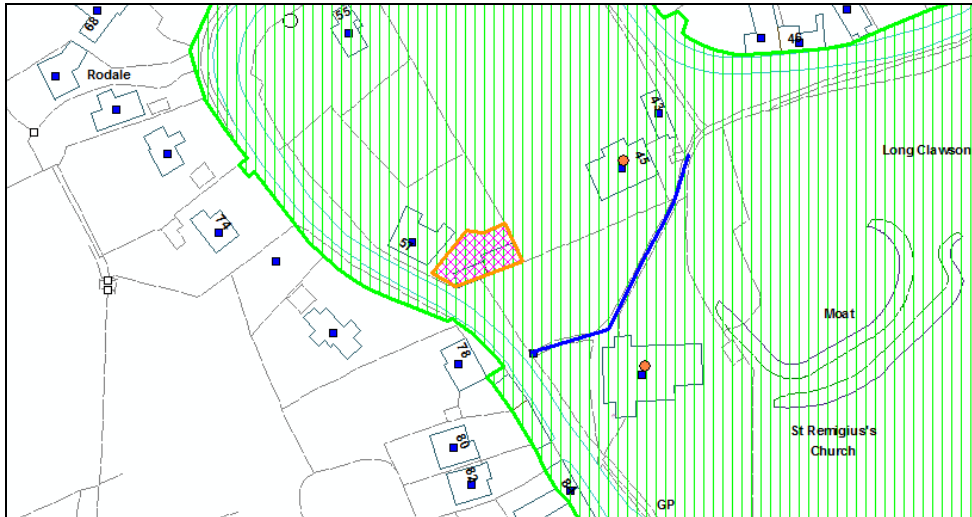


19/00186/FUL: Framland Lodge, 57 Church Lane, Long Clawson LE14 2ND

To rebuild and improve the old barn at Framland Lodge, to provide facilities for a small cookery school and chef's table.

1. Summary:



The site comprises a parcel of land within the residential curtilage of Framland Lodge, accessed from Church Lane. The land is to the south of the existing dwelling, and at present is occupied by a simple, single storey block built out building. The outbuildings run along the southern boundary of the property, forming the boundary with St Remigius Church, a Grade II* listed building which is approximately 30 metres to the south east. The site is also approximately 30 metres to the west of the Grade II listed Old Vicarage. The site is within, but on the edge of the designated Conservation Area.

The proposal is a full application of the re-build of the existing block built barn to provide a two storey building to form a small cookery school and chef's table which will be run by the owners of Framland Lodge.

2: Recommendations:

Approve, subject to the conditions as below, which can be viewed in full at Appendix C:

- Full permissions (time)
- Approved Plans
- Materials to be agreed
- Access width
- Gates
- Car park management plan
- Ancillary use of the site
- Limit to the number of attendees
- Restricting simultaneous use of both elements of the business
- Ecology (bats)

3: Reasons for Recommendation:

The principle of the application is considered to be supported by policies EC4 and EC8 of the Melton Local Plan, and policy E2 of the Clawson, Hose and Harby Neighbourhood Plan. The proposal is located in a village considered to be sustainable. This proposal would add variety to the offer for local residents and those living further afield.

The proposal has been well designed, demonstrating that it conserves and enhances the Conservation Area, and causes no identified harm or loss to the significance of other heritage assets in the vicinity. The proposal represents an opportunity for the applicants to contribute to the economy of the village and the wider Borough, relating well to the 'Rural Capital of Food' and the ambitions of the Council in this respect.

Subject to the imposition of conditions, it is considered that concerns regarding residential privacy and amenity, and highways safety can be overcome. As such, the proposal is recommended for approval subject to conditions.

4: Key factors:

Reason for Committee Determination

The application is required to be presented to the Committee due to the number of representations received.

Relevant Policies

The Melton Local Plan 2011-2036 was adopted on 10th October 2018 and is the Development Plan for the area.

- No inconsistency with the NPPF has been identified that would render Local Plan policies 'out of date'

The Clawson, Hose and Harby Neighbourhood Plan, was subject to a successful referendum on 15th February 2018, and was adopted shortly after.

