



10 June 2019

## PLANNING COMMITTEE - 19 JUNE 2019

A meeting of the Planning Committee will be held at 6.00pm on Wednesday 19 June 2019 in the Council Chamber at the Town Hall, Rugby.

Adam Norburn  
Executive Director

***Note: Members are reminded that, when declaring interests, they should declare the existence and nature of their interests at the commencement of the meeting (or as soon as the interest becomes apparent). If that interest is a pecuniary interest, the Member must withdraw from the room unless one of the exceptions applies.***

***Membership of Warwickshire County Council or any Parish Council is classed as a non-pecuniary interest under the Code of Conduct. A Member does not need to declare this interest unless the Member chooses to speak on a matter relating to their membership. If the Member does not wish to speak on the matter, the Member may still vote on the matter without making a declaration.***

## A G E N D A

### PART 1 – PUBLIC BUSINESS

1. Minutes.  
To confirm the minutes of the meeting held on 22 May 2019.
2. Apologies.  
To receive apologies for absence from the meeting.
3. Declarations of Interest.  
To receive declarations of –
  - (a) non-pecuniary interests as defined by the Council's Code of Conduct for Councillors;
  - (b) pecuniary interests as defined by the Council's Code of Conduct for Councillors; and

(c) notice under Section 106 Local Government Finance Act 1992 – non-payment of Community Charge or Council Tax.

4. Applications for Consideration.
5. Advance Notice of Site Visits for Planning Applications – no advance notice of site visits has been received.
6. Delegated Decisions – 18 April 2019 to 14 May 2019.

## **PART 2 – EXEMPT INFORMATION**

There is no business involving exempt information to be transacted.

Any additional papers for this meeting can be accessed via the website.

The Reports of Officers (Ref. PLN 2019/20 – 3) are attached.

### **Membership of the Committee:**

Councillors Bearne, Mrs Brown, Brown, Butlin, Eccleson, Ellis, Mrs Garcia, Gillias, Miss Lawrence, Picker, Roodhouse and Sandison

***If you have any general queries with regard to this agenda please contact Claire Waleczek, Democratic Services Team Leader (01788 533524 or e-mail [claire.waleczek@rugby.gov.uk](mailto:claire.waleczek@rugby.gov.uk)). Any specific queries concerning reports should be directed to the listed contact officer.***

*If you wish to attend the meeting and have any special requirements for access please contact the Democratic Services Officer named above.*

*The Council operates a public speaking procedure at Planning Committee. Details of the procedure, including how to register to speak, can be found on the Council's website ([www.rugby.gov.uk/speakingatplanning](http://www.rugby.gov.uk/speakingatplanning)).*

**Planning Committee – 19 June 2019**

**Report of the Head of Growth and Investment**

**Applications for Consideration**

Planning applications for consideration by the Committee are set out as below.

- Applications recommended for refusal with the reason(s) for refusal (pink pages)
- Applications recommended for approval with suggested conditions (yellow pages)

**Recommendation**

The applications be considered and determined.

## **APPLICATIONS FOR CONSIDERATION – INDEX**

### **Recommendations for refusal**

There are no applications recommended for refusal to be considered.

### **Recommendations for approval**

<b>Item</b>	<b>Application Ref Number</b>	<b>Location site and description</b>	<b>Page number</b>
1	R17/0971	Former Gala Bingo Site, Evreux Way, Rugby Erection of two-storey drive through restaurant and associated works	3

**Reference: R17/0971**

**Site Address: FORMER GALA BINGO SITE, EVREUX WAY, RUGBY,**

**Description: Erection of two-storey drive through restaurant and associated works**

**Case Officer Name & Number: Karen McCulloch, 01788 533623**

This application is being reported to Committee as requested by Councillor New.

**Description of site**

This application relates to a site located in Rugby Town Centre, opposite the Town Hall.

The site comprises the site of the former Gala Bingo building, which is currently used as a car park. This is accessed from North Street and from Evreux Way along an access shared with the adjacent Cemex building.

This site has a hard core surface with black railings to the boundaries, the site slopes up away from Evreux Way.

The side elevation of the Clocktowers shopping centre is visible across the site. This is a mostly blank elevation which is a mix of brick and grey cladding that has a range of roof heights and with plant and equipment on the roof.

The Cemex offices are located adjacent to the site. This is a 9 storey concrete and glass tower block with a car park with 134 spaces at the rear which uses the shared access. There are a range of other building styles, designs and ages in the area surrounding the site, including the town hall and two storey retail units.

**Description of proposals**

This application is for the erection of a two storey restaurant with drive through facilities and also includes associated car parking, access and landscaping works.

The proposed restaurant will be accessed from Evreux Way, along the existing vehicle access which is shared with the adjacent Cemex building. This will lead to the car park and to the drive through lanes which will go around the front of the building adjacent to Evreux Way and North Street.

Pedestrian access to the building will be provided from the car park and from North Street.

The proposed building will be two storey with a flat roof, there will be a parapet to the roof which will conceal roof mounted plant and equipment.

The building will have an overhanging roof feature which will also be reflected in the single storey element of the building and over the entrance doors and order canopies.

The building will include a range of materials such as glazing, stone tiles, wood effect and dark grey cladding.

Landscaping will be provided to the front and side of the site and adjacent to the rear boundary.

## Relevant planning history

R10/1860 Outline planning application for redevelopment of site comprising demolition of existing buildings and erection of a retail foodstore (Class A1– max floorspace 6255m<sup>2</sup> gea) and additional retail units (Classes A1, A2, A3, A4 & A5– max floorspace 785m<sup>2</sup> gea), the provision of new access arrangements together with associated parking and servicing with all matters reserved for future determination except for access. Approved 08 July 2016.

