

PLANNING STATEMENT

The Paddocks, Honiley Road,
Beausale, Warwick, CV35 7NX



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Client reference: RCA704c

Client: Calm Homes

Friday, 14 May 2021

QMS

Author:	JG
Checked:	SG
Version issued to:	LPA
Date:	14/05/2021 15:16:13
File Location:	https://rcaregeneration.sharepoint.com/sites/intranet/rcashare/Shared Documents/Jobs/A - C/Calm Homes (RCA723)/The Paddocks, Beausale (RCA723b)/Pre Submission/Planning Statement/Planning Statement V4.docx
RCA QMS CERTIFICATION	   <p>RCA F010</p>

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1 INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of Calm Homes (the applicant) by RCA Regeneration Ltd (the agent) in support of a full planning application for the construction of 9 dwellings at The Paddocks, Honiley Road, Beausale (the application site).
- 1.2 At present, the site forms a collection of barns and outbuildings that were partly within equestrian use but are now redundant. The proposal is to demolish the barns and replace them with an agricultural-style courtyard development, which has a significantly reduced volume and footprint.
- 1.3 This statement describes the site and the surroundings, the nature of the proposed development and identifies the relevant planning history of the site as well as other permissions relevant to the proposal.
- 1.4 Full planning justification is provided for the proposals together with all other matters which are material to the determination of this planning application. The submission is accompanied by supporting technical documents which include:
- Detailed site plans, elevations and Design and Access Statement;
 - Transport Statement;
 - Ecology Report;
 - Drainage Statement;
 - Asbestos Report; and,
 - Tree Report
- 1.5 The remainder of this Planning Statement is set out as follows:
- Section 2: Site Description and Planning History
 - Section 3: Proposed Development
 - Section 4: Development Plan and Other Material Planning Considerations
 - Section 5: Planning Balance and Conclusions

2 SITE DESCRIPTION AND PLANNING HISTORY

- 2.1 The application site is a broadly rectangular parcel of land, extending to approximately 0.47ha. The site is mostly flat, with a gentle slope from east to west.
- 2.2 The site is comprised of approximately 8 partially interconnecting barns and buildings, with stables at the site entrance and a collection of other taller and wider buildings set behind. At the western extent of the site is a menage.



- 2.3 The site is almost entirely comprised of hardstanding, whilst the barns are constructed of a mixture of materials such as timber (above) and steel frames (below):



- 2.4 There is an existing access, which is shared between the landowner's property, 'The Paddocks' which sits immediately south of the application site.
- 2.5 The site is located at the northern edge of Beausale, approximately 500m from the centre of the hamlet where there are bus stops providing an alternative means of access into Leamington Spa, for example.

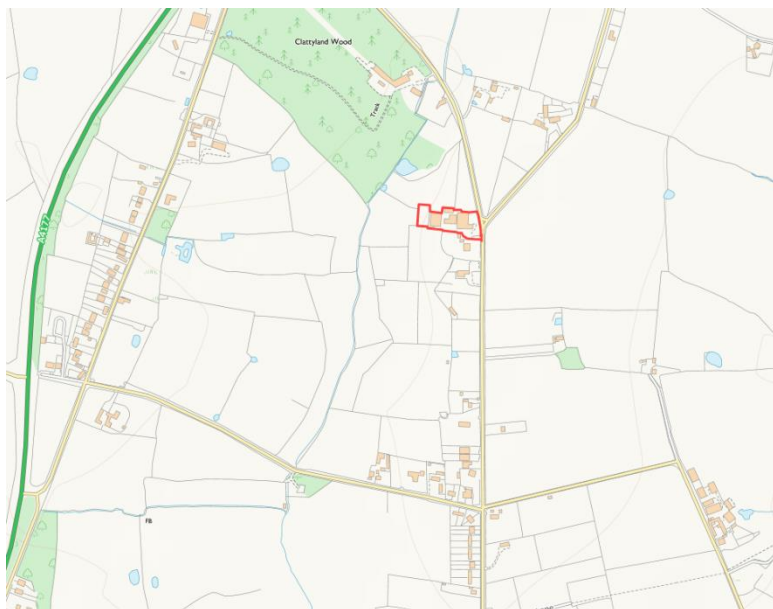


Figure 1 Site Location (Land Insight)

- 2.6 The site is surrounded by a series of other small villages and hamlets, such as Honiley, Haseley Knob, Hatton and Meer End; some of which have services and facilities which prospective residents at the site could utilise. These settlements act as a village 'cluster'.
- 2.7 Just 1.5 miles north west of the site is the large Jaguar Land Rover facility, with a collection of other commercial premises within the vicinity which provide potential employment opportunities within the locality.
- 2.8 Kenilworth, Dorridge and Balsall Common are all broadly equidistant from the site, towns which provide higher order services and facilities.

