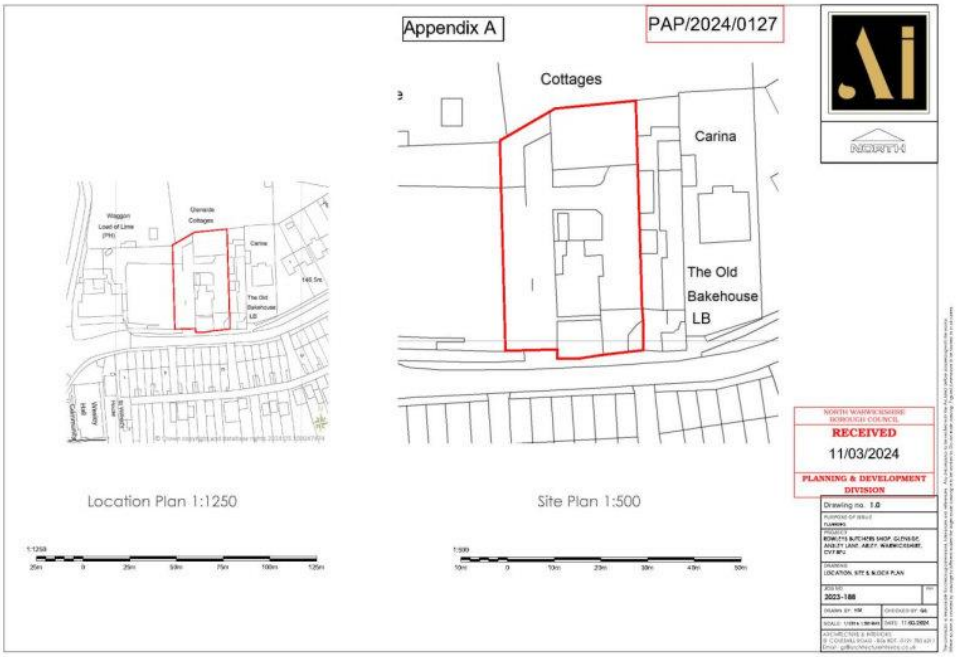
Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

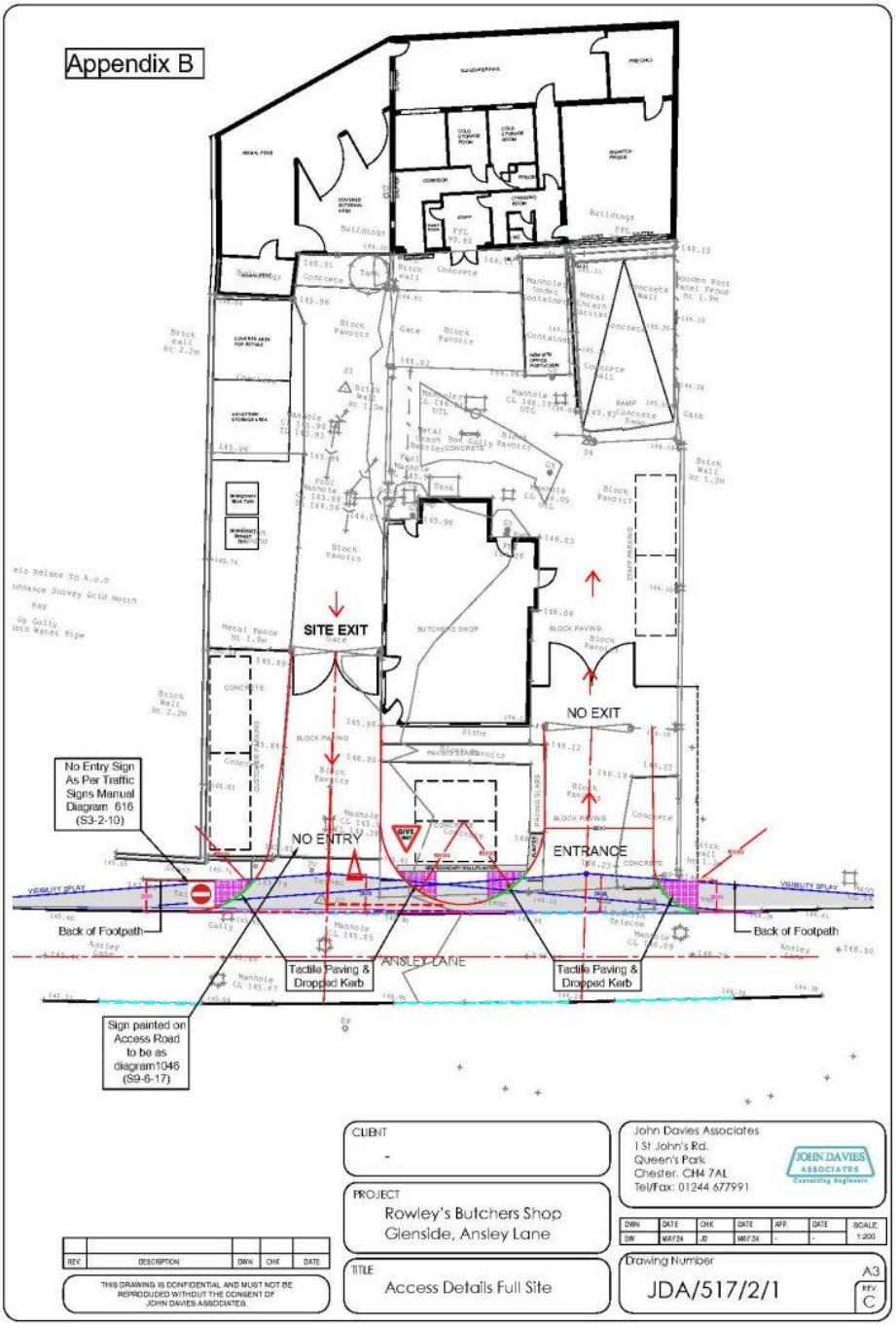
Planning Application No: PAP/2024/0127

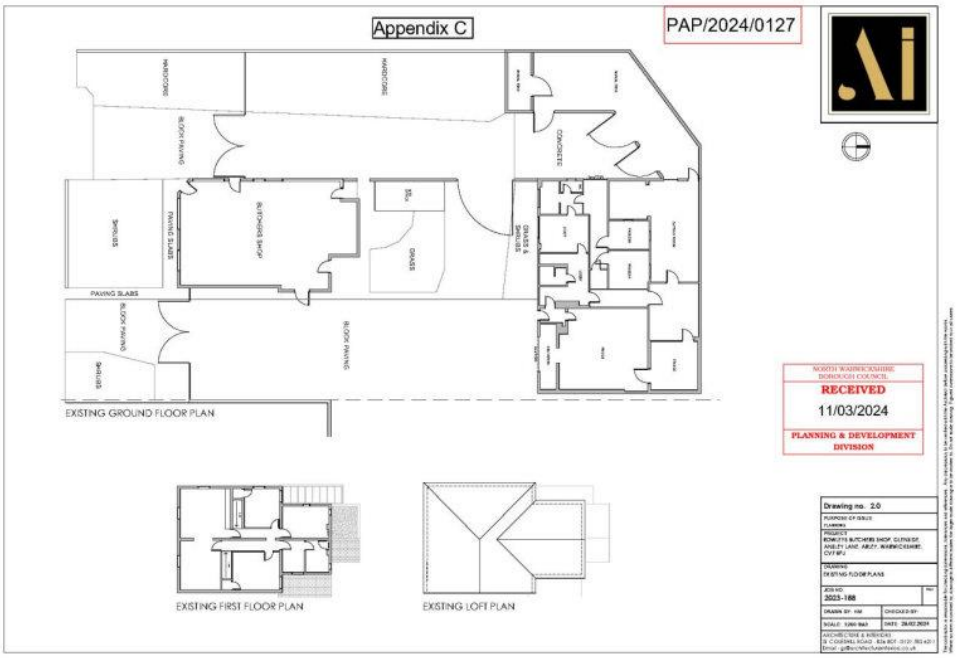
Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	
2	Consultation Response	Warwickshire County Council Highways	
3	Consultation Response	Arley Parish Council	
4	Consultation Response	Shustoke Parish Council	
5	Representations	Third Parties	

Note: This list of background papers excludes published documents which may be referred to in the report, such as The Development Plan and Planning Policy Guidance Notes.

A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.


Appendix A
PAP/2024/0127
Cottages
Carina
The Old
Bakehouse
LB
Location Plan 1:1250
Site Plan 1:500
RECEIVED
11/03/2024
PLANNING & DEVELOPMENT
DIVISION


Appendix B
SITE EXIT
NO EXIT
NO ENTRY
ENTRANCE
No Entry Sign As Per Traffic Signs Manual Diagram 616 (S3-2-10)
Back of Footpath
Back of Footpath
Tactile Paving & Dropped Kerb
Tactile Paving & Dropped Kerb
ANSLEY LANE
Sign painted on Access Road to be as diagram1046 (S9-6-17)
CLIENT
-
PROJECT
Rowley's Butchers Shop
Glenside, Ansley Lane
TITLE
Access Details Full Site
John Davies Associates
1 St John's Rd.
Queen's Park
Chester. CH4 7AL
Tel/Fax: 01244 677991
Drawing Number
JDA/517/2/1
A3
REV. C
THIS DRAWING IS CONFIDENTIAL AND MUST NOT BE REPRODUCED WITHOUT THE CONSENT OF JOHN DAVIES ASSOCIATES


Appendix C
PAP/2024/0127
EXISTING GROUND FLOOR PLAN
EXISTING FIRST FLOOR PLAN
EXISTING LOFT PLAN
RECEIVED
11/03/2024
PLANNING & DEVELOPMENT DIVISION


Dog Food, Simon

Appendix D

Your ref: PAP/2024/0127
My ref: 240127

Warwickshire County Council
Communities
Shire Hall
Warwick
CV34 4RL

Tel: (01926) 412907
highwayconsultation@warwickshire.gov.uk
www.warwickshire.gov.uk

Mr J Brown BA Dip TP MRTPI
Head of Development Control Service
The Council House
South Street
Atherstone
CV9 1DE

FAO: Andrew Horne

31st January 2025

PROPOSAL: Installation of roller shutters and rooflights to two-storey building, construction of a ramp to delivery area, new doors and roof covering to existing animal pens, the provision of new animal pens and storage areas for refuse and hay/straw, new site office and external alterations.
LOCATION: Rowleys Butchers Shop, Glenside, Ansley Lane, Arley, Coventry.

Warwickshire County Council, hereby known as the 'Highway Authority', has undertaken a full assessment, of the planning application, at the request of North Warwickshire Borough Council in its capacity as the Local Planning Authority.

The Highway Authority has been made aware of additional plant that has been placed on-site. The extra plant etc hasn't been shown on the most recent plans or the development description so cannot really be assessed in detail. However, it is clear that the fridge container that is on-site currently would prevent the tracking shown on the plans, so the extra plant is not acceptable.

The tracking isn't the best as rather than tracking the changes to the layout the vehicle has been tracked on the old plan but with the amended accesses shown in green. Why has this been done like this rather than just tracking the new access layout which would make it much easier to review.

For the access plans the visibility splays need to be annotated. It is currently just labelled as vis splay with no measurement and the whole splay is not shown as the plan is cut off.

The amendments to the kerb lines would not be acceptable as shown due to the layout of the tactile paving. Tactiles should line up with each other, not be offset which they are currently.

Working for Warwickshire

The parking response is slightly confusing as that is not what is shown on the plan. The floor areas must be clarified and provide parking accordingly. Currently customer parking is proposed to the west which would not necessarily make sense as that would require customers to travel through the site which presumably the applicant would not want. And due to the proximity to the access there could be people that ignore the no entry to park up. - how would this be mitigated?

No RSA brief has been submitted for review.

The Highway Authority will require a delivery and servicing management plan to be provided. Given the level of objection and current issues it would be best if that is provided now rather than conditioned.

Based on the appraisal of the development proposals and the supporting information in the planning application the Highway Authority submits a response of **OBJECTION.**

Yours sincerely

Chris Lancett

Chris Lancett
Planning & Environment

FOR INFORMATION ONLY
COUNCILLOR BELL – HARTSHILL & MANCETTER

Appendix E

[redacted]

PAP/2024/0127

RE: Glenside Rowley's Butchers Ansley Lane Old Arley Coventry CV7 8FU

Dear Sirs

I most strongly object because, what was a small family run business is now being turned into an operation on an industrial scale.

Output is now 200-220 animals per day whereas previously its was 200 per week.

The fact that, 3 tier articulated livestock HGV's are arriving to unload at approximately 5am, and waking residents, this is not acceptable,

They are driving across the pavement to gain access.

This has caused traffic chaos on more than one occasion.

The size of the vehicles involved are not compatible or appropriate with village traffic, there is a clue in the name of the road, its Ansley Lane, not an industrial estate.

The scale of the previous business meant that animals arrived in stock trailers towed by land rover and pickup sized vehicles, which had no impact on the village at all,

Please also reference Arley Neighbourhood Plan 2015-2030 adopted December 2016.

I believe that there has been a breach planning law as metal shutters have been installed at the shop,

Grey roof tiles have been used on the roof instead of the existing rosemary which were removed when renovations took place,

velux roof windows fitted.

The removal of the front gardens and walls have now been concreted over, greater than 5 square meters.

Whilst looking at the design and access statement, I would like to draw your attention to:-

Section 1.2

Increased space per animal in new covered animal pens. This is unnecessary if the throughput and animal numbers remained the same as the previous business.

Section 1.4

With the renovations that have taken place and it being stated, a residential flat for up to four onsite workers above the shop,

does this now make it a HMO.

Section 1:5

The rooflights are not needed or compulsory in a storage area. They are in a bedroom or other habitable room,

All of the abattoir modifications are to enable increased throughput and volumes, taking the business onto an industrial scale.

Removing the front garden and wall, then concreting over, is purely to allow the HGV stock lorries access, but they still have to drive over the pavement because of their size.

Section 4.5

Hours of operation 7 days 7am-6pm.

This incorrect because HGV stock lorries are arriving as early as 5 am,

the site has been observed still operating at 8 & 10pm.

Section 4.6

No local personnel employed, majority are transported in by mini bus and various cars, so it hasn't provided local employment.

The shop has not opened and how financially viable is shop that only sells lamb.

My final points are:

The horrendous smell of rotting flesh from the waste skips on site, 200+ animals a day soon fills a skip, and when they are only collected, infrequently, the nauseating stench in the surrounding neighbourhood is unbearable, inside and outside residents' homes.

With the volume of fluids that are being produced can the drainage system cope as the drains have already been excavated and remedial work performed, what measures are in place to prevent any environmental incident that could contaminate a water course, as blood spillage has been witnessed on the concreted area where the gardens once were.

So once again I say, I most strongly object to this application.

Yours faithfully

[redacted]

Appendix F

Andrew Horne

From: [redacted]
Sent: 01 February 2025 20:11
To: Andrew Horne
Subject: PAP/2024/0127

Caution: Warning external email

PAP/2024/0127 (14.01.25 documents statement)
Arley Parish Council-Planning Application Subcommittee
The advice we have taken states that this is a poor submission, which often contradicts itself, and often does not provide the required information, perhaps as a ploy to delay the planning process.
The application seeks to justify operating an industrial slaughterhouse on a site that has always been a local abattoir: this is a clear change of use. The location is in a residential area and is unsuitable for the volume of slaughter that is currently taking place, being too small for large vehicles to manoeuvre safely and too close to houses and bungalows to avoid nuisance from working unsocial hours, noise and smell.
Proposals to mitigate the nuisance are limited and unrealistic: where are the measures to eliminate the foul smell, for instance? The required 'forward, low gear' access proposal does not admit to the existence of the 7.5 ton HGV and 2 refrigerated vans that are always parked in the yard. Recently a refrigerated container was craned into parking spaces behind the gates and a car seems to have been abandoned on the forecourt.
The idea that a shop might be viable, selling only unstunned halal sheepmeat is laughable. Restrictions on operating hours are contradicted by exceptions that will be required. In a residential area why is the abattoir operating on a Sunday?
If a compromise results from this application, it is important that any restrictions that protect residents from nuisance are enshrined in planning conditions with legal force, to ensure that they are enforced, and that the business trades on the scale of a local abattoir again.
[redacted]
Please acknowledge receipt of this statement.