Please see Appendix D for a list of all applicable policies

Main Issues

The main issues for this application are considered to be:

- Principle of development
- Impact upon heritage assets and the character of the area
- Design
- Impact upon residential amenities
- Highway Safety
- Supporting the rural food economy

5: Report Detail:

5.1 Principle of Development

Policy SS2 sets out the development strategy for the Borough. It identifies a sustainable approach to development, establishes settlements as Service Centres, Rural Hubs or Rural Settlements and sets out the type of development appropriate to each. Long Clawson is identified as a Service Centre, which outside of Melton Mowbray itself is considered to be one of the most sustainable locations, offering a good range of services and facilities for local residents.

Within the Council's adopted Local Plan, there is significant support for employment growth in the rural area. Policy EC2 supports employment growth in the rural economy for small scale tourism and employment, and where new buildings are well designed and of an appropriate scale for the location. In particular, due to Melton Borough's status as 'Rural Capital of Food' there is a focus on food and farming, which this application reflects. Within the NPPF, (para 83) it is stated that planning decisions should enable sustainable rural tourism and leisure developments which reflect the character of the countryside.

Policy EC4 relates to other employment and mixed use proposals, and encourages these outside of existing or allocated employment sites where it can be satisfactorily accessed, it is an appropriate location for the business, it can be easily accessed, the impact on existing residents is acceptable, does not adversely affect land which is of particular significance to the form and character of the settlement, and is of an appropriate scale. Issues regarding the setting and impact on the character of the settlement will be discussed below, along with other site specific issues. It is however considered that the sustainable location of Long Clawson should be considered is an appropriate location for the type of small scale business proposed.

Policy EC8 of the Local Plan specifically supports sustainable tourism, which a cookery school and chefs table could be considered to be, due to the Borough's status as 'Rural Capital of Food'. Where these are not proposed in Melton town centre first, they can then be considered at other accessible centres; Long Clawson is, as stated above, a Service Centre. It is considered that this type of development could have benefits for other rural businesses by virtue of creating the potential to generate revenues for other businesses such as pubs and bed & breakfast / hotel accommodation.

The site is within the area covered by the Clawson, Hose and Harby NP (CHHNP), and within the limits to development of Long Clawson. **CHHNP states at policy E2 that it supports new businesses within or adjacent to the limits to development for small scale leisure, tourism or employment related development** appropriate to the countryside, subject to a number of criteria:

- The proposal is, where possible, siting in existing buildings or on areas of previously developed land;
- The proposal is of a size and scale appropriate to its rural location and not adversely affecting the character and environment of the village itself; and
- The proposal would not involve the loss of dwellings;
- The proposal would not increase noise levels or introduce unacceptable levels of pollution or traffic; and
- The proposal would be well integrated with any existing adjacent business premises and complement them in character and appearance.

It is considered therefore that the principle of the development is acceptable as set out within the NPPF, Melton Local Plan and the CHHNP.

5.2 Impact upon heritage assets and the character of the area

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character and appearance of that area.

The site lies within the built form of the village, to the north of the Church and is at present occupied by a single storey, concrete block built barn. As described above, the site is within the Conservation Area, and within the setting of the Grade II* listed St Remigius Church and Grade II listed Old Vicarage. The application is for full planning permission; as such detailed plans have been submitted. The plans have been subject to two amendments since submission, following receipt of comments from local residents, the Parish Council and the Conservation Officer, the most

recent being those considered here submitted to the Council on 18th June 2019. Those comments have been summarised at Appendix B of this report.

The existing single storey barn is not considered to make a positive contribution to the character and appearance of the Conservation Area. It is constructed of concrete blocks with a simple roof structure. Adjacent, to the south of this barn is an existing red-brick stable which is proposed to retain. This building is considered to make a positive contribution to the character and appearance of the conservation area.

Policy EN13 gives the Council's approach to the conservation of heritage assets and the wider historic environment, with the NPPF providing the national policy. It is important that designated heritage assets are recognised and protected, and policy EN13 seeks to ensure that a balanced judgement is made about the scale of any harm to or loss of the heritage asset, or its significance.

The applicant provided photographic evidence of a two storey dwelling that was present on the site some years ago, in the location of the existing single storey concrete block barn. The dwelling appears to be of a traditional construction, with gable ends facing to the north east and south west. Whilst this planning application is not for a dwelling, the presence of such a building of similar scale, mass and design to that which is proposed here, within the historic record of the site, adjacent to the Church is considered to be of significance.

The Conservation Officer was consulted on the proposals (see details at Appendix A). The Conservation Officer suggested subtle amendments to the proposal to ensure that this proposal matches the quality of the previous building in terms of its traditional design. These amendments were submitted by the applicant on 18th June 2019, and the Conservation Officer has no objection to the proposal on this basis.