Planning History

2.9 The site has the following planning history:

Reference	Description of Development	Decision	Date
W/74/0475	Site for agricultural dwelling.	Refused	16/10/1974
W/76/1113	Erection of side lounge extension, near kitchen extension and front porch.	Refused	01/12/1976
W/77/0184	Erection of side lounge, rear kitchen extensions and front porch.	Approved	21/04/1977
W/03/1477	Installation of 4 floodlights to All Weather Horse Menage.	Approved	24/10/2003

3 PROPOSED DEVELOPMENT

- 3.1 This is a full planning application for the demolition of existing buildings and the construction of 9 dwellings, along with the improvement of the existing access.
- 3.2 The proposed development shows that the site can comfortably fit 9 dwellings in an attractive U-shaped, courtyard arrangement, with the scheduled of accommodation shown as follows:

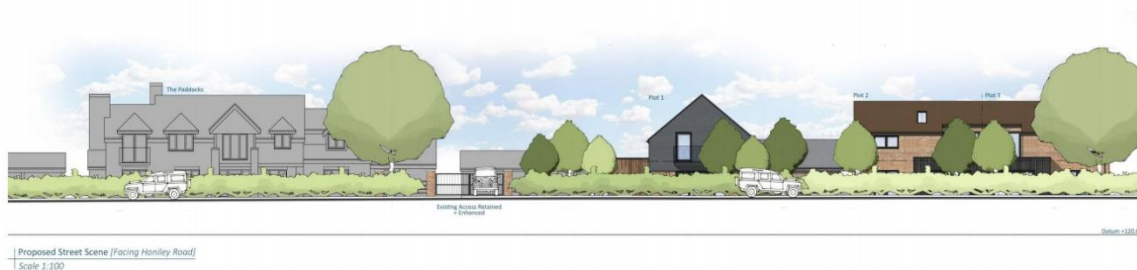
Plot Number	Type	GIA (sqm)
1	4-bedroom detached	209
2	3-bedroom semi-detached	143
3	3-bedroom semi-detached	143
4	2-bedroom semi-detached	97
5	2-bedroom semi-detached	97
6	2-bedroom semi-detached	97
7	2-bedroom semi-detached	97
8	4-bedroom detached	212
9	4-bed detached	212

- 3.3 The proposed mix contains 4no. 2-beds (44.4%), 2no. 3-beds (22%) and 3no. 4-beds (33.3%), providing a good mix of dwelling types to cater for a diverse range of needs.
- 3.4 As shown on the submitted site-sections and house type images, the dwellings proposed are designed to reflect modern barn conversions. The dwellings proposed are varied in appearance to provide an attractive farmstead arrangement arranged around a central

courtyard. Common features are brick at lower levels, with wood and metal cladding at a first floor level.



- 3.5 The mixture of dwelling types will provide an attractive view from the site frontage, and the choice of barn-style buildings mean there is no 'front' or 'rear' to the buildings in terms of their appearance, so the dwellings would not turn their back to Honiley Road.



- 3.6 Car ports are also shown across the site, providing covered parking for vehicles.
- 3.7 The proposals also contain attractive landscaping, with native hedgerow planting and trees spread throughout the site, together with formal planting within the courtyard.

Affordable Housing Statement

- 3.8 The proposed development is made up of 1,307sqm, so whilst it is below the threshold in terms of the number of proposed units, it exceeds the GIA threshold and so ordinarily triggers a requirement for 40% affordable housing.
- 3.9 In accordance with NPPF paragraph 63, the application seeks an allowance for Vacant Building Credit. This is because the equestrian buildings at the site are vacant and have been for an

extended period of time. The buildings have not been made vacant for the purposes of development and have not been abandoned.

- 3.10 Conducting the calculations means that a maximum contribution of 12.3% may be requested at the site. Since this would total only result in a single affordable home, it would be inappropriate to request this at the site as it is unlikely that a Registered Provider would acquire a single unit, particularly in this rural location. As such, a commuted sum may be more appropriate.