Sent from Yahoo Mail for iPad

PAP/2024/0127
Objection to Revision C-12/08/2024

The objection below is in addition to my previous objection document, dated 28th May 2024. My original objection is still valid and should also be considered in relation to the amended planning submission.

The numbers quoted for the previous use of the abattoir do not give any dates or say where the figures come from. Any resident of St Wilfred's Cottages will confirm the abattoir has not operated with volumes anywhere near those figures for at least 25 years. It has always been a local business operating unobtrusively behind the butcher's shop, without causing any nuisance to local residents. The historic Streetview images available on Google Maps show the previous owner's livestock delivery vehicles to be small 4x4 type vehicles with a trailer, not the large 26-tonne vehicles that now bring in livestock, sometimes twice daily.
The provided numbers from the previous owner's abattoir operation need to be backed up with evidence.

The butcher's shop will never reopen. The company are supplying a small specialist part of the market for mutton: non-stunned Halal meat. There is absolutely no local demand for that product, the shop would never be viable. There is also no customer parking.
The suggestion that an underground tank for waste would be provided is frankly implausible. The timescale and cost of getting planning agreement, finding and moving services below ground and commissioning and carrying out the work would provide an excuse for long term delay, enabling the business to carry on as they are. The disruption of actually carrying out the work by the exit would probably require the company to stop operating for a time. Any planning permission for this site should therefore be subject to implementation timescales, via a planning condition, to ensure compliance.

Revision C shows that the company realizes that it cannot continue operating on an industrial scale in a residential area. The new plans try to comply with the demands of environmental health and WCC Highways; they actually show that trying to scale up operations reveals the limitations of the site: it is just too small for an industrial operation and restrictions need to be imposed to make it a genuine local business again.

26.08.2014 John Birch

ADDITIONAL COMMENTS

Since the applicant purchased the site and began their slaughtering operations, their actions have shown that highway safety is not a priority or even a valid consideration.

The applicant and their third-party delivery drivers have shown a total disregard for pedestrians and other road users' safety. By obstructing footways when waiting to enter the site, reversing unsuitably large articulated vehicles into the site, and maneuvering their vehicles over the footway, they have put pedestrians and other highway users at significant risk. Plus, there is the damage they

have caused to the maintainable highway that the highway authority will need to repair at the taxpayers' expense.

Large articulated HGV vehicles, that are larger and longer than the 26-tonne and 10-metre-long vehicle that is shown on the Swept Path drawing, regularly access the site. These large articulated vehicles were never used to access the site under the previous ownership.

The applicant's document dated 26/07/2024 is contradictory and shows that it hasn't been proofread.
It states *"Large vehicles accessing the site causing congestion along Ansley Lane. Residents given assurances from the owner that vehicles would not exceed **7.5t**. Size of vehicles should be restricted."*
Whilst the drawing titled *"Articulated Vehicle Swept Path Analysis"* shows a **26 Tonne** Rigid Vehicle.
In addition, the drawing title states "*Articulated*" when a rigid vehicle swept path is shown.
The maximum weight, type and size of the largest vehicle that will actually access the site should be confirmed.
The maximum weight, type and size of vehicles accessing the site should be enforced by a Traffic Regulation Order to ensure compliance.
The maximum weight, type and size of vehicles accessing the site should also be a planning condition, again to ensure compliance.

The Swept Path Analysis drawing is messy, contains unnecessary information and is unclear.
The proposed internal layout should be clearly shown so that the obstructions to the swept path can be thoroughly assessed.

The following issues with the Swept Path Analysis drawing have been observed.

1. The drawing title states "*Articulated*" when a rigid vehicle swept path is shown.
2. Only left-in and right-out manoeuvres have been shown.
   The right-in and left-out manoeuvres should be shown as this will likely occur if not prohibited by a Traffic Regulation Order or planning condition.
3. The left-in tracking overruns the kerb line and is a hazard to pedestrians.
4. Parked vehicles, on opposite side of Ansley Lane to abattoir, that obstruct vehicle manoeuvres not shown.
5. No access dimensions or radii shown.
6. The tracking shows that the vehicle body strikes the exit gate.
7. The tracking shows that any vehicles in the two staff parking spaces to the west of the exit gate would be struck by the large vehicle – the spaces are therefore unusable.
8. The hay storage area shown obstructs the vehicle tracking.
9. Buildings, gates, other obstructions, and access proposals not clearly shown, plus overwritten in places and hard to read.

The applicant's planning document dated 26/07/2024 states that all vehicles will be required to enter and exit the site in a forward gear, with one vehicle access being an entrance only and the other vehicle access being an exit only. However, it is unclear how vehicles will be prevented from using the two separate accesses incorrectly.
The one-way system should be enforced by a Traffic Regulation Order and the relevant signage to ensure compliance.
The one-way system and the Traffic Regulation Order requirement should also be a planning condition, again to ensure compliance.

A comprehensive section 278 highway works drawing should be provided to the Highway Authority so that they can fully assess the vehicle access proposals.
This should include the kerb types, pedestrian crossing details, achievable visibility splays, critical access dimensions and bellmouth radii, any necessary road markings and signage, along with measures to protect pedestrians from vehicles overrunning and obstructing the footway.
The Highway Authority approved section 278 layout, including drawing number, should be specified as a planning condition and should be subject to a specified implementation timescale.

A Stage 1 Road Safety Audit should also be commissioned and submitted as part of the planning application as highway safety has repeatedly been raised in the various planning objections.

The visibility splay envelopes are not shown on the planning drawings.
Ansley Lane has a 30mph speed limit and the requisite 2.4 x 43 metre visibility splays may be unachievable due to the horizontal geometry of the road and various vertical obstructions.

Vehicles currently park on and manoeuvre over the shop frontage area, the applicant should provide details about how they will prevent vehicles using the proposed pedestrian crossing dropped kerbs to access this area. They should also show how they will prevent vehicle manoeuvres in this area, as stated in their planning document dated 26/07/2024.

The applicant's planning document dated 26/07/2024 states,
"Safety concerns for pedestrians and cyclists, including those with limited mobility.
The proposed site access offers improved visibility and manoeuvrability and will provide better provision for pedestrians and those with limited mobility (tactile paving and lowered kerbs on the footways than currently enjoyed.)"
This is a spurious comment, the current continuous footway layout with various vehicle access crossovers gives pedestrians on the footway priority over vehicles crossing the footway. The two bellmouth accesses will reverse the status quo, giving the impression that pedestrians are required to give way to vehicles at the tactile pedestrian crossings.
It should be noted that a significant number of vulnerable pedestrians regularly use this footway, including the visually impaired, mobility scooter users and SEN children walking to the Sports Centre, playing fields and wooded area for exercise and educational activities.
Therefore, guard railings should be provided at both vehicle accesses and along the site frontage to protect pedestrians from vehicles overrunning and obstructing the footway. This will ensure that pedestrians are protected from the various dangerous vehicle movements that have already been witnessed from vehicles entering and exiting the abattoir premises.

The number of parking spaces is totally inadequate for the number of vehicles witnessed accessing and parking within the site.
The swept path manoeuvres shown will be unachievable without vehicles from within the abattoir site parking on Ansley Lane, where there is limited parking available.
There are only four staff parking spaces and two of these conflict with the large vehicle swept path.
No allowance has been made for the many refrigerated commercial delivery vehicles (less than 7.5t weight) that have been witnessed regularly parking in the entrances and yard areas, these parked vehicles mean that large vehicles will not be able to enter and exit the site in a forward gear as shown on the swept path drawing.

The operating hours of the abattoir should be conditioned.
Normal operating hours would usually be Monday to Friday 8:30-17:30 and 8:30-12:30 on Saturdays.
It is unacceptable to operate outside of normal working hours in a residential area.

In addition, large vehicle deliveries should not be allowed during the busy school drop-off and pickup times.

It should be noted that the stated maximum number of nine vehicle movements a day does not correspond with the detailed breakdown of each type of vehicle.
This information should be checked and corrected where necessary.

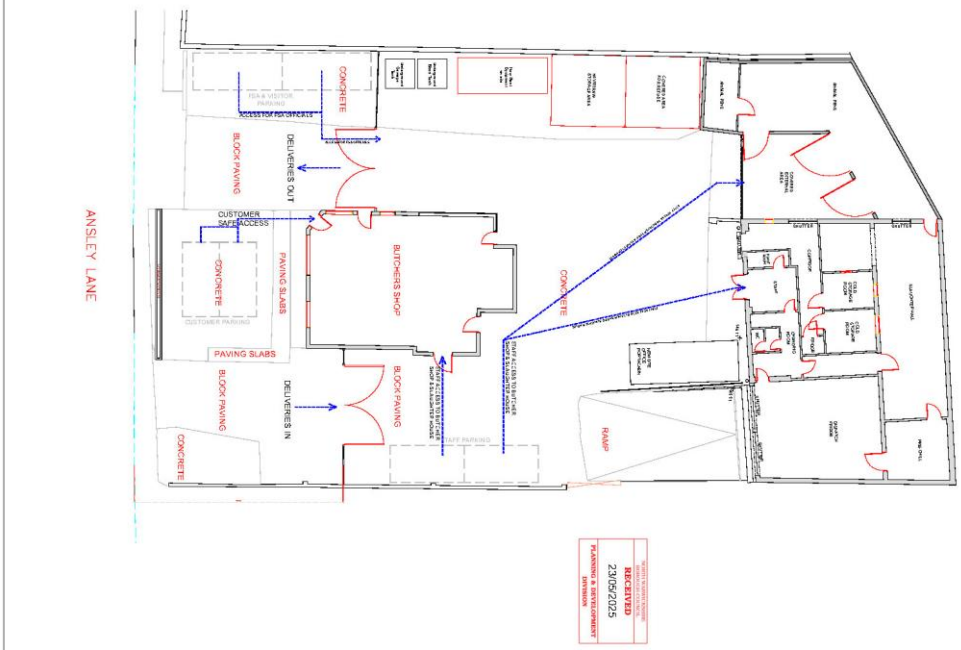
The applicant's planning document dated 26/07/2024 states that *"A waste management plan can be provided if conditioned"*.
As the unpleasant odours from the stored waste products is a major concern to residents, a waste management plan should therefore be a planning condition.
All waste products should be kept in a sealed building or container at all times to prevent odours permeating into the surrounding residential areas.
No details have been provided for the proposed underground tanks that will be emptied weekly, the size of the tanks should be specified (size of tank footprint and tank volume).
The method of emptying, along with the size, maximum weight and type of vehicle should be specified.

Regarding the *"Implications for Local Water Supply and Drainage"* comments.
Many residents have reported a drop in water pressure at certain times of the day when the abattoir appears to be operating, Severn Trent Water should be consulted as part of the planning consultation to ascertain if the abattoir operations are having an adverse impact on the fresh water supply to residents.

Regarding the comment in the applicants document regarding a bat roost in the main abattoir building, the presence of bats should be checked by a competent ecologist and the appropriate action taken to protect them if present.

The applicant's planning document dated 26/07/2024 states that a meeting with members should be arranged. Due to the significant number of objections that have been received, surely the local residents should be able to attend any future meetings to voice their concerns in person.

APPENDIX B



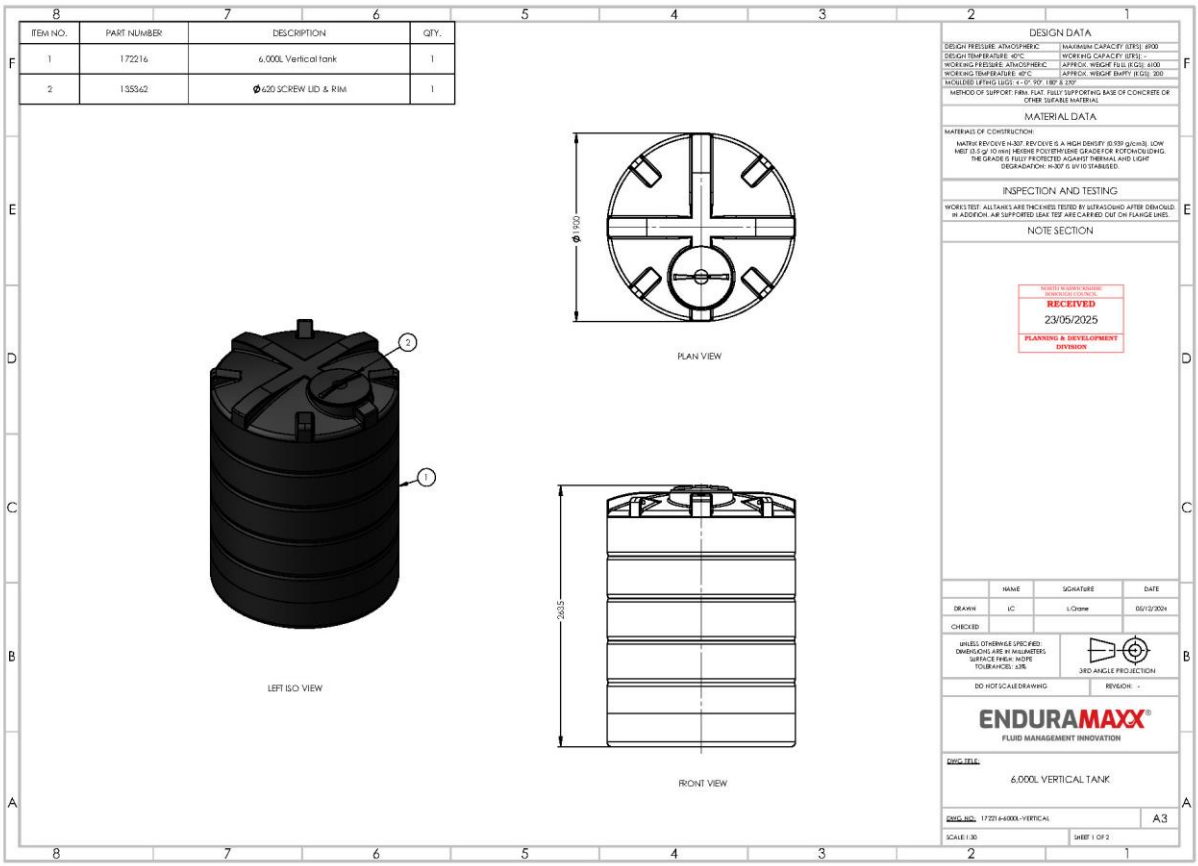
RECEIVED 23/05/2025 PLANNING & DEVELOPMENT DIVISION

Drawing no. 7
PURPOSE OF ISSUE: PLANNING
PROJECT: ROWLEYS BUTCHERS SHOP, GLENSIDE, ANSLEY LANE, APLEY, WARWICKSHIRE, CV7 8PG
DRAWING: DELIVERY & MANAGEMENT PLAN
JOB NO: 2022-169
DRAWN BY: AS
CHECKED BY:
SCALE: 1:200 @A3
DATE: 14.05.2025

RECEIVED 23/05/2025 PLANNING & DEVELOPMENT DIVISION

Drawing no. 8
PURPOSE OF ISSUE: PLANNING
PROJECT: ROWLEYS BUTCHERS SHOP, GLENSIDE, ANSLEY LANE, APLEY, WARWICKSHIRE, CV7 8PG
DRAWING: VENTILATION DRAWING
JOB NO: 2022-169
DRAWN BY: AS
CHECKED BY:
SCALE: 1:200 @A3
DATE: 23.05.2025


