

(5) Application No: PAP/2014/0608

Fox And Dogs Inn, Orton Road, Warton, Tamworth, B79 0HT

Erection of Class A1 Convenience Store with associated car parking, landscaping and ATM machine, for

C/O Agent - New River Retail Property Unit Trust, No.4

Introduction

The application is referred to the Board for determination at the request of a local Member concerned about the potential impacts of the proposals.

The Site

The site of the Fox and Dogs Inn and its rear beer garden is at the southern end of the village on Orton Road just beyond the junction with Windmill Close. The proposed building would be on its eastern side. This is presently used as a car park – around 40 spaces - for the public house and as a green area with direct access onto the road via two access points. Its eastern boundary is marked by a close boarded fence which is adjacent to the neighbouring detached residential property – number 38 Orton Road. The southern boundary is a post and wire fence with hedgerows and open countryside beyond. To the east is the beer garden with hedgerow boundaries beyond. There is a frontage of residential property to the west and there are semi-detached properties on the other side of the road.

The site is illustrated at Appendix A.

The Proposals

This is an application for full planning permission for the erection of a single storey brick and tile convenience store incorporating an ATM machine in its front elevation on the existing car park and part of the beer garden to the east of the public house.

The rectangular store would measure 24 by 13 metres and be 6.6 metres to its ridgeline with hipped ends. It would be set back from the road frontage by 25 metres such that it would be wholly behind the rear elevation of the public house. Because of the drop in site levels and the dimensions of the new building, it would sit at a lower level than the public house. Additional landscaping is to be provided along the boundary with the adjoining house. Deliveries and the refuse areas would be to the rear of the building. One of the two existing access points – that closest to the Public House - would be permanently closed and the second substantially improved so as to provide all vehicular access to the store and the public house. This would involve the loss of some frontage hedgerow. Car parking would be to the front, side and rear of the store – a total of 31 car parking spaces to serve both the store and the public house.

The applicant says that the store would open from 0700 to 2300 hours throughout the week and that 20 jobs would be created – 14 part time and 6 full time.

Plans of the proposed layout and the appearance of the store – including street scene sections are at Appendices B and C with a selection of photographs including an aerial view at Appendix D.

Appendix E shows the existing site plan.



Above is aerial photography of the site taken off www.bing.co.uk and shows the existing site of the public house and car park.

Background

The adjoining site to the immediate west of the Public House has planning permission for the erection of seven detached dwellings together with retention of the pond and a significant area of the open land. Work has not yet started.

Consultations

Warwickshire County Council as Highway Authority – Following the receipt of amended plans there is no objection. The car parking areas should be shared such as to maximise their use and to prevent on-street parking. Suitable signage and lighting details will need to be agreed.

Environmental Health Officer – The plans have been amended to incorporate an acoustic enclosure for the plant and activities area at the rear of the building. As there are neighbouring residential properties, a Delivery Management Plan is required to be agreed prior to occupation. This should define delivery times and operations.

Representations

Seven letters of objection have been received from immediate neighbours including the developer of the site to the west. The matters raised include:

- Warton already has a shop and PO. It is not large enough for two shops and there are fears that the existing PO and shop would suffer, potentially leading to its loss. If that goes, so may the School
- The scheme will increase roadside parking; reduce privacy and increase traffic noise
- The job numbers are exaggerated
- It is outside the development boundary of Warton
- The car park may damage an existing tree in an established garden

Development Plan

The North Warwickshire Core Strategy 2014 - NW1 (Sustainable Development); NW2 (Settlement Hierarchy); NW9 (Employment); NW10 (Development Considerations); NW12 (Quality of Development); NW13 (Natural Environment); NW15 (Nature Conservation); NW20 (Services and Facilities); NW21 (Transport)

Saved policies of the North Warwickshire Local Plan within the Core Strategy 2014 - ENV4 (Trees and Hedgerows); ENV10 (Energy Generation and Energy Conservation), ENV6 (Land Resources), ENV12 (Urban design), ENV13 (Urban Design), ENV14 (Access Design), ECON12 (Facilities in Category 3 and 4 Settlements), TPT3 (Access and sustainable travel and transport) and TPT6 (Vehicle Parking).

Other Relevant Material Considerations

National Planning Policy Framework 2012 – (the “NPPF”)

National Planning Practice Guidance 2014

Observations

The site of the store lies within the Warton development boundary as defined by the Development Plan but with the rear car park area lying beyond. This Plan supports new developments and local services within existing settlements. The NPPF too requires planning decisions to support rural economic and business growth in order to create jobs and so as to promote the retention and development of local services in villages. This is reflected in saved policy ECON12 of the Local Plan where proposals to improve the viability of existing services are to be welcomed. Policy NW20 of the Core Strategy continues such an approach. It is thus considered that in principle this development should be supported.

There has been some concern that the proposal might impact adversely on the existing shop in the village. Members will be aware that “market forces” and “competition” are not treated as material planning considerations. However it also has to be pointed out that the other facility is not nearby and will retain a catchment for the whole of the north of the village. Moreover the village itself is to accommodate a minimum of an additional 45 dwellings up to 2029 – with consents already in place for 7 with outline consent supported at the Planning and Development Board for another 30 dwellings to the rear

of Copeland Close. Population will thus increase and help trade for both outlets. It could also be argued that by “dualling” the uses on this site, the future of the public house as a community facility would also be possibly safeguarded. There is no retail evidence available to defend a refusal based on the possibility of an adverse trading impact in the village. It is unusual and welcome to receive an application for a new retail outlet in one of North Warwickshire’s villages and there is an opportunity here to support the introduction of new local services.

Clearly there are also other more detailed matters to consider. There is no highway objection and the joint use of the car parking areas is considered to be sensible. It is also highly unlikely that the car parking areas would be wholly full all the time given the “peak” hours of the two different uses here. Moreover there will be pedestrian and cycle access to the site from shoppers and patrons of the public house. A local bus service also uses this road. If there is pressure then additional space is available at the rear.

The design of the new building reflects local character as best as it is able, given its size and function. It is lower than the public house; set well back from the road and no taller than the adjoining houses. It would thus not be over dominant or prominent in the street scene. The different use of materials and design will assist in breaking up the longer side elevations of the building.

The ecological value of the existing site is low given its existing use, but the hedgerows and surrounding trees will be retained. Appropriate conditions can be attached to protect existing trees and to ensure that new landscaping leads to an enhancement in bio-diversity.

A material consideration is the potential impact on the residential amenity of existing and future occupiers. Here that relates to the properties to the north and east and to the new properties to be constructed to the west. Those to the north on the other side of the road are 46 metres away – as measured from their front elevation to front elevation of the shop. This is considered to be a satisfactory separation distance. The closest property to the east would be 13 metres from its side elevation to that of the new shop. However this “gap” would be used as the access to the rear car park and to the delivery area. It should be remembered that this is already an existing situation with the public house car park being in this location right up to that boundary – see the photographs at Appendix D. In recognition of this however the boundary here is to be enhanced with additional planting and the Environmental Health Officer’s request for a Delivery Management Plan should resolve delivery times to ensure that they do not take place at unsocial hours. In all of these circumstances the arrangements can be considered to be acceptable. The nearest of the new houses to the west would be some 50 metres from the rear elevation of the new store. Given this distance, the retention of trees and hedgerows and the provision of an acoustic fence, it is considered that the proposals would not materially impact on residential amenity. Members will be aware that it is often the deliveries to new stores that cause the greatest amenity issues together with refuse collection areas and either air-conditioning or refrigeration plant. Here the operational end of the store is at the rear, the furthest that it can be from local residents; there is to be an enclosure surrounded with an acoustic fence and a delivery plan together with details of new plant can all be conditioned. In these circumstances it is considered that there is satisfactory control over these issues to warrant support of the scheme.

In conclusion therefore the proposal is to be supported.

Recommendation

That the application be **GRANTED** subject to the following conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and to prevent an accumulation of unimplemented planning permissions.

2. The development hereby approved shall not be carried out otherwise than in accordance with the plan numbered T26-0300 rev B received by the Local Planning Authority on 19 December 2014 and the plans numbered T26-0303 rev A; T26-0305 and T26-0302 rev C received by the Local Planning Authority on 9 March 2015.

REASON

To ensure that the development is carried out strictly in accordance with the approved plans.

3. No development shall be commenced before details of all facing materials to the store and paving to the exterior of the store to be used have been submitted to and approved by the Local Planning Authority in writing. The approved materials shall then be used.

REASON

In the interests of the amenities of the area.

4. No development shall commence until until a delivery management plan covering an approved timetable of delivery times shall be submitted in writing and approved by the Local Planning Authority, there shall be no deliveries during hours of peak traffic.

REASON

To prevent disturbance to the occupiers of nearby properties and in the interests of highway safety to all users.

5. The store shall not open to the general public until the car parking spaces as laid out on plan T26-0302 Rev C for the store and the Fox and Dogs public house until the designated car parking areas have been laid out and are available for use in accordance with the approved plan and such areas shall be permanently retained for parking.

REASON

In the interests of the amenities of the area and safety on the public highway.

6. The 2.7 metre high acoustic fence to the delivery area shall be constructed and maintained at all times before the store is opened to public use.

REASON

To protect the amenities of nearby residential property.

7. Before the completion of the scheme details including noise levels shall be provided covering the extractor fans to the building. The noise output levels shall not exceed the agreed details in writing by the Local Planning Authority.

REASON

To prevent disturbance to the occupiers of nearby properties.

8. There shall be no opening of the food store, other than between 07:00 hours and 23:00 hours each day Monday through to Sunday.

REASON

To prevent disturbance to the occupiers of nearby properties.

9. The food store hereby approved shall not be used for any purpose, including any other purpose in Class A1 of the Town and Country Planning (Use Classes) Order 1987, (as amended), or in any statutory instrument revoking and re-enacting that Order with or without modification other than for the sale of good to the general public.

REASON

To prevent unauthorised use of the property.

10. Before the commencement of the development, a landscaping scheme shall be submitted to the Local Planning Authority for approval.

REASON

In the interests of the amenities of the area.

11. The scheme referred to in Condition No 12 shall be implemented within six calendar months of the date of occupation of the premises for business purposes, and in the event of any tree or plant failing to become established within five years thereafter, each individual tree or plant shall be replaced within the next available planting season to the satisfaction of the Local Planning Authority.

REASON

In the interests of the amenities of the area.

12. No development shall take place on site until details of any flood lighting, including hours of operation, has been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed, operated and maintained in accordance with the approved scheme before the development is first occupied.

REASON

In the interests of the amenities of the area.

13. The store shall not open for business until noise details of the extractor fan have been provided and approved in writing by the Local Planning Authority.

REASON

To protect the amenities of nearby residential property.

14. The site shall not be serviced by vehicles longer than 10.0 metres in length, and all servicing shall occur within the site.

REASON

In the interests of the amenities of the area and safety on the public highway.

15. Access for vehicles and pedestrians to the site from the public highway (Orton Road C5) shall not be made other than at the positions identified on the approved drawing number T26-0302 Rev C.

REASON

In the interests of the amenities of the area and safety on the public highway.

16. The access to the site for vehicles shall not be used unless a bellmouth has been laid out and constructed within the public highway in accordance with drawing number T26-0302 Rev C and the standard specification of the Highway Authority.

REASON

In the interests of the amenities of the area and safety on the public highway.

17. No building shall be occupied until the access, car parking, manoeuvring and service areas have been laid out in accordance with the approved details. Such areas shall be permanently retained for the purpose of parking and manoeuvring of vehicles, as the case may be. The vehicular access to the site shall not be constructed in such a manner as to reduce the effective capacity of any highway drain or permit surface water to run off the site onto the public highway.

REASON

In the interests of the amenities of the area and safety on the public highway.

18. The existing vehicular accesses to the site shall be closed off and the public highway footway reinstated to the satisfaction of the Highway Authority within 1 month of the new access being formed.

REASON

In the interests of the amenities of the area and safety on the public highway.

19. The development shall not be occupied until visibility splays have been provided to the vehicular access to the site, passing through the limits of the site fronting the public highway, with an 'x' distance of 2.4 metres and 'y' distances of 70.0 metres to the near edge of the public highway carriageway. No structure, tree or shrub shall be erected, planted or retained within the splays exceeding, or likely to exceed at maturity, a height of 0.3 metres above the level of the public highway carriageway.

REASON

In the interests of the amenities of the area and safety on the public highway.

20. The development shall not be commenced until a turning area has been provided within the site so as to enable general site traffic and construction vehicles to leave and re-enter the public highway in a forward gear.

REASON

In the interests of the amenities of the area and safety on the public highway.

21. The development hereby permitted shall not commence or continue unless measures are in place to prevent/minimise the spread of extraneous material onto the public highway by the wheels of vehicles using the site and to clean the public highway of such material.

REASON

In the interests of the amenities of the area and safety on the public highway.

22. Glare shall not be created upon the public highway by the lighting sources associated with the proposed development.

REASON

In the interests of the amenities of the area and safety on the public highway.

Notes

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions and seeking to resolve planning objections and issues. As such it is considered that the Council has implemented the requirement set out in paragraphs 186 and 187 of the National Planning Policy Framework.

2. Advertisement Consent is required under a separate procedure of the Town and Country Planning Act 1990. Should any advertisements, signs, name boards, or other devices to attract attention, be intended in respect of this development, the Local Planning Authority will be pleased to advise you on all associated aspects prior to the erection of any such advertisements, and provide you with application forms.