Air Quality Mitigation Statement

- 3.11 Warwick District Council have produced an Air Quality Action Plan: Low Emission Strategy Guidance for Developers (April 2014). The document provides a step-by-step methodology for understanding the impact of development and any mitigation required.
- 3.12 Stage 1 discusses the development type classification, which in this instance is 'minor' as the development falls below the DfT Threshold for Transport Assessments and Travel Plans (threshold being > 80 units). Stage 2 states that no assessment is required for minor and medium impact schemes.
- 3.13 Stage 3 looks at mitigation, which for minor sites is set at 1 charging point per unit (those with dedicated parking spaces. As shown on the submitted compliance plan, an electric charging point is proposed for each dwelling. As such, the proposed development complies with the requirements of the Action Plan and will prepare the development for the forecasted increase in EV usage in the coming years.

4 DEVELOPMENT PLAN AND OTHER MATERIAL CONSIDERATIONS

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that the determination of planning applications must be made in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan

4.2 For the purposes of this application, the Development Plan comprises the Warwick District Local Plan 2011-2029 (2017). The site does not fall within a Made Neighbourhood Plan area.

4.3 The application site falls within the green belt. As such, the proposals are considered against NPPF para 145(g), which we discuss later.

4.4 The following Development Plan policies are considered relevant to the determination of this application:

- DS5 Presumption in Favour of Sustainable Development
- DS18 Green Belt
- H0 Housing
- H1 Directing New Housing
- H2 Affordable Housing
- H4 Securing a Mix of Housing
- SC0 Sustainable Communities
- BE1 Layout and design
- BE3 Amenity
- TR1 Access and Choice
- TR2 Traffic Generation
- TR3 Parking
- HS1 Healthy, Safe and Inclusive Communities
- HS6 Creating Healthy Communities
- HS7 Crime Prevention
- CC1 Planning for Climate Change Adaption
- CC2 Planning for Renewable Energy and Low Carbon Generation
- FW1 Reducing Flood Risk
- FW2 Sustainable Drainage
- NE1 Green Infrastructure
- NE3 Biodiversity

- NE4 Landscape

Other Material Planning Considerations

National Planning Policy Framework (2019)

- 4.5 The Government revised the National Planning Policy Framework (NPPF) in February 2019.
- 4.6 At Paragraph 7, the Framework is clear that the purpose of the planning system is to contribute to the achievement of sustainable development and at Paragraph 10, so that sustainable development is pursued in a positive way, at the heart of the Framework is the presumption in favour of sustainable development.
- 4.7 Paragraph 8 states that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:
- **An economic objective** – to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity, and by identifying and coordinating the provision of infrastructure;
 - **A social objective** – to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - **An environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 4.8 Paragraph 11 sets out how the presumption in favour of sustainable development should be applied. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.
- 4.9 At Paragraph 38 the Framework makes a particular point of setting out that local planning authorities should approach decisions on proposed development in a positive and creative way. Furthermore, decision-makers at every level should seek to approve applications for sustainable development where possible.

- 4.10 Paragraph 91 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places.
- 4.11 Paragraph 117 sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.12 Paragraph 127 details ways that decisions should achieve well designed places.
- 4.13 Paragraph 145 provides a number of exceptions to the general presumption that the construction of new buildings in the Green Belt is inappropriate. One of these (g) is for the partial or complete development of previously developed land, whether redundant or in continuing use, provided the development would not have a greater impact on the openness than the existing development.
- 4.14 The proposals, when considered against paragraph 145(g) are not inappropriate development, because they would result in the complete redevelopment of previously developed land, where the proposals not have a greater impact on the openness of the Green Belt than the existing development. This is explained further in the planning balance section of this statement.

Warwick Residential Design Guide (2018)

- 4.15 The design guide sets out a number of design principles for all new residential development and seeks to promote high quality and innovative design, which is sensitive to and in keeping with the area within which it is located.
- 4.16 The proposals incorporate some of the principles set out in the SPD.

Warwick Parking Standards SPD (2018)

- 4.17 This document sets out the required parking standards (ratios, sizes and design) for all types of proposed development in the District.