HAY/STRAW STORAGE AREA
COVERED AREA FOR REFUSE
ANIMAL PENS
ANIMAL PENS
COVERED EXTERNAL AREA
SHUTTER
SHUTTER
SHUTTER
CORRIDOR
STAFF
WC
CHANGING ROOM
FRIDGE
COLD STORAGE ROOM
COLD STORAGE ROOM
SLAUGHTER HALL
CONCRETE
NEW SITE OFFICE PORTACABIN
RAMP
SHUTTER
SHUTTER
DISPATCH FRIDGE
PRE-CHILL
NORTH WARWICKSHIRE BOROUGH COUNCIL
RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION
Drawing no. 9
PURPOSE OF ISSUE
PLANNING
PROJECT
ROWLEYS BUTCHERS SHOP, GLENSIDE, ASHLEY LANE, ARLEY, WARWICKSHIRE, CV7 8FG
DRAWING
VENTILATION DRAWING
JOB NO.
2023-169
DRAWN BY: AS
CHECKED BY:
SCALE: 1:100 @A3
DATE: 23.05.2025

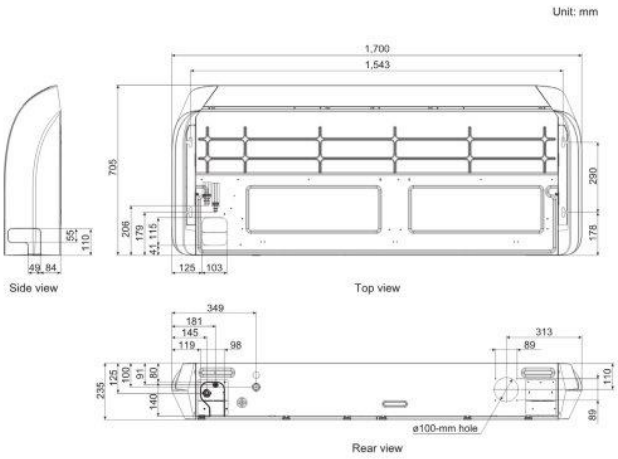

ITEM NO. | PART NUMBER | DESCRIPTION | QTY.
1 | 172216 | 6,000L Vertical tank | 1
2 | 155362 | Ø620 SCREW LID & RIM | 1
DESIGN DATA
DESIGN PRESSURE: ATMOSPHERIC
MAXIMUM CAPACITY (LTRS): 6900
DESIGN TEMPERATURE: 40°C
WORKING CAPACITY (LTRS): -
WORKING PRESSURE: ATMOSPHERIC
APPROX. WEIGHT FULL (KGS): 6100
WORKING TEMPERATURE: 40°C
APPROX. WEIGHT EMPTY (KGS): 200
MOULDED LIFTING LUGS: 4 - 0°, 90°, 180° & 270°
METHOD OF SUPPORT: FIRM, FLAT, FULLY SUPPORTING BASE OF CONCRETE OR OTHER SUITABLE MATERIAL
MATERIAL DATA
MATERIALS OF CONSTRUCTION:
MATRIX REVDEVE H-307. REVDEVE IS A HIGH DENSITY (0.939 g/cm3), LOW MELT (0.5 g/ 10 min) HEXENE POLYETHYLENE GRADE FOR ROTOMOLDING. THE GRADE IS FULLY PROTECTED AGAINST THERMAL AND LIGHT DEGRADATION. H-307 IS UV10 STABILISED.
INSPECTION AND TESTING
WORKS TEST: ALL TANK'S ARE THICKNESS TESTED BY ULTRASOUND AFTER DEMOULD. IN ADDITION, AIR SUPPORTED LEAK TEST ARE CARRIED OUT ON FLANGE LINES.
NOTE SECTION
NORTH WARWICKSHIRE BOROUGH COUNCIL
RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION
Ø1900
PLAN VIEW
LEFT ISO VIEW
2435
FRONT VIEW
NAME | SIGNATURE | DATE
DRAWN | I.C | I.Crane | 05/12/2024
CHECKED
UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN MILLIMETERS SURFACE FINISH: INSPE TOLERANCES: ±3%
3RD ANGLE PROJECTION
DO NOT SCALE DRAWING
REVISION: -
ENDURAMAXX
FLUID MANAGEMENT INNOVATION
DWG TITLE:
6,000L VERTICAL TANK
DWG NO: 17221-6-6000L-VERTICAL
A3
SCALE 1:30
SHEET 1 OF 2

FUJITSU | AIR CONDITIONING Product Data Sheet

ABYG45KRTA

Please visit our webstore for full product and technical documentation

Unit Type		Ceiling Suspended
Remote Controller		Option
Nominal Cooling Capacity	(kW)	12.1
Nominal Heating Capacity	(kW)	13.5
Height	(mm)	235
Width	(mm)	1700
Depth	(mm)	705
Weight	(kg)	38
Airflow Rate - Cooling - High	(m3/h)	1900
Airflow Rate - Heating - High	(m3/h)	1850
Sound Pressure Level - Cooling - High	(dB(A))	45
Sound Pressure Level - Cooling - Low	(dB(A))	39
Sound Pressure Level - Heating - High	(dB(A))	45
Sound Pressure Level - Heating - Low	(dB(A))	39
Sound Power Level - Cooling - High	(dB(A))	60
Sound Power Level - Heating - High	(dB(A))	60
Moisture Removal	(l/h)	4.5
Refrigerant Type (Global Warming Potential)		R32 (675)
Liquid Pipe Size		3/8"
Gas Pipe Size		5/8"
Unit Power Supply		From Outdoor Unit



Document Downloads

- Airflow - Fan Curve
- Controls & Accessories
- Dimensional Drawing
- Function Settings
- Inputs & Outputs
- Installation Manual
- Noise Curve
- Operation Manual
- Product Image
- Spare Parts List All Pages
- Specifications
- Wiring Diagram

Related Items

ADYG45KATA	12.1kW Economy Outdoor Unit - R32 Single Phase
ADYG45KQTA	12.1kW Economy Outdoor Unit - R32 Three Phase
ADYG45KBTB	12.1kW Standard Outdoor Unit - R32 Single Phase
ADYG45KRTA	12.1kW Standard Outdoor Unit - R32 Three Phase
UTYRNRYZ5	Touch Screen Remote Controller
UTYTFSXZ1	Wireless LAN interface
UTRDPB24T	Drain Pump Unit (for Ceiling type)
UTYRCRYZ1	Compact Simple Remote controller
UTYRHRY	Simple Remote Controller (without Master Control)
UTYRSRY	Simple Remote Controller (with Master Control)
UTYXCSX	External Input / Output PCB
UTZGXEA	External input output PCB box
UTYXWZXZG	External Connect Kit
UTYLBTYH	Infra-Red Receiver Kit - Ceiling Suspended
UTYTERX	External switch controller
UTYVTGX	Splits Network Converter (DC Powered)
UTYVTGXV	Splits Network Converter (AC Powered)

FUJITSU GENERAL AIR CONDITIONING (UK) LIMITED
Unit 150, Centennial Park, Centennial Avenue, Elstree, Borehamwood, Herts, WD6 3SG
www.fujitsu-general.com/uk
sales@fgac.fujitsu-general.com
Tel: +44 (0) 208 731 3450 Fax: +44 (0) 208 731 3451

FUJITSU | AIR CONDITIONING

Product Data Sheet

AOYG45KATA

Please visit our webstore for full product and technical documentation

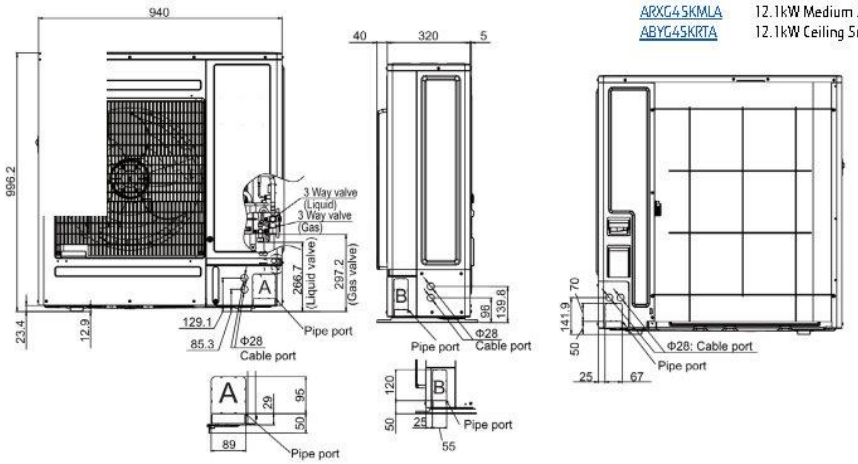
Nominal Cooling Capacity	(kW)	12.1
Nominal Heating Capacity	(kW)	13.5
Height	(mm)	998
Width	(mm)	940
Depth	(mm)	320
Weight	(kg)	61
Airflow Rate - Cooling - High	(m3/h)	4450
Airflow Rate - Heating - High	(m3/h)	4450
Sound Pressure Level - Cooling - High	(dB(A))	58
Sound Pressure Level - Heating - High	(dB(A))	59
Sound Power Level - Cooling - High	(dB(A))	72
Sound Power Level - Heating - High	(dB(A))	73
Refrigerant Type (Global Warming Potential)		R32 (675)
Liquid Pipe Size		3/8"
Gas Pipe Size		5/8"
Min - Max Pipe Length	(m)	3 - 30
Max Height Difference	(m)	30
Refrigerant Charge (kg)	(kg)	2.4
Refrigerant CO2eq-T		1.62
Precharged For	(m)	30
Additional Charge (g/m)	(g/m)	20
Unit Power Supply		1Ph-230V-50Hz
Suggested Fuse Size	(A)	32
Cooling Mode Minimum Ambient	(°C)	-10
Cooling Mode Maximum Ambient	(°C)	46
Heating Mode Minimum Ambient	(°C)	-15
Heating Mode Maximum Ambient	(°C)	24

Document Downloads

Accessories
Airflow
Capacity Correction
Charging Details
Controls & Accessories
Dimensional Drawing
Electrical Characteristics
Inputs & Outputs
Installation Manual
Installation Space
Noise Curve
Product Image
Refrigerant Circuit
Spare Parts List All Pages
Specifications
Wiring Diagram

Related Items

AUXG45KRLB	12.1kW Circular Flow Cassette Indoor Unit - R32
ARXG45KMLA	12.1kW Medium Static Ducted Indoor Unit - R32
ABYG45KRTA	12.1kW Ceiling Suspended Indoor Unit - R32

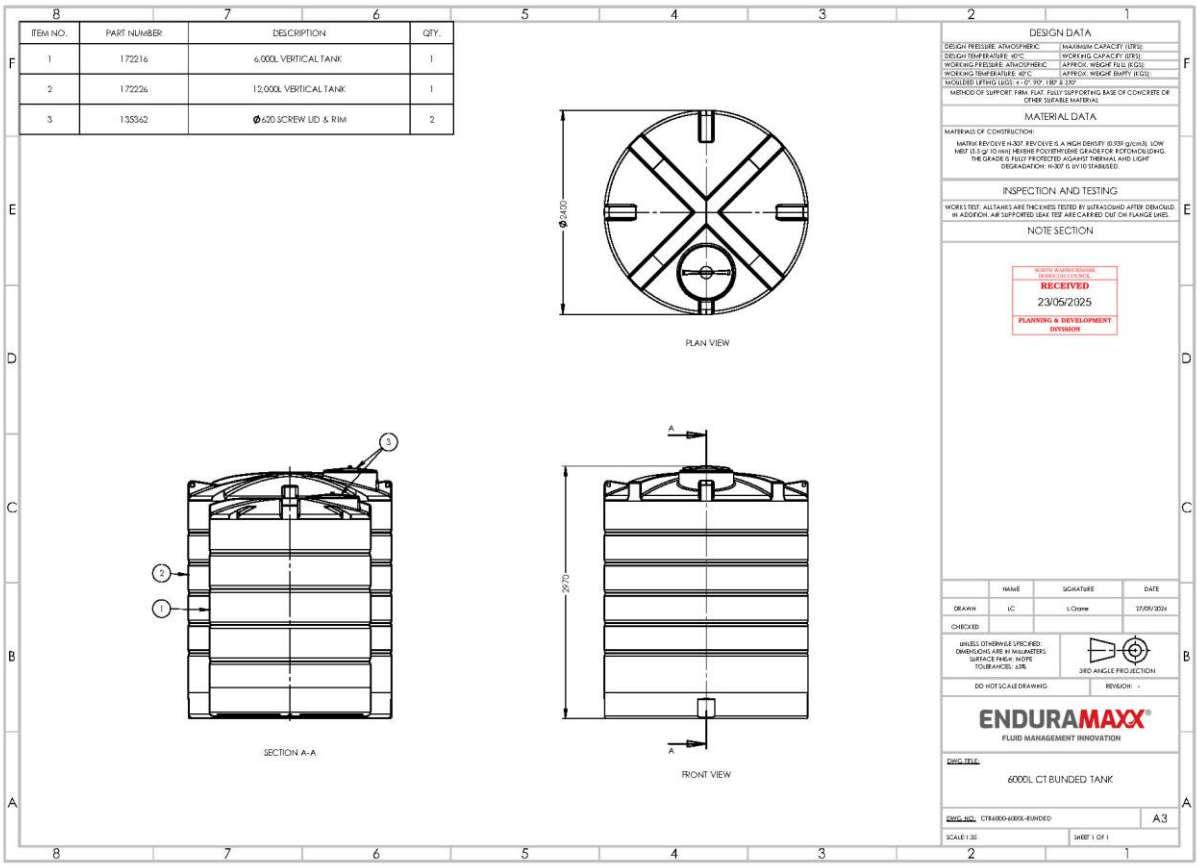


Front view | Side view | Rear view

Units: mm

•Specifications and design are subject to change without notice for further improvement.
•Actual products' colors may be different from the colors shown in this printed material.