3. The applicant is advised that to comply with the condition relating to the protection of trees, the measures should be in accordance with British Standard BS 5837:2012 "Trees in relation to design, demolition and construction - Recommendations".

4. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0345 762 6848. It should also be noted that this site may lie in an area where a current licence exists for underground coal mining. Further information is also available on The Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com

5. Section 163 of the Highways Act 1980 requires that water will not be permitted to fall from the roof or any other part of premises adjoining the public highway upon persons using the highway, or surface water to flow – so far as is reasonably practicable – from premises onto or over the highway footway. The developer should, therefore, take all steps as may be reasonable to prevent water so falling or flowing.

6. Condition numbers 15 to 18 require works to be carried out within the limits of the public highway. Before commencing such works the applicant / developer must enter into a Highway Works Agreement with the Highway Authority under the provisions of Section 184 of the Highways Act 1980. Application to enter into such an agreement should be made to the Planning & Development Group, Communities Group, Warwickshire County Council, Shire Hall, Warwick, CV34 4SX.

In accordance with Traffic Management Act 2004 it is necessary for all works in the Highway to be noticed and carried out in accordance with the requirements of the New Roads and Streetworks Act 1991 and all relevant Codes of Practice. Before commencing any Highway works the applicant / developer must familiarise themselves with the notice requirements, failure to do so could lead to prosecution. Applications should be made to the Street Works Manager, Budbrooke Depot, Old Budbrooke Road, Warwick, CV35 7DP. For works lasting ten days or less ten days, notice will be required. For works lasting longer than 10 days, three months notice will be required.

Pursuant to Section 149 and 151 of the Highways Act 1980, the applicant/developer must take all necessary action to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant's/developer's responsibility to ensure that all reasonable steps (e.g. street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness.

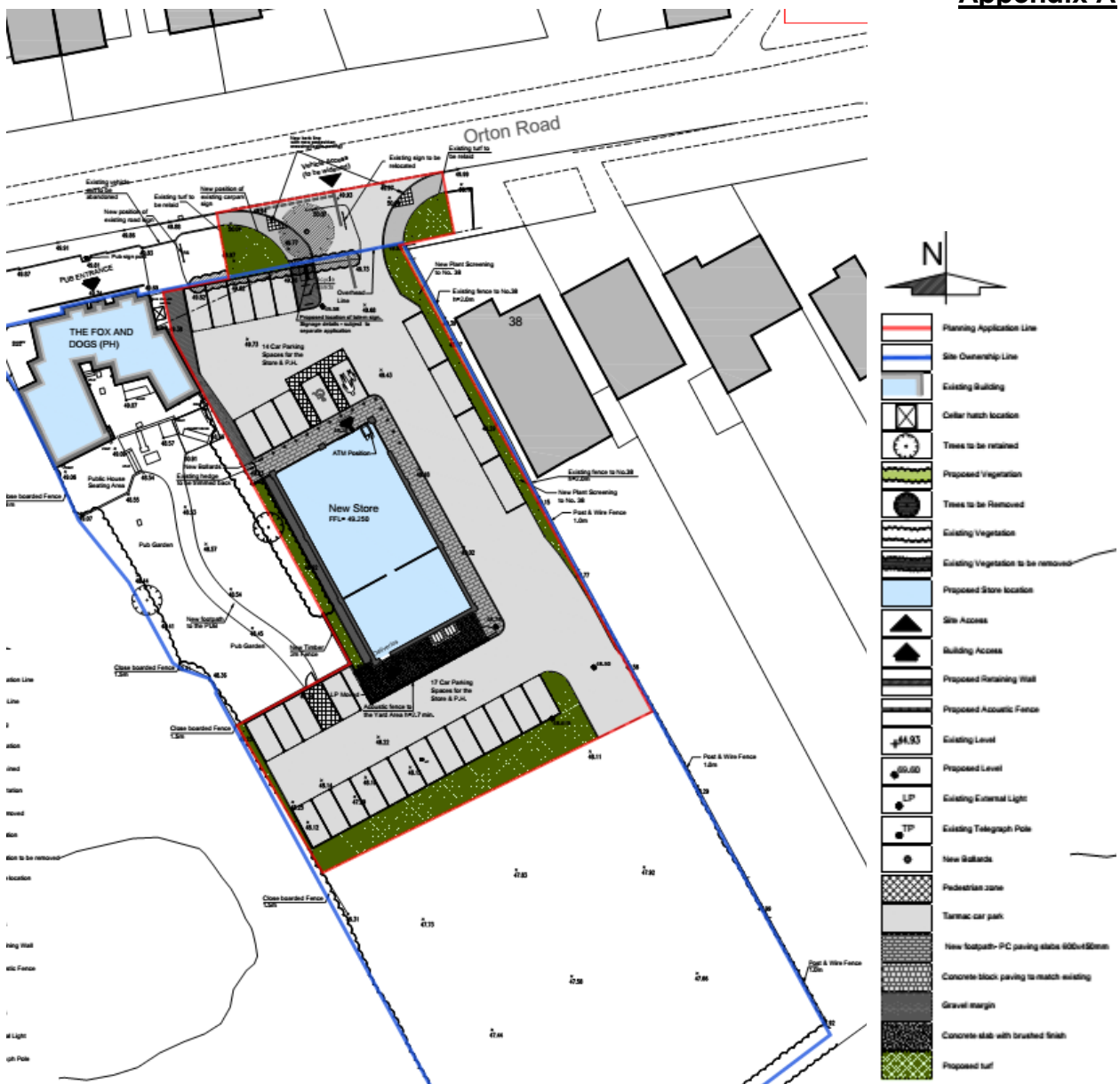
7. The County Council will not be held liable for any delays in the execution of any works carried out under the provisions of any Highway Works Agreement or issue of any licence which may be incurred as a result of the applicant's / developer's failure to make an application for such an agreement / licence sufficiently in advance of the works requiring to be executed, or for any delays which may be incurred as a result of service or plant alterations required by the public utility companies.

8. The applicant / developer will be required to defray all the County Council's administration, legal, design, technical approval, safety audit, inspection of works costs etc., whenever applicable in respect of any applications to enter into Highway Works Agreements, or for the issue of licences or similar actions.

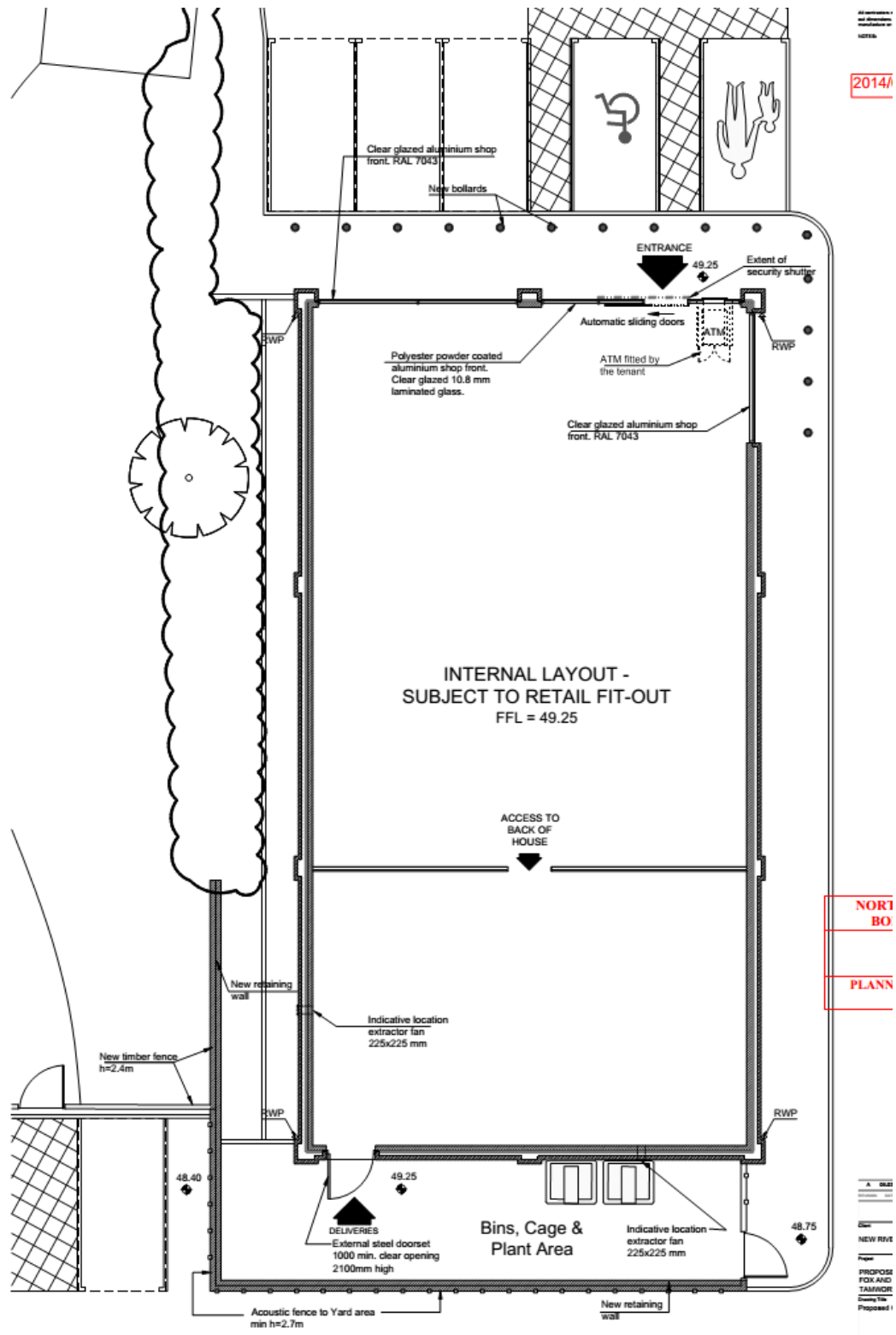
9. Condition numbers 16 to 17 require a tree to be removed. No felling shall take place until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority for a replacement tree(s). The felled tree(s) shall be replaced during the first planting season following the tree felling works hereby permitted and commuted sums shall be collected for the replacement tree(s) maintenance. The Forestry Team can be contacted as follows: Communities Group, Forestry Section Unit 7 Montague Road, Warwickshire County Council , CV34 5LW, Email: forestry@warwickshire.gov.uk; Telephone: 01926 736491

The applicant and developer should be aware of the 1981 Wildlife Act, when carrying out work to tree and hedgerows.