It is considered that the proposal will make a positive contribution to the character and distinctiveness of the local area, and is consistent with the special character of the area. The proposed building is not considered to undermine the integrity or setting of the Grade II* listed Church, nor the Grade II listed Old Vicarage. The principal views towards each designated heritage asset would not be affected or undermined by the proposal, indeed it is considered that a well-designed building in this location could be considered to enhance the significance of the Conservation Area, and in turn these two listed buildings. Furthermore, the contribution that the proposal can make to the wider community and economy should also be taken into account in the planning balance.

Should the application be approved a condition can be applied to ensure that the proposed materials are agreed prior to construction to further control the look of the proposal to the benefit of the Conservation Area and other designated heritage assets.

It is considered the proposal would ensure the protection and enhancement of heritage assets, including their setting, and meets the requirements of the NPPF, Policy EN13 of the Melton Local Plan and the vision of the CHNP and relevant policies.

5.3 Design

Amended plans were submitted to the Borough Council on 18th June 2019 which proposed amendments in accordance with the Conservation Officer's comments. The building is proposed to resemble a two storey dwelling in terms of its design. Its principle elevation will face to the north towards Framland Lodge.

In terms of size, the proposed building has a total ridge height of c. 7.2 metres, eaves c. 4.8 metres, and footprint of 8.9 metres by 5.2 metres. The building has a dual pitched roof with a small, dormer style feature within the roof on the principle elevation to add interest. The windows have been altered to 'mock' sash windows, now aligned correctly, adding balance to the principle elevation. There is also a wooden main door proposed on the principle elevation.

On the rear elevation, the windows have also been aligned correctly, with a smaller window proposed where there is a WC on the ground floor. These windows are also wooden 'mock' sash. Most of these windows will not be visible from the Church due to the dense planting on the north boundary of the Church and the Church Wall. Three small timber 'mock' sash windows are proposed on the first floor of the west elevation, which faces towards Church Lane, with an entrance door on the ground floor also. The existing stables then cover the rest of the ground floor on that elevation. On the east elevation, facing towards The Old Vicarage (Grade II listed) there is an external, brick built chimney with a total height of approximately 8 metres, three bat boxes at high level (subject to specialist advice), and a further 'mock' sash timber window at ground floor level. There is a brick wall approximately 2-2.5 metres high on this boundary, so this window will not be visible to the occupants of The Old Vicarage.

The building has certain design features that have been recommended by the Conservation Officer, such as corbelled gable and eaves, mortar flaunching to the pantile gable, and rainwater goods in cast iron effect and no fascia boarding.

As stated above, the Conservation Officer has not objected to the proposals, taking into consideration the evidence of a similar building on the plot previously. The Parish Council have objected to the proposal on design grounds, stating that the proposal conflicts with the CHHNP policy H7. This has not been substantiated by an analysis, and in any event the Policy relates to housing design. As stated above, the proposal is not for a dwelling, but given the proposed use of the building and location, it is proposed to resemble one. The use of the building is proposed as a cookery school and chefs table, and can be conditioned as such should the application be approved.

Taking into account the high quality design proposed and the support of the Conservation Officer it is considered that the proposal meets the requirements of policy D1 of the Melton Local Plan, and H7 of the CHHNP is not considered to be applicable.

5.4 Impact upon residential amenities

Objections have been received from local residents (summarised at Appendix B)

concerning the impacts of the proposal on residential amenity, in particular noise and smell.

The application proposes open hours for the cookery school and chef's table of 10:00-23:00 6 days per week (closed Sundays and Bank Holidays). The applicant does not think that the business will be open all of these hours, but wishes to have some flexibility to 'test' the market. The cookery school and chef's table will not operate at the same time, limiting the number of people at the site. A condition can be used to control this, and ensure sufficient time to allow for one use to finish and the other to start.

It is not envisaged that the chef's table will accommodate any more than 8 covers, which is accepted due to the size of the building. Furthermore, the proposed use is for a high-end experience rather than a restaurant catering for many covers each evening. It is not considered that having 8 people leaving the building late into the evening would be any different in terms of noise than other residents holding their own dinner parties. The chef's table is unlikely to be open 6 nights per week due to the nature and type of service.