FUJITSU GENERAL AIR CONDITIONING (UK) LIMITED
Unit 150, Centennial Park, Centennial Avenue, Elstree, Borehamwood, Herts, WD6 3SG
www.fujitsu-general.com/uk
sales@fgac.fujitsu-general.com
Tel: +44 (0) 208 731 3450 Fax: +44 (0) 208 731 3451


ITEM NO. | PART NUMBER | DESCRIPTION | QTY.
1 | 172216 | 6,000L VERTICAL TANK | 1
2 | 172226 | 12,000L VERTICAL TANK | 1
3 | 135362 | Ø620 SCREW LID & RIM | 2
Ø 2400
PLAN VIEW
SECTION A-A
2970
FRONT VIEW
DESIGN DATA
MATERIAL DATA
INSPECTION AND TESTING
NOTE SECTION
RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION
DRAWN LC L.Crane 27/09/2024
CHECKED
3RD ANGLE PROJECTION
DO NOT SCALE DRAWING
REVISION: -
ENDURAMAXX
FLUID MANAGEMENT INNOVATION
6000L CT BUNDED TANK
A3
SHEET 1 OF 1

HVC

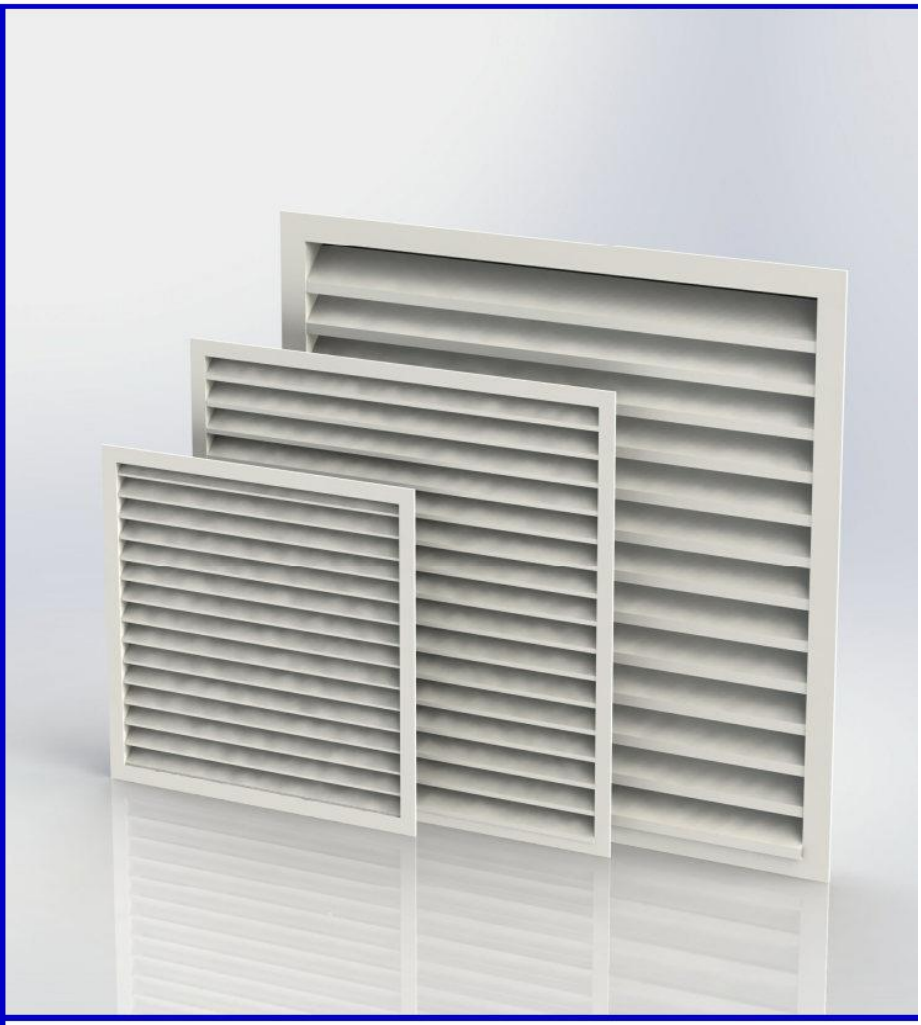
Incorporating

NEAS

Louvre systems

Series WL
Standard weather louvres

- Standard range of single bank louvres as used in countless installations worldwide
- Good resistance to water ingress, with low resistance to airflow
- Approximately 50% free area on all models
- Polyester powder coating to the full range of RAL and BS colours
- WL38's in popular square sizes held in stock for immediate despatch
- Now available with burglar/security bars



WL: February 2023

Index

Quality assurance

HVC Supplies (Stourbridge) Ltd is an ISO 9001 certified company.

Assessed to ISO 9001
Cert/Ref No. 1186

Series WL

Series WL standard weather louvres are the standard weather louvre used in countless installations throughout the world.

Available in three formats to suit any size installation, all WL types have a single bank of blades with a 45° face for good levels of rain resistance in the majority of conditions. Minimal resistance to airflow is assured with an approximate free area of 50% on all series.

Break points for switching between series (WL50 and WL75 are advised only):

WL38: Up to 1m nominal size (either width or height)
WL50: Up to 2m²
WL75: Anything above 2m²

Design features

Material	Extruded aluminium BZP steel screws or aluminium pop rivets
Sizes	Minimum heights (flanged units, nominal): **WL38:** 105mm **WL50:** 125mm **WL75:** 185mm
Blade	Various pitches (WL38 - 40mm, WL50 - 50mm, WL75 - 75mm) All with 45° face slope
Core	Fixed
Frame	Standard: Flanged Optional: Recessed and reversed
Fixings	Standard: None Optional: See page 8
Finish	Standard: Mill aluminium Optional: See page 14
Mass/m² face area	**WL38:** 12 kg **WL50:** 12 kg **WL75:** 15 kg
Free area	Approx. 50% (varies with size)

Important note:

Free area is not a reliable guide to performance.

It is possible to have two louvres with identical geometric free areas but different airflow characteristics.

Wherever possible use a tested airflow coefficient, as stated on the following page or available in the test certificate WL75 louvres which is available on request.

BSRIA Testing

WL75 standard weather louvres have been tested against:

BS EN 13030:2001

The testing was carried out in April 2013 by BSRIA in Bracknell, Berkshire, England.

Copies of the test reports are available on request.

Performance

Louvres are subjected to simulated rainfall of 75mm per hour, with a wind speed of 13m/s (29mph).

Rain ingress is then measured at various draw speeds through the louvre, this is in addition to the constant 13m/s simulated wind speed.

WL75 louvres were tested with an optional rear mounted drip tray, this will have had negligible impact on airflow but a large impact on rain resistance.

Headline figures are shown here, a copy of the full test report is available on request.

WL75 - DT: (WL75 complete with rear mounted drip tray)

Mean airflow coefficient: 0.252 (Class 3)

Rain rejection: Class C up to approx. 1.4 m/s draw velocity
Class D above approx. 1.4 m/s draw velocity

Stocked sizes

The following sizes of Series WL38 standard weather louvres are held in stock, fitted with bird mesh and in mill aluminium finish available for immediate despatch.

150mm²
200mm²
250mm²
300mm²
350mm²
400mm²
450mm²
500mm²
550mm²
600mm²
700mm²
800mm²
900mm²
1000mm²

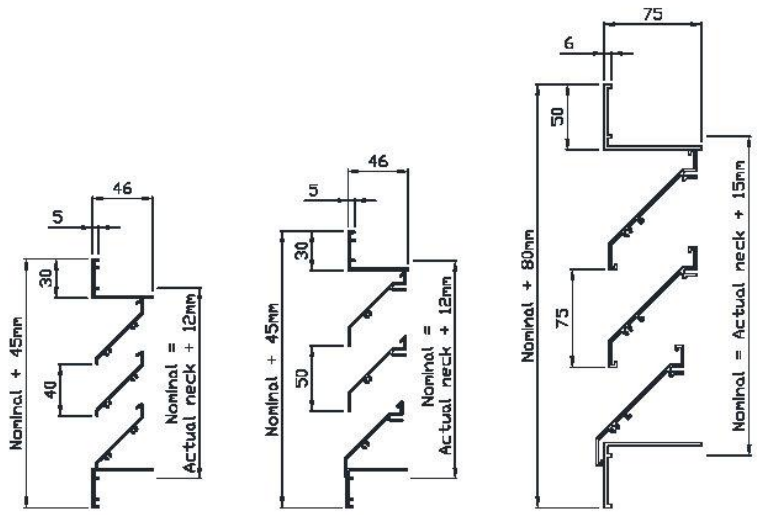
All sizes are nominal (hole size)

Units can be powder coated if a painted finish is required.

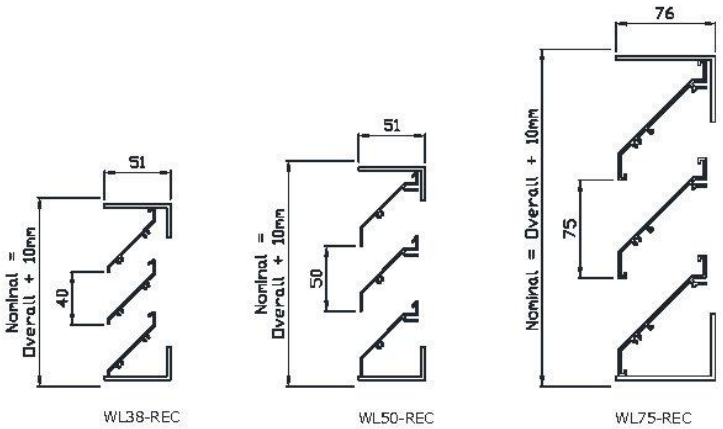
Product codes: WL38 - BM - Mill

Technical drawings

Flanged (standard)

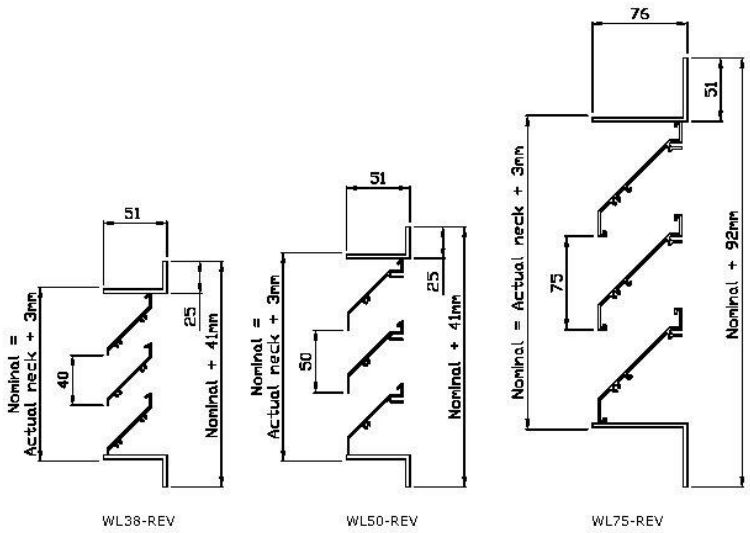


Recessed frame - REC (optional)



Technical drawings

Reversed frame - REV (optional)



Technical notes

Stop gaps

Louvre blades are laid out starting with the bottom blade and then working upwards.

Should a whole number of blades not be possible to fit into the required height, the top-most blade will either be cut down, or a stop gap will be fitted.

The maximum heights of stop gaps, based on louvre series are:

WL38: 25mm
WL50: 40mm
WL75: 60mm

Stop gaps are visible only as flat aluminium sections, and are fitted prior to powder coating (if required).

Frame types

The below table shows the standard and optional frames available for each louvre series, along with ordering codes and dimensions.

These are only standard frame types. If you have a special requirement not shown here, please contact us.

WL Series	Frame code	Description	Standard or optional	Nominal to overall size	Overall depth
WL38 and WL50	30FW	30mm flat	Standard	+ 45mm	46mm
	25F	25mm flat	Optional	+ 30mm	46mm
	50FS	50mm flat (shallow)	Optional	+ 80mm	50mm
	3" x 2" x 1/8"	3 inch (76.2mm) flat	Optional	+ 130mm	2 inches (50.8mm)
	4" x 2" x 1/8"	4 inch (101.6mm) flat	Optional	+ 180mm	2 inches (50.8mm)
WL75	50FD	50mm flat (deep)	Standard	+ 80mm	75mm
	3" x 3" x 1/8"	3 inch (76.2mm) flat	Optional	+ 130mm	3 inches (76.2mm)
	4" x 4" x 1/8"	4 inch (101.6mm) flat	Optional	+ 180mm	4 inches (101.6mm)

Large units

Large louvres may need to be produced in sections. The number of sections can be stated in your ordering code, or will be decided by HVC and stated on your order acknowledgement.

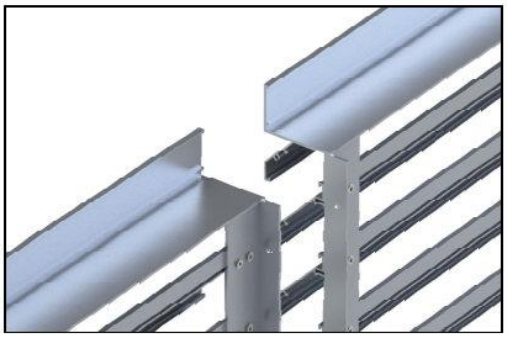
Side-by-side sections

Continuous appearance with concealed bolting points for joining adjacent sections. This will increase louvre depth by approximately 25mm.

Joining strips are supplied to ensure blade alignment with WL75's.

Vertically stacked sections

Units will be manufactured in sections of equal height, to be stacked together upon installation.



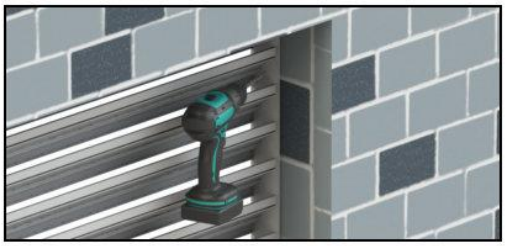
WL75 in side-by-side sections showing concealed angle with bolting points.

Fixings

None (Standard)

Most weather louvres are supplied with no fixings.

In this instance we recommend drilling through either the louvre flange or the neck, and screwing directly into the supporting structure with an appropriate fixing.



Pre-punched face fixing holes - Ordering code FH

5.7mm countersunk fixing holes will be punched into the louvre frame before powder coating, allowing quick and easy fitting on site.

Number and layout of fixing holes will be appropriate to louvre size. Arrangements can be specified.

Supplied with pozidrive self tapping screws in the same finish as the louvre.

Only available with flanged and reversed flange louvres.

Glazing bar - Ordering code GZ (Required depth needed)

An additional frame can be fixed to the louvre neck to create a glazing bar frame suitable for installation into uPVC channels in place of glass window panes.

Only available with flanged and reversed flange louvres.

Please note - Series GL50 glazing louvres are now available, designed from the ground up to suit glazing systems. Please refer to our website for more information.

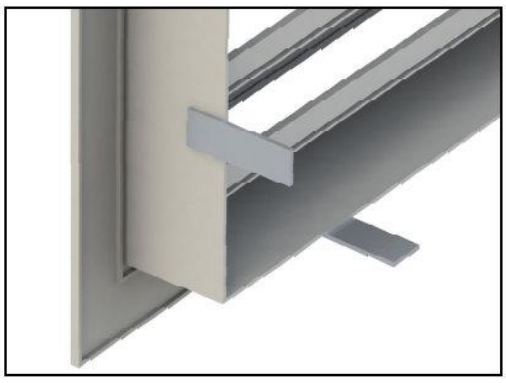
Rear mounted concealed fixing lugs - Ordering code RFL

3mm thick, 25mm wide aluminium lugs, protruding 50mm from the back of the louvre neck can be factory fitted to your louvre.

Lugs are supplied undrilled to accept whatever fixing is required on site, and are either welded or double riveted to the louvre.

An appropriate amount of lugs will be fitted to suit the louvre size.

Only available with flanged and recessed louvres.



Additional options

Face mounted drip cill - Ordering code DC

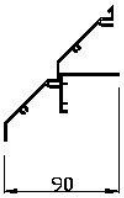
By fitting an extended cill beneath the bottom blade, any water caught by the louvre is ejected away from the wall, instead of the bottom section of frame.

This can help prevent streak marks where water has run down a wall over time.

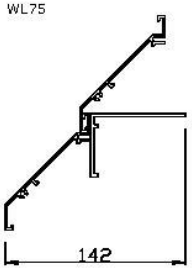
Not available with WL38.

Please note: Recessed and reversed flange louvres will have a folded sheet metal drip cill with a profile appropriate to the selected blade type.

WL50



WL75



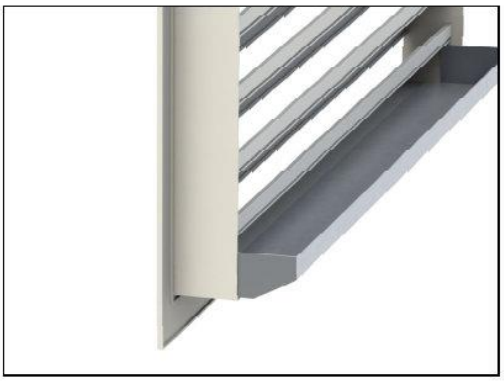
Rear mounted drip tray - Ordering code DT

Drip trays can be fitted to any series weather louvre, however on WL75's they are required if Class C rain rejection performance is needed.

Drip trays act to catch any water which penetrates through the louvre.

Trays protrude 65mm past the rear of the frame.

Please note: If specified on a reversed flange weather louvre, the drip tray will protrude into the aperture.



Further options

Combination units

Combining two essential components in any ventilation system, combination units integrate a standard weather louvre with a volume control damper. A fully welded, black powder coated galvanised steel backbox joins the two components.

This ready made solution means installation time and costs are reduced and ordering is made simple as you only need supply us with one size; we do the rest.