R13/1916 Outline application for erection of building for retail (Class A1), office (Class B1) and leisure (Classes D2, A3, A4 and A5) uses, with associated works including demolition of existing buildings. All matters reserved except for access. Approved, 29 January 2014.

R14/1582 Outline application for erection of building for retail (Class A1) and leisure (Classes D2 and A3) uses, with associated works including demolition of existing buildings. All matters reserved except for access. Approved, 07 January 2015.

The above planning applications also included the adjacent Cemex site.

R10/1860 remains extant and reserved matters can be submitted until 18 July 2019.

R12/0473 Change of use to temporary car park with associated works. Approved 25 July 2012.

R15/2240 Change of use to temporary car park (for 5 years). Approved 29 September 2016.

## Technical consultation responses

### Original Plans

WCC Highways	Objection	Transport Assessment is flawed, access raises safety concerns
WCC Ecology	No objection	Subject to ecological enhancement condition
WCC Archaeology	No objection	Subject to condition
WCC Flood Risk	No objection	
Warwickshire Police	Comments	Make suggestions to improve security
Warks Fire & Rescue	Comments	Development must comply with Building Regulations
Environmental Health	Objection	Need full air quality assessment, suggest conditions and informatives
Severn Trent	No comments received	
Environment Agency	No comments received	
Rugby BID	No comments received	
Rugby Disability Forum	No comments received	

### Amended Plans/Information

WCC Highways	No objection	Subject to conditions
Environmental Health	Objection	Believe development will lead to additional traffic and have a detrimental impact on air quality

## Third party comments

### Original Plans

Councillor New Objection

- Requests application be determined by Planning Committee;
- Highway and pedestrian safety and road congestion at the proposed access and egress points;

- Conflicts with the existing Town Centre strategic policy and emerging Local Plan, this is a prime retail area;
- Poor site management by existing franchisee, which contributes to high volumes of litter and food waste around Town Centre.
- Close to park and existing school routes, which could lead to childhood obesity and diabetes;
- Over intensification of fast food outlets in the Town Centre, with pizza take away next door;
- Impact on viability of cafe in park.

#### Local Residents (4) Objection

- Will worsen traffic problems in the town;
- Would lead to unauthorised parking;
- Danger to pedestrians;
- Increase in car fumes;
- Building will be an eye sore;
- Customers may hang around or eat close to the premises and this could lead to antisocial behaviour;
- Chestnut Fields may become an area for gathering;
- Would lead to litter and vermin;
- Company already has 3 premises in the town, no need for another;
- Already enough food outlets in town, may impact on independent cafes;
- Rugby has a number of drive through outlets;
- Need better clothes shops in town;
- Should use site as a bus and taxi station, this would reduce congestion, provide services in one location and create a better waiting environment to the benefit of less able bodies people;

#### Cemex Objection

- Building is now to be used as HQ for UK operations which will result in increased numbers of staff and visitors;
- Transport Statement concludes drive through with Cemex offices will lead to less traffic than approved food store, it is not clear how this conclusion was reached;
- Cemex has a right of access from Evreux Way across the proposed access and this is the only access to Cemex;
- Proposal is to close North Street access and uses shared access, no assessment of impact on Cemex;
- Single proposed access would concentrate traffic in one location and this is not assessed;
- Will increase number of trips to the site;
- Peak times for drive through and Cemex will be the same;
- May lead to queuing within site and on Evreux Way, this will be dangerous;
- Staff travelling on foot will have to cross a busy access;
- Loss of car park will increase people walking from other car parks;
- Transport Assessment refers to increased traffic in the mornings but this is not considered further;
- Transport Statement is not clear about existing accident data and effect of increased traffic;
- Change to access cannot be achieved without use of third party land, this may not be possible;

- Deliveries utilise both lanes of the access so should be made when the restaurant and Cemex are closed, delivery hours should be specified;
- Is unnecessary to provide restaurant as a drive through as this will be unsustainable and encourage unnecessary trips to the town centre;
- Development is contrary to draft policy HS1 as does not provide high quality public realm or encourage movement by bicycle or on foot;
- Transport Assessment is inadequate which is contrary to draft policy D1;
- Consider detailed Air Quality Assessment should be provided as proposal is different from that previously approved, this is contrary to draft policy HS5;
- Air quality measures may be required to protect local population and Cemex staff;
- No assessment of noise impact;
- Contrary to draft policy TC1 as does not provide local distinctiveness or a sense of place;
- Contrary to draft policy TC4 as ground floor use should be retail, this policy is not addressed by the applicants;
- Significant weight should be given to the draft Local Plan;
- Noise and litter;

#### Amended Plans/Information

##### Councillor New            Objection

- There is a burger bar and pizza shop next to the site;
- There is a drive through at Junction One, another one is not needed;
- Traffic backing up will add to existing congestion;
- Will encourage people to eat unhealthily;
- Will impact on café in Caldecott Park and may lead to its closure;
- Should encourage a diverse range of shops in the Town Centre.

##### Local residents            (1)    Objection

- Why is there a need for 3 McDonalds in Rugby?
- No need for more fast food outlets;
- This is a busy part of town where traffic is at a standstill the evenings, this would cause more chaos;
- Mess from people dropping litter;
- Site should be made into a decent car park;
- Where will cars that currently use the site be parked?
- Should use empty buildings in the Swan Centre;
- Is this why Council Tax is going up, to build this without anyone's permission?

