

**Application No:** [W 15 / 0806](#)

**Town/Parish Council:** Baginton  
**Case Officer:** Rob Young

01926 456535 [rob.young@warwickdc.gov.uk](mailto:rob.young@warwickdc.gov.uk)

**Registration Date:** 22/05/15

**Expiry Date:** 17/07/15

**Land, adj to Brethrens Meeting Room, Bosworth Close, Baginton,  
Coventry**

Temporary change of use of part of the existing meeting room car park for the stationing of 11 No Terrapin units for the purpose of providing primary school accommodation for a period of 3 years FOR Baginton Green Limited

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This application is being presented to Committee due to the number of objections received.

**RECOMMENDATION**

Planning Committee are recommended to GRANT planning permission, subject to conditions.

**DETAILS OF THE DEVELOPMENT**

The application proposes a temporary change of use of part of the existing meeting room car park for the stationing of 11 No Terrapin units for the purpose of providing primary school accommodation. The application seeks temporary permission for a period of 3 years. The proposed Terrapin units are portable buildings that would be sited on the existing hard surfaced car park. A fence is proposed around this part of the car park to provide security for the temporary school.

The following amendments have been made to the application:

- security fence reduced in height to 2m; and
- plan submitted to show the layout of the site in terms of parking and areas for children's play.

**THE SITE AND ITS LOCATION**

The application relates to part of the car park of the Brethren's meeting room in Baginton. The site is situated on the western side of Bosworth Close. The nearest dwellings are situated approximately 25m to the north in Bosworth Close or approximately 50m to the east in Hall Drive.

There are two existing vehicular accesses from Bosworth Close. The meeting room also has a further vehicular access from Friends Close, on the opposite side of the site.

The application site is largely covered with tarmac. There is a hedge along the boundary with Bosworth Close that provides a good degree of screening. The site is situated within the Green Belt.

## **PLANNING HISTORY**

The original planning permissions for the meeting room were granted in 1990 (outline permission - Ref. W90/0890) and 1992 (reserved matters approval - Ref. W91/0974). Since then there have been a number of applications relating to the meeting hall but none of these are relevant to the consideration of the current proposals.

In 2014 planning permission was granted for the erection of a school on land to the south-east of the current application site (Ref. W13/1763).

## **RELEVANT POLICIES**

### The Current Local Plan

- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP2 - Amenity (Warwick District Local Plan 1996 - 2011)
- DP6 - Access (Warwick District Local Plan 1996 - 2011)
- DP7 - Traffic Generation (Warwick District Local Plan 1996 - 2011)
- DP8 - Parking (Warwick District Local Plan 1996 - 2011)
- DP9 - Pollution Control (Warwick District Local Plan 1996 - 2011)
- DP13 - Renewable Energy Developments (Warwick District Local Plan 1996 - 2011)
- DP14 - Crime Prevention (Warwick District Local Plan 1996 - 2011)
- DP15 - Accessibility and Inclusion (Warwick District Local Plan 1996 - 2011)
- RAP11 - Rural Shops and Services (Warwick District Local Plan 1996 - 2011)

### The Emerging Local Plan

- DS3 - Supporting Sustainable Communities (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- DS5 - Presumption in Favour of Sustainable Development (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- DS19 - Green Belt (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TC17 - Local Shopping Facilities (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- SC0 - Sustainable Communities (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- BE1 - Layout and Design (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- BE3 - Amenity (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR1 - Access and Choice (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR2 - Traffic Generation (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR4 - Parking (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- HS1 - Healthy, Safe and Inclusive Communities (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- HS6 - Creating Healthy Communities (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)

- CC1 - Planning for Climate Change Adaptation (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- CC3 - Buildings Standards Requirements (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)

#### Guidance Documents

- Vehicle Parking Standards (Supplementary Planning Document)
- Sustainable Buildings (Supplementary Planning Document - December 2008)
- National Planning Policy Framework

### **SUMMARY OF REPRESENTATIONS**

**Baginton Parish Council:** No objection, subject to this being genuinely a temporary permission with no extensions of time at the end of the 3 year period. Also request an authoritative review of both vehicular and pedestrian access and safety in the area to include signage, 20mph speed limits, double yellow lines along Bosworth Close, traffic management, traffic calming and safe pedestrian crossings associated with the school.

**Public response:** 5 objections have been received, raising the following concerns:

- increased traffic through the village at the same time as construction traffic for the permanent school and traffic avoiding the Toll Bar roadworks;
- detrimental to highway safety;
- concerns about inaccuracies in the Transport Assessment;
- increased noise and pollution from the traffic;
- the problems that the Brethren have with their existing schools are not relevant to this application; and
- the proposals will detract from the quiet character of the area.