Volume control dampers can be supplied with a plastic handle or locking quadrant for manual operation, or with a factory fitted electric or pneumatic actuator.

For more information on combination units please refer to the combination unit PDF available for download from our website.

Suitable weather louvres:
Series WL50 and WL75

Suitable volume control dampers:
Series LF uPVC VCD high performance plastic
Series HVC-VCD aluminium

Burglar bars - Ordering code BB

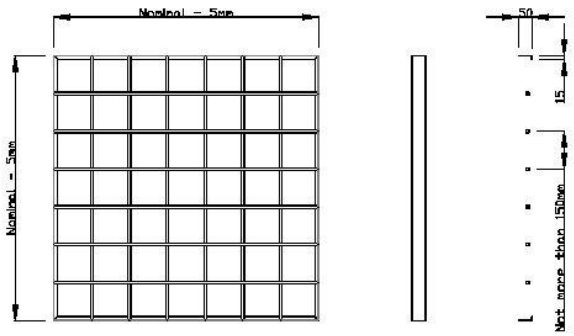
A wall mounted aluminium weather louvre can be a security risk, potentially providing an un-alarmed entry point to a building for any determined would be intruder.

Proving an extremely robust barrier to entry, burglar bars can be fitted to mitigate this risk.

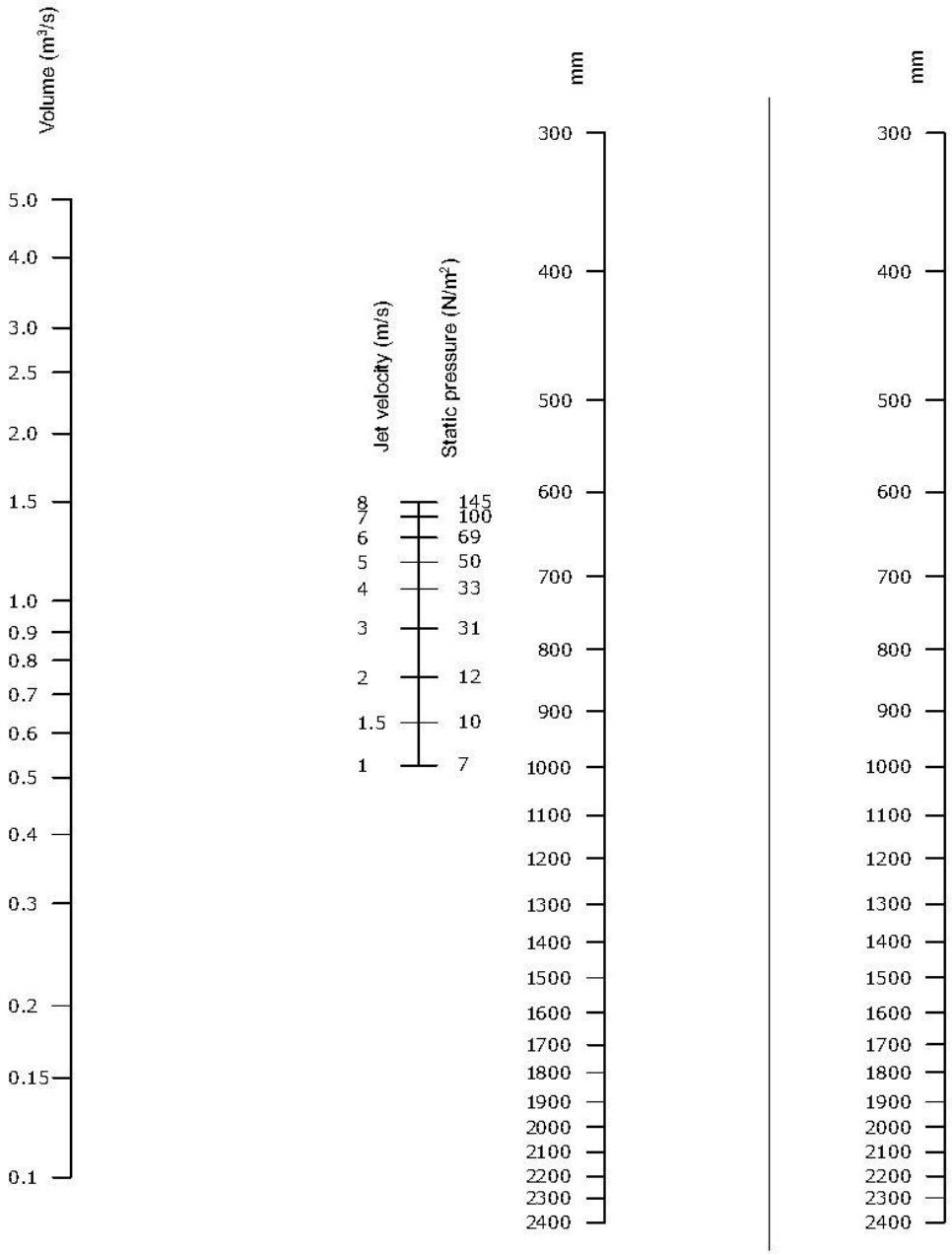
Designed to be fitted directly behind a louvre, burglar bars are constructed with a 1.2mm thick galvanised steel outer frame and a grid of 10mm fully welded steel bars, leaving spaces of not more than 150mm square.

Frames are supplied undrilled to accept whatever fixings are required on site.

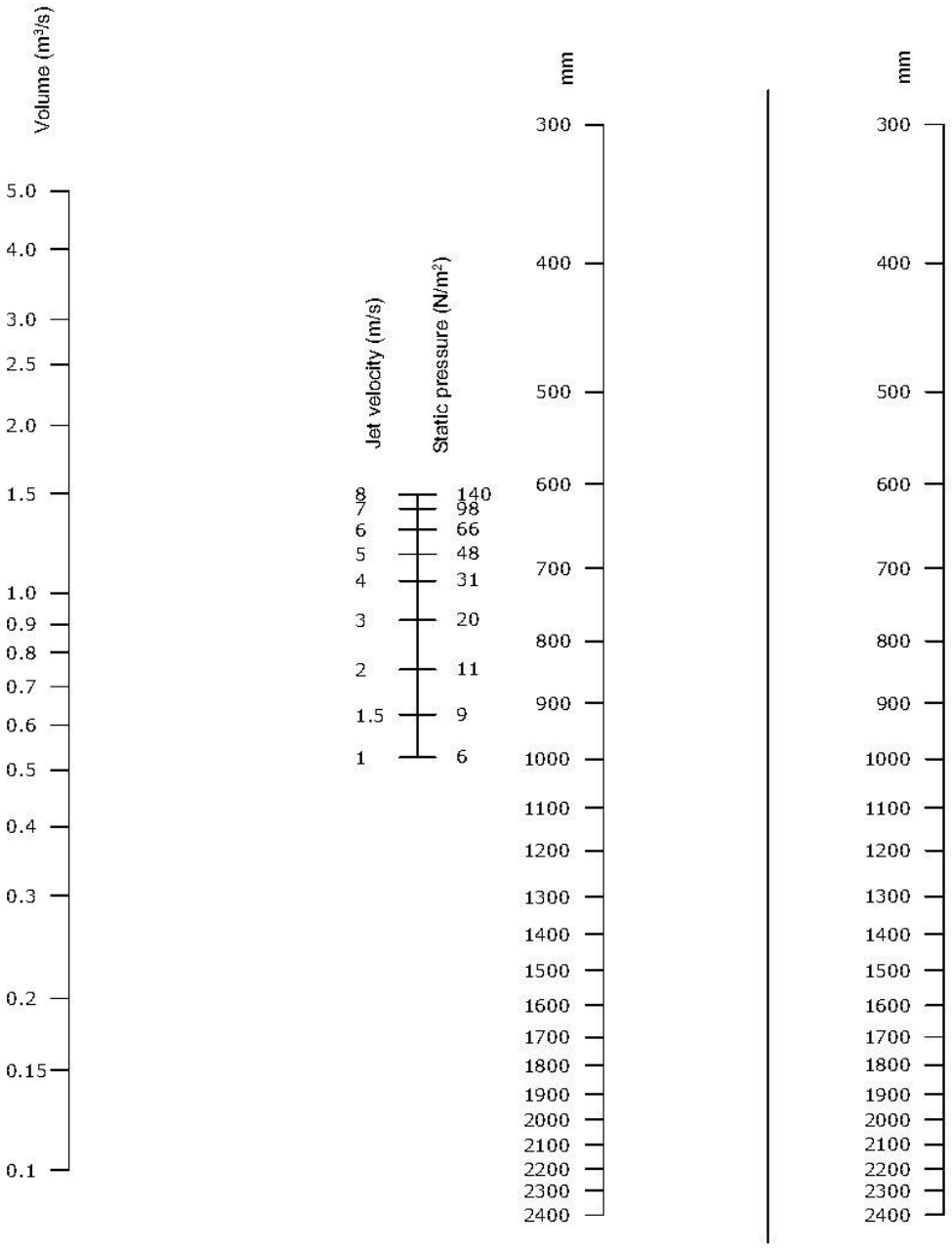
Supplied in a powder coated black finish as standard.



Selection data: WL38 and WL50



Selection data: WL75



Feature: Series HPL80 ultra high performance weather louvres

Should high performance rain rejection be required for your application, the new HPL80 may be more suitable than a Series WL standard weather louvre.

The new HPL80 louvre is an extremely high performance weather louvre, intended for installations demanding unimpeded ventilation, without the risk of water ingress.

Through its use of the new '*Air-Bypass*' blade design (UK patent application pending), never-before-seen levels of performance for a horizontally bladed weather louvre are achieved when tested against BS EN 13030:2001, the most widely used weather louvre test standard in Europe:

HPL80 with insect mesh: Class A2 up to 4.0 m/s

HPL80 with bird mesh: Class A2 up to 2.5 m/s

For more details on the HPL80, please search for the HPL80 on our website.

Finish

Mill aluminium (standard)

Satin anodised (AA5) - Only with WL50-25F/30FW

Polyester powder coating to any RAL or BS colour

Ordering codes

Example

1	-	1000 x 1000	-	WL50	-	BM	-	FH	-	30FW	-	DC	-	RAL9010	-	1S	-	BB

Codes

1)	**Quantity**		
2)	**Size (mm)**	(Width x height)	
3)	**Series**	WL38 WL50 WL75	38mm pitch weather louvre 50mm pitch weather louvre 75mm pitch weather louvre
4)	**Frame design**	*(nothing)* REC REV	Flanged Recessed frame Reversed frame
5)	**Debris screens**	BM IM VM	Bird mesh (12.7mm x 12.7mm weave, galvanised steel) Insect mesh (1.6mm x 1.6mm weave, G304 stainless steel) Vermin mesh (6mm x 6mm weave, G304 stainless steel)
6)	**Fixings**	FH RFL GZ	Pre-punched face fixing holes Rear mounted fixing lugs Glazing bar. State depth required.
7)	**Flanges**	30FW 25F 50FS 3" x 2" x 1/8" 4" x 2" x 1/8"	WL38 and WL50: 30mm flat flange (standard) 25mm flat flange (optional) 50mm flat flange - shallow (optional) 3" (76.2mm) flat flange (optional) 4" (101.6mm) flat flange (optional)
		50FD 3" x 3" x 1/8" 4" x 4" x 1/8"	WL75: 50mm flat flange - deep (standard) 3" (76.2mm) flat flange (optional) 4" (101.6mm) flat flange (optional)
8)	**Additional options**	DC DT	Face mounted drip cill (not available with WL38) Rear mounted drip tray (required for Class C performance with WL75)
9)	**Finish**	Mill SAA RAL... BS...	Mill aluminium (standard) Satin anodised - AA5 (only available with WL50-25F/30FW) Polyester powder coated to RAL... Polyester powder coated to BS...
10)	**Sections**	_S	Number of sections required. If left blank this will be confirmed on order acknowledgement
11)	**Burglar/security bars**	BB	Burglar bars required

Important: Size will be taken to be nominal (hole internal) unless stated otherwise.

Leave code section blank if no option is required.

HVC & NCA products

HVC offer the significant advantage of manufacturing both in duct and duct terminal equipment, making us a one stop shop for all your HVAC needs.

The products shown below are a selection, not an exhaustive list. Go to **www.h-v-c.com** for details on all HVC and NCA products.