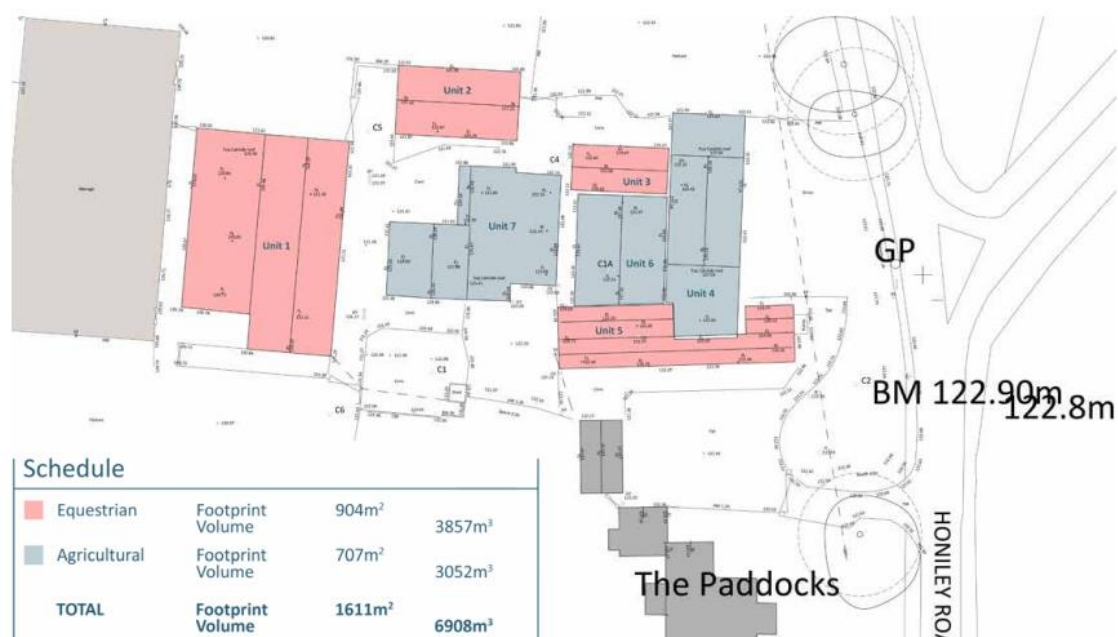
Strategic Housing Market Assessment (November 2013)

- 4.18 The latest Coventry & Warwickshire Joint Strategic Housing Market Assessment (November 2013) identifies a need for the following open market housing mix from 2011 to 2031:

1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
5.9%	29.4%	41.1%	23.7%

5 PLANNING BALANCE AND CONCLUSIONS

- 5.1 The proposed development is for the demolition of the existing buildings, and the construction of 9no. dwellings in a rural, courtyard arrangement. Whilst the site access is already in place and has served the equestrian uses at the site previously, this will be widened slightly, with improvements to visibility.
- 5.2 As discussed, the proposals would fall under paragraph 145(g) meaning that the scheme is not inappropriate. The applicants therefore do not make a very special circumstances case, insofar as the scheme would be materially smaller (in volume and floorspace) in comparison to the existing level of development. There would therefore be no harm in respect of openness and no other harm, where the proposals would appear more attractive and appropriate to the wider setting.
- 5.3 The importance of this has been at the forefront of the design process, which has ensured that the proposed development is of a considerably reduced scale than the existing development. This is set out in more detail within the design and access statement, which contains the full calculations, but in summary, the proposed development is 30% smaller in terms of footprint, and 18% smaller in terms of volume. This shows a clear net reduction in development area.
- 5.4 As such, the proposed development will help to fulfil one of the main overarching aims of the Green Belt, which is to preserve openness. This is particularly seen to the rear of the site, with the loss of the particularly large barn style building. This is also seen through the site, with the provision of new landscaping within the site, on what is currently almost entirely hard standing.
- 5.5 Whilst some of the buildings on the site are agricultural in nature, rather than being considered 'previously developed', these buildings have a notable fallback position under Class Q of the General Permitted Development Order, which would allow them to be converted to residential use in any case. For clarity, the following plan over leaf – also available in the DAS – shows this space visually. The spaces are comprised of 3,857m³ of equestrian buildings and 3,052m³ of agricultural buildings.