5 people have submitted comments in support of the application. This includes the following comments:

- the units will not be very obvious from the road and will be screened by existing hedgerows;
- there is not likely to be any significant impact on the village because of the small number of children involved;
- there is sufficient distance and screening from adjacent dwellings;
- the impact on traffic will be minimal compared with the amount of traffic currently passing through the village due to the Toll Bar roadworks; and
- there is clearly a need for these children to have a fit for purpose school until their permanent school is built.

One of the supporters has asked for double yellow lines to be added along Bosworth Close and for a one way system to be introduced, in via Friends Close and out via Bosworth Close, through the Brethren's car park.

**Coventry Airport:** No comment.

**WCC Ecology:** Recommend notes in relation to nesting birds and amphibians.

**WCC Highways:** Object on the following grounds:

1. A further Transport Assessment is required to deal with this particular development.
2. The traffic data needs to be updated.
3. Dedicated pick up and drop off areas need to be identified.
4. There are no dedicated pedestrian crossing points in the vicinity of the site.
5. No clear details are provided as to whether the car park will double up as the school play area.

The applicant has submitted further information in response to the concerns raised and further comments are now awaited from WCC Highways. These will be included in the addendum report to Committee.

**ASSESSMENT**

The main issues relevant to the consideration of this application are as follows:

- Green Belt policy and the impact on the openness of the Green Belt;
- car parking and highway safety;
- The impact on the character and appearance of the area;
- The impact on the living conditions of nearby dwellings; and
- Health and well-being.

Green Belt policy and the impact on the openness of the Green Belt

Paragraph 89 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in Green Belt, with certain exceptions. The erection of temporary school buildings does not fall under any of these exceptions and therefore the proposals constitute inappropriate development within the Green Belt.

Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 88 of the NPPF goes on to state that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt and that "very special circumstances" will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In making this assessment, it is first necessary to consider whether any "other harm" is caused by the proposals.

The proposals would introduce a substantial building onto a part of the site that currently has no buildings. However, the site is within the curtilage of an existing building (the meeting hall) and the land is currently covered in tarmac. Furthermore, the existing hedge along the eastern boundary would provide a good degree of screening of the building from Bosworth Close. As the school is only required on a temporary basis, the impact on the Green Belt would also be temporary. Nevertheless, the proposed building would inevitably cause some reduction in the openness of this part of the Green Belt in the short term, albeit this would be limited harm due to the significant mitigating factors.

It is now necessary to consider whether there are very special circumstances which outweigh the conflict with Green Belt policy and the harm to the openness of the Green Belt. Many of the very special circumstances considered as part of the assessment of the application for the permanent school remain relevant for the temporary school, including:

- the fact that the NPPF states that great weight should be given to the need to create, expand and alter schools (paragraph 72);
- there is an urgent need for a new school because the existing facilities are cramped, outdated and wholly inadequate, as confirmed by inspections by the School Inspection Service;
- there is an absence of suitable and available alternative sites to deliver the school;
- the applicant has been searching for an alternative site for 6 to 7 years without success; and
- provision of a wider choice of school places.

It is also important to bear in mind that the Council have accepted the principle of a new school in this part of the Green Belt when granting a permanent planning permission on land to the south-east of the current site last year. The temporary school is only required until that permanent building is completed. The temporary buildings would have less impact on the openness of the Green Belt than the permanent school. These factors can be added to the very special circumstances.

It is considered that the above matters, taken as a whole, amount to very special circumstances that clearly outweigh the harm resulting from the conflict with Green Belt policy and any other harm. As a result, the proposals would be in accordance with the Green Belt provisions of the NPPF.

#### Car parking and highway safety

Looking first at car parking, the proposals would take up 25 spaces out of the existing 250 space car park for the meeting hall. However, the meeting hall currently has more parking than is required by the Council's Parking Standards. The Standards require 1 space per 10 sq m or 5 seat / person spaces. This works out as a requirement for 150 spaces based on the floor area of the building. The 225 spaces remaining in the car park would still be well in excess of this requirement.

In terms of parking for the school, the applicant advises that the school will have 3 staff, 2 teachers and 1 assistant. Therefore 3 parking spaces are shown within the site. This is considered to be sufficient for the size of school proposed, particularly considering the extent of on-street parking that is available in Bosworth Close.

Turning to the issue of highway safety, it is noted that the Highway Authority have objected to the application. The applicant has submitted further information in response to the concerns that have been raised and a further comments on this are awaited from the Highway Authority. These further comments will be included in the addendum report to Committee.

In considering the highway safety issue, it is important to bear in mind that the proposals are for a temporary school which will only be used for a period of 3

years until the permanent school is constructed. The site for the permanent school is very close by and is accessed via the same road (Bosworth Close). Furthermore, the temporary school is considerably smaller than the permanent school, with 36 pupils currently enrolled compared with the 200 pupil capacity of the permanent school. This is due to the fact that the permanent school is for primary and secondary school pupils, whereas this temporary proposal is only to accommodate the primary school pupils.