HVC: Grilles, Diffusers, Louvres and Volume Control Dampers

NCA: Fire and Volume Control Dampers

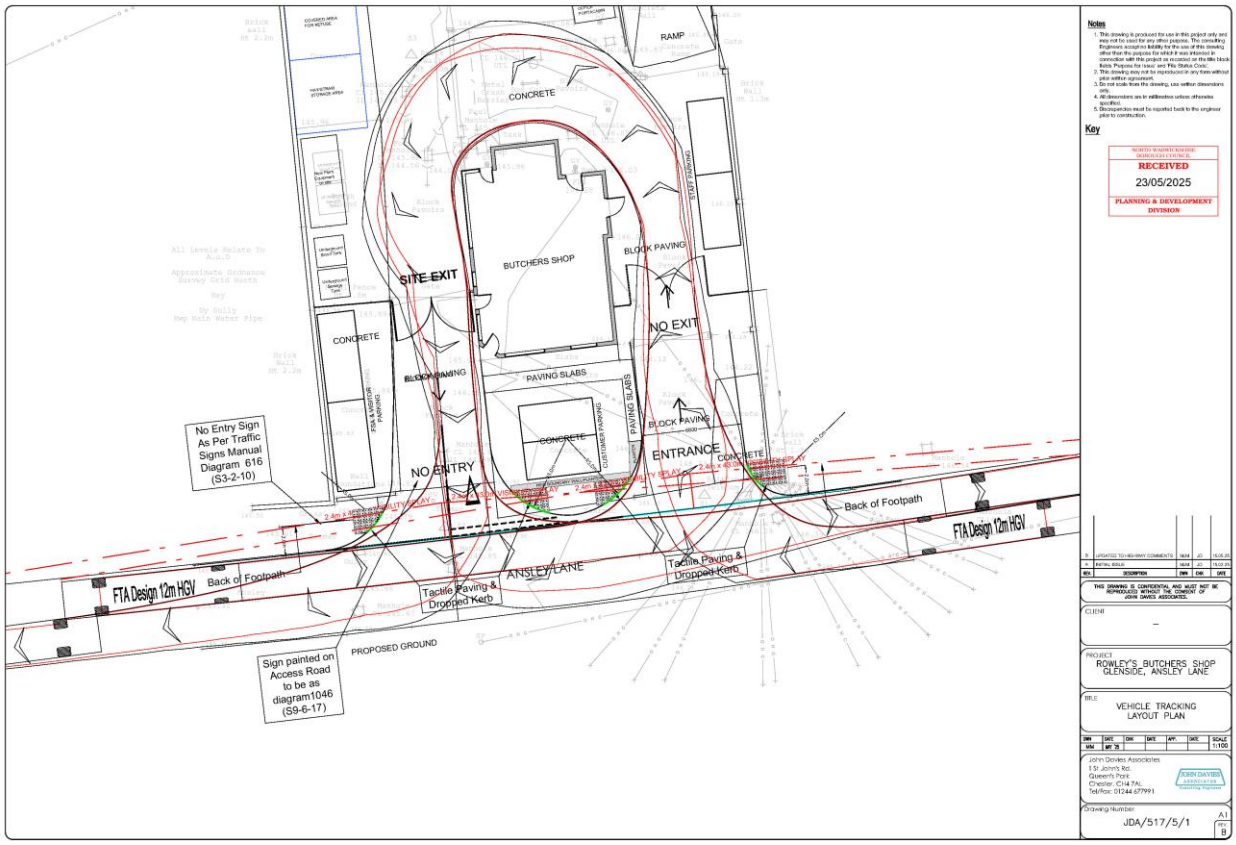
Assessed to ISO 9001
Cert/Ref No. 1186

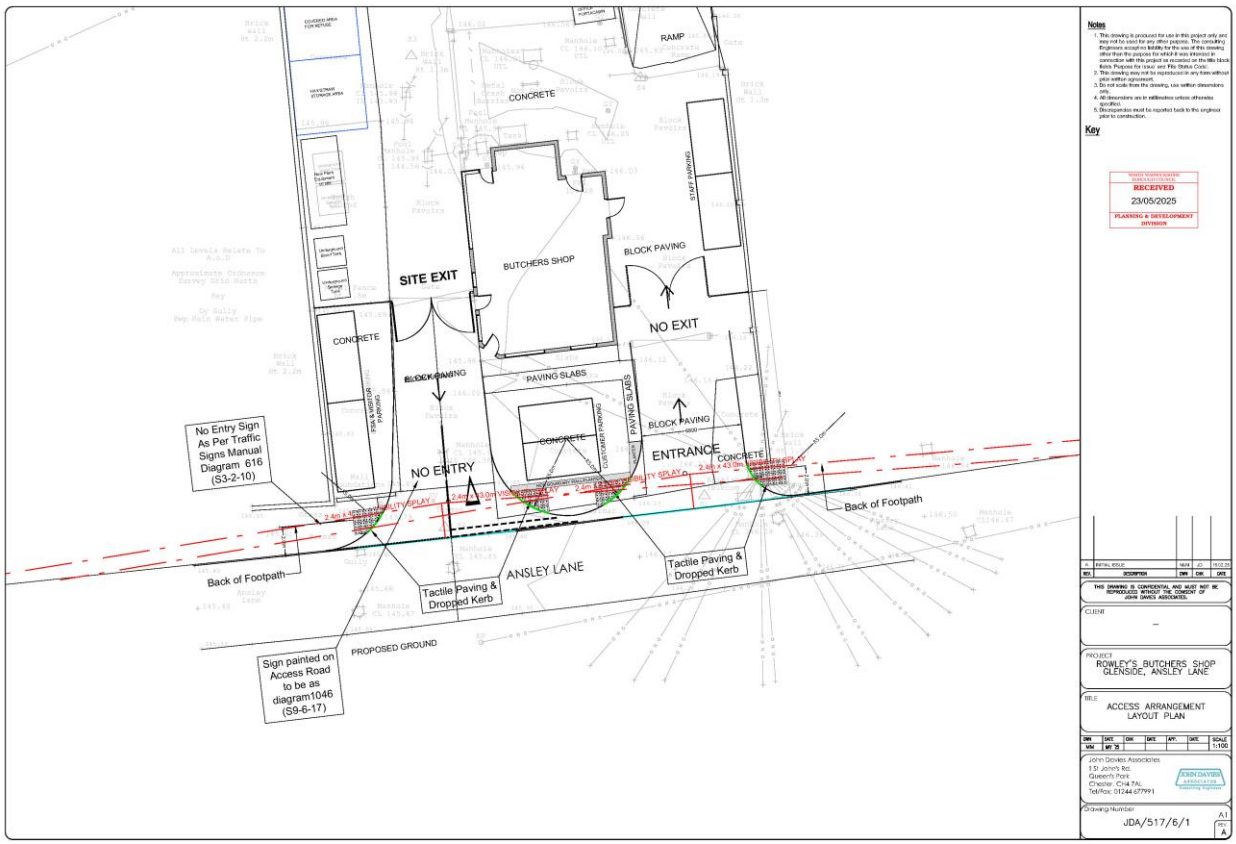
HVC Supplies (Stourbridge) Ltd
Jason House
Amblecote
West Midlands
DY8 4EY
United Kingdom

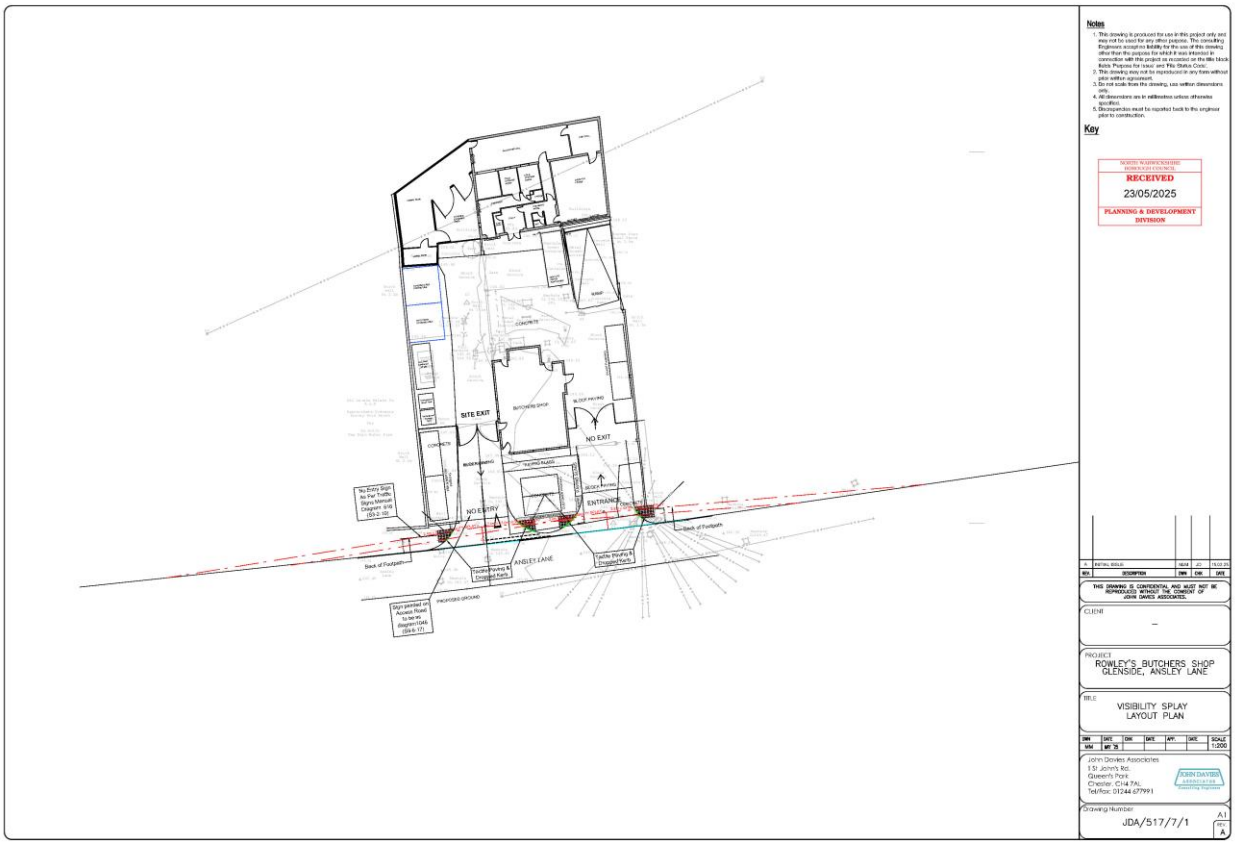
Tel: +44 (0)1384 376555
Fax: +44 (0)1384 392555

sales@h-v-c.com

www.h-v-c.com


RAMP
CONCRETE
BUTCHERS SHOP
BLOCK PAVING
SITE EXIT
NO EXIT
CONCRETE
PAVING SLABS
ENTRANCE
No Entry Sign As Per Traffic Signs Manual Diagram 616 (S3-2-10)
NO ENTRY
Back of Footpath
FTA Design 12m HGV
ANSLEY LANE
Tactile Paving & Dropped Kerb
Sign painted on Access Road to be as diagram1046 (S9-6-17)
PROPOSED GROUND
Notes
Key
RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION
ROWLEY'S BUTCHERS SHOP GLENSIDE, ANSLEY LANE
VEHICLE TRACKING LAYOUT PLAN
JDA/517/5/1


RAMP
CONCRETE
BUTCHERS SHOP
BLOCK PAVING
SITE EXIT
NO EXIT
CONCRETE
PAVING SLABS
ENTRANCE
No Entry Sign As Per Traffic Signs Manual Diagram 616 (S3-2-10)
NO ENTRY
Back of Footpath
ANSLEY LANE
Tactile Paving & Dropped Kerb
Sign painted on Access Road to be as diagram1046 (S9-6-17)
PROPOSED GROUND
Notes
Key
RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION
ROWLEY'S BUTCHERS SHOP GLENSIDE, ANSLEY LANE
ACCESS ARRANGEMENT LAYOUT PLAN
JDA/517/6/1



Notes

1. This drawing is produced for use in this project only and may not be used for any other purpose. The consulting Engineers accepts liability for the use of this drawing other than the purpose for which it was intended in connection with this project as recorded on the title block. Basis Purpose for Issue' and 'File Status Code'.
2. This drawing may not be reproduced in any form without the written agreement.
3. Do not scale from this drawing, use written dimensions only.
4. All dimensions are in millimetres unless otherwise specified.
5. Discrepancies must be reported back to the engineer prior to construction.

Key

NORTH WARWICKSHIRE BOROUGH COUNCIL
RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION

REV	DESCRIPTION	DRN	CHK	DATE
A	INITIAL ISSUE	NEW	JO	14.02.25

CLIENT
–

PROJECT
ROWLEY'S BUTCHERS SHOP
GLENSIDE, ANSLEY LANE

TITLE
VISIBILITY SPLAY
LAYOUT PLAN

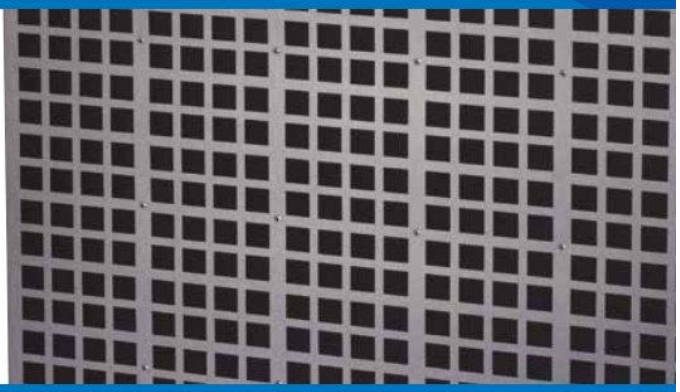
DRN	DATE	CHK	DATE	APP.	DATE	SCALE
MW	07.25					1:200

John Davies Associates
13 St John's Rd,
Queen's Point
Chester, CH4 7AL
Tel/Fax: 01244 677991

Drawing Number
JDA/517/7/1

A1
REV. A

LONGAR® Type 8
Activated Carbon Filters



LONGAR® TYPE 8 FEATURES:
- High grade carbon / High carbon content / Low pressure loss
- Robust modular construction
- Carbon Unit or panel format / Standard and Custom sizes available
- CNC manufactured / Precision products every time

APPLICATIONS
- Reduction of Cooking Odours
- Removal of Kerosene Exhaust Fumes
- General Odour Reduction
- Neutralisation of Ammonia and its Derivatives
- Removal of Formaldehyde
- Removal of Airborne Pollutants and Contaminants
- Removal of Acid Gases (please enquire as top specific contaminant)

LONGAR® TYPE 8 ACTIVATED CARBON FILTERS
Activated carbon has for many years been used to remove airborne noxious fumes and gases. Its origins date back to the First World War, when gas masks were first filled with Activated carbon to remove chlorine gas. Today Longar produces a wide range of carbon filters to deal with a variety of air pollution scenarios.

There are many situations where carbon filtration is used to eliminate toxic or offensive odours, some of these are sewage works, hospitals, slaughterhouses, restaurant kitchens, airports, toilets, wash rooms, laboratories, and office blocks.

PRE FILTRATION
Carbon filters are designed to remove fumes and odours, they are not suitable for removing dust and fine particles. If left unprotected, the life of the carbon product is severely reduced. To protect the filters use the correct pre filtration. If you are unsure please enquire for further information.

LONGAR® TYPE 8 ACTIVATED CARBON PANELS
The Activated carbon panel are sealed into a galvanised steel frame; a scrim is then added to protect the carbon surface from dust contamination. Sealing the carbon panel stops any air by-pass; our panels are manufactured using CNC technology to ensure precision manufacture with exact tolerances.

Our panels are the strongest on the market place with a wide range of standard sizes available, custom sizes are also available on request.

LONGAR® TYPE 8 ACTIVATED CARBON UNITS (ACU)
For a modular approach to fume removal the ACU is the ideal solution. The ACU unit is manufactured from a number of carbon panels held in place by a CNC made corrosion proof metal casing. The carbon panels inside the units are 25mm thick, sealed into the frames using polymer which eliminates the possibility of any air by-pass around the carbon.

LONGAR® TYPE 8 CYLINDRICAL FILTER
These are constructed from perforated galvanised steel then formed into cylindrical cartridges containing high grade or impregnated carbon. The cylinders have a bayonette fit into the filter mounting plate.

All cylinders have a unique feature of having the option to replace any spent carbon and then refill with new replenished carbon.

For technical specifications, part numbers and ordering information, please see overleaf.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 8
Activated Carbon Filters

FITTING INSTRUCTIONS
- Fit products in accordance with installation contractor's specifications. Observe direction of airflow.

HANDLING
- Handle with care when unpacking.
- Store in dry and frost protected place.

MAINTENANCE
- Carbon filters cannot be cleaned upon reaching the end of their service life. They must be replaced.
- All maintenance and replacement schedules will be set by the original equipment installer. Please refer to this for more information.
- When handling any components suitable PPE should be used – gloves, eye protection and access equipment.
- Carbon filters may be recycled.

PACKAGING
All units are packaged in double wall boxes, stapled closed for protection whilst in transit against contamination.

TECHNICAL SPECIFICATIONS

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)					
Part Number	Actual Size HxWxD	Nominal Size HxWxD	Weight	Airflow M³/SEC @0.12 Contact	Pressure Loss - Pascals
CARBONCUBE242424	597 x 597 x 597mm	609 x 609 x 609mm	60.00kgs	1.00	97
	23.50 x 23.50 x 23.50"	24 x 24 x 24"	132.00lbs		
CARBONCUBE242418	597 x 597 x 450mm	609 x 609 x 457mm	44.00kgs	0.75	97
	23.50 x 23.50 x 17.72"	24 x 24 x 18"	96.80lbs		
CARBONCUBE241824	597 x 450 x 597mm	609 x 457 x 609mm	46kgs	0.75	97
	23.50 x 17.72 x 23.50"	24 x 18 x 24"	101.20lbs		
CARBONCUBE182424	450 x 597 x 597mm	457 x 609 x 609mm	46kgs	0.75	97
	17.72 x 23.50 x 23.50"	18 x 24 x 24"	101.20lbs		
CARBONCUBE242416	597 x 597 x 395mm	609 x 609 x 406mm	40.00kgs	0.67	97
	23.50 x 23.50 x 15.55"	24 x 24 x 16"	88.00lbs		
CARBONCUBE242412	597 x 597 x 292mm	609 x 609 x 305mm	33.00kgs	0.50	97
	23.50 x 23.50 x 11.50"	24 x 24 x 12"	72.60lbs		
CARBONCUBE241224	597 x 297 x 597mm	609 x 304 x 609mm	32.00kgs	0.50	97
	23.50 x 11.69 x 23.50"	24 x 12 x 24"	70.40lbs		
CARBONCUBE24824	597 x 197 x 597mm	609 x 203 x 609mm	19.00kgs	0.33	97
	23.50 x 7.76 x 23.50"	24 x 8 x 24"	41.80lbs		
CARBONCUBE202018	495 x 495 x 445mm	508 x 508 x 457mm	36kgs	0.52	97
	19.49 x 19.49 x 17.52"	20 x 20 x 18"	79.20lbs		
CARBONCUBE181818	450 x 450 x 450mm	457 x 457 x 457mm	28.00kgs	0.42	97
	17.72 x 17.72 x 17.72"	18 x 18 x 18"	61.60lbs		
FINAL RECOMMENDED PRESSURE DROP: 450 PASCALS					

Pressure drop and airflow information available on request.