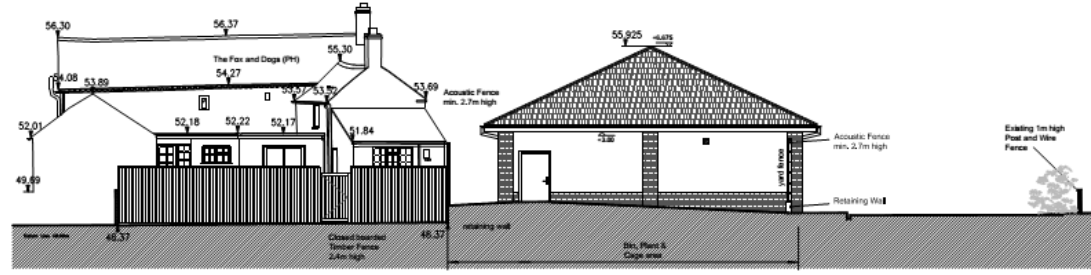
Appendix A



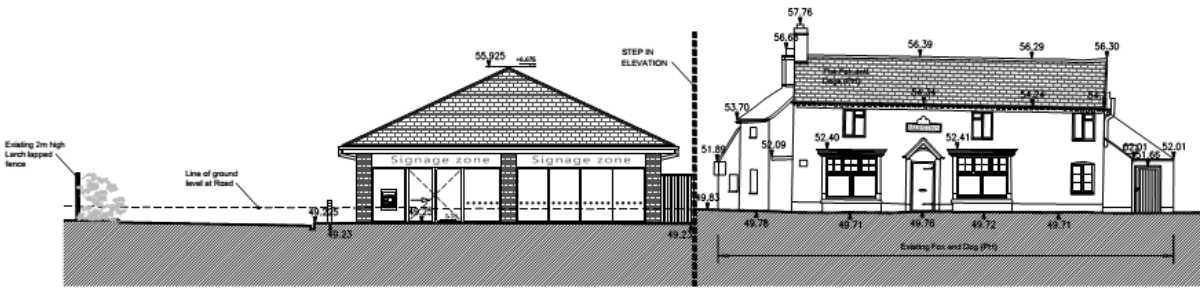
Appendix B



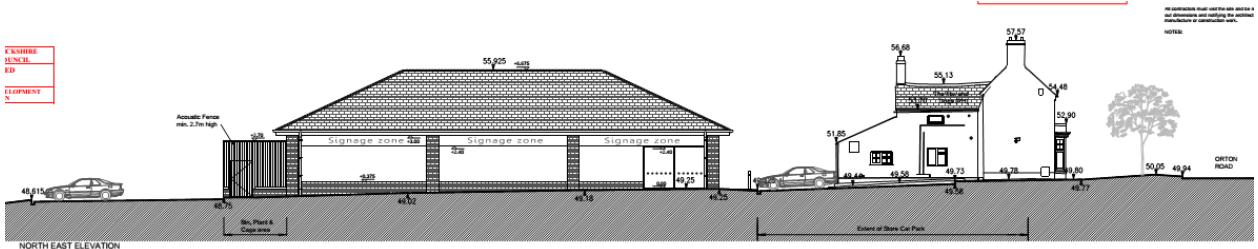
Appendix C



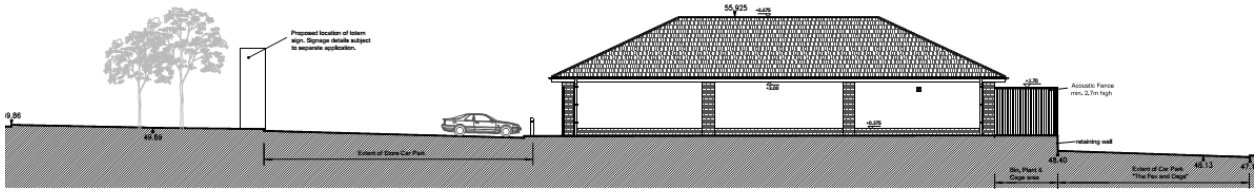
SOUTH WEST ELEVATION



NORTH WEST ELEVATION



NORTH EAST ELEVATION



SOUTH EAST ELEVATION

Appendix D



Appendix E



Existing site plan

Background Papers

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

Planning Application No: PAP/2014/0608

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	24/11/14
2	Case officer	Email to agent	28/11/14
3	Case officer	Email to agent	2/12/14
4	Case officer	Email to objector	2/12/14
5	Agent	Email to case officer	2/12/14
6	Case officer	Email to agent	5/12/14
7	Case officer	Email to agent	5/12/14
8	Case officer	Email to agent	9/12/14
9	Case officer	Email to agent	9/12/14
10	Case officer	Email to agent	11/12/14
11	Case officer	Email to agent	18/12/14
12	Agent	Email to case officer	18/12/14
13	Case officer	Email to neighbour 30 Orton Road	19/12/14
14	Case officer	Email to agent	19/12/14
15	Email from neighbour 38 Orton Road	Case officer	19/12/14
16	Case officer	Email to agent	7 and 8/1/15
17	Case officer	Email to WCC highways	8/1/15
18	Agent	Email to case officer	8/1/15
19	Agent	Email to case officer	14/1/15
20	Agent	Email to case officer	19/1/15
21	Agent	Email to case officer	19/1/15
22	Case officer	Email to agent	19/1/15
23	Agent	Email to Case officer	19/1/15
24	Case officer	Email to agent	19/1/15
25	Case officer	Email to agent	19/1/15
26	Case officer	Email to agent	23/1/15
27	Case officer	Email to agent	23/1/15
28	Case officer	Email to WCC H	2/2/15
29	Case officer	Email to WCC H	10/2/15
30	WCC H	Email to case officer	23/2/15
31	Agent	WCC H	23/2/15
32	WCC H	Email to case officer	25/2/15
33	Agent	Email to case officer	26/2/15
34	Case officer	Email to agent	17/2/15
35	Case officer	Email to neighbour 30 Orton Road	23/2/15
36	Neighbour 30 Orton Road	Email to case officer	26/2/15
37	Agent	Email to case officer	6/3/15

38	Case officer	Email to Agent	6/3/15
39	Case officer	Email to neighbour – 38 Orton Road	6/3/15
40	Case officer	Email to Agent	6/3/15
41	Case officer	Email to agent	6/3/15
42	Agent	Email to case officer	9/3/15
43	Case officer	Email to WCC H	10/3/15
44	Agent	Email to case officer	9/3/15
45	Agent	Email to case officer	10/3/15
46	Case officer	Email to WCC H	10/3/15
47	Case officer	Email to agent	13/3/15
48	Case officer	Email to agent	13/3/15
49	Case officer	Email to agent	24/3/15
50	Neighbour – 40 Austrey Road	objection	28/11/14
51	Neighbour – neighbouring new build site	Comments	2/12/14
52	Neighbour – 3 Windmill Close	objection	7/12/14
53	Neighbour – Womens Institute	Objection	9/12/14
54	Neighbour – Womens Institute	Objection	9/12/14
55	Neighbour – 31 Orton Road	Comments	11/12/14
56	Neighbour – 25 Orton Road	Objection	14/12/14
57	Neighbour – 38 Orton Road	Comments	19/12/14
58	Neighbour- 38 Orton Road	Comments	6/3/15
59	NWBC Forward Plans	Consultation response	5/12/14
60	WCC highways	Consultation response	11/12/15
61	NWBC ENV Health	Consultation response	18/12/14
62	WCC highways	Consultation response	23/1/15
63	WCC highways	Consultation response	10/3/15

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.



(6) Application No: PAP/2015/0073

The Plough Inn Public House, Mancetter Road, Mancetter, CV9 1NH

Change of use of public house (use class A4) to No.2 dwellinghouses, with reuse of existing access and part demolition of existing building within the Conservation Area, for

Malvern Homes Ltd

Introduction

The application is referred to the Board for determination in view of the nomination of the premises as an Asset of Community Value which thus becomes a material planning consideration.

The Site

The present public house is a two storey building set slightly back from the Mancetter Road frontage on its western side just north of The Green in the built up area of Mancetter. It is on raised ground standing a little above the level of the road and the ground rises further to the rear of the site. There is a rear grassed area- formerly of beer garden and there is a large hard-surfaced car park to the north. Access is via two entrances onto the main road.

There is open land on the opposite side of the road sloping down to the River Anker. Slightly to the south on that side is a row of listed alms-houses. The Parish Church and its graveyard are to the south with the village hall and its car park is to the west set behind a strong and tall hedgerow. There is a large extended bungalow to the north.

There are bus stops readily available with a very regular service into Atherstone and Nuneaton and a post office a few hundred metres away. There are also nearby shops.

The Proposal

A projecting two storey rear extension would be demolished together with two small single storey flat roof side extensions and the remaining structure converted to two dwellings – one three and one four bedroom unit both spread over two floors. As a consequence only a couple of existing internal openings would need closure. The demolition at the rear involves removal of a hipped roof and this would be made good with a new gable end. External changes include:

- Removal of a glazed entrance porch from the front elevation
- An additional door into the north side elevation following removal of the flat roof extension
- Removal of a flat roof single storey extension presently housing toilets on the north side
- New windows and doors in the new rear elevation.

Five car parking spaces are provided close to the dwelling and small private amenity space is provided. Access would be via existing arrangements.

The application is accompanied by:

- A letter from the applicant stating that the public house here has operated at a loss for several years despite management changes and that the facility has been closed on occasions over recent years. The most recent letting in 2013 was at a peppercorn rent in order to keep the building open whilst it was being marketed. This was targeted at the licensing trade but without any interest whatsoever. The only interest was for alternative uses. He also says that there are around 30 other public houses in the Atherstone post code including the Blue Boar (500 metres away) which has a dining room and function room and the Bull Inn (a steak house) on the Watling Street.
- An assessment which suggests that traffic generation would be substantially less than the public house.
- A heritage statement which says that the demolitions would introduce no real impact on the adjoining listed buildings or the Conservation Area.

The proposal and layout are set out in Appendix A.

Consultations

Highway Authority – No objection subject to conditions.

Environmental Health Officer – No objection

Warwickshire Museum – No objection subject to a standard condition.

Representations

Mancetter Parish Council- the Parish Council has no objection. The proposals are acceptable. All car parking should be on-site but the council would not support any further development on site.

One local resident has written to say that he considers it a “shame” that the pub is to be lost.

Atherstone Civic Society – the Society has objected as it considers that the public house should be retained as a community facility and that there are substantial archaeological reasons not to support any future development in or around the remainder of the site.

It also has submitted responses from a “face-book” page of the Atherstone People’s Forum. This is attached at appendix B and indicates that there is some disappointment about the closure of the public house suggesting that it perhaps was not being “run” so as to continue its family atmosphere.

Development Plan

North Warwickshire Core Strategy 2014 – NW1 (Sustainable Development), NW2 (Settlement Hierarchy), NW5 (Split of Housing Numbers), NW10 (Development Considerations), NW12 (Quality of Development), NW14 (Historic Environment) and NW20 (Services and Facilities).

North Warwickshire Local Plan 2006 (Saved Policies): ENV12 (Urban Design), ENV14 (Access Design), ENV15 (Conservation), ENV16 (Listed Buildings) and COM2 (Protection of Existing Community Facilities).

Other Relevant Material Considerations

National Planning Policy Framework 2012 (NPPF).

The DCLG Statement on Affordable Housing Provision – November 2014

The Mancetter Conservation Area Designation Report - 1983

Observations

The site is inside the development boundary for Mancetter as defined by the Development Plan. As Mancetter is also named as a settlement appropriate for new housing development having a range of local services and facilities as well as good public transport connections, this proposal is supported in principle as sustainable development. Additionally given the recent Government announcement on affordable housing provision there is no requirement here either for on-site or off-site affordable housing provision. The issues here therefore revolve around the loss of the public house; the heritage impact and on normal development considerations.

Public houses are included as community services and facilities as defined by the Development Plan and the NPPF. Saved policy COM2 of the Local Plan says that development leading to the loss of such a service or facility will not be permitted in Atherstone/Mancetter unless two conditions are both satisfied. The first is that the site is unsuitable for the continued use of the facility and secondly, that there is “no realistic alternative community use to which they can be put”. The building here is not unsuitable for continued use as a public house. Hence as one of the two conditions fails there is no need to explore the second and thus the policy would lead to a recommendation of refusal. However the Development Plan also contains Policy NW20 of the Core Strategy. This states that the loss of such facilities will only be supported where the facility is replaced elsewhere, or it is proven that “its loss would not harm the vitality of the settlement”. Here either of the conditions has to be satisfied, not both. The first of these conditions is not part of this proposal. It is the second therefore that carries greater weight. It is acknowledged that this public house has had several attempts recently to make the business viable but that there have also been periods of vacancy. Recent marketing shows how little interest there is in continuing with the use, and indeed the Licence was surrendered in October 2014. It is considered of weight that the Parish council has not objected to this planning application and neither has there been any written objection from the local community as a consequence of the application.

Whilst there are comments on the Face-Book messages, there are mostly not expressing objections, more just disappointment. Moreover, planning legislation doesn't distinguish between different types of public house – family oriented or not. The use is as a Public House however it is managed. Additionally there is no considered to be a material impact on the community in the loss of the facility as many equivalent facilities are nearby – in walking distance – with others present in Atherstone – accessible by foot, cycle and bus. It is thus considered that there is insufficient evidence to support its loss harming the vitality of the settlement under the terms of NW20.

The Board therefore has conflicting conclusions arising from the assessment of this proposal against these two Development Plan policies. In these circumstances, greater weight has to be attributed to the Core Strategy as it was just very recently adopted and that as such it was found at Examination to accord with the NPPF. The greater weight thus goes to NW20 and thus there is not a reason for refusal here.

The Civic Society has submitted an application for the public house to be listed as a Community Asset. However such an application can only proceed if the facility being considered is, in the terms of the Localism Act, "in actual use". That is not the case here as the premises were not in "actual" use when the application was received. Indeed the Licence has been withdrawn. The application therefore could not be entertained. Members should be aware that consideration of the planning circumstances and the assets of community value legislation are two different legislative strands and should be dealt with as such. This is why the planning policy background is dealt with above first so that a planning conclusion can be reached first. In the circumstances here there is no need to then explore the Community Asset issue as the application for this was not valid.

The proposed works involve demolition. These works are to remove flat roof extensions and a larger wing at the rear. None of these would have any adverse impact on the setting of the nearby Listed Buildings whose outlook and context would remain unaltered. Moreover the special architectural and historic character of those buildings would not be materially affected.

The significance of the Conservation Area is its Roman history and background together with the historic setting of Mancetter Manor and the surrounding Alms houses and Parish Church centred around The Green. The demolitions would have no adverse impact on the character and appearance of the setting of these buildings or the ambience around The Green. This is because the flat roof extensions are on the west of the buildings and not particularly visible and because the larger two storey wing would marginally increase openness at the rear of the premises slightly opening up views of and around the church and The Green. The Civic Society has not objected to the proposals on the grounds that the demolitions would be adverse impact on the heritage asset of the Conservation Area.

As such it is not considered that the significance of these heritage assets would be materially affected. If anything they would be marginally enhanced. Given the predominance of white painted walls around the Green it is important that the application premises retain its existing colour – currently painted a pale yellow – and that the new exposed wall at the rear following demolition also be treated similarly. This can be done by condition.

There is no overall material change to the elevations though these proposals and as such the design and appearance will remain very similar to the existing. This is acceptable.

The Highway Authority has not objected following the receipt of amended plans subject to standard conditions.

The archaeological issue here is of weight given the significance of the underground heritage assets here. There has already been a substantial amount of archaeological investigation undertaken in and around this site and this particularly relates to the Roman period – a military fort. Additionally, medieval manorial remains fall within the curtilage and there is a strong likelihood that the medieval church graveyard extended into it too. Further trenching has taken place on the site as a consequence of this current application confirming these conclusions. The Warwickshire Museum has assessed the work that has been undertaken and the background as set out above. It considered that a condition requiring a further programme of archaeology work be agreed prior to any work commencing.

Recommendation

That planning permission be **GRANTED** subject to the following conditions:

1. Standard Three year condition.
2. Standard plan numbers condition – the location plan received on 10 February 2015 and plan number 14/117/c received on 18 February 2015.
3. No development shall commence on site, including any demolitions, until the applicant or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has first be submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of the significance of the archaeological standing of the site.

4. No development shall commence on site, including any demolitions, until details of the making good of the exposed elevations following demolitions have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of the visual amenities of the area and its location within a Conservation Area.

5. No development shall commence on site, including any demolitions, until details of all boundary treatments have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of the visual amenities of the area.