- 5.6 So, whilst the existing equestrian and agricultural uses demonstrate that the principle for development at the site is established, the preceding paragraphs have demonstrated the principle of a residential redevelopment of the site too.
- 5.7 The applicants wish to put forward the case for Vacant Building Credit (VBC) on the site, which would apply to 904 sqm of existing development. The PPG sets out that VBC is to incentivise brownfield development including the redevelopment of empty and redundant buildings. The site has not been deliberately made vacant and has not been occupied continuously for a period of more than 6 months in the preceding 3 years. The buildings are all in relatively good condition but have remained vacant and unused for some time. The development provides a good opportunity to bring this previously developed land back into active use.
- 5.8 The dwellings have been designed to reflect the rural setting of the site, with a variety of materials, including brickwork, but also slate and timber cladding. The form and scale of the proposed development will be varied, to mimic rural farmsteads, with a high-quality design arranged to maximise opportunities for social cohesion, whilst providing distinct areas of defensible space. The proposals create visual interest, with a level of detail appropriate to the rural setting. The proposals therefore accord with Policy BE1 of the Local Plan which strives to achieve developments which positively contribute to their surroundings.
- 5.9 The development benefits from an existing suitable access, which would be utilised. The proposals also contain EV charging points to promote a shift to more sustainable modes of

transport. The proposals therefore include a safe and suitable access, meeting the ambitions of Policy TR1.

- 5.10 Policy H4 states that the market housing mix will be required to contribute towards a mix of housing types and sizes, in accordance with the latest SHMA. The latest SHMA mix stipulates that the greatest need is for two and three bed homes. These two dwelling sizes make up almost 70% of the overall housing split of the proposed development, very similar to the requirement set out in the SHMA. Whilst the mix proposed does not exactly follow the mix set out in the SHMA, Policy H4 is clear that there is a great degree of flexibility to be applied because there are circumstances where it may not be possible to provide this. In this instance, the size of the site is relatively small so securing a mix is a little more difficult than in larger sites. Nevertheless, the proposed mix is broadly in accordance with the SHMA mix, with a good mix of 2, 3 and 4 bed dwellings, catering for the needs of different types of households and age groups in accordance with Policy H4.
- 5.11 As such, the proposed development is in full accordance with the development plan, and relevant material considerations.

Non-Technical Summary

- 5.12 There are also no technical matters which should delay the approval of this application:
- 5.13 The **Transport Statement** produces an assessment of the impact the proposed development on the local highway and in relation to safety. The report concludes that the site already has an access, which has been previously used to access the pedestrian centre and at present has poor southbound visibility. The residential development would generate a modest amount of traffic, which would be mitigated through improvements to visibility, widened access and the introduction of EV charging points. The report assesses the parking and manoeuvring space, which it considers to be acceptable.
- 5.14 The **Ecology Report** provides an assessment, primarily of the bat and bird potential at the site. The report found there to be no evidence of bats using any of the buildings as shelter. It did find that there was evidence of birds. The spaces provided poor quality habitat, and therefore no emergence surveys are required. The report recommends that a method of working be in place to ensure demolition occurs in a way which does not harm bats or birds, and additional mitigation is suggested through the provision of bird and bat boxes which would be built into the fabric of the buildings.
- 5.15 A **Drainage Statement** has been produced which shows the site to be at a low risk of flooding from pluvial and fluvial sources. It also recommends the levels to be set at such a height that the in the unlikely event of systems failing, the properties would remain protected. The

Statement comprises a drainage strategy which demonstrates that an appropriate system for both foul and surface water can be provided. Subject to mitigation proposed, the development could proceed without being subject to significant flood risk, nor would it increase risk to surrounding properties or the wider surface water catchment area.

- 5.16 An **Asbestos Management Survey Report** has been produced for the applicants to provide information on the levels of asbestos on the site, and recommendations on their safe management. The report found asbestos in a number of locations, and the recommendations vary from 'manage' to 'remove'. This will ensure the safety of contractors, post planning approval.
- 5.17 An **Arboricultural Implications Assessment and Tree Survey** have been produced. The survey sets out the nature of the existing trees at the development site, and the AIA provides an assessment as to the developments impact on the trees. The report notes the removal of a small number of trees, but these should not significantly guide or constrain the scheme due to their category. The report recommends protection for retained trees to protect them during construction.

Summary

- 5.18 The proposed development is considered aligned to the relevant parts of the Local Plan and other relevant material considerations. The development is not inappropriate development, due to its materially smaller nature in comparison to the existing development.
- 5.19 The design and appearance has been shown to be of an exceptionally high standard, with full consideration of the surrounding context. The proposed development provides an opportunity to bring a redundant site back into use, and provide a mix of attractive new homes, which has notable **social benefits**.
- 5.20 The site at present is comprised of hardstanding with minimal new habitats, the proposal would incorporate new planting which would soften the development considerably, whilst the provision of bat boxes, bird boxes and EV Charging points provide **environmental benefits**.
- 5.21 The non-technical summary has also shown that the proposals are acceptable from a technical perspective too, and therefore this application should be approved without delay.