The Environmental Health Officer was consulted, and comments can be viewed in full at Appendix A. The Officer recognises the small scale nature of the proposal and the proposed extraction system situated on the gable end, concluding that the set-up should afford good dilution and dispersion of any odours and is likely to be sufficient to prevent a loss of amenity without additional noise / odour abatement. There is advice to the applicant regarding good planning of the kitchen should any mitigation be required in future which can be forwarded to the applicant and included as a note on any planning permission granted.

As such, it is not considered that smells or noise from the operation of the kitchen and the cookery school / chef's table would be detrimental to the residential amenity of neighbouring dwellings.

5.5 Highway Safety

The Local Highway Authority (LHA) have been consulted on the application - see Appendix A. In summary, the LHA is content that the impacts of the development on highway safety would not be unacceptable, and the impacts on the road network would not be severe. The development does not conflict with paragraph 109 of the NPPF (2019) subject to the conditions outlined in their response.

Whilst the applicant has provided a drawing of the existing access (19-1016-(02)AS-002 which demonstrates a 4.2m gated access, the requirements in the Leicestershire Highways Design Guide for a commercial site is for a 6 metre wide access. The LHA is satisfied that the access can be widened suitably by condition to meet this requirement. In addition, a condition can be placed on any permission to ensure that the gates are removed or setback to ensure that vehicles will be able to stand clear of the highway whilst operating the gates. As the site is constrained a further condition is requested to ensure that the gates remain open during the hours of operation of the business.

Given the small scale of the site, the LHA have no concerns regarding the level of trips that would be generated, however they would seek a condition to restrict the use and capacity of the site given the limitations of the site which is not conducive to two way movements. This will ensure that the lack of turning and limited parking provision will not have a detrimental impact on the highway network.

The built form of the site restricts the potential configuration of parking, requiring vehicles to reverse either into the site or onto the highway. Typically, this is not usually acceptable for commercial premises, however the development proposal is unique, and the operation of the site can be suitably restricted by planning conditions which will make the development acceptable. The LHA will therefore seek to secure the provision of a car park management plan in order to manage arrivals and departures at the site given the limited parking provision available and in order to minimise the impact on the network. Timetabling of classes needs to ensure that there is sufficient time between them to maximise use of the car park.

There are no car parking standards for this type of proposal, and without evidence to the contrary the LHA do not consider it unreasonable to assume that attendees to the cookery school could arrive by private motor vehicle. The parking provision occupies the whole parking area, therefore not maintaining parking provision for the existing residential dwelling. The occupants of the dwelling would work at the proposed business, and therefore it would be reasonable to expect that two vehicles in connection with the residential use would also be parked at the site, reducing customer parking to 6 spaces.

There are no on street parking controls on Church Lane; whilst the LHA does not encourage parking on the highway in association with any new developments, taking a pragmatic approach to the application, and considering that Church Lane is an unclassified, lightly trafficked street, the LHA does not consider that the potential for two vehicles to park on the highway would cause unacceptable, severe harm to the highway network and therefore could not substantiate a reason for refusal on this basis.

There are limited opportunities for sustainable modes of travel to the site, nevertheless the LHA is satisfied for the LPA to include this context in its wider sustainability considerations for the site.

Numerous objections have been received citing highways safety, particularly in relation to the amount of parking provided on site. It is considered that this has been adequately addressed by the comments from the LHA above, and can be conditioned to ensure that there is not an unacceptable impact on the highway.

Recommended conditions will limit the number of participants at the site, and the ability for the cookery school to be operational at the same time as the chef's table.

Customers will be encouraged to car share wherever possible, as the cookery school is likely to be a sociable activity for friends / family, in a similar way to the chef's table, and the car parking management plan that is required by condition will seek to ensure that the car parking is considered and managed appropriately.

Overall, it is considered that the proposal meets the requirements of the NPPF para 109, MLP policies EC2, D1 and EC8, and CHHNP policy T4 in regards to highways safety for the reasons as set out above.

5.6 Supporting the rural food economy

Melton Borough is the 'Rural Capital of Food', and its food and drink specialism provides bespoke opportunities to promote all parts of the food chain. This proposal seeks to create a small scale rural cookery school, with specialised chef's table where it is proposed that local produce will be showcased. The applicant has successfully run much a larger scale restaurant in Notting Hill, and now wishes to specialise on a much smaller scale in a rural location.

The applicant has consulted with local producers, including small scale horticultural production and the Long Clawson Dairy to ensure fewer food miles and more sustainable business. The applicant wishes to contribute positively to the 'Rural Capital of Food', and reinforce and enhance Long Clawson's culinary heritage.