6. No development shall commence on site, including any demolitions, until details of the colour in which the elevations are to be painted have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of the visual amenities of the area.

7. No development shall commence on site, including any demolitions, until such time as full details of the access, parking, turning and service areas including surfacing, drainage and levels have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interest of highway safety.

8. No development shall commence on site, including any demolitions, until such time as details of the measures to be used to minimise and to prevent the spread of waste materials onto the public highway have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of highway safety.

9. None of the dwellings hereby approved shall be occupied for residential purposes until such time as the whole of the access, parking and turning areas as shown on the approved plan have been completed and provided in full to the written satisfaction of the Local Planning Authority. The access, parking and turning areas shall be retained for such purposes at all times.

REASON

In the interests of highway safety.

10. The existing northern most vehicular access to the site shall be closed off and the public highway/footpath reinstated to the written satisfaction of the Local Planning Authority within one month of the new access being formed.

REASON

In the interests of highway safety.

11. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 as amended and as may be subsequently amended, no development under any Class within Part 1 of Schedule 2 to that Order, shall commence on site.

REASON

In the interests of the heritage interest in the site bearing in mind its location with a Conservation Area and within an area of substantial archaeological interest.

Notes

1. The Local Planning Authority has met the requirements of the NPPF in this case, through ensuring that consultation responses have been acted upon to secure amended plans and to ensure the heritage interests have been followed through.
2. Attention is drawn to Sections 149, 151, 163 and 184 of the Highways Act 1980, the Traffic Management Act 2004, the New Roads and Street Works Act 1991 and relevant Codes of Practice. It is the applicants/developers responsibility to ensure compliance. Please contact the Warwickshire County Council.
3. Attention is drawn to the requirements of the Building Regulations in respect of demolition work. It is the applicants/developers responsibility to ensure compliance. Please contact the North Warwickshire and Nuneaton Building Control Partnership at Nuneaton and Bedworth Borough Council

BACKGROUND PAPERS

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

Planning Application No: PAP/2015/0073

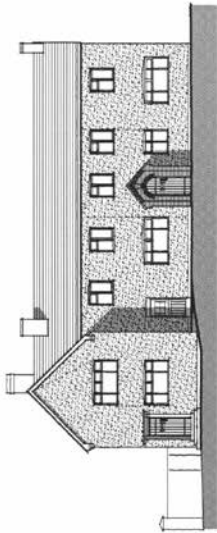
Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	9/2/15
2	Case Officer	E-mail	18/2/15
3	N Sanders	Representation	21/2/15
4	Anon	Representation	22/2/15
5	Environmental Health Officer	Consultation	25/2/15
6	Mancetter Parish Council	Representation	2/3/15
7	WCC Highways	Objection	2/3/15
8	Atherstone Civic Society	Objection	3/3/15
9	Atherstone Civic Society	Objection	7/3/15
10	Case Officer	Letter	17/3/15
11	Applicant	Letter	13/3/15
12	Applicant	E-mail	17/3/15
13	Warwickshire Museum	Consultation	23/3/15

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.

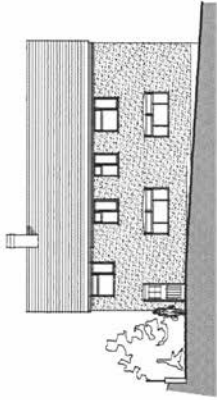
A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.



2015/0073



front elevation



side elevation



back elevation



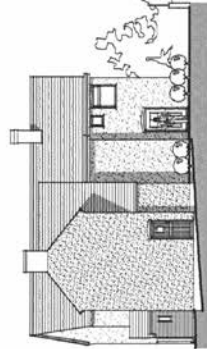
Ground floor plan

KEY
 P10 = 150M2 (see schedule 2 schedule)
 P10 = 150M2 (see schedule 2 schedule)
 P10 = 150M2 (see schedule 2 schedule)

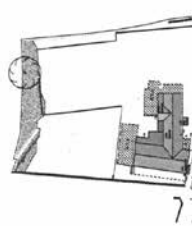
SEALING WORKS CONTRACT
 14/11/17
 14/11/17
 14/11/17



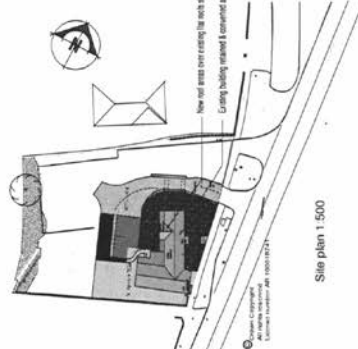
First floor plan



side elevation



Site plan showing areas of demolition 1:500



Basement plan

Site plan 1:500

hayward
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 Tel: 01684 890000
 Fax: 01684 890001
 Email: hayward@haywardarch.co.uk

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 Fax: 01684 890001
 Email: hayward@haywardarch.co.uk

Project	Malvern Homes Ltd
Client	Malvern Homes Ltd
Scale	1:500
Date	2014
Drawn by	A1
Checked by	
Project No.	14/117
Sheet No.	07C



APPENDIX A.

For the attention of Jeff Brown

PAP/2015/0073: The Plough Inn Public House, Mancetter Road, Mancetter, Atherstone CV9 1NH – Change of use of public house (use class A4) to No. 2 dwellinghouses, with reuse of existing access and part demolition of existing building within the Conservation Area.

Further to our objection of 3rd March 2015, we thought it might be useful for the Council to see some of the responses to our question on Facebook, on the Atherstone People's Forum:

Does anyone in the area have a view on the closure of The Plough Inn at Mancetter?

A sample of replies:

I think it's a shame it was a lovely friendly little pub Debbie Smith

It's a shame, I've enjoyed that pub since I was little.However in the 90's I enjoyed going in there when John and Barbara Maull ran it, great pub. Daryl Jones

Very sad as it's been there all my life. My dad had an allotment at the back so he called in most days. That must have been 60 years ago. Judith Richards

I agree with Trudy it's not been the same since John and Barbra, but Mac and Wenda were brilliant. Tommy Callis

Such a shame was a busy pub when Mac and Wenda ran it and her cooking was beautiful, I loved working for them, had some happy memories there!!! Zoe Ward

I feel it's a shame too. Grew up with that pub. Sat many a time in the car with a drink. Tina Turner

Personally I had my sons christening meal in there and it was brilliant..... Samantha Leeke

I live just down the road and used to work there for John and Barbra, they gave me my first job ... I'll be very sad to see it go... Eve Bryant

One word "gutted". Rhona Millard

Had some lovely food in there. Elaine Williamson

Pig sick loved the food, good staff, decent pint, happy days. Jonathan Fang Jones

Was The Heart of Mancetter for the working man - 50/60/70/80/90. Margaret Elizabeth Zeslawska-Leaver

It is a real shame, but after it changed round it was not the same and had been spoiled inside. Maria Nakielski Whopples

Very changed little pub over the years, sad to see yet another pub go in the town. Jacqueline Graining

Loved it years ago with the old style seating, lost its character over the years, sad to see it go. Sheila O'Connor

It is sad to see it go, It has now failed as a pub 3 times i think so in my opinion it is better to develop than get yet another derelict building in our area. Ray Jarvis

They are building new houses in Mancetter and they will have nowhere to go for a drink and play area for kids coz the bar and garden at Blue Boar won't be big enough it's such a shame sitting out the front, and the view over fields was so relaxing, and watching the world go by. They took the school so this little place Mancetter will have nothing as a village. So yes gutted we are. Rhona Millard

Shame it's not remain a pub always enjoyed drinking and eating there although the last owners just seemed to run it down for some reason. Nicola Davies

It's never been the same since John and Barbra left in my personal opinion. Trudy Hume

It was rubbish anyway.... Bec Rowntree

We are crying out for a decent family pub in Atherstone. The Kings Head is the only place that we have found locally that does decent food, but it does seem to focus on its carvery (with great success), so there is potential for a place offering different food & a play area for the children would make it a destination for all the families in the area. Hilary Williams-Smith

I think making this a community pub would be an excellent project! Probably easier said than done. Pete Farrugia

I'm totally up for that idea. Barbara Hiatt

I hope the last owner gets what he deserves However, I would be happy to get involved in a new community venture to save it. Adam Stevens

Think that is a brilliant idea, Pete Farrugia JuJu Wicks

.....what a shame. I honestly believe that a community run pub in the town would be a great project. This would tick all the boxes because of the land and being able to bar b q in the summer etc.Pete Farrugia

Conclusions

These responses have been edited to remove inappropriate content. The full text can be seen on Facebook by searching Atherstone People's Forum.

The comments indicate that once the pub was busy, and suggests that the reason it was not a success when it closed is that it was not being run properly (an opinion which we would share having used the pub several times over the last two years).

One respondent mentions that it is the only pub in Atherstone/Mancetter where you can sit in the garden and look across the fields.

Another, than the people of Mancetter are losing out by not having a pub.

It is clear that a good local pub is an important amenity for a village, particularly (as in the case of Mancetter) a village where there is deprivation and residents may not have cars, or the money, to travel elsewhere.

Judy Vero
Hon. Secretary
Atherstone Civic Society
Tel.: 01827 712250
Email: secretary@atherstonecivicsociety.co.uk

6th March 2015

(7) Application No: PAP/2015/0078

Land West of M42, Bodymoor Heath Lane, Bodymoor Heath,

Change from private to commercial Equine Visitors Attraction. Expanding and re-locating Dunton Stables for

Mr James Richards

Introduction

This application is referred to the Board because it constitutes a “Green Belt Development” due to its size under the terms of the Town and Country Planning (Consultation) (England) Direction 2009. As such if the Council is minded to support the proposals, the matter would need referral to the Secretary of State under that Direction, to see whether he would wish to determine the case himself following a Public Inquiry.

The Site

This is a large area of land on the east side of Bodymoor Heath Lane wholly sandwiched between it and the M42 Motorway. It amounts to some 1.24 hectares in area and is largely flat. There are scattered residential properties along the lane and there is also access to a touring caravan site, a children’s farm attraction and an activity centre all managed by the County Council in conjunction with its Kingsbury Water Park on the other side of the Motorway. The site has strong tree and hedgerow planting around it.

The general location is shown at Appendix A. On here it can be seen that there are four private dwellings between the junction of the lane with the main road – including one directly opposite the site access one dwelling adjoining the western boundary. It can be seen that the access to the Country Park attractions is reached just before the proposed site access.

Background

The site was previously used in association with the extraction of sand and gravel being where the ancillary plant and equipment was sited. It was then used as a site compound for the construction of the M42 Motorway. The site benefits from an extant planning permission for stables located at the southern end of the site.

The Proposals

It is proposed to establish an equine recreation centre here.

The applicant already runs Dunton Stables a couple of kilometres to the south – again bounding the M42. These premises – 16 stables and assorted donkey shelters - are the focus of a wide range of equestrian activity including horse riding and trekking particularly in the Kingsbury Water Park; riding holidays, hiring out of animals for a wide range of events and to different organisations and the provision of equestrian activity for disabled and disadvantaged groups. The land here can only accommodate some of the

horses and donkeys. As a consequence other land is also rented - at Walmley, Canwell, Middleton and Marston - and this is used for the grazing of the additional livestock. However the Dunton site has now been sold to HS2 Ltd for the construction of that railway and the applicant is currently a tenant. He wishes to re-locate and modernise his business. Additionally, the applicant stores “pedal boats” over the winter period, but with them being at the Kingsbury Water Park during the summer months.

The application site was selected because it already has a lawful equine use with hard surfacing (estimated to cover up to two-thirds of the site) and with existing foul drainage infrastructure; it is close to the Country Park with bridleway access into it under the M42 Motorway (the applicant considers that around 40% of his business is with the Park) and it is of sufficient size to accommodate both the existing business as well as being able to allow for some expansion. The site would enable the applicant to accommodate all of his stock at one site over the winter season and for that stock to then be grazed in the summer on the existing rented land elsewhere as referred to above. Additional grazing land has also been acquired near Lea Marston to help with this. As a consequence there would be some movement on a regular basis to and from the “outlying” sites during the summer as well as daily movements directly connected with the actual use of the site during the whole year.

The applicant considers that the site would “operate” for around 24 weeks of the year to coincide with the summer season with heaviest use at weekends and during the summer holidays. During the winter the horses would be stabled and exercised on site. In total the new site would accommodate an illuminated menage; 26 loose boxes, an equine exercise walker, animal storage shelters and barns plus ancillary office and reception facilities including a café and residential accommodation. 46 parking spaces, access ways and six touring caravan spaces are also included.

The private garaging, accommodation block and office/reception buildings would be constructed in brick and tile and be located at the southern end of the site with vehicular access directly onto the lane. Car parking would also be provided here. Beyond these buildings would be the menage which would have stabling along its two longer sides. The equine walker would be further to the north and beyond would be the barn. The stables and barn would be constructed in green metal sheeting. The caravans would be sited at the rear of the stables alongside the western side of the menage.

The buildings would have the following dimensions:

- The private garage – 13 by 20 metres and 6.5 metres to the ridge
- The accommodation block – 7 by 19 and 9 metres tall
- The office/reception block – 18 by 14 and 6 metres to the ridge
- The stables – typically 7 by 22 and 4 metres tall
- The barn – 8 by 15 and 3 metres tall
- The Walker – 14 metres in diameter and 2.5 metres tall.

The overall floor area being provided in the application is 1650 square metres (gross). The floor space at Dunton Stables is 705 square metres. It is said that there would be six full time employees and 15 part time jobs created.