LONGAR INDUSTRIES

FILTERS AND FABRICATIONS FOR A CLEANER ENVIRONMENT

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 11
Pleated Panel Filters

LONGAR® TYPE 11 FEATURES:
- Moisture resistant cardboard frame.
- G4 efficiency to provide a good base level of filtration.
- Fully supported media bonded to expanded mesh grid.
- The filtering media is bonded to the case to eliminate air by-pass.
- Strong, robust construction.
- Extended surface area.
- High dust holding capacity.
- Dimensions of product are part marked into frame for positive ID.

APPLICATIONS
- Hotels
- Offices
- Food production
- Air conditioning
- Hospitals
- Pre-filtration asbestos removal

LONGAR® TYPE 11 PLEATED PANEL FILTER
Used in a variety of HEVAC applications where higher level air cleanliness is needed over the standard pre filters. Glass media is unacceptable in food and pharmaceutical industries and in some hospital areas. Especially useful where the installation requires a combination of high arrestance coupled with control over smaller particles. The high capacity version is selected when space is at a premium; filter sizes match the rated capacities of bag filters.

CONSTRUCTION / MATERIAL SPECIFICATIONS
The LONGAR® Type 11 is manufactured with pleated synthetic media, and an expanded diamond grid with 97% open area. The casing is constructed from a heavy duty rigid water resistant card, with support members along the diagonals. The media is bonded to the support grid and the frame in order to avoid the possibility of air bypass. The case is designed for minimum resistance and maximum free area, the case is also crease formed to stop moisture ingress. The product can be manufactured in a variety of depths from 22mm to 97mm deep. Optional metal frame available as shown above.

22mm (1") Filters are 9 Pleats per 300mm (1ft)
47mm (2") Filters are 9 Pleats per 300mm (1ft)
97mm (4") Filters are 9 Pleats per 300mm (1ft)

TYPE 11 HIGH CAPACITY PLEATED PANEL
We are able to manufacture the Type 11 with increased filter media over the standard product, for situations where an increase in air volume is required.

22mm (1") Filters are 12 Pleats per 300mm (1ft)
47mm (2") Filters are 12 Pleats per 300mm (1ft)
97mm (4") Filters are 12 Pleats per 300mm (1ft)

TYPE 11 HIGH EFFICIENCY PLEATED PANEL
Where situations arise we manufacture the Type 11 with a higher grade of filter media, F6, F7, F8 are available.

LONGAR® TYPE 11 IMPREGNATED CARBON PLEATED PANELS
For less demanding situations the use of impregnated media can be considered. They utilise non-woven synthetic media, which is then impregnated with activated carbon. They offer an alternative to our granular carbon systems however they cannot offer either the life span or dwell time that can be found with the rest of the range.

For technical specifications, part numbers and ordering information, please see overleaf.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 11
Pleated Panel Filters

FITTING INSTRUCTIONS
- Fit products, observe direction of airflow indicator

HANDLING
- Handle with care when unpacking.
- Store in dry and frost protected place.

MAINTENANCE
- All maintenance and replacement schedules will be set by the original equipment installer. Please refer to this for more information.
- When handling any components suitable PPE should be used – gloves, eye protection and access equipment should be used where required.
- Filters should not be cleaned but replaced when required in accordance with maintenance schedule set by the installation contractor.

PACKAGING
All units are packaged in double wall boxes, glued closed for protection whilst in transit against contamination.

TECHNICAL SPECIFICATIONS

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)				
Part Number	Actual Size HxWxD	Nominal Size HxWxD	Weight	Available Efficiencies *
PPF24824822	248 x 248 x 22mm	254 x 254 x 25mm	0.07kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	9.76 x 9.76 x 0.87"	10 x 10 x 1"	0.15lbs	
PPF49624822	496 x 248 x 22mm	508 x 254 x 25mm	0.14kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 9.76 x 0.87"	20 x 10 x 1"	0.31lbs	
PPF29329322	293 x 293 x 22mm	304 x 304 x 25mm	0.09kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	11.54 x 11.54 x 0.87"	12 x 12 x 1"	0.21lbs	
PPF59429422	594 x 294 x 22mm	609 x 304 x 25mm	0.19kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.39 x 11.57 x 0.87"	24 x 12 x 1"	0.41lbs	
PPF37537522	375 x 375 x 22mm	381 x 381 x 25mm	0.15kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	14.76 x 14.76 x 0.87"	15 x 15 x 1"	0.34lbs	
PPF49637522	496 x 375 x 22mm	508 x 381 x 25mm	0.19kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 14.76 x 0.87"	20 x 15 x 1"	0.41lbs	
PPF49639622	496 x 396 x 22mm	508 x 406 x 25mm	0.20kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 15.59 x 0.87"	20 x 16 x 1"	0.43lbs	
PPF62039622	620 x 396 x 22mm	635 x 406 x 25mm	0.24kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 15.59 x 0.87"	25 x 16 x 1"	0.53lbs	
PPF44844822	448 x 448 x 22mm	457 x 457 x 25mm	0.19kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	17.64 x 17.64 x 0.87"	18 x 18 x 1"	0.42lbs	
PPF49649622	496 x 496 x 22mm	508 x 508 x 25mm	0.24kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 19.53 x 0.87"	20 x 20 x 1"	0.52lbs	
PPF59649622	596 x 496 x22mm	609 x 508 25mm	0.27kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 19.53 x 0.87"	24 x 20 x 1"	0.60lbs	
PPF62049622	620 x 496 x 22mm	635 x 508 x 25mm	0.28kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 19.53 x 0.87"	25 x 20 x 1"	0.63lbs	
PPF59659622	596 x 596 x 22mm	609 x 609 x 25mm	0.31kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 23.46 x 0.87"	24 x 24 x 1"	0.68lbs	
PPF24824847	248 x 248 x 47mm	254 x 254 x 50mm	0.12kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	9.76 x 9.76 x 1.85"	10 x 10 x 2"	0.26lbs	

Pressure drop and airflow information available on request.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 11
Pleated Panel Filters

TECHNICAL SPECIFICATIONS

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)				
Part Number	Actual Size HxWxD	Nominal Size HxWxD	Weight	Available Efficiencies *
PPF49724347	497 x 243 x 47mm	508 x 254 x 50mm	0.21kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.57 x 9.57 x 1.85"	20 x 10 x 2"	0.45lbs	
PPF29329347	293 x 293 x 47mm	304 x 304 x 50mm	0.15kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	11.54 x 11.54 x 1.85"	12 x 12 x 2"	0.33lbs	
PPF59628947	596 x 289 x 47mm	609 x 304 x 50mm	0.28kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 11.38 x 1.85"	24 x 12 x 2"	0.61lbs	
PPF37237247	372 x 372 x 47mm	381 x 381 x 50mm	0.22kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	14.65 x 14.65 x 1.85"	15 x 15 x 2"	0.48lbs	
PPF39439447	394 x 394 x 47mm	406 x 406 x 50mm	0.25kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	15.51 x 15.51 x 1.85"	16 x 16 x 2"	0.54lbs	
PPF49637547	496 x 375 x 47mm	508 x 381 x 50mm	0.27kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 14.76 x 1.85"	20 x 15 x 2"	0.60lbs	
PPF49639647	496 x 396 x 47mm	508 x 406 x 50mm	0.29kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 15.59 x 1.85"	20 x 16 x 2"	0.63lbs	
PPF62039647	620 x 396 x 47mm	635 x 406 x 50mm	0.34kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 15.59 x 1.85"	25 x 16 x 2"	0.75lbs	
PPF44644647	446 x 446 x 47mm	457 x 457 x 50mm	0.28kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	17.56 x 17.56 x 1.85"	18 x 18 x 2"	0.61lbs	
PPF49649647	496 x 496 x 47mm	508 x 508 x 50mm	0.34kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 19.53 x 1.85"	20 x 20 x 2"	0.75lbs	
PPF59639647	596 x 396 x 47mm	609 x 406 x 50mm	0.33kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 15.59 x 1.85"	24 x 16 x 2"	0.73lbs	
PPF59649647	596 x 496 x 47mm	609 x 508 x 50mm	0.39kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 19.53 x 1.85"	24 x 20 x 2"	0.87lbs	
PPF62049647	620 x 496 x 47mm	635 x 508 x 50mm	0.39kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 19.53 x 1.85"	25 x 20 x 2"	0.87lbs	
PPF59659647	596 x 596 x 47mm	609 x 609 x 50mm	0.47kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 23.46 x 1.85"	24 x 24 x 2"	1.02lbs	
PPF24824897	248 x 248 x 97mm	254 x 254 x 102mm	0.22kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	9.76 x 9.76 x 3.82"	10 x 10 x 4"	0.49lbs	
PPF49624897	496 x 248 x 97mm	508 x 254 x 102mm	0.38kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 9.76 x 3.82"	20 x 10 x 4"	0.84lbs	
PPF29329397	293 x 293 x 97mm	304 x 304 x 102mm	0.28kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	11.54 x 11.54 x 3.82"	12 x 12 x 4"	0.61lbs	
PPF59728997	597 x 289 x 97mm	609 x 304 x 102mm	0.48kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.50 x 11.38 x 3.82"	24 x 12 x 4"	1.06lbs	

Pressure drop and airflow information available on request.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 11
Pleated Panel Filters

TECHNICAL SPECIFICATIONS

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)				
Part Number	Actual Size HxWxD	Nominal Size HxWxD	Weight	Available Efficiencies *
PPF37537597	375 x 375 x 97mm	381 x 381 x 102mm	0.41kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	14.76 x 14.76 x 3.82"	15 x 15 x 4"	0.90lbs	
PPF39639697	396 x 396 x 97mm	406 x 406 x 102mm	0.44kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	15.59 x 15.59 x 3.82"	16 x 16 x 4"	0.97lbs	
PPF49637597	496 x 375 x 97mm	508 x 381 x 102mm	0.49kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 14.76 x 3.82"	20 x 15 x 4"	1.08lbs	
PPF49639697	496 x 396 x 97mm	508 x 406 x 102mm	0.52kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 15.59 x 3.82"	20 x 16 x 4"	1.15lbs	
PPF62039697	620 x 396 x 97mm	635 x 406 x 102mm	0.61kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 15.59 x 3.82"	25 x 16 x 4"	1.33lbs	
PPF44644697	446 x 446 x 97mm	457 x 457 x 102mm	0.52kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	17.56 x 17.56 x 3.82"	18 x 18 x 4"	1.14lbs	
PPF49649697	496 x 496 x 97mm	508 x 508 x 102mm	0.66kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	19.53 x 19.53 x 3.82"	20 x 20 x 4"	1.46lbs	
PPF59639697	596 x 396 x 97mm	609 x 406 x 102mm	0.59kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 15.59 x 3.82"	24 x 16 x 4"	1.29lbs	
PPF59649697	596 x 496 x 97mm	609 x 508 x 102mm	0.69kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 19.53 x 3.82"	24 x 20 x 4"	1.52lbs	
PPF62049697	620 x 496 x 97mm	635 x 508 x 102mm	0.71kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	24.41 x 19.53 x 3.82"	25 x 20 x 4"	1.56lbs	
PPF59659697	596 x 596 x 97mm	609 x 609 x 102mm	0.79kgs	G4, F6, F7, F8, High Capacity, Carbon Impregnated Pleated Panels
	23.46 x 23.46 x 3.82"	24 x 24 x 4"	1.74lbs	
FINAL RECOMMENDED PRESSURE LOSS: 250 PASCALS				

Pressure drop and airflow information available on request.

- *Efficiency required to be confirmed at a time of ordering.

LONGAR INDUSTRIES

FILTERS AND FABRICATIONS FOR A CLEANER ENVIRONMENT

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 14
Medium & High Efficiency Bag Filters

NORTH WARWICKSHIRE BOROUGH COUNCIL
RECEIVED
23/05/2025
PLANNING & DEVELOPMENT DIVISION

LONGAR® TYPE 14 FEATURES:

- Synthetic media, multi pocket construction.
- We use welding for a perfect airtight seal, coupled with high standard aesthetics.
- Available G4 to F9 Filter Class to EN779 – 2012.
- Strong CNC metal header construction, perfect square header frames.
- Standard & custom sizes available.
- Strong, robust construction.
- Stock sizes of product are laser part marked on standard sizes for identification.
- Custom header depth and stainless steel available on request.

APPLICATIONS

- For fine dust filtration in heating ventilation, air conditioning devices and plants of all kinds
- Offices, hospitals, public buildings, retail outlets
- Pharmaceutical, mechanical and food industries

LONGAR® TYPE 14 BAG FILTERS

The LONGAR® Type 14 Multi pocket bag filter is manufactured using technology found on high end products. When comparing our bag filter with other products, the Type 14 stands out with:

- Ultrasonic bonding around the entire pocket, this gives maximum strength under heavy dirt loading conditions.
- Filter media is available in G4, F5, F6, F7, F8, F9.
- Our pocket lines stop short of the header to produce an open entry shape of each individual pocket within the filter construction.
- Type 14 offers pockets that inflate and remain separated from adjacent pockets to maximise evenly distributed air flow throughout the whole filter construction resulting in increased efficiency, coupled with high dust holding capacity.

CONSTRUCTION / MATERIAL SPECIFICATIONS

Synthetic pockets are manufactured using advanced technology in a fully automated assembly line enabling maximum performance. The filter pockets are constructed of high quality synthetic media and then welded closed to provide an air tight seal far superior to stitching. We hold the product in standard sizes ex stock in a number of efficiencies; we are also able to manufacture custom sizes in five working days.

LONGAR® TYPE 14 IMPREGNATED CARBON BAG FILTERS

For less demanding situations the use of impregnated media can be considered. They utilise non-woven synthetic media, which is then impregnated with activated carbon. They offer an alternative to our granular carbon systems however they cannot offer either the life span or dwell time that can be found with the rest of the range.

APPLICATIONS

- For separation of gaseous odorant and harmful substances in supply air and circulating air in air conditioning plants.
- Museums, libraries, airports, hospitals.
- Pharmaceutical industry, fine mechanics, cellulose and paper industry.
- Commercial catering light duty.

FITTING INSTRUCTIONS

- Fit products, observe direction of airflow indicator.
- Fit filter with pockets vertically as photo above.

HANDLING

- Handle with care when unpacking.
- Store in dry and frost protected place.

MAINTENANCE

- All maintenance and replacement schedules will be set by the original equipment installer. Please refer to this for more information.
- When handling any components suitable PPE should be used – gloves, eye protection and access equipment should be used where required.
- Filters should not be cleaned but replaced when required in accordance with maintenance schedule set by the installation contractor.

PACKAGING

All units are packaged in double wall boxes glued closed for protection whilst in transit against contamination.

For technical specifications, part numbers and ordering information, please see overleaf.

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com

LONGAR® Type 14
Medium & High Efficiency Bag Filters

TECHNICAL SPECIFICATIONS

- Tested to EN779:2012
- Fully recyclable
- Filter operational temperature up to 80°
- High dust holding capacity

SIZE ORDERING GUIDE (TOLERANCES +/- 2mm)						
Part Number	Height	Width	Depth	Header*	Available Efficiencies*	Available Pockets Options*
BAG592287300	592mm	287mm	300mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	11.81"	0.79" / 0.98"		
BAG592287380	592mm	287mm	380mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	14.96"	0.79" / 0.98"		
BAG592287496	592mm	287mm	496mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	19.53"	0.79" / 0.98"		
BAG592287550	592mm	287mm	550mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	21.65"	0.79" / 0.98"		
BAG592287596	592mm	287mm	596mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	3, 4
	23.31"	11.30"	23.46"	0.79" / 0.98"		
BAG592492300	592mm	492mm	300mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	5, 6, 8
	23.31"	19.37"	11.81"	0.79" / 0.98"		
BAG592492380	592mm	492mm	380mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	5, 6, 8
	23.31"	19.37"	14.96"	0.79" / 0.98"		
BAG592492496	592mm	492mm	496mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated	5, 6, 8
	23.31"	19.37"	19.53"	0.79" / 0.98"		
BAG592492550	592mm	492mm	550mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	5, 6, 8
	23.31"	19.37"	21.65"	0.79" / 0.98"		
BAG592492596	592mm	492mm	596mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	5, 6, 8
	23.31"	19.37"	23.46"	0.79" / 0.98"		
BAG592592300	592mm	592mm	300mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	11.81"	0.79" / 0.98"		
BAG592592380	592mm	592mm	380mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	14.96"	0.79" / 0.98"		
BAG592592496	592mm	592mm	496mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	19.53"	0.79" / 0.98"		
BAG592592550	592mm	592mm	550mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	21.65"	0.79" / 0.98"		
BAG592592596	592mm	592mm	596mm	20mm / 25mm	G4, F5, F6, F7, F8, F9, (Carbon Impregnated)	6, 8, 10
	23.31"	23.31"	23.46"	0.79" / 0.98"		
FINAL RECOMMENDED PRESSURE LOSS: 400 PASCALS						

Pressure drop and airflow information available on request.