The permanent school was considered acceptable by the Highway Authority and there were no requirements for any off-site highway works as a condition of that planning permission. With the current proposals being accessed off the same road as well as being considerably smaller and temporary in nature, it is expected that similar conclusions will be reached on the current scheme.

#### Impact on the character and appearance of the area

The proposed building will be well screened from Bosworth Close by the existing boundary hedge. Therefore it will not have a significant impact on the character and appearance of the area. On a temporary basis, the design of the building is considered to be appropriate for this location.

With regard to the security fence, this would be largely hidden behind the existing boundary hedge when viewed from Bosworth Close. The reduction in height of the fence to 2m will ensure that it is similar to the height of other fences in the locality. Therefore this is considered to be in keeping with the character of the area. A condition is recommended to require the submission of full details of the design and appearance of the fence.

#### Impact on the living conditions of nearby dwellings

The proposed temporary school is situated far enough away from neighbouring dwellings to ensure that it will not cause unacceptable noise and disturbance, loss of light, loss of outlook or loss of privacy for nearby dwellings. The temporary school is no closer to dwellings than the permanent school that was approved last year. Bearing in mind the fact that the temporary school is a lot smaller than the permanent school, there should be less of an impact on neighbours.

#### Health and well-being

The provision of improved education facilities will generate health and well-being benefits.

#### Other matters

Given the temporary nature of the proposals, it would not be appropriate to require on-site renewable energy production as a condition of any planning permission, in accordance with Local Plan Policy DP13.

### **SUMMARY / CONCLUSION**

The proposals would comply with Green Belt policy in the NPPF and would be acceptable in terms of car parking and highway safety. Furthermore the

proposals would have an acceptable impact on the character and appearance of the area and on the living conditions of nearby dwellings. Therefore it is recommended that planning permission is granted.

### **CONDITIONS**

- 1 The use of the temporary building(s) hereby permitted shall be discontinued on or before 19/08/2018 and the building(s) shall within one month after that date be completely removed and the site restored to its former condition. **REASON:** Since planning permission has only been granted on the basis of very special circumstances associated with the temporary needs of the school pending the completion of their permanent building.
  - 2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan and approved drawing(s) 5280.01, and specification contained therein, submitted on 13 July 2015. **REASON :** For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies DP1 and DP2 of the Warwick District Local Plan 1996-2011.
  - 3 The security fence shall not be installed unless and until details of the design and appearance of the fence have been submitted to and approved in writing by the local planning authority. The fence shall be installed in strict accordance with such approved details. **REASON:** To protect the character and appearance of the area, in accordance with Policy DP1 of the Warwick District Local Plan.
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**WEST ELEVATION 1:100**

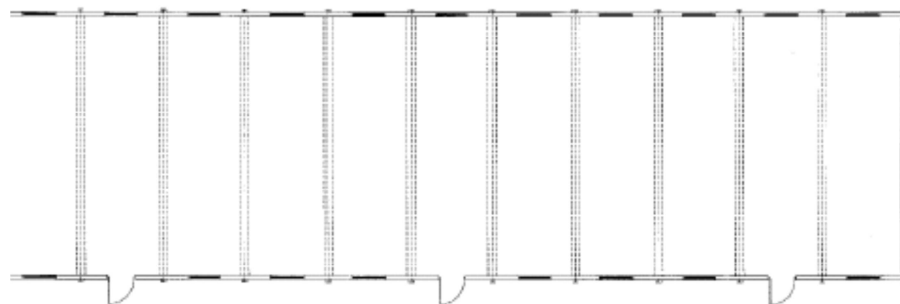


**EAST ELEVATION 1:100**



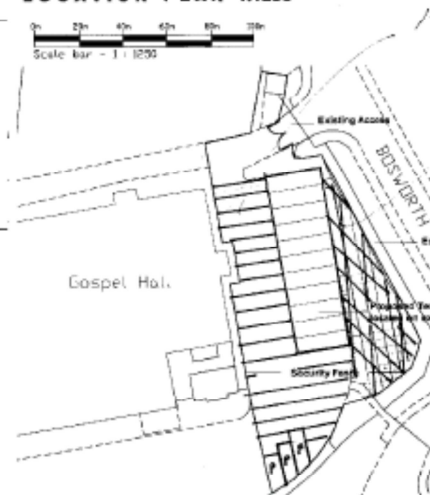
**NORTH ELEVATION 1:100**

**SOUTH ELEVATION 1:100**



**LOCATION PLAN 1:1250**

Scale bar = 1 : 1250



**BLOCK PLAN 1:500**

Scale bar = 1 : 500

The security fencing will be constructed with concrete posts and mesh wire fencing to stand at 2.4m high.

Client
Architect
Project
Drawing