The applicant has applied for LEADER funding from the Leicester and Leicestershire Local Enterprise Partnership to support the proposal, and has been successful in the initial stages of the process as this type of business is supported. To progress further with the grant funding application it is necessary to have planning permission in place.

It is considered that the proposal is supported by policies C7, EC2, EC4 and EC8 of the Local Plan, and Clawson, Hose and Harby NP (CHHNP) policy E2.

Consultation & Feedback

A site notice was posted, the application advertised in the local press, and neighbouring properties consulted. As a result, 19 objections have been received from 15 households in addition to 1 letter of support and one neutral comment.

Two objections were received in response to the consultation on the amended plans, with all other objections received in response to the initial consultation and initial submission.

Financial Implications:

There are no financial implications identified.

Background Papers:

- No applicable background papers

Appendices:

- A: Consultation responses
- B: Representations received
- C: Recommended conditions
- D: Applicable Development Plan Policies

Report Timeline:

Assistant Director Approval

22nd July 2019

Report Author: Mrs Sarah Legge, Lead Planning Officer, Development Management

☎: 01664 502380

Appendix A : Consultation replies

Clawson, Hose and Harby Parish Council

The Council objects to the amended plans to the application for the same reasons as originally stated. The more detailed plans indicate a building form that is not dissimilar from the adjacent existing dwelling but the development is in the Conservation Area, and in close proximity to the Church and contrary to the CHNP policies H7 (Design), E2 (Attracting New Business), E3 (Home Working).

Highway Authority

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 109 of the National Planning Policy Framework (2019), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority Background

The Local Highway Authority (LHA) has been consulted on a full application to rebuild and improve the old barn at Framland Lodge, 57 Church Lane, Long Clawson to provide facilities for a small cookery school and chef's table.

Site Access

The site access, which currently serves the existing dwelling, is located on Church Lane, an unclassified road subject to a 30mph speed limit. The proposed access arrangements are shown on Brooker Flynn Architects drawing number 19-1016-(02)AS-002 which demonstrates a 4.2m gated access, bound by a wall on the both sides.

In accordance with the Leicestershire Highway Design Guide (LHDG (available at <https://resources.leicestershire.gov.uk/lhdg>)), a commercial site access is required to be 6m in width, however the LHA is satisfied that this can be dealt with by way of planning condition. The Applicant is advised that this may require the existing gully fronting the site to be relocated; any works such as this as a result of the development proposal would be entirely at the Applicants expense. The LHA further advises that any proposed gates should be setback a distance of 5m from the back of the highway boundary in order to allow a vehicle to stand clear of the highway whilst operating the gate(s). As outlined above, the site is somewhat constrained, therefore the LHA will seek to secure a condition ensuring that the gates remain open for the hours of operation of the business to ensure that the gates do not impede on available parking provision.

The submitted site access drawing does not detail visibility splays, however the extant use of the access, without any evidence indicating any safety concerns, is noted. In addition to this, the LHA notes that the access will be required to be widened which will improve visibility.

Highway Safety

There have been no recorded personal injury collisions within 500m of the site within the last five years, the LHA therefore has no pre-existing highway safety concerns at this location.

Trip Generation

The submitted Supporting Statement details that cookery classes will operate 3 days per week, with a day class, half day class and one evening class. Notwithstanding this, limited details have been submitted regarding the operation of the site. The LHA understands that the Cookery School is anticipated to accommodate 8 attendees however no details regarding the number of attendees or the operation of the Chefs Table aside from the specified opening hours of Monday – Saturday 10am - 11pm have been provided.

Whilst the level of anticipated trips generated has not therefore been clearly demonstrated, given the small scale of the site, the LHA have no concerns regarding the level of trips that would be generated. Notwithstanding this, the LHA will seek to

secure a condition restricting the use and capacity of the site given the limitations of the site, which would not be conducive to two-way movements, the lack of turning and limited parking provision in order to ensure that the application would not have a detrimental impact on the highway network.

Internal Layout

Brooker Flynn Architects drawing number 19-1016-(02)AS-002 details the internal layout of site which demonstrates a total of 8 parking spaces. The built form of the site severely restricts the potential configuration of internal layout with regards to parking and turning.