Existing residential accommodation at Dunton stables comprises one double room for the applicant and two twin bedded rooms for staff/visitors making three units in total. The proposals would be for two bedrooms for the applicant and four twin bedded rooms for staff and/or visitors – five units in total. The staff/visitors would not share eating facilities etc. with the owner as they would use the visitor facilities. The applicant points out that his business offers trekking and horse riding holidays and thus simple and cheap on-site residential accommodation is proposed to meet customer demand for this to be on site. The proposed touring caravan provision is also aimed at meeting this visitor expectation.

The proposed site layout is illustrated at Appendix B and elevations of the buildings are at Appendix C.

The applicant has submitted the following in support of his proposals:

- A Transport Statement which concludes that there is no capacity issue with the junctions or the lane. Most traffic generation will be at weekends and during school holidays – maximum peak flow would be 22 vehicles in and 22 out. Bodymoor Heath Lane already serves a touring caravan park; a Childrens' Farm and provides some access to the Water Park. Vehicles accessing these facilities already use the first part of the lane before turning off prior to the access to the application site
- A justification for equestrian uses within the Green Belt and support for the opportunity to relocate as it will enhance an existing established business in line with the NPPF's objectives.
- A 2013 High Court Judgement which is said to show that the NPPF is less onerous than the predecessor, PPS7, when assessing viability issues.

Consultations

Highway Authority – No objection

Environment Agency – No objection

Highways Agency – No objection

Environmental Health Officer – No objection subject to conditions

Warwickshire Police – No objection

Warwickshire County Council Country Parks Group – Supports the proposals.

Representations

Twenty nine letters of support have been received. It should be noted that it appears that the authors are users of the existing facility at Dunton Stables. They refer to:

- Support for the rural economy
- A good recreation facility

- Support for the Country Park
- The existing stables and activities are well worth replacing as they are a “great asset”.
- This is a good location
- They do a lot of good work for disabled groups
- Retention of jobs and the creation of new ones

The Lichfield District Council and the Derby City Councils support the proposal as the existing stables provide equestrian activities for a large number of events held in these two areas.

Five letters of objection from local residents have been received. The matters raised include:

- Too intensive and out of scale with the character of the surrounding area. Far too much stock is proposed. It is also suggested that there will be 24 hour use, and the use of the bridleway will also mean use of the road which will be dangerous.
- The original consent was for small scale personal use.
- The range of uses proposed is too extensive and they already exist in the locality – the café, touring caravan parking and the accommodation.
- The access and highway arrangements are not suitable for a commercial venture of this scale
- The site is regenerating naturally. This would be prejudiced. There are no details on waste removal or the introduction of lighting.
- The existing site has not been “CPO’d “. The decision to sell his site was voluntary. Other sites nearby are more suitable.
- There will be no grazing on site – causing traffic movements to other land and animal welfare issues.
- There is no need for the accommodation.

Development Plan

The North Warwickshire Core Strategy 2014 – NW1 (Sustainable Development); NW3 (Green Belt), NW10 (Development Considerations), NW12 (Quality of Development), NW13 (Natural Environment) and NW17 (Economic Regeneration)

Saved Policies of the North Warwickshire Local Plan 2006 – ENV6 (Land Resources); ENV8 (Water Resources), ENV13 (Building Design) and ENV14 (Access Design)

Other Material Planning Considerations

The National Planning Policy Framework 2012 – (the “NPPF”)

Observations

a) Green Belt

The site is in the Green Belt. New buildings in the Green Belt are by definition in the NPPF, inappropriate development and thus harmful to the Green Belt. As a consequence the NPPF says that there is a presumption of refusal because of that harm. However the NPPF does also contain a number of exceptions and the Board should first assess whether the proposed scheme would fall into one of these. There are two which are relevant here. The first is where the new buildings are providing "appropriate facilities for outdoor sport and recreation" as long as they "preserve the openness of the Green Belt and do not conflict with the purposes of including land within it". The second is where they comprise the "partial or complete redevelopment of previously developed land whether redundant or in continuing use" and they would "have no greater impact on the openness of the Green Belt and the purposes of including land within it, than the existing development".

b) Appropriate or Not Appropriate Development

Looking at the first of these then the buildings proposed are considered to be appropriate facilities for outdoor sport and recreation. Equine uses are appropriate to rural areas and there are numerous examples throughout North Warwickshire's Green Belt of stables, riding schools and livery facilities. Here the proposals would have a close association with the outdoor recreational activities of the nearby Kingsbury Water Park. The applicant is already contracted to the County Council to operate and to promote equestrian activity for visitors to the Park in addition to the more normal activity that he manages – trekking and riding lessons. It is thus considered in general terms that the proposals are therefore "appropriate" in this respect. There is concern about the inclusion of a café facility and residential accommodation within this, but overall the proposals main activity is appropriate to outdoor recreation. There are however two conditions related to this exception. The first of these is to establish whether the buildings would, "preserve the openness of the Green Belt" hereabouts. This condition is not satisfied. The proposals amount to some 1650 square metres of footprint covering the whole site. There is an extant consent here for some 350 square metres of stabling, but that is confined to the southern end of the site. As a consequence of the volume, scale and coverage of the site, there would be a material increase in building over the whole site and that is considered to have an adverse impact on openness by fact and by degree. Whilst the exceptions here just deal with buildings, it has to be pointed out that the associated other built development - fencing, seating and entrance walls and gates together with any lighting - as well as associated engineering operations – the menage, car parking, horse boxes and residential attributes, would all add to that impact on openness. As such it is considered that overall there would be a significant impact on openness. The second condition is to establish whether the proposals would conflict with the purposes of including land in the Green Belt. There are five such purposes. The site is not adjacent to a large built up area and neither is it close to a historic town. It is not countryside being a brown field site, and its development is not likely to prejudice the recycling of derelict land in urban areas. As such it is considered that this condition is satisfied. Overall however it is concluded that the proposals do not fully satisfy the terms of this exception as the proposals whilst generally appropriate for outdoor recreation, would have significant harm on the openness of the Green Belt.

The second exception set out earlier, deals with the partial or complete redevelopment of previously developed land. This site is such land and the proposals do involve its complete redevelopment even though the use is lawful use has not been fully taken up. Given the conclusions above, it is considered that the proposals would have a greater impact on the openness of the Green Belt than the existing lawful development and again that that impact is significant. The conclusion in respect of the purposes of the Green Belt remains as previously.

As a consequence the present proposals are concluded not be appropriate development in the Green Belt, and that there would be significant harm caused to the openness of the Green Belt.

c) Very Special Circumstances

As Members are aware, there is a presumption of refusal for development that is not appropriate in the Green Belt. However before translating that to a refusal notice, the Board has to consider whether there are any material planning considerations put forward by the applicant, which would amount to the “very special circumstances” of such weight sufficient to override this presumption. The applicant has raised a number of considerations.

His first argument is that the situation he faces in respect of HS2 means that he has to re-locate. Whilst objectors and the applicant may disagree as to the exact nature of that, it is known that the line of HS2 will pass through the existing Dunton Stables site and the operations there. This is a material planning consideration and the recent Ministerial letter points out that, “the Government expects Local Planning Authorities to work pro-actively and positively in all areas with applicants who are seeking permission for replacement buildings; taking a pragmatic and flexible approach to identify appropriate ways forward”. However it concludes that each case should be determined on its own merits. In this case the site is in the Green Belt where there is a presumption against inappropriate development and HS2 as yet, has no Royal Assent. This argument is thus of little weight.

The second argument is that regardless of the HS2 situation, the NPPF states quite explicitly that Local Planning Authorities should plan positively to enhance the beneficial use of the Green Belt and two of the uses referred to in the NPPF are the provision of opportunities for outdoor sport and recreation as well as improving damaged or derelict land. Hence the applicant is saying that irrespective of HS2, the development is one that has the explicit backing of the NPPF as being a beneficial use for the Green Belt. This argument therefore carries significant weight as the proposals accord with the NPPF on two counts.

The third argument is that the proposals are for a site where there is an extant equestrian planning permission. Whilst true, this argument will carry little weight because the proposed development is substantially far greater in size and scale to that approved by fact and by degree, to the extent that it is materially different.

The fourth of the arguments is that the development promotes local economic development and growth through recreation and tourism, building on existing links to the Kingsbury Water Park. This is an established successful local business and one that is appropriate for a rural area. As such, its retention and expansion would in principle accord with both the Development Plan and the NPPF. As such this argument carries significant weight.

It can be seen that two of these considerations – the second and fourth - carry significant weight. The issue thus becomes whether together this is sufficient to outweigh the significant harm found in respect of the impact of the development on the openness of the Green Belt. This is finely balanced. Before a final assessment is made, there is a need in terms of the NPPF to assess whether there would be any “other harm”. In other words are there other harmful impacts which should be added to the “harm” side of the balance?

d) Other Harm

Members will be familiar with the range of matters that needs to be considered here.

It is noteworthy that the Highway Authority has raised no objection. It is understood that this is largely due to the fact that the highest traffic generation to the site would be during the summer months when activity is already high due the nearby County Park attractions to the north that use the same lane and its junction with the main road. In other words the increase in traffic would not be material. In the winter months it would be less. Members will be aware from previous applications – albeit for different proposals – that the NPPF states that highway reasons for refusal should be considered when highway and traffic impacts are likely to be “severe”. Given the Authority’s assessment, it is not considered that there would be “harm” here of sufficient degree to warrant a refusal reason.

The responses from the other consultation responses as set out above, also suggest that there would not be other harm. Visual impact is also considered to be limited given the site’s isolation and the substantial tree and hedgerow cover around the site.

Additionally conditions can be recommended in order to mitigate any material impacts. This would cover details being agreed for the lighting arrangements, particularly for the ménage and details being required in respect of remedial measures for ground contamination.

In terms of the potential impact on residential amenity of existing occupiers, then the most likely impact will be on those properties between the site and the main road which will all see an increase in traffic. However this needs to be seen in the context of the overall traffic using this route to gain access to existing facilities. The proposal will have most use in the summer months just as these existing uses do. Whilst there would be an increase in traffic, for a refusal to stand there would be need to show that that caused material adverse impact. It is not considered that this would be the case. There would be no traffic using the land beyond the site to gain access to the site. Additional horse riding and trekking may result, but the applicant and the Country Park are aiming to establish a direct link from the site to the bridleways referred to above without the need to use the lane.

There are also a number of other matters which need to be dealt with.

The first of these is the inclusion of café facilities at the site. However these are not housed in a separate building, but within the proposed facilities/administration block. The floor area amounts to some 20% of that building. It is considered appropriate for this facility to be provided on site at this scale. There will be visitors and customers present on site. Whilst there are existing facilities at the main Water Park and at the other attractions further to the north, these are some distance away and would be likely to involve travel by car. It is considered that it would be far more sustainable to have limited facilities on site. That shown is proportionate and can be conditioned such that it remains as ancillary accommodation to the main use and that its hours of opening are restricted.

The second matter is that of the residential accommodation. The existing facilities at Dunton already have lawful residential facilities to the extent described earlier. It would be reasonable therefore to transfer that to this site if an approval was being considered. The additional two units being proposed here are single rooms and amount to some 25% of the floor area of the accommodation block. This is not considered to be material and if omitted would have no material impact on improving openness. Moreover there is evidence submitted by the applicant that cheap on-site accommodation is a visitor attraction and being on-site it reduces off-site travel. Given the scale of the proposals here and in the knowledge that conditions can be recommended to control the occupancy and the size of these additional two units, it is not considered that there would be “harm” created here.

The third matter is that of the touring caravan provision. Clearly such a use is appropriate to the Green Belt and there is a similar much larger facility very nearby. Again the location of this accommodation is small – room for six vans – and it would make use of a large area of hard-standing. Given the setting and context here this is not considered to be material.

The final matter is that of the storage of the pedal boats in the main barn over the winter period. It is estimated that removal of the boats from the proposal would reduce the size of the barn by some ten metres in length. However they would then need to be re-located somewhere else off-site resulting in all probability in the construction of a new building – presumably at the Water Park itself. On balance given the scope of the use it is not considered unreasonable to enable it to remain on site.

As can be seen from the various other matters, it is not considered that they individually would lead to significant degrees of harm. Cumulatively then it could be suggested that they would do so because they all add to the proposed built form on the site. However the café and residential facilities are small and can be considered to be appropriate ancillary facilities to the main equestrian use. The caravans too would be transitory and again can be linked to the main use. It is considered that the one that would have the most permanent and material impact would be omission of the pedal boat storage.

e) The Final Balance

These conclusions can therefore be added to the final balance that has to be assessed. Overall it is considered that the proposals are inappropriate development in the Green Belt and that they cause significant harm to its openness. However there are significant material planning considerations which, when balanced against that harm and other non-Green Belt harm are sufficient to outweigh the presumption of refusal and therefore those considerations do amount to the “very special circumstances” necessary to support the proposals. Members may wish to afford different weights to all of the

matters referred to in this report and then arrive at a different balance. If that is the case, then the reasons for those different weightings should be made explicit.

Recommendation

That the Council is minded to support the proposals subject to the conditions set out below, but that first the planning application is referred to the Secretary of State under the 2009 Direction to see whether he wishes to determine the matter himself. If not, then planning permission be **GRANTED** subject to the conditions.

Standard Conditions

1. Standard Three year condition
2. Standard Plan numbers condition – the plans received on 10/2/15

Pre-Commencement Conditions

3. No development shall take place on site until such time as full details of all of the surfacing materials to be used for all of the buildings hereby approved shall first have been submitted to and approved by the Local Planning Authority. Only the approved materials shall then be used on site.