##### Cemex (2)                    Objection

- Have had Transport Assessment reviewed by consultants;
- Assessment underestimates development traffic and simplifies two-way traffic flows;
- Development would increase vehicle conflict along access and at the junction;
- No service access or service area, delivery vehicles could block access causing safety issues;
- Air Quality Assessment must consider idling engines from queueing traffic;
- Noise from car engines and music will disturb office workers;
- Emerging plan allocates site within Town Centre and Primary Shopping Area;
- Conflict with draft policy TC1 which requires high quality design to contribute to local distinctiveness and sense of place;
- Conflict with draft policy TC4 as no retail use is included at ground floor;

- Weight should be given to the emerging plan and this is not referred to in the supporting statement;
- Peak usage of the drive through will coincide with peak traffic movements at Cemex;
- WCC have not justified their acceptance of the traffic forecasting;
- Other facilities may not have dedicated servicing areas but these have circulatory routes or have shared manoeuvring areas;
- WCC do not address vehicle conflict on the access.

### **Relevant planning policies and guidance**

Rugby Borough Local Plan, 2011-2031 – June 2019

GP1	Complies	Securing Sustainable Development
GP2	Complies	Settlement Hierarchy
GP3	Complies	Previously Developed Land and Conversions
TC1	Complies	Development in Rugby Town Centre
TC2	Complies	Rugby Town Centre New Retail and Town Centre Uses
TC3	Complies	Primary Shopping Area and Shopping Frontages
HS1	Complies	Healthy, Safe and Inclusive Communities
HS5	Complies	Traffic Generation and Air Quality, Noise and Vibration
NE1	Complies	Protecting Designated Biodiversity and Geodiversity Assets
SDC1	Complies	Sustainable Design
SDC2	Complies	Landscaping
SDC5	Complies	Flood Risk Management
D1	Complies	Transport
D2	Complies	Parking Facilities

Sustainable Design and Construction SPD, 2012

Planning Obligations SPD, 2012

National Planning Policy Framework, 2019 (NPPF)

### **Assessment of proposals**

The key issues to assess in relation to this application are whether the principle of the development is acceptable and whether there will be an adverse impact in terms of traffic and highway safety, air quality or visual and residential amenity.

#### Principle of development

The site is located within Rugby town, this area is identified by policy GP2 as the main focus for development within the borough and the development accords with this policy.

The site is also within the Rugby Town Centre and primary shopping area as defined by the Local Plan but is outside of the primary and secondary shopping frontages. Guidance contained within the NPPF states that planning policies and decisions should support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation. The NPPF also defines main town centre uses and this definition includes drive through restaurants. The NPPF states a sequential approach should be taken to main town centre uses with these being provided in town centres as the first tier of this hierarchy.

Policy TC2 refers to town centre developments and states that non-retail main town centre uses will be permitted within the Town Centre Boundary. Policy TC3 refers to the Primary Shopping Area and states that non-A1 uses, such as the proposed restaurant, in locations such as this

site will be assessed on a case-by-case basis in relation to the future potential impact on the vitality and viability of the town centre.

Development Strategy initially commented on the application in relation to the Core Strategy policies and requested additional information to show the proposal would not harm the retail function, vitality or viability of the Primary Shopping Area. Although the Core Strategy has been superseded by the Local Plan the policies in this document also require the impact on vitality and viability to be assessed. As the supporting information refers to the proposed building being occupied by McDonalds queries were also raised regarding the future of the existing store and the potential impact on the town centre.

The agent provided information to address these points and advised there are no plans for the existing town centre restaurant to be closed, this would therefore not impact on the vitality and viability of the primary shopping centre. They consider the proposed unit will have a positive impact on the town centre as it will encourage additional footfall along North Street.

Development Strategy remain concerned about the application in relation to the possible impact on the existing store and the potential impact on the vitality and viability of the Town Centre as customers may solely visit the restaurant and not the wider town centre.

The applicant has responded to these concerns and comments that if customers are solely visiting the store these are likely to be additional trips rather than those from people visiting the wider town centre and that these therefore would not have an adverse impact on vitality and viability.

It is therefore considered that this is no evidence to demonstrate that the development will have an adverse impact on the vitality or viability of the primary shopping area.

Substantial weight should be given to the NPPF definition of drive through restaurants and main town centre uses. As the proposed development is for a main town centre use within the defined town centre the principle of development is acceptable in accordance with the NPPF and policies TC2 and TC3.

The application site was previously developed with the Gala Bingo building which was demolished and the redevelopment is in accordance with policy GP3 which states the Council will support the redevelopment of previously developed land.

#### Visual amenity

Policy SDC1 states that development should demonstrate high quality, inclusive and sustainable design and that development will be supported where the scale, density and design responds to the character of the area. In addition policy TC1 relates to developments within the Town Centre and states developments should demonstrate high quality design that complements and enhances the existing environment and townscape in a way which contributes to local distinctiveness and sense of place.

At present the site does not enhance the character of the area, the site is currently in use as a car park and the removal of the Gala Bingo building exposed the rear and side elevations of the Clocktowers shopping centre allowing views of the rear service yards and associated equipment.

The proposed building will be positioned at the front of the site close to the Evreux Way and North Street roundabout. It will be accessed from Evreux Way and have a car park to the rear. The drive through lanes will go around the front of the building adjacent to Evreux Way and North Street.

The proposed building will be two storey with a flat roof, there will be a parapet to the roof which will conceal roof mounted plant and equipment. The building will have an overhanging roof feature which will also be reflected in the single storey element of the building and over the entrance doors and order canopies. The building will include a range of materials such as glazing, stone tiles, wood effect and dark grey cladding.

The area surrounding the site consists of a wide variety of ages and styles of building, with each of these being typical of the time that it was constructed; this adds interest to the area and adds character.