Therefore whilst the submitted drawing demonstrates the maximum potential for on-site parking, there is no turning provision within the site when all parking spaces are occupied. This therefore would require vehicles to reverse either into the site or onto the highway, which would not typically be acceptable for commercial premises. Notwithstanding this, as outlined above, the development proposal is unique and the operation of the site could be suitably restricted by virtue of planning conditions which would therefore result in an acceptable development proposal. The LHA will therefore seek to secure the provision of a car park management plan in order to manage arrivals and departures at the site given the limited parking provision available and in order to minimise the impact on the highway network. The Applicant should give consideration to the time tabling of classes to ensure that there is sufficient time between classes to maximise use of the car park.

Due to the nature of the proposals, the LHA has no parking standards applicable for this type of use. Therefore without evidence to the contrary, the LHA do not consider it unreasonable to assume that attendees to the cookery school could arrive by private motor vehicle. In addition to this, it is noted that the parking provision for the development proposal occupies the whole potential parking area, therefore not maintaining parking provision for the existing residential dwelling. In addition to this, the LHA notes that the submitted Supporting Statement does identify that the occupants of the dwelling would work at the proposed business, and therefore it would be reasonable to expect that two vehicles in connection with residential use would also be parked at the site. This would therefore reduce the available customer parking to 6 spaces.

It is noted that there are no existing on-street parking controls on Church Lane; whilst the LHA does not encourage parking on the highway in association with any new developments, taking a pragmatic approach to the application and considering that Church Lane is an unclassified, lightly trafficked street, the LHA does not consider that the potential for two vehicles to park on the highway would cause unacceptable, severe harm to the highway network and therefore could not substantiate a reason for refusal on this basis.

Transport Sustainability

The nearest bus stops are located within 500m of the site and are served by hourly services between Bottesford and Melton Mowbray. It is noted that the latest bus to Bottesford departs at 18.55 hours and the latest bus departing for Melton Mowbray departs at 18.14 hours. The nearest train station is located in Melton Mowbray.

Therefore there are limited opportunities for sustainable modes of travel to the site, nevertheless, the LHA is satisfied for the Local Planning Authority to include this transport context in its wider sustainability considerations for the site.

Melton Borough Council Conservation Officer

Conservation recognises the precedent for development that has been set by the historic photograph of a 2 storey dwelling that was in situ on the site. However, any new dwelling in this location would therefore need to match the quality of this former dwelling, which appears to have been a traditional 2 storey vernacular house. As such the materials of the new dwelling would need to be in accordance with the following:

- Windows to be amended to traditional 1/1 timber sash
- Rain water goods to be half round aluminium or cast iron effect UPVS
- Treatment of upper storey to be finished below roofline with 2 courses of decorative corbelled eaves
- Pantiles to be clay non-interlocking
- No cloaking to the verges
- Brick external walls to be in an English or Flemish bond with snapped headers
- Elongated window on east elevation to be amended to a traditional upper floor opening sash
- Windows on the ground floor to be aligned with upper floor windows

If these amendments can be made the Conservation will not object to the proposal.

Ecology

The bat survey submitted in support of the application identified a Common Pipistrelle bat hibernating in the building. In the absence of mitigation the roost will be destroyed by the proposal. Hibernation roosts are important to the local bat population and specific mitigation must be in place to compensate for the loss of the existing roost. The report provides a mitigation plan which is proportionate to the findings of the survey, and compliance with this must be required as a condition to the development. Additionally, the proposed location of the bat hibernacula should be submitted to the LPA for approval. These should be cited in a location determined by the applicant's ecologist.

Historic England

No objection / no comments, refer to the Council's Conservation Officer.

Environmental Health

Commercial kitchens are typically associated with noise from extraction equipment and odours from cooking fumes. Depending on the proximity to sensitive receivers, the number of covers and the type of food prepared noise / smells can adversely impact on neighbour amenity. In this instance the proposed development is immediately situated in a residential setting, albeit Long Clawson is home to Long Clawson Dairy which plays a significant role in Melton – the rural capital of food.

Ordinarily a commercial kitchen in a residential setting would require noise and odour abatement as deemed appropriate by assessment. However, the relatively modest scale of development. The cooking school is artisan in nature, serving high quality food with limited cooking facilities and short operational times. Furthermore, the extraction system (as currently proposed) is situated on the gable end, discharges at height and is some 40m+ from the nearest dwelling. This set-up should afford good dilution and dispersion of odours and is likely to be sufficient to prevent a loss of residential amenity without any addition noise / odour abatement.