REASON

In the interests of the visual amenities of the area

4. No development shall take place on site until such time as full details of landscaping measures to be introduced on site have first been submitted to and approved in writing by the Local Planning Authority. Only the approved measures shall then be implemented on site

REASON

In the interests of the visual amenities of the area

5. No development shall take place on site until such time as full technical details and specifications of the lighting details for the ménage have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details and specifications shall then be installed on site.

REASON

In the interests of the visual amenities of the area.

6. No development shall take place on site until such time as full details for the removal and disposal of animal waste arising from the development have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be undertaken on site.

REASON

In order to reduce the risk of pollution

7. No development shall take place on site until such time as full details of the boundary treatments to be installed have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be implemented on site.

REASON

In the interests of the visual amenities of the area.

8. If any unexpected visual or olfactory contamination of the ground is identified during the construction of the development, the applicant shall notify the Local Planning Authority and a remediation strategy as agreed in writing by the Local Planning Authority before any construction works proceeds. Only the agreed strategy shall be implemented on site.

REASON

In order to reduce the risk of pollution

Controlling Conditions

9. The stable yard, equestrian walker and menage hereby approved shall only be used for business use between 0800 and 1800 hours on any one day.

REASON

In the interests of the amenities of the area

10. The residential accommodation hereby approved shall in size and scale comprise that as only shown on the approved plans.

REASON

To accord with the Development Plan so as to prevent general housing provision in the countryside

11. The residential accommodation hereby approved shall only be occupied by persons wholly involved in the management and operation of the development hereby approved together with visitors to the site in connection with the use of that site as ancillary accommodation to their visit.

REASON

To accord with the Development Plan so as to prevent general housing provision in the countryside.

12. A visitor's register shall be maintained at all times for the residential accommodation hereby approved. This shall be made available to the Local Planning Authority on request.

REASON

In order to supply evidence on which to base the control of the accommodation hereby approved.

13. The café accommodation hereby approved shall only be used for purposes ancillary to and in association with the equestrian use of the land and shall specifically not be used by the general public.

REASON

To accord with the Development Plan so as to prevent general café facility provision in the countryside

14. The café accommodation hereby approved shall not be open for any sales of drink or food other than between 0700 and 1800 hours on any one day.

REASON

In the interests of preventing general café use in the countryside.

15. Caravans shall only be stationed at the location shown on the approved plan, and this shall be limited to a maximum of six at any one time.

REASON

In order to control the scale of this use ensuring it remains ancillary to the approved use of the site.

16. No caravans shall be stationed at this location during the period from the end of October to the beginning of April in any one year.

REASON

To accord with the Development Plan so as to prevent general residential use in the countryside.

17. Caravans stationed at the site shall only be occupied by visitors to the site in connection with the approved use of the site. Occupation by any one occupier shall not exceed fourteen days.

REASON

To accord with the Development Plan in preventing general residential use in the countryside.

18. No public address or tannoy system shall be introduced onto the site.

REASON

In order to reduce the risk of noise pollution.

Notes

1. The Local Planning Authority has met the requirements of the NPPF in this case by assessing the planning issues involved in accord within the NPPF and in proposing conditions in order to mitigate adverse impacts.
2. Advice on potential land contamination can be obtained from the Council's Environmental Health Officer.
3. Advice of any licensing requirements for the caravans can be obtained from the Council's Environmental Health Officer
4. Given the proximity of the M42 Motorway, the Highways Agency would expect due consideration to be given to the impact of motorway traffic noise on the proposed development.

BACKGROUND PAPERS

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

Planning Application No: PAP/2015/0078

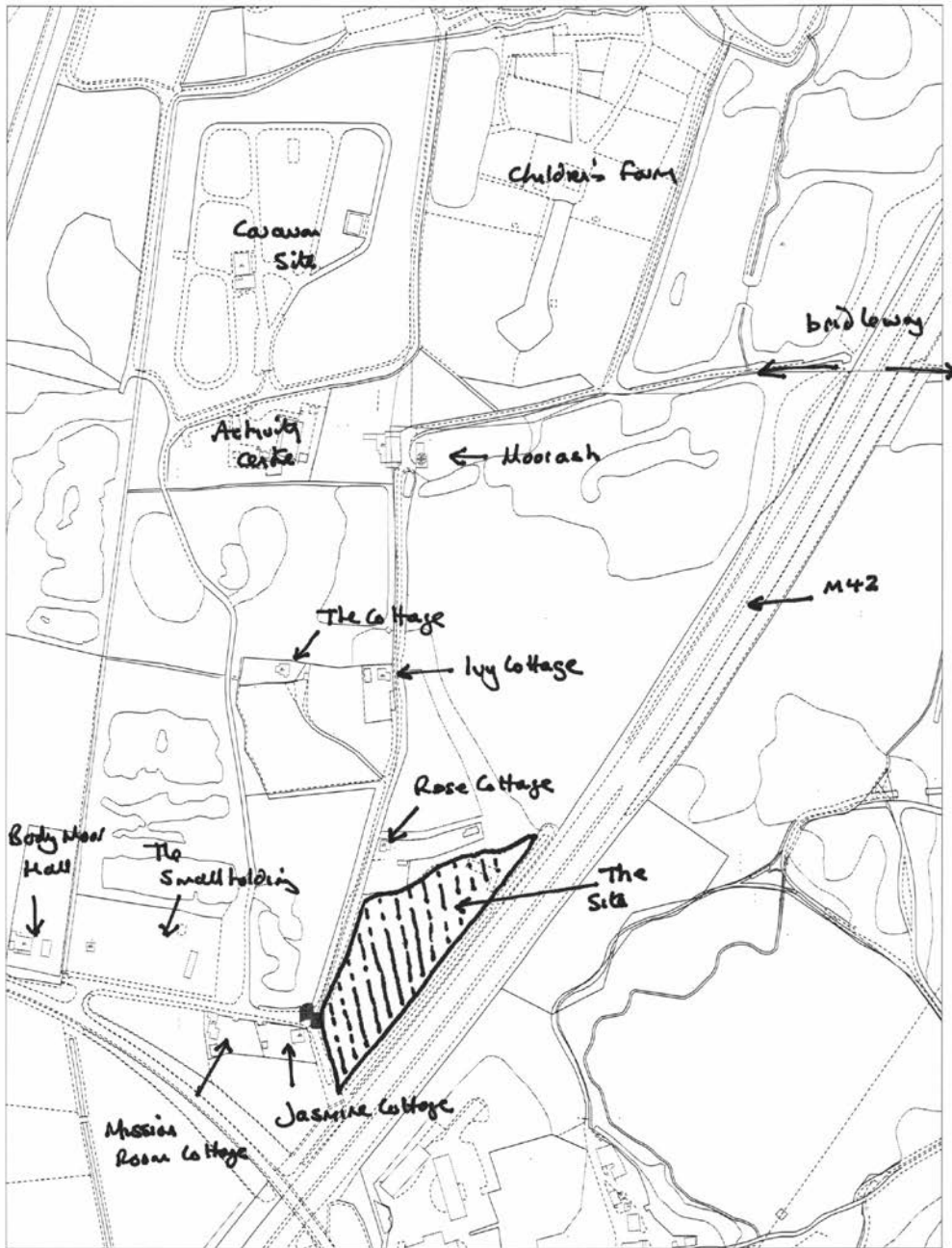
Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	10/2/15
2	S Glazzard	Support	15/2/15
3	N Kibble	Support	15/2/15
4	Anon	Support	15/2/15
5	E Finnion	Support	15/2/15
6	C Ward	Support	15/2/15
7	L Coy	Support	15/2/15
8	A Mears	Support	15/2/15
9	J McGiff	Support	15/2/15
10	Case Officer	E-mail	16/2/15
11	D Ross	Support	18/2/15
12	L Cox	Support	20/2/15
13	S Mansell	Support	18/2/15
14	B Round	Support	21/2/15
15	WCC Police	Consultation	23/2/15
16	Environmental Health Officer	Consultation	25/2/15
17	R Jones	Support	5/3/15
18	S Kearney	Support	5/3/15
19	H Smith	Objection	4/3/15
20	P Hicks	Objection	4/3/15
21	S Beattie	Support	5/3/15
22	M Hawkins	Objection	5/3/15
23	Highways Agency	Consultation	5/3/15
24	K Wilkes	Support	6/3/15
25	A Maude	Objection	4/3/15
26	L Hawkins	Objection	5/3/15
27	Anon	Support	6/3/15
28	E Rowland	Support	9/3/15
29	S Gannon	Support	7/3/15
30	W Cartmale	Support	7/3/15
31	Anon	Support	7/3/15
32	Environmental Health Officer	Consultation	10/3/15
33	WCC Highway Authority	Consultation	10/3/15
34	P Cheesman	Support	11/3/15
35	G Durning	Support	12/3/15
36	Agent	E-mail	11/3/15
37	F Kibby	Support	12/3/15
38	A Evans	Support	12/3/15
39	Animal Dramatics Ltd	Support	12/3/15

40	Lichfield DC	Support	12/3/15
41	WCC County Park Manager	Support	12/3/15
42	S Entwistle	Support	12/3/15
43	L Wheeldon	Support	12/3/15
44	A Male	Support	12/3/15
45	Derby CC	Support	12/3/15
46	Agent	E-mail	12/3/15
47	Agent	E-mail	13/3/15

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.





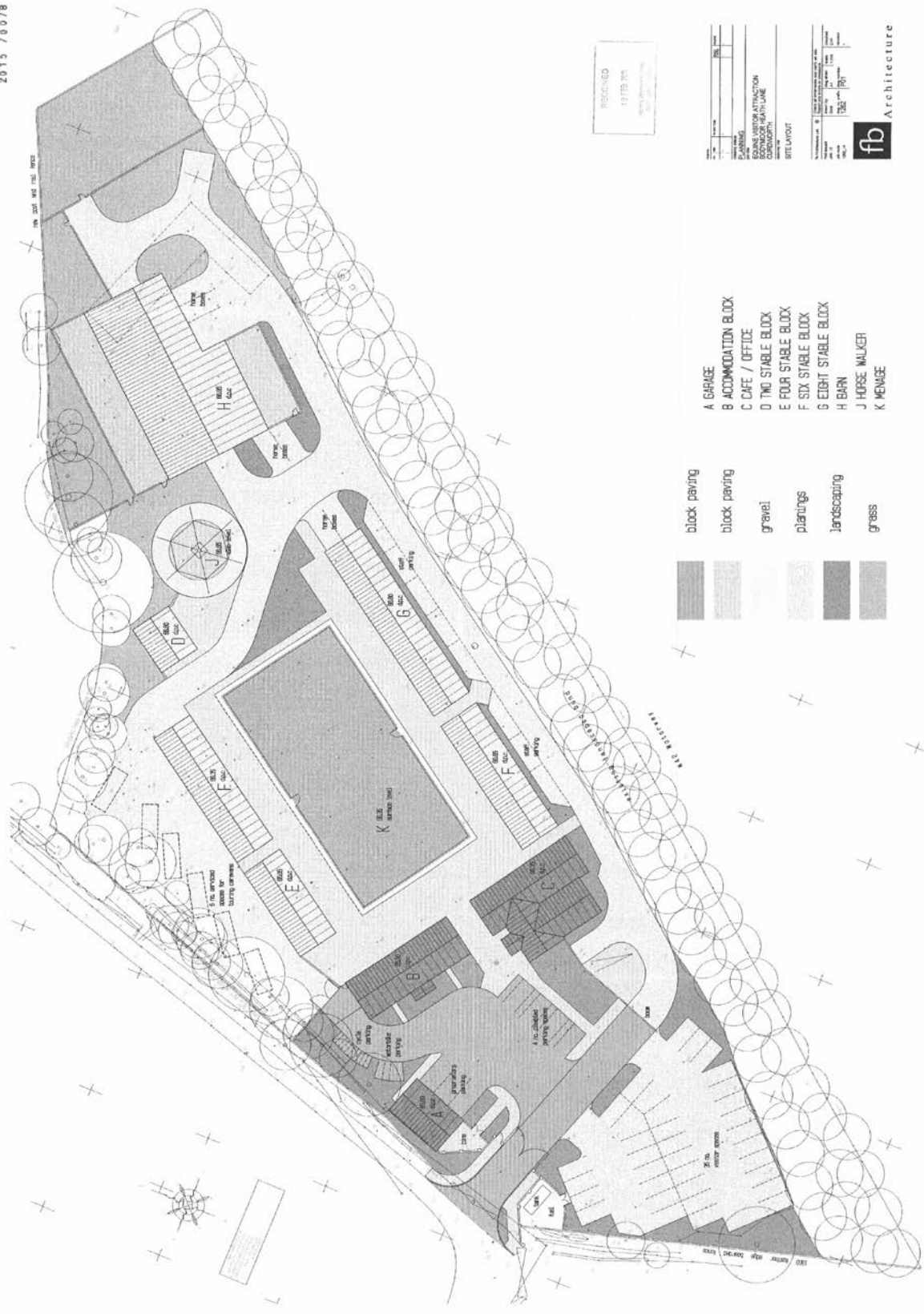
Sterling Court
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E-mail: info@cadcorp.com