The position of the site results in the front and both side elevations of the building being prominent within the surrounding area and amended plans were received adding glazing and changes of materials of the west elevation to add interest to the building.

The proposed flat roofed design of the building draws on features of the Town Hall and the adjacent retail units and provides a modern building containing large areas of glazing and a range of materials such as stone tiles, wood effect cladding and dark grey cladding.

It is considered that the design of the building is acceptable and will complement the existing buildings in the area.

The submitted plans show drive through canopies, outdoor furniture and a range of boundary treatments which reflect the design of the building. A condition is proposed requiring the design and position of these to be agreed to ensure there is no adverse impact on the visual amenity of the area.

The drive through lane is proposed adjacent to Evreux Way and North Street and landscaping is proposed on this frontage. A condition can be used to ensure a suitable landscaping scheme is provided.

It is therefore considered that the redevelopment of the site would improve the character and amenity of the area in accordance with policies SDC1 and TC1.

Policy SDC2 relates to landscaping and states that appropriate site features should be retained and that a high standard of hard and soft landscaping will be required.

At present the site is hardsurfaced with no landscaping and there are no landscape features to be retained. Landscaping will be provided to the front and side of the site and adjacent to the rear boundary and as detailed above and condition can be used to ensure a suitable scheme is provided in accordance with policy SDC2.

#### Transport, Highways and Parking

As detailed above access to the proposed restaurant will be provided from Evreux Way using an existing access. This will be shared with the adjacent Cemex offices and provides access to the rear of this building. The access will lead to the car park and drive though lanes and will also be used by HGVs which will service the site from within the car park area.

Objections received from Cemex refer to the use of this access and comment that there will be conflict between vehicles accessing the proposed restaurant and those associated with Cemex.

The NPPF refers to transport matters and paragraph 109 states that development should only be refused on highway grounds where there would be “an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Local Plan policy D1 refers to transport and states that development will be permitted where sustainable modes of transport are prioritised and measures to mitigate transport impacts are provided. This also states that Transport Assessment or Transport Statements should be provided with applications. Policy HS5 states development should be located where use of public transport, cycling and walking can be optimised.

The application was accompanied by a Transport Assessment. This included information regarding the accessibility of the site by sustainable transport methods. This showed that the site was in close proximity to bus stops serving a large number of bus routes. The site is also well connected to the pedestrian network and accessible by cycle.

The Transport Assessment assessed the traffic generation from the proposed restaurant in relation to the level of traffic that could be generated from the previously approved food store. However, the Highway Authority Warwickshire County Council objected to this approach and commented that the proposed traffic must be assessed in relation to the existing traffic situation.

The Highway Authority also objected on the grounds that the traffic impacts on the wider town centre, including the gyratory had not been assessed, the modelling should also include Cemex traffic and that the vehicle tracking had not shown that the HGV could access the site without conflict with vehicles on Evreux Way or the Cemex access.

In relation to these objections the applicants' carried out additional traffic modelling and provided an updated Transport Assessment. They also provided updated HGV tracking plans. In relation to deliveries they advised that these occur 3 times a week and that these could be scheduled to occur outside of peak trading hours or the hours when the Cemex building is operational. They suggested a condition restricting deliveries to between 7.00pm and 7.00am.

The Highway Authority commented on the revised and additional information and advised this shows that the development can be accommodated on the highway network with minimal impact on the gyratory and Avon Mill junctions. They therefore consider the development will not have a severe impact on the safe and efficient operation of the highway network. In relation to the access arrangements they considered that the detailed design of these could be controlled by a condition and raised no objection to the application.

Following the submission of the revised and additional information a further objection was received from Cemex. This included comments on the Transport Assessment from a transport consultant employed by Cemex. This stated that the traffic associated with the development had been underestimated and that traffic flows had been simplified. They consider that there is potential for vehicle conflicts on Evreux Way and the shared access and there is a risk of delivery vehicles becoming stuck or blocking the access.

The Highway Authority reviewed this information and advised this does not change their position of no objection to the application. The Highway Authority comment that they have undertaken

their own analysis in relation to trip generation and consider the methodology used by the applicants' is robust.

In relation to the servicing of the site they comment that this reflects many other sites where customer parking is used for deliveries. However, they suggest an additional condition requiring a delivery and servicing strategy to be agreed.

Cemex responded to the Highway Authorities comments. Cemex consider that the Highway Authority have not justified their acceptance of the traffic forecasting, that the peak usage of the drive through will coincide with peak traffic movements at Cemex, that other sites without dedicated servicing areas have circulatory routes or shared manoeuvring areas and that vehicle conflict on the access has not been addressed.

In relation to these points the Highway Authority comment that the examples given by Cemex do not have circulatory routes due and that it is common practice for McDonald's servicing to be carried out from the car park. They also comment that they consider the main traffic peak for fast food restaurants is usually between 7.00pm and 8.00pm. They also comment that the access is private land not adopted highway and therefore any possible conflict is a civil matter. They maintain their view that the applicants have demonstrated that the access can operate in a safe and efficient manner.

Based on the advice of the Highway Authority it is considered that the development will not have an unacceptable impact on highway safety or have a severe impact on the safe and efficient operation of the highway network. This is therefore in accordance with the NPPF and policy D1 and the relevant part of policy HS5.

The Council's parking standards, which are contained within the Appendix 5 of the Local Plan would require 58 car spaces for the proposed restaurant use, in relation to public buildings and shops the standards also requires 3 disabled spaces where up to 50 parking spaces are provided. The proposals are for 45 car spaces, including 2 disabled spaces. As the site is located within the town centre it could be accessed by public transport and there is also other parking provision nearby. The proposal is for 2 disabled spaces instead of 3 which carries some weight against the proposals, however this is not considered grounds to refuse the application. It is therefore considered that the proposed level of car parking is acceptable.