Nevertheless, in the interests of good planning, I would strongly advise the applicant (in liaison with their kitchen engineers) to design and install the extraction infrastructure in such a manner as would allow the easy retrofitting of noise / odour abatement equipment should this later become necessary.

Appendix B : Summary of representations received

Impact on Heritage Assets

Increased height of the proposed building and proximity to the Church (Grade II* listed means it will have an adverse impact on the Church, approx. 34 metres away. Also will have an adverse impact on the Grade II listed Old Vicarage 27 metres away. The development goes against the guidance and policies within:

- Historic England “The Setting of Heritage Assets, 2015 – Historic Environment Good Practice Advice in Planning:3”
- The NPPF, paras 184 and 190
- Melton Borough Council Policy EN13
- CHHNP and the Listed Building and Conservation Areas Act 1990

The proposal is within the Conservation Area, established in 1981, the Council has a duty to preserve and enhance this area.

The opening times of the cookery school is 6 days a week, and the Chef’s Table will be 4 days a week, 10:00-23:00, this will change the character of the area.

The two storey building is too dominant and too close to the Church

The proposal is not in keeping with the Conservation Area

Double height metal chimney would be detrimental to the Church (this was originally proposed on the initial submission, but has since been changed to a brick built chimney)

The area will become semi-commercial which is inappropriate in this area.

Lack of Design and Access Statement

There is no D&A statement, no assessment of numbers of visitors, parking and the

impact on the area.

Residential Amenity, Privacy & Smells

Concerns over cooking smells permeating the area for many hours (10:00-23:00) which will be extracted and disseminate across the area, much more than domestic premises. Cooking smells entering the Church would be undesirable.

Extraction from the kitchen would need proper assessment to avoid smells emanating from the building to the Church and neighbouring properties. It has not been assessed.

The upper floor window on the north elevation is unnecessary and should be removed, it overlooks the Old Vicarage.

The plans state that no trade waste will be generated which is wrong

Air pollution

The applicant cannot possibly control the smells that will be generated, in addition to the noise of clearing up afterwards.

Industrial sized waste bins that will be required will be smelly and ugly.

There has been no consultation with neighbours prior to submission.

Highways Safety & Parking

There is only space for approx. 4 cars next to Framland Lodge, with no turning space. Parking on Church Lane is inevitable along a road which is already busy during Church services, weddings and funerals.

No clear indication of the number of attendees of the cookery school and chef's table, which could overlap and pose serious parking problems.

The off road parking is limited, only taking perhaps 4 cars and is inadequate. This will lead to parking on Church Lane.

Church Lane does not need any more cars, traffic, parking

Parking will only get worse if the venture is successful

Minimising car use and incentivizing customers to use public transport and walking / cycling is unrealistic. Local transport connections are poor, this is 'pie in the sky'

The access is unsuitable and does not give a good view along Church Lane. If cars are parked on the lane visibility would be even worse.

There are misleading statements about HGV's accessing Church Lane. There are no tractors that have need to use it, no large vehicles are ever seen.

I see no problem, the parking can be accommodated on the site.

Noise

The impact of noise and light in close proximity to the Church. Noise from open

windows overlooking the Church grounds. Diners viewing the church and churchgoers viewing the diners will detract from the peace and tranquility of the Church and its grounds.

The proposed operating hours will impact on the whole area.

The closing time of the chef's table would impact on neighbouring properties with the noise of people departing late in the evening.

Residents should be able to enjoy the idyllic rural village setting that they bought into when relocating and enjoy the peace and quiet of country living.

Design & Quality of Plans

Comments referring to the initial submission since amended

- The plans are inadequate
- The submission does not provide suitable drawings to compare the current and proposed elevations
- Inadequate / no architect drawings, impossible to understand the development

Amendments to the plans have failed to address any of the objections made

Neither support nor object - Suggest that a conservation architect is employed to bring forward a design which is appropriate and in keeping.

Proposed Use of the Building / Economic Benefits

The application lists it as residential application when it is not.

This should be an application for change of use, which has not been mentioned in the form.

No benefit to the local community, the village can barely support a shop, butchers and pub.

There are many cookery schools and high end restaurants in the Vale and Melton area which operate from commercial premises with little or no impact on residents.

Plenty of better places for this available for rent / purchase with no need to convert a domestic property

When the pub tried to become a high end gastro pub it failed, therefore the business case is questionable.