- *Efficiency, header size and quantity of pockets required to be confirmed at a time of ordering.

LONGAR INDUSTRIES

FILTERS AND FABRICATIONS FOR A CLEANER ENVIRONMENT

Longar Industries Limited, Unit 25, Glenmore Business Park, Colebrook Way Weyhill Road, Andover, Hampshire SP10 3GZ United Kingdom
T +44 (0)1264 332 993 F +44 (0)1264 332 994 E info@longarind.com W www.longarind.com


PROPOSED GROUND FLOOR PLAN
PROPOSED GROUND
ANSLEY LANE
NO ENTRY
BLOCK PAVING
SITE EXIT
CONCRETE
PAVING SLABS
BUTCHERS SHOP
CONCRETE
ENTRANCE
BLOCK PAVING
NO EXIT
BLOCK PAVING
RAMP
RECEIVED
23/05/2025
REV F - 16/05/2025 Modifications to plan as requested by Planning.
REV E - 13/05/2025 Modifications to plan as requested by Planning.
REV D - 11/11/2024 Modifications to plan as requested by Planning.
REV C - 26/07/2024 Modifications to plan as requested by Planning, John Davies & Client.
REV B - 11/04/2024 Modifications to site to reflect site level survey
REV A - 01/03/2024 As requested by client
Drawing no. 4
PURPOSE OF ISSUE
PLANNING
PROJECT
ROWLEYS BUTCHERS SHOP, GLENSIDE, ANSLEY LANE, ARLEY, WARWICKSHIRE, CV7 8FG
DRAWING
PROPOSED FLOOR PLANS
JOB NO
2023-169
REV
F
DRAWN BY: AS
CHECKED BY:
SCALE 1:50 @A3
DATE 16.05.2025

SAFESUB® TANKS FROM NIPLAST®

There are occasions when a standard off-the-shelf underground tank will suffice but there are also many occasions when it is simply not sophisticated enough.

NIPLAST®'s response to such occasions is our SAFESUB® range of underground tanks, developed to meet the more onerous challenges many of our customers face routinely.

SAFESUB® tanks are designed to accommodate the internal liquid loads of the contained liquids, together with the external soil and pedestrian loads and are perfect for spillage, interceptor and blind tank projects.

SAFESUB® tanks feature holding down arrangements and an installation procedure to withstand local water table floatation forces. Polypropylene and high density polyethylene materials of construction mean that SAFESUB® tanks can store a wide range of chemicals, effluents, waste streams, rainwater et cetera.

The SAFESUB® tank is available as a single tank only or is also available in our SAFEWALL® format featuring an integral bunding cavity.

Extended access manways complete with grip handles and lockable lids are a feature as are outlet connections complete with internal dip pipes for road tanker evacuation.

In line with NIPLAST®'s other leading products, SAFESUB® is designed to BSEN12573–3:2000 and crafted by welding technicians accredited to EN13067.

Bespoke SAFESUB® design can optimise available footprint or minimise excavation depths through our flexible manufacturing facilities.

- Blind, Spillage and Interceptor Applications
- Single type design or integral bund
- EN 13067 accredited welders
- Polypropylene or High-Density Polypropylene
- Road tanker evacuation options

To request a quote or discuss further with an expert email **info@niplast.com** or call **0161 477 6777**

niplast STORAGE TANKS

Architecture & INTERIORS

51 Coleshill Road - B36 8DT - 0121 783 6211
gs@architectureinteriors.co.uk

Response to comments made on the 15/05/2025

RE: PAP/2024/0127 – Glenside, Ansley Lane, Arley, CV7 8FU

Date: 16/05/2025

Specification for Refrigerator on Site

ArcticStore – Chiller and Freezer Container Hire

REFRIGERATOR - 20ft ArcticStore	EXTERNAL DIMS	INTERNAL DIMS	Weight,Area, Capacity & Pallets
	20ft Length 8ft Width 8.6ft Height	17.6ft Length 7.5ft Width 7.6ft Height 7ft Door Height	6,106.8lb Tare weight 132.1ft² Floor area 1,001.2ft³ Capacity

CERTIFICATES

Architecture & INTERIORS

51 Coleshill Road - B36 8DT - 0121 783 6211
gs@architectureinteriors.co.uk

Specification for Ventilation Extract to Rear on Site

600mm Industrial Ventilation Metal Fan Axial Commercial Air Extractor Exhaust

EXTRACT VENT

PRODUCT DESCRIPTION

These **high-performance commercial AC axial fans** come in a variety of sizes to suit your every need. With a **wide range of applications** these fans can be used in a range of applications from **ventilation, cooling, heat and refrigeration** to **workshops, restaurants, warehouse** and more.

They are **low noise, high-efficiency** fans have a great **compact structure** and are simple to install with pre-drilled mounting holes making **installation quick and simple**, the **single phase 220-240V AC motor** should be **connected by a qualified electrician** to ensure a correct fitting.

Constructed from steel these fans have a black paint finish for a **professional discreet look** and come complete with front **safety guard and mounting plate**, they have **been fully CE approved** and tested to comply with all current EU regulations and have a full ccc safety certificate.

Features

- Material: Steel
- Direction: Clockwise, see on the motor
- Protection: IP54
- Insulation class: B / F
- Mounting position: Any
- Mode of operation: Continuous
- Ball bearing: Maintenance-free
- Motor protection: Thermal overload
- Amb. temp: -30C~+60C
- Product Conformity: UKCA and CE
- Warranty: 1 Year Parts Only. For more details click Here then scroll down to the Warranty policy

Typical Applications

- Commercial Kitchen Ventilation
- Agriculture
- Sports Halls
- Industrial Units and Warehousing
- Factories
- Schools
- Air Conditioning Units
- Cooling Towers & Stations
- Marine
- Airports
- Hotels

Technical Details:

Blade Size	Blades	Poles	Air Flow (m3/HR)	Speed (R.P.M.)	Voltage/Frequency	Power (W)
24" (600mm)	5	4	9500	1380	230V/50 Hz	800

KRS
STEEL SERVICES
0121 783 7404

Kitchen Canopies - All Stainless Steel Works
Ductwork & Steel Fabrication - Mechanical Installations
Air-conditioning - Electrical Services
Project Management & Design

Design and Specification
For
T & S Abattoir
(Slaughter Hall)

Client:
Architecture and Interior Design Ltd

Property:
Glenside
Ansley Lane
Arley
Coventry
CV7 8FU

Unit 6 Meadway Trading Estate, 429 The Meadway,
Kitts Green, Birmingham B33 0DZ
Email: k.sharred@krssteelservices.com

Contents

1. Preface

KRS have been commissioned to carry out an odour and condensation report for the slaughter hall on the above named project.

Within a slaughterhouse the main concerns are particulates which pose a significant air quality concerns and can impact on the environment.

Correct ventilation helps control temperature, humidity, and air quality, preventing issues like extreme temperatures, harmful humidity levels, and high ammonia concentrations, which can impact animal welfare and worker safety.

A typical slaughterhouse should aim for an average of 7.5 air changes per hour (ACH), with a range of 5-10 air changes.

Factors that influence the air change rate are:

i. The specific ACH for a slaughterhouse will depend on factors like the size of the facility, the number of workers, and the types of processes that take place, which can impact particulate levels and the need for air purification.

ii. Maintaining proper ventilation and airflow is essential in slaughterhouses helps prevent the spread of airborne bacteria and other contaminants, which can pose a risk to food safety and worker health.

iii. In addition to ACH, air filtration systems are also important for removing contaminants and ensuring clean air quality.

Within our proposals we have therefore allowed for a multi-stage filtration system which is generally the most effective approach for removing particulates and odours.

This typically includes pre-filtration and possibly activated carbon filtration.

Pre-filtration; removes larger particulates, such as dust, debris, and blood, to protect subsequent filtration stages.

Bag Filtration; removes larger particles like dust and debris from the air and again help protect the active carbon filtration which in turn prolongs the active life of the filter.

Carbon Active Filtration; further reduces odours and potentially remove any residual pollutants that may not have been fully removed by previous stages.

Odour is best removed by the use of carbon, carbon is a porous material that adsorbs a wide range of organic compounds and odours, which if installed in accordance EMAQ+ guidelines, see section 2 following, will nullify any lingering odours

Proper airflow helps prevent the spread of contaminants and odours, contributing to the overall hygiene of the facility.

Good ventilation ensures a comfortable and safe working environment for personnel, reducing the risk of respiratory problems and other health issues.

Maintaining proper air quality and temperature is essential for food safety, preventing the growth of bacteria and other microorganisms.

2. Odour Control – Risk Assessment

The following 'Risk Assessment for Odour' has been derived from criteria outlined by DEFRA 2005, Guidance on the Control of Odour and Noise & EMAQ odour control guidance.

The assessment is carried to accurately score the site according to DEFRA/EMAQ standards.

Odour control must be designed to prevent odour nuisance in a given situation.

The following score methodology is suggested as a means of determining odour control requirements using a simple risk assessment approach.

The odour control requirements considered below are consistent with the performance requirements listed in this report.

Odour Risk Assessment:

Criteria	Impact	Score	Details
Dispersion	Poor	20	Low level discharge
Proximity of Receptors	Close	10	Closest sensitive receptors less than 20 metres from Kitchen discharge
Size of Slaughter Hall	Medium	5	Between 30 – 100 cattle
Odour Type	Very High	10	Blood, offal waste, ammonia and other gases
Total Score		45	

Impact Risk:

Impact Risk	Odour Control Requirement	Significant Score
Low/Medium	Low Level Odour Control	Less than 20
High	High Level Odour Control	20 - 35
Very High	Very High-Level Odour Control	More than 35

In accordance with DEFRA/EMAQ "Odour arrestment plant performance" detailed above, odour control required can be considered as Very high-level odour control item 1 as detailed following.

Low to medium level control may include:

1. Fine filtration or ESP following by carbon filtration (carbon filters rated with a 0.1 second residence time).

2. Fine filtration followed by counteractant/neutralising system to achieve the same level of control as 1.

High level odour control may include:

1. Fine filtration and counteractant/neutralising system followed by carbon filtration (carbon filters rated with a 0.2-0.4
second residence time).

2. Fine filtration or ESP followed by UV ozone system to achieve the same level of control as 1.

Very high-level odour control may include:

1. Fine filtration followed by carbon filtration (carbon filters rated with a 0.4 –0.8 second residence time).

2. Fine filtration or ESP followed by carbon filtration and by counteractant/neutralising system to achieve the same level of control as 1.

3. Fine filtration or ESP followed by UV ozone system and Carbon Filters to achieve the same level of control as 1.

4. Fine filtration or ESP followed by wet scrubbing to achieve the same level of control as 1.

3. Drawings

Please refer to the enclosed drawing for reference to the installation:

Architecture and Interior Design Job No 2023-188 Drawing 8 – Proposed Odour and Condensation Layout

4. Design

The design basis for this project will be based on a ventilation rate of 10 air changes per hour for a room size of 13.3m long x 4.3m wide x 3m high.

Total duty calculated: 0.447m³/sec

Comfort cooling will be provided at 160w/m² as no specific cooling loads are available.

5. Odour and Condensation Control Proposal

For the slaughter hall on these premises, we propose the following systems will be installed:

General Extraction.

Ventilation to achieve the required air volume of the system as noted above.

System to comprise of an inline extraction fan drawing air from the space and discharging same to atmosphere via an external wall louvre

A multi-stage filtration system will be incorporated to prevent particulates and odours entering the atmosphere.

Filtration to include:

Longar Type 11 moisture resistant high efficiency panel filters - for larger particulates, such as condensation drop lets dust, debris, and blood, to protect subsequent filtration stages.

Longar Type 14 moisture resistant bag filters – for remaining particles such as condensation water droplets, dust and debris from the air and again help protect the active carbon filtration which in turn prolongs the active life of the filter.

Longar Type 8 Carbon Active Filtrations – for total odour control, sized to achieve a dwell time of **0.4 seconds** in line with EMQA+ guidelines.

Fresh Air Replacement.

Natural ventilation will be provided by means of a filtered louvre intake with mesh finish to match the extraction duty of the system

Filtration will be:

Longar Type 11 moisture resistant high efficiency panel filters – to prevent dust and outdoor particle ingress into the building.

Comfort Cooling.

Temperature control of the space will be achieved using a Fujitsu under ceiling type comfort cooling system which will provide:

i. Both heating and cooling to the space

ii. Part **dehumidification** when the unit is in cooling mode.

Signed A. Marsh
Designer

Date: 23-05-25

T&S Abattoir Ltd.

Delivery and Service Management Plan

Please refer to Drawing no. 7

All vehicles will enter the site via the entrance to the East of the butchers shop. This is to include livestock deliveries, refrigerated vehicles for product dispatch, and vehicles to take waste away from the site.

HGV's (livestock deliveries and waste carriage vehicles) will drive around the back of the shop, service the site and exit via the exit to the West of the butchers shop.

Refrigerated vans will reverse down the loading ramp of the abattoir, load and exit the site.

Weekly Vehicle Flow

Deliveries will be schedules and by appointment only; vehicles greater than a rigid HGV 12m in length will not be accepted on site.

A) Livestock deliveries in

- On average, 10 livestock deliveries (mix of Rigid HGV deliveries and car+trailer deliveries) per week. Deliveries will be scheduled between 0700AM-2000PM (not taking into account any breakdowns/ unforeseen traffic etc.)
- We will also co-ordinate so that multiple deliveries will not arrive on site at the same time.
- Deliveries will be evenly spaced out to avoid congestion, and to take into account limited lairage capacity. On average, 2 livestock deliveries per day.
- Animals will be offloaded from the HGV into covered pens as quickly as possible to minimize any noise.

B) ABP Waste deliveries out

- Skins collection at the end of production day – this is done using a light goods vehicle using a local contractor – 1 load per day, occasionally 2
- CAT3 waste – we use our own rigid HGV to transport waste (lidded Dolavs loaded with a forklift on site) to SARVAL (in Hartshill) at the end of production day – 1 load per day, occasionally 2. Vehicle and containers will be washed and disinfected at SARVAL before returning to site.
- CAT1 waste – bin collection 2-3 times per week using a bin tipper HGV

T&S Abattoir Ltd.

- Effluent collection – using rigid HGV tanker, 1 load per week

C) Product dispatch

- Using refrigerated light goods vehicles (3.5t)
- 4 vehicles per day on average, maximum 6 vehicles per day expected.
- Dispatch is done between 0600-1100AM, occasionally later if there are late orders (up to 1700PM)
- Deliveries throughout West Midlands and East Midlands (to local butcher's shops)

4.4. Moreover, NWBC's Environmental Health department comment that the refrigeration unit installed on site does not match the specifications submitted and conclude that insufficient information has been submitted to determine the noise

impacts arising from the container, extraction fan or any other plant/equipment installed on site. They recommend that permission is not granted.