Local residents have commented that the proposals will lead to the loss of the existing car park on the site. However, this has temporary permission until September 2021 which was granted on this basis to allow for the redevelopment of the site when required. Other car parks within the town centre are available and have capacity and the loss of the temporary car park is considered acceptable.

No cycle parking is shown on the submitted plans, however there is space within the site for this to be accommodated and a condition is proposed requiring details of cycle parking to be agreed.

It is therefore considered that a suitable level of parking can be provided in accordance with policy D2.

### Air Quality

Policy HS5 refers to air quality and states that developments within the Air Quality Management Area, such as this, should exceed air quality neutral standards. Guidance within the NPPF development should not contribute to unacceptable levels of air pollution.

The application was initially accompanied by an Air Quality Screening Assessment. This concluded that a full air quality assessment was not necessary as it was considered that the development would lead to a reduction in traffic when compared with the approved food store.

As detailed above the Highway Authority disagreed with these assumptions in relation to traffic generation and requested additional modelling. Environmental Health therefore objected to the application in relation to air quality as it had not been demonstrated that there would not be an increase in traffic which could lead to a detrimental impact in terms of air quality. They commented that an Air Quality Assessment was required.

An Air Quality Assessment was submitted based on the additional traffic modelling carried out by the applicants and makes comparisons with the previously approved food store. This concluded that the impacts related to dust during the construction phase and from traffic emissions at existing sensitive receptors were predicted to be not significant.

Environmental Services commented on this assessment and advised that based on the information provided the air quality assessment has to be accepted as the data it is based on shows that there would not be an impact on air quality.

However, Environmental Services then advised that they maintain their objection to the planning application. They consider that the drive through element of the proposals will have a significant impact on traffic on surrounding routes which will also have an adverse impact on air quality. They disagree that the majority of trips to the drive through will be from traffic already on the network and refer to existing issues at the McDonald's drive through at Junction 1.

Environmental Health suggested a condition restricting the number of vehicles visiting the site each day being capped at the number referred to in the Assessment. However, this would not be enforceable and would not comply with the relevant tests for conditions contained within the NPPF.

The agent commented that the objection is unsubstantiated as the Air Quality Assessment was based on traffic flows that had been agreed by the Highway Authority. They also provided further assessment of the likely Nitrogen Dioxide emissions at peak periods and conclude that the relevant concentration objectives would not be exceeded.

Environmental Services reiterated that their objection is based on their disagreement with the traffic generation figures. They comment that traffic generation was under estimated with the Asda development leading to air quality issues and that traffic visiting the town centre is served by the existing McDonald's. They advise that it is irresponsible to encourage additional traffic into the town centre and this is not in compliance with air quality objectives or legislation. They also refer to policy HS5 and comment that they do not consider the development to be air quality neutral and that no air quality mitigation is proposed.

Whilst these concerns are understood Environmental Services have not provided any evidence to dispute the traffic generation figures, which have been agreed by the Highway Authority who are the relevant experts in relation to traffic generation. Environmental Services advised that if

the traffic generation figures were accepted the Air Quality Assessment shows that there would not be an impact on air quality.

It is therefore considered there are no grounds to dispute the Air Quality conclusions and the applicant has demonstrated that there will be no adverse impact on air quality in accordance with policy HS5.

#### Amenity of the area

The closest residential properties to the site area those located on upper floors of commercial properties on North Street which are a minimum of 34m from the site. Houses on Oliver Street are separated from the development by the Cemex site and Corporation Street and these houses are over 100m from the site with the rear garden being around 94m from the site. It is therefore considered there will not be an adverse impact on neighbouring properties in terms of loss of light or privacy in accordance with the relevant part of policy SDC1.

Objections from Cemex referred to noise disturbance to users of the offices adjacent to the site, however this was not raised as a concern by Environmental Services.

Environmental Services commented on the application and requested conditions relating to operating hours, external plant and equipment, the drive through communication system and odour control. Subject to these conditions the impact on the amenity of neighbouring properties is considered acceptable in accordance with policy SDC1.

#### Ecology

The County Ecologist commented on the application and advised there would not be an adverse impact on protected species. They requested a condition to ensure that the proposed planting scheme includes ecological enhancement and subject to this condition the development is considered to comply with policy NE1.

#### Other issues

Local residents and a local Councillor have raised objections to the site being used as a fast food outlet and have commented that this could lead to unhealthy eating. Policy HS1 refers to creating healthy communities and seeking to encourage healthy diets where possible. However, this policy does not allow for proposals which do not encourage healthy diets to be refused on this basis. Notwithstanding this the application is for a drive through restaurant and although it is currently intended to be occupied by McDonald's the permission would allow for any drive through operator to occupy the site. Policy HS1 it therefore not considered grounds to refuse the application.

Objectors referred to there being many other fast food outlets within the town and the potential impact on existing independent cafes and restaurants. The National Planning Practice Guidance states that material considerations to be considered in relation to planning applications are generally those in the public interest, therefore issues related to the protection of private interests are not planning matters. The potential for competition between businesses is therefore not a planning issue.

Objectors also commented that the proposals could lead to increased litter and antisocial behaviour. However, there is no evidence to support this and these matters are controlled by other legislation outside of the planning system.

The site is located within Flood Zone 1, the area with the lowest probability of flooding, in accordance with policy SDC5.

WCC Archaeology have no objection to the application, subject to a condition relating to a programme of archaeological works.