There are no businesses on Church Lane, it is not the right place for it – this is a residential area. They are in the village centre.

The applicants sweeping statements regarding economic benefits are not underpinned by research.

There is passing reference to some courses requiring overnight accommodation, which would seem excessive for short day courses, so presumably the applicant is

expecting longer courses? This will cause even more disruption.

This should be supported, it would be a big asset to the village.

Appendix C: Recommended Conditions

1. The development shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.

2. This decision relates to the approved amended plans numbered and dated as follows:

- Site Location Plan 19-1016-(02)AS-001 Rev A received at these offices on 20th May 2019
- Proposed Floor Plans 19-1016-(16)BA-1001 Rev D received at these offices on 18th June 2019
- Proposed Floor Plans 19-1016-(20)AG-001 Rev D received at these offices on 18th June 2019
- Proposed Elevations 19-1016-(22)AE-001 Rev C received at these offices on 18th June 2019

Reason: For the avoidance of doubt; the initial plans being considered unsatisfactory.

3. No development shall start on site until all external materials to be used in the development hereby permitted have been agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To enable the Local Planning Authority to retain control over the external appearance as no details have been submitted.

4. Notwithstanding the submitted plans, the proposed access shall have a width of a minimum of 6 metres and shall be surfaced in a bound material by a dropped crossing. The access once provided shall be so maintained at all times.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2019).

5. The development hereby permitted shall not be occupied until such time as the existing gates to the vehicular access have been permanently removed. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no replacement vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within 5 metres of the highway boundary unless hung to open

away from the highway. Any such gates shall remain open for the hours of operation of the business.

Reason: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2019).

6. The development hereby permitted shall not be occupied until such time as a car park management plan has been submitted and approved in writing by the Local Planning Authority parking. Thereafter the onsite parking provision as shown on Brooker Flynn Architects drawing number 19-1016-(02)AS-002 and management plan shall be so maintained in perpetuity.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

7. The proposed development shall remain ancillary to the existing use of the site and shall not be occupied or operated separately from the remainder of the premises.

Reason: In the interests of general highways safety and in accordance with the National Planning Policy Framework (2019) as a more traffic-intensive development at this site would be inappropriate due to the limitations of the vehicular access and/or the local road network.

8. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and / or the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any orders revoking and re-enacting those Orders), the development hereby permitted shall not be attended by any more than 8 attendees at any given time.

Reason: In the interests of general highways safety and in accordance with the National Planning Policy Framework (2019) as a more traffic-intensive development at this site would be inappropriate due to the limitations of the vehicular access and/or the local road network.

9. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and / or the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any orders revoking and re-enacting those Orders), the Cookery School and Chefs Table shall not be in commercial use simultaneously.

Reason: In the interests of general highways safety and in accordance with the National Planning Policy Framework (2019) as a more traffic-intensive development at this site would be inappropriate due to the limitations of the vehicular access and/or the local road network.

10. Prior to the commencement of development, a scheme detailing mitigation and compensation measures relating to bats shall be submitted to and approved in writing by the local planning authority. The scheme shall detail:

1. The timing the work to avoid the bat hibernation period, which is typically December to February incl.);
2. A Natural England licensed (class 2 or above) bat ecologist attending any

work that could affect the hibernaculum (to check it and move the bats if necessary);

3. Providing two alternative hibernacula in advance of the subsequent winter;
4. A bat-friendly lighting scheme near the new hibernacula; and,
5. Two years of post-development monitoring of the new hibernacula, which should be maintained and retained for at least five years and longer if bats occupy them.

Reason: To protect the interests of protected species that will be impacted by the proposal.

Appendix D : Applicable Development Plan Policies

Local Plan

- Policy SS1 Presumption in Favour of Sustainable Development.
- Policy SS2 Development Strategy
- Policy C7 – Rural Services
- Policy EC2 – Employment Growth in the Rural Area (Outside Melton Mowbray)
- Policy EC4 – Other Employment and Mixed-use Proposals
- Policy EC8 – Sustainable Tourism
- Policy EN1 Landscape.
- Policy EN6 Settlement Character.
- Policy EN13 – Heritage Assets
- Policy IN2 Transport, Accessibility and Parking.
- Policy D1: Raising the Standard of Design.

Clawson, Hose and Harby Neighbourhood Plan (2018)

- Policy E2: Attracting New Business
- Policy E3: Home Working
- Policy H7: Housing Design
- Policy T4: Parking