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Scale: 1:4000

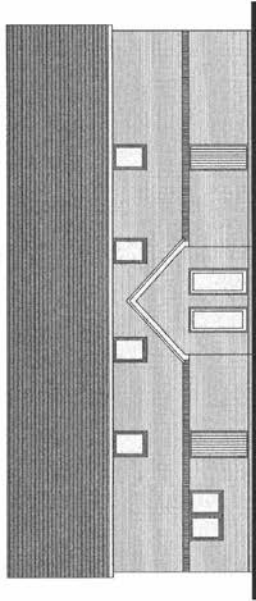


- A GARAGE
 - B ACCOMMODATION BLOCK
 - C CAFE / OFFICE
 - D TWO STABLE BLOCK
 - E FOUR STABLE BLOCK
 - F SIX STABLE BLOCK
 - G EIGHT STABLE BLOCK
 - H BARN
 - J HORSE WALKER
 - K MENGE
-
- block paving
 - block paving
 - gravel
 - plantings
 - landscaping
 - grass

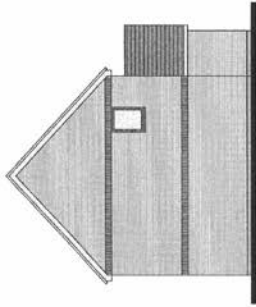
PROPOSED
13/03/15
MAYFIELD DRIVE

DATE	DESCRIPTION	BY	CHKD
13/03/15	PLANNING	fb	fb
13/03/15	ENGINE VISITATION	fb	fb
13/03/15	BOUNDARY REPLY LINE	fb	fb
13/03/15	CONSENT	fb	fb
13/03/15	SITE LAYOUT	fb	fb

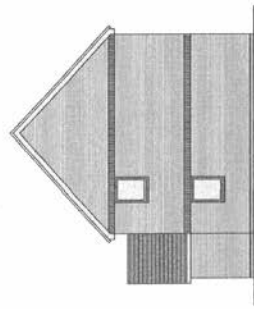




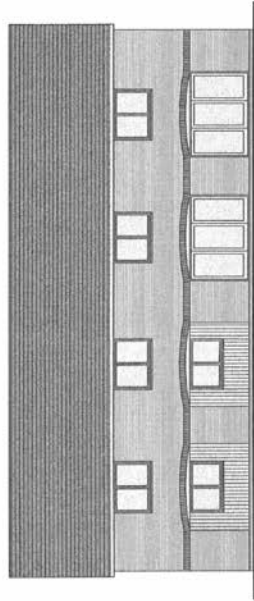
FRONT ELEVATION



SIDE ELEVATION



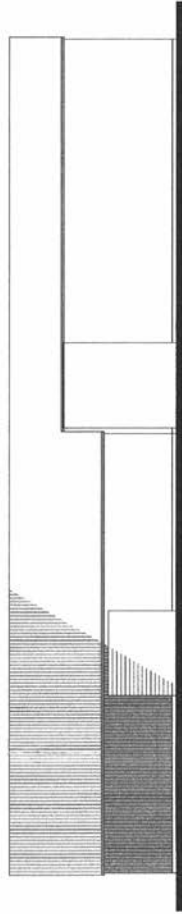
SIDE ELEVATION



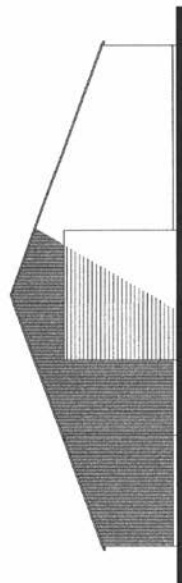
REAR (MENAGE) ELEVATION

DATE	ISSUED	BY	FOR
PLANNING EQUINE VISITOR ATTRACTION BODYMOOR HEATH LANE CLUDWORTH			
PROPOSED ELEVATIONS			
RECEIVED 13 FEB 2015 NORTH WYOMINGSHIRE LOCAL AUTHORITY			
5, Fiddlers Hall, 10 10, Fiddlers Hall, 10 10, Fiddlers Hall, 10 10, Fiddlers Hall, 10			

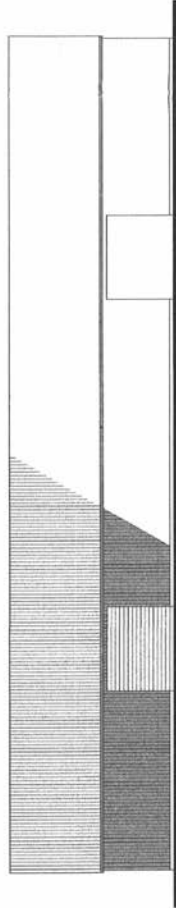




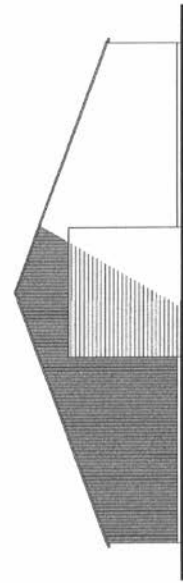
FRONT ELEVATION (to M42 motorway)



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

DATE	PROJECT NO.	SCALE

DRAWN BY: **PLANNING**
 EQUINE VISITOR ATTRACTION
 BOYMOOR HEATH LANE
 CURDWORTH
 LEICESTERSHIRE
 LE16 9JH

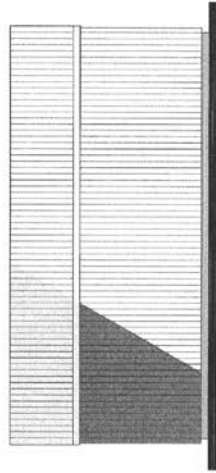
BARN ELEVATIONS
 DRAWING NO.

ARCHITECTURE LTD 1262 1262 1262	CHECKED BY: PLANNING DATE: 10 FEB 2015 DRAWN BY: PLANNING DATE: 10 FEB 2015 SCALE: 1:50 SHEET: 1 OF 1 PROJECT: 1262 DRAWING: BARN ELEVATIONS
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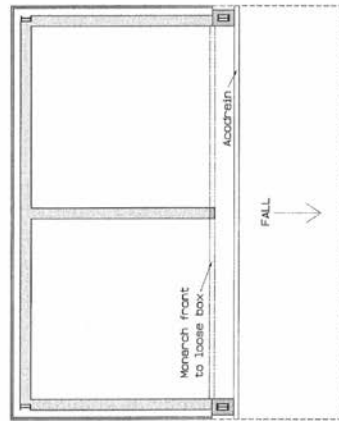




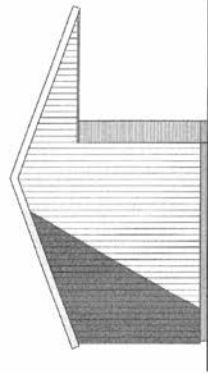
FRONT ELEVATION



REAR ELEVATION



PLAN



SIDE ELEVATION

DATE	NO.	DESCRIPTION

PLANNING
 EQUINE VISITOR ATTRACTION
 800 WOOD HEATH LANE
 CUMMINGS, NORTH
 CAROLINA 28033
 PROJECT NO. 1507
 STABLES PLANS AND ELEVATIONS: PAIR
 4, 6 BIRD STABLE BLOCKS SIMILAR

PROJECT NO.	1507
DATE	10 FEB 2015
BY	fb
CHECKED BY	fb
SCALE	AS SHOWN

RECEIVED
 10 FEB 2015
 NORTH CAROLINA STATE UNIVERSITY
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(8) Application No: PAP/2015/0100

Recreational Field, Hurley Common, Hurley, CV9 2LR

Erection of new changing room pavilion, junior football pitch, improved access and car park, for

North Warwickshire Borough Council

Introduction

This application is reported to the Board as the Council is the applicant and because it holds a 125 year lease on the land.

The Site

This is an existing recreation ground located on the east side of Hurley Common about half a kilometre north of its junction with the Atherstone Road. There are residential properties immediately opposite the site on the other side of Hurley Common as well as a frontage of dwellings to the south. There is open agricultural land beyond the other three boundaries. There is strong tree and hedgerow planting to the north and south. Presently the site comprises three different size football pitches, a car park (30 spaces) and the site of a now demolished changing room building. The car park and former building are at the northern end of the site. All vehicular access is off Hurley Common.

The Proposals

In short, this is a redevelopment scheme bring about improved facilities in order to ensure and sustain the recreation use. The site was used by the former Daw Mill Colliery miners but it has recently not been fully used and had been neglected to the extent that the changing rooms have had to be removed. Given new interest in keeping the facility from the Hurley Kings Football Club, it is proposed to improve the whole facility so as to maintain and to increase interest.

The access would be moved slightly to the south and a new car park (57 spaces) set out in much the same position as the existing. A new changing room building would be erected to the south behind the road frontage thus enabling a greater area of the site to be used for recreation. Four pitches are now proposed offering a full range of football for different age groups. Additional boundary planting would be included.

The new single storey pavilion would offer changing rooms with a small kitchen and social area. It would amount to a footprint of some 160 square metres and be constructed in red facing brick; a grey steel roof, timber cladding and with a masonry plinth.

A former pit head winding wheel would be added as an entrance feature (relocated from the Daw Mill colliery).

The proposed layout is attached at Appendix A and the elevations are at Appendix B.

Consultations

Warwickshire County Council as Highway Authority – The County Council is concerned about visibility to the right (the north) when exiting the site. Amended plans are likely to resolve this matter.

Environment Agency – No objection

Environmental Health Officer – No objection subject to conditions

Representations

One letter of support has been received.

Development Plan

The North Warwickshire Core Strategy 2014 – NW3 (Green Belt), NW10 (Development Considerations)

Saved Policies of the North Warwickshire Local Plan 2006 – ENV13 (Building Design), ENV14 (Access Design)

Other Material Planning Considerations

The National Planning Policy Framework 2012

Observations

The site is in the Green Belt and has a lawful use for outdoor recreation use. As such the redevelopment proposals are acceptable in principle as they fall within this use. The main policy consideration is whether the openness of the Green Belt is adversely affected in a material way so as to outweigh the community benefit of the improved facilities.

The new car park and pavilion are associated with the promotion and management of the outdoor recreation facilities here and do not amount or contain uses or facilities that would materially alter or change the lawful use, or indeed add new uses. The social area and kitchen proposed here is small and considered to be wholly appropriate and ancillary to the main use. The building is about the same size as the former and its relocation to one of the boundaries actually enhances openness. The additional car parking space would not affect openness given that it is surface development. It is not considered overall that the redevelopment proposals as described here would materially worsen openness.

The Environmental Health Officer has no objection and the Highway Authority's concerns are likely to be resolved through amended plans.

No adverse representations have been received.

Recommendation

That subject to satisfactory plans being received to overcome the Highway Authority's concerns, planning permission be **GRANTED** subject to the following conditions:

1. Standard three year condition
2. Standard Plan numbers – 205/031/1002, 1003, 1004, 1005 and 1006 all received on 23/2/15 (subject to the receipt of amended access plans)
3. No development shall commence on site until full landscaping details have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be planted.

REASON

In the interests of the visual amenities of the area

4. No floodlights or other form of external lighting shall be installed without details first having been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of the amenities of the area

5. The pavilion hereby approved shall not be open for use other than between 0900 and 2200 hours on any day apart from Sundays when the times shall be 0900 to 2100

REASON

In the interests of the amenities of the area.

Notes

1. The Local Planning Authority has met the requirements of the NPPF in this case through pre-application discussion and in issuing a speedy decision.
2. Notes as required by WCC as Highway Authority.

BACKGROUND PAPERS

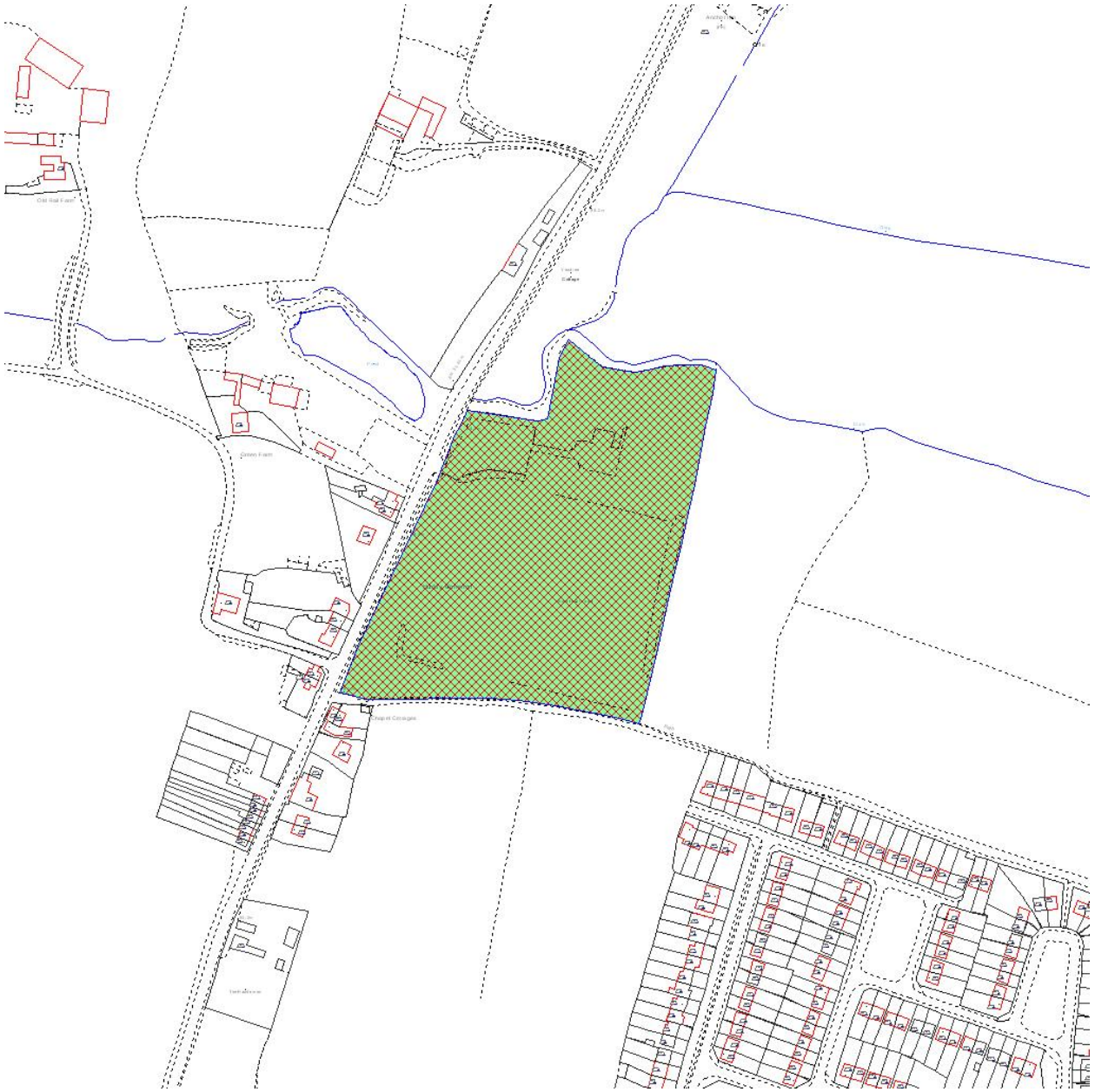
Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

Planning Application No: PAP/2015/0100

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	23/2/15
2	WCC Highways	Consultation	26/3/15
3	Environment Agency	Consultation	3/3/15
4	NWBC Environmental Health Officer	Consultation	10/3/15
5	P Muddyman	Support	5/3/15

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.