Warwickshire Fire and Rescue have no objection subject the development complying with Building Regulations and Warwickshire Police made comments regarding measures to include security.

#### Conclusion and Planning Balance

Policy GP1 reflects the NPPF and refers to a presumption in favour of sustainable development. Both the policy and NPPF refer to approving applications that comply with the development plan without delay.

The NPPF identifies three interdependent and overarching objectives to sustainable development. Firstly, an economic objective, jobs would be created during the construction phase and thereafter and the proposed restaurant may attract new customers to the town centre. These factors carry weight in favour of the development.

Secondly in terms of a social role, the scheme would provide an additional service within the town centre to be used by members of the community which carries some weight in favour of the proposals

Thirdly, from an environmental aspect, the site could be accessed by alternative modes of transport to the car such as by public transport, walking and cycling. This would minimise pollution and is considered to carry weight in favour of the development. The objection from Environmental Services carries weight against the proposals, however as there is no evidence to dispute the transport figures agreed by the Highway Authority this weight is limited.

The impact on the natural environment is considered to be minimal and the proposals would result in no net loss to biodiversity. The development will also make effective use of previously developed land. In addition, the redevelopment of the existing car park will not harm the character and appearance of the area.

Therefore, the development of the site would result in social and economic benefits as well as environmental benefits. It is therefore considered on balance that the proposal would represent sustainable development in terms of the NPPF and is considered to accord with the Development Plan and the NPPF.

#### **Recommendation**

Approval

#### **DRAFT DECISION**

#### **REFERENCE NO:**

R17/0971

#### **DATE APPLICATION VALID:**

23-Jan-2018

#### **APPLICANT:**

Peacock and Smith c/o Agent

**AGENT:**

Matthew Turnbull, Peacock and Smith Suite 9C Josephs Well Leeds LS3 1AB

**ADDRESS OF DEVELOPMENT:**

FORMER GALA BINGO SITE, EVREUX WAY, RUGBY,

**APPLICATION DESCRIPTION:**

Erection of two-storey drive through restaurant and associated works

**CONDITIONS, REASONS AND INFORMATIVES:**

**CONDITION: 1**

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

**REASON:**

To comply with Section 91 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

**CONDITION: 2**

Unless non-material variations are agreed in writing with the Local Planning Authority the development shall be carried out in accordance with the plans and documents detailed below:

Site Location Plan - 1719/PA11 - 23/01/2018

Proposed Site Plan - 1719/PA13/A - 07/02/2018

Proposed Elevations - 1719/SK15/A - 13/03/2019

Proposed Floorplans - 1719/SK14/A - 13/03/2019

Design and Access Statement - Rev A - 07/02/2018

**REASON:**

For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.

**CONDITION: 3**

No above ground development shall commence unless and until full details of the colour, finish and texture of all new materials to be used on all external surfaces, together with samples have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

**REASON:**

To ensure a satisfactory external appearance and in the interests of the visual amenities of the locality.

**CONDITION: 4**

No above ground works shall commence in any phase unless and until full details of finished floor levels of all buildings and ground levels of all access roads, parking areas and footways have been submitted to and approved in writing by the Local Planning Authority. Development shall not be carried out other than in accordance with the approved details.

**REASON:**

To ensure the proper development of the site.

**CONDITION: 5**

No above ground development shall commence unless and until details of all proposed walls, fences and gates, canopies, outdoor furniture and drive through equipment, including elevations, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

**REASON:**

In the interest of visual amenity.

**CONDITION: 6**

No above ground works shall commence unless and until a comprehensive landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be implemented no later than the first planting season following first occupation of the development. If within a period of 5 years from the date of planting, any tree/shrub/hedgerow is removed, uprooted, destroyed or dies, (or becomes in the opinion of the Local Planning Authority seriously damaged or defective), another tree/shrub/hedgerow of the same species and size originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any non-material variations.

**REASON:**

To ensure the proper development of the site and in the interest of visual amenity.

**CONDITION: 7**

No above ground development shall commence unless and until an ecological mitigation and enhancement scheme for the development has been submitted to and approved in writing by the Local Planning Authority. This shall include details of biodiversity enhancement features such as native nectar rich planting to attract wildlife and details of any proposed bat or bird boxes. The scheme shall be implemented in accordance with the approved details.

**REASON:**

To enhance biodiversity in accordance with the NPPF.

**CONDITION: 8**

No development shall commence unless and until:

- a) A Written Scheme of Investigation (WSI) for a programme of archaeological evaluative work has been submitted to and approved in writing by the Local Planning Authority.
- b) The programme of archaeological evaluative work and associated post-excavation analysis, report production and archive deposition detailed within the approved WSI shall be undertaken. A report detailing the results of this fieldwork shall be submitted to the Local Planning Authority.
- c) An Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological fieldwork proposed) shall be submitted to and approved in writing by the Local Planning Authority. This should detail a strategy to mitigate the archaeological impact of the proposed development and should be informed by the results of the archaeological evaluation.

The development, and any archaeological fieldwork post-excavation analysis, publication of results and archive deposition detailed in the Mitigation Strategy document, shall be undertaken in accordance with the approved Mitigation Strategy document.

**REASON:**

In the interest of archaeology.

**CONDITION: 9**

Unless non-material variations are agreed in writing with the Local Planning Authority the premises shall not be opened for business other than between the hours of 09.00 to 23.00 Sunday to Thursday and 09.00 to 23.30 Friday and Saturday with no operations or activities taking place outside of these hours.

**REASON:**

To protect the amenity of nearby properties and the area.

**CONDITION: 10**

During the construction phase no HGV movements shall take place Monday to Friday during the time periods 07:30 - 09:15 and 16:30 - 18:00.

**REASON:**

To ensure that HGV movements are limited during the peak travel periods in the interest of highway safety.

**CONDITION: 11**

No development shall commence unless and until a Construction Method Statement / Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The statement shall include details relating to:

- (i) Hours of demolition, construction and deliveries;
- (ii) The control of noise and vibration emissions from construction/demolition activities including groundworks, plant/generators and the formation of infrastructure as well as arrangements to monitor noise emissions from the development site during the construction/demolition phase;
- (iii) The control of dust including arrangements to monitor dust emissions from the development site during the construction/demolition phase;
- (iv) Any temporary site compound, including buildings/structures, lighting, fencing and storage provision;
- (v) The parking of vehicles of site operatives and visitors during the demolition/construction phase;
- (vi) Measures to prevent deleterious material being carried onto the highway network; &
- (vii) Heavy Goods Vehicle construction/demolition routing plan;

Development shall not be carried out other than in accordance with the approved construction method statement / management plan.

**REASON:**

In the interests of the amenities of the area.

**CONDITION: 12**

No part of the development hereby permitted shall be occupied unless and until a delivery and servicing strategy, which identifies the location and timings of deliveries, which shall not occur between the hours of 07.00 and 19.00, within the perimeter of the development site has been submitted and approved in writing by the Local Planning Authority. The deliveries to the site and servicing of the site shall not be carried out other than in accordance with the approved details.

**REASON:**

In the interest of highway safety.

**CONDITION: 13**

No above ground development shall commence unless and until the detailed design of the site access arrangements have been submitted to and approved in writing by the Local Planning Authority.

The approved highway access works shall be completed, as evidenced by the issuing of a Certificate of Substantial Completion by the Highway Authority, prior to the first occupation of the development and shall be permanently retained thereafter.

**REASON:**

In the interest of highway safety.

**CONDITION: 14**

The accommodation for car parking and the loading and unloading of vehicles, shown on the approved plan shall be provided before the occupation of the development hereby permitted and shall be retained permanently for the accommodation of vehicles of persons working in or calling at the premises and shall not be used for any other purpose.

**REASON:**

In order to ensure that satisfactory parking and access arrangements are maintained within the site.

**CONDITION: 15**

No above ground development shall commence unless and until full details of cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided, in accordance with the approved details before the first occupation of the development.

**REASON:**

In the interest of sustainability.

**CONDITION: 16**

Full details of any refrigeration or airhandling plant, flues or other equipment to be located externally to the building, to include proposed measures for acoustically treating such equipment, shall be submitted to and approved in writing by the Local Planning Authority prior to such plant being installed. Equipment shall then be installed in accordance with the approved details.

**REASON:**

In the interests of the amenities of neighbouring properties.

**CONDITION: 17**

Prior to the first occupation of the development details of the communication system between the premises and users of the drive through shall be submitted to and approved in writing by the Local Planning Authority, this shall seek to minimise the volume of the speaker system. The communication system shall not be installed or maintained other than in accordance with the approved details.

**REASON:**

In the interest of the amenity of the area.

CONDITION: 18

A scheme of works for odour control for any proposed kitchen extraction equipment shall be submitted to and approved in writing by the Local Planning Authority prior to such plant being installed. The approved odour control scheme shall be implemented on site prior to the extraction system being brought into use and shall thereafter be so retained.

REASON:

To prevent the emission of fumes which would be detrimental to the amenity of the area.

CONDITION: 19

No external lighting shall be erected unless and until full details of the type, design and location have been submitted to and approved in writing by the Local Planning Authority. Any lighting shall only be erected in accordance with the approved details.

REASON:

To ensure a satisfactory external appearance and in the interests of the visual amenities of the locality.

CONDITION: 20

Unless non-material variations are agreed in writing with the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until points (A) to (D) below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition (d) has been complied with in relation to that contamination.

(A) An investigation and risk assessment must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11.

(B) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(C) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must

be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

(D) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition (A), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (B), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition (C).

**REASON:**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

**INFORMATIVE: 1**

Should your development require a new address or an amendment to an existing address please complete an application form for Postal Naming and Numbering.

This can be downloaded at:

[http://www.rugby.gov.uk/site/scripts/documents\\_info.php?documentID=223&categoryID=200295](http://www.rugby.gov.uk/site/scripts/documents_info.php?documentID=223&categoryID=200295).

Alternatively, you can contact the Street Naming and Numbering Team for an application form at: [SpecialistSupport@rugby.gov.uk](mailto:SpecialistSupport@rugby.gov.uk) or by ringing 01788 533885.

**INFORMATIVE: 2**

Warwickshire Police have made comments regarding increasing safety and security at the site.

**INFORMATIVE: 3**

If the proposed development is to incorporate piling in the foundation detail, the developer is advised to contact the Council's Commercial and Regulation Team to obtain guidance. This is in order to reduce the chance of enforcement action which could occur if an unsuitable method of piling is chosen that subsequently causes nuisance by way of noise and vibration.