2015/0100



NORTH WARWICKSHIRE
BOROUGH COUNCIL
RECEIVED
23-Feb-15
PLANNING & DEVELOPMENT
DIVISION

Ref No: 2015-031-1002
Date: Feb 2015
11:250 @ A3
NG
DKW



Project: New Changing Pavilion at Hurley Kings Football Club, Hurley Common, Altonstone, Warwickshire, CV9 2LR
Client: Hurley Kings FC
Title: Proposed Site Plan

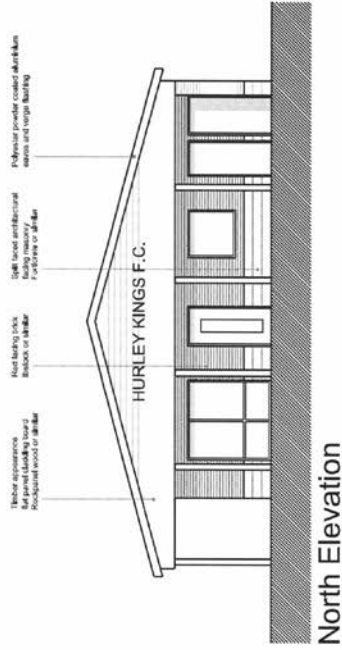
No. | Revision / Issue | Date

Doc No: Planning

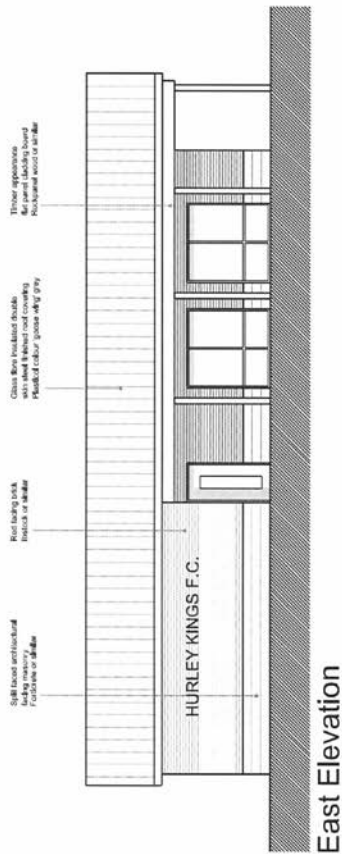
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Steve Wells Associates (2015-03-11) Hurley Kings FC Changing Pavilion Proposed Site Plan.dwg, Plot Plan, 2015/031-1002, A3, 11:25:05, 11/01/15

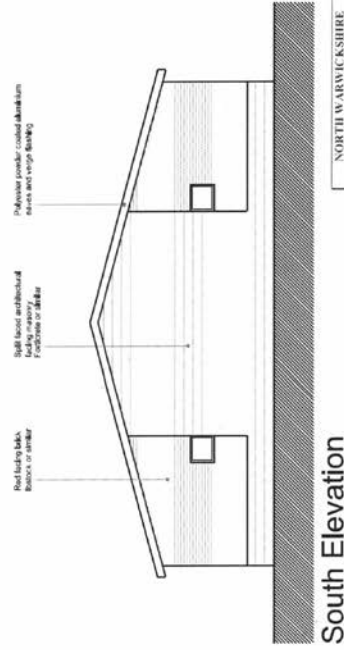
2015/0100



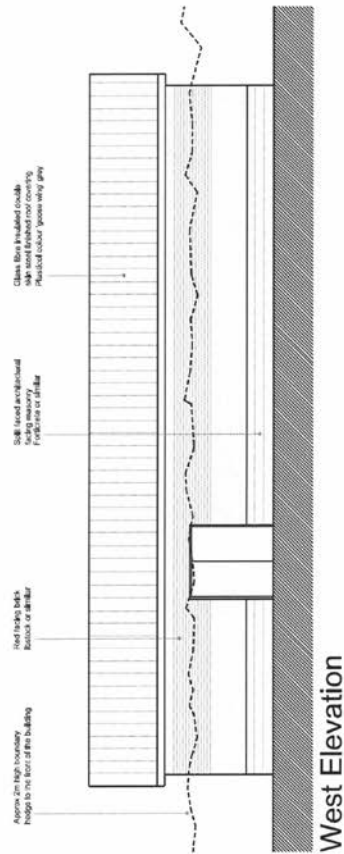
North Elevation



East Elevation



South Elevation



West Elevation

NORTH WARWICKSHIRE
BOROUGH COUNCIL
RECEIVED
23-Feb-15
PLANNING & DEVELOPMENT
DIVISION

Draw No. 205-031-1006
Date 1:00 @ A3
Date Feb 2015
Drawn NG
Checked DKW



Client: Hurley Kings FC
Draw No. Proposed Elevations

Project: New Changing Pavilion at Hurley Kings Football Club, Hurley Common, Althorpe, Warwickshire, CV9 2LR

No.	Revision / Issue	Date

Prepared by: Planning

Steve Wells Associates 205-031-1006 Hurley Kings Football Club Althorpe Warwickshire CV9 2LR

APPENDIX B

(9) Application No: PAP/2015/0188

Block 8-19, Block 24-36, Block 37-48, Block 54-65, Arden Forest Estate, Ridge Lane, CV10 0RF

Flat to pitched roof conversion on all 4 blocks & relocation of cold water tanks into the centre of roof void, for

North Warwickshire Borough Council

Introduction

The application is reported to the Planning Board for determination as the Borough Council is both applicant and land owner.

The consultation period expires a few days after the date of this meeting. As there is no Planning board then until June, the recommendation is made with this in mind.

The Site

This is a series of three storey, flat roofed residential blocks on the north side of Ridge Lane.

The Proposal

The existing flat roofs were completely re-felted about ten years ago but problems are still being experienced. Additionally the cold water tanks need to be re-located as they currently restrict servicing and maintenance.

As a consequence it is proposed to add a shallow pitched roof of just 22 degrees over the blocks which would add around 2.5 metres to their height. The tiles would be a brindle colour. The water tanks could then be moved more centrally under the new canopy.

Appendix A illustrates the location and Appendix B is sketch of the proposed outcome.

Representations

It is understood that the Council's Housing officers have undertaken a local community consultation and that there was full support for the proposals.

The formal planning application consultation period expires a few days after the date of this Board meeting.

Development Plan

North Warwickshire Core Strategy 2014 – NW10 (Development Considerations) and NW12 (Quality of Development).

Other Relevant Material Considerations

National Planning Policy Framework 2012 (NPPF).

Observations

This application is welcome not only because it will reduce maintenance costs and improve energy efficiency but it will also significantly improve the visual appearance of the blocks and the locality.

Recommendation

That subject to there being no objections received by the end of the consultation period, planning permission be **GRANTED** subject to the following conditions. If an objection is received, then the matter be referred to the Chair, Vice-Chair and Ward Members to determine.

1. Standard Three year condition.
2. Standard plan numbers – the plans received on 23 February 2015.

Notes

The Local Planning Authority has met the requirements of the National Planning Policy Framework in the case through issuing a speedy decision.

BACKGROUND PAPERS

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

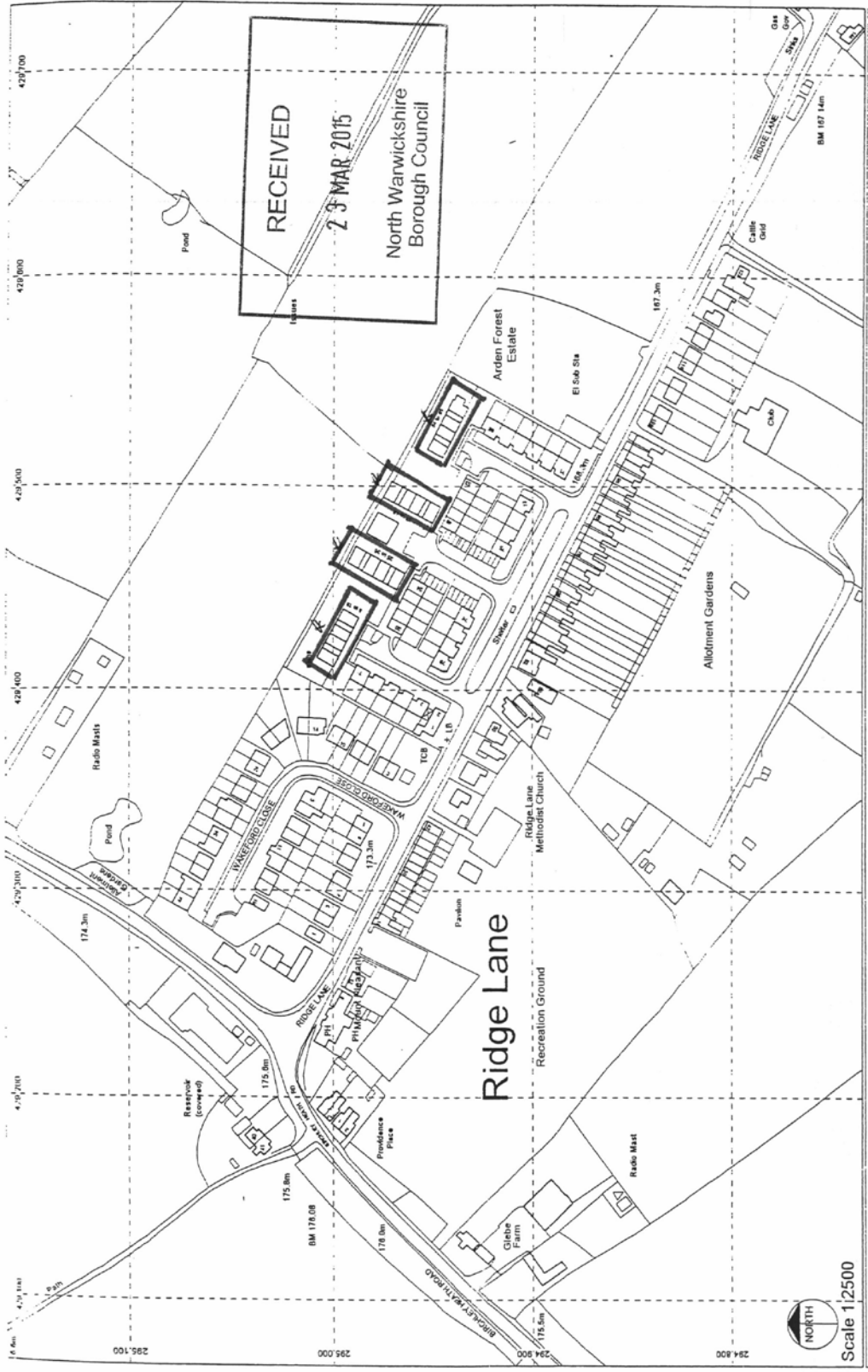
Planning Application No: PAP/2015/0188

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	23/3/15

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.





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 Borough Council

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<p>NOTE: ANY VENTING OR PARTIALLY BONDED LAYER IS NOT SHOWN ON DRAWINGS FOR CLARITY REASONS. PLEASE REFER TO THE SPECIFICATION FOR SYSTEM BUILD-UP</p>		<p>RECEIVED</p>	
<p>DETAIL: VARIOUS RENDERS FLAT TO PITCH CONVERSION</p>		<p>23 MAR 2015</p>	
<p>PROJECT: 13628 ARDEN FOREST ESTATE</p>		<p>North Warwickshire Borough Council</p>	
<p>CLIENT: XXXXXXXXXXXXXXXXXXXXXXXXXX</p>		<p>SCALE: NTS</p>	
<p>DRG No: XXXXX-XXX-XX-XX</p>		<p>DATE: XXXXXX</p>	
<p>SYSTEM BUILD-UP</p>		<p>DRAWN: CLS</p>	



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