**AGENDA MANAGEMENT SHEET**

**Report Title:** Delegated Decisions - 18 April 2019 to 14 May 2019

**Name of Committee:** Planning Committee

**Date of Meeting:** 19 June 2019

**Report Director:** Head of Growth and Investment

**Portfolio:** Growth and Investment

**Ward Relevance:** All

**Prior Consultation:** None

**Contact Officer:** Dan McGahey, Search and Systems Officer,  
Tel: 01788 533774

**Public or Private:** Public

**Report Subject to Call-In:** No

**Report En-Bloc:** No

**Forward Plan:** No

**Corporate Priorities:** This report relates to the following priority(ies):

**(CR) Corporate Resources**  To provide excellent, value for money services and sustainable growth

**(CH) Communities and Homes**  Achieve financial self-sufficiency by 2020

**(EPR) Environment and Public Realm**  Enable our residents to live healthy, independent lives

**(GI) Growth and Investment**  Optimise income and identify new revenue opportunities (CR)

Prioritise use of resources to meet changing customer needs and demands (CR)

Ensure that the council works efficiently and effectively (CR)

Ensure residents have a home that works for them and is affordable (CH)

Deliver digitally-enabled services that residents can access (CH)

Understand our communities and enable people to take an active part in them (CH)

Enhance our local, open spaces to make them places where people want to be (EPR)

Continue to improve the efficiency of our waste and recycling services (EPR)

- Protect the public (EPR)
- Promote sustainable growth and economic prosperity (GI)
- Promote and grow Rugby's visitor economy with our partners (GI)
- Encourage healthy and active lifestyles to improve wellbeing within the borough (GI)

<b>Statutory/Policy Background:</b>	Planning and Local Government Legislation
<b>Summary:</b>	The report lists the decisions taken by the Head of Growth and Investment under delegated powers.
<b>Financial Implications:</b>	There are no financial implications for this report.
<b>Risk Management Implications:</b>	There are no risk management implications for this report.
<b>Environmental Implications:</b>	There are no environmental implications for this report.
<b>Legal Implications:</b>	There are no legal implications for this report
<b>Equality and Diversity:</b>	There are no equality and diversity implications for this report
<b>Options:</b>	None
<b>Recommendation:</b>	The report be noted.
<b>Reasons for Recommendation:</b>	To ensure that members are informed of decisions on planning applications that have been made by officers under delegated powers

**Planning Committee - 19 June 2019**

**Delegated Decisions - 18 April 2019 to 14 May 2019**

**Public Report of the Head of Growth and Investment**

**Recommendation**

The report be noted.

**Name of Meeting:** Planning Committee

**Date of Meeting:** 19 June 2019

**Subject Matter:** Delegated Decisions - 18 April 2019 to 14 May 2019

**Originating Department:** Growth and Investment

**DO ANY BACKGROUND PAPERS APPLY**  YES  NO

**LIST OF BACKGROUND PAPERS**

<b>Doc No</b>	<b>Title of Document and Hyperlink</b>

The background papers relating to reports on planning applications and which are open to public inspection under Section 100D of the Local Government Act 1972, consist of the planning applications, referred to in the reports, and all written responses to consultations made by the Local Planning Authority, in connection with those applications.

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Exempt information is contained in the following documents:

<b>Doc No</b>	<b>Relevant Paragraph of Schedule 12A</b>

DECISIONS TAKEN BY THE HEAD OF GROWTH AND INVESTMENT UNDER  
DELEGATED POWERS FROM 18.04.2019 TO 14.05.2019

**A. APPLICATIONS – DELEGATED**

<b>Applications Refused</b>		
<i>R19/0559 Refused 30.04.2019</i>	28 Orchard Way Bilton Rugby CV22 7PS	Single Storey Front Extension and Loft Conversion (part-retrospective)
<i>R19/0299 Refused 13.05.2019</i>	3 Whiley Close Clifton Upon Dunsmore CV23 0BX	Rear single storey extension
<b>Applications Approved</b>		
<i>R18/1657 Approved 18.04.2019</i>	The Old Post Office Main Street Frankton CV23 9NY	Engineering works to facilitate the provision of three car parking spaces to front of dwellinghouse
<i>R19/0322 Approved 18.04.2019</i>	99 Pytchley Road Rugby CV22 5NG	Demolition of the existing garage and erection of a detached dwelling (resubmission of previously approved scheme for the demolition of the existing garage and erection of a detached dwelling reference R13/2191 and R18/1097)
<i>R19/0556 Approved 30.04.2019</i>	33 Lloyd Road Brownsover Rugby CV21 1JW	Single storey front extension
<i>R19/0674 Approved 07.05.2019</i>	48 Cavendish Close Cawston Rugby CV22 7GB	Single storey rear extension
<i>R18/2162 Approved 07.05.2019</i>	1 Belgrave Drive Rugby CV21 1TJ	Convert garage to downstairs toilet and office together with ground floor front extension
<i>R19/0180</i>	Land adjacent to	Variation of Conditions 2 and 3 of planning

<i>Approved 07.05.2019</i>	Stockton Road Birdingbury Rugby	permission reference R17/2056 (Conversion of existing stables to form a 3 bedroom dwelling, dated 11 January 2018) to allow the use of an alternative roofing material, amendments to the dimensions of the building, and the introduction of a black chimney flue and an additional window
<i>R19/0281 Approved 07.05.2019</i>	48 Adkinson Avenue Dunchurch Rugby CV22 6RG	Retention of existing shed
<i>R19/0316 Approved 07.05.2019</i>	8 Ruskin Close Rugby CV22 5RU	Erection of a two storey rear extension
<i>R19/0440 Approved 07.05.2019</i>	61 Ophelia Crescent Cawston Rugby CV22 7UU	Replacement of existing tarmac driveway with Resin-bound paving and additional hard surfacing of front lawn area to enable additional parking space
<i>R19/0509 Approved 07.05.2019</i>	29 Arderne De Gray Road Wolston Rugby CV8 3LQ	Retention of a garden shed
<i>R19/0674 Approved 07.05.2019</i>	48 Cavendish Close Cawston Rugby CV22 7GB	Single storey rear extension
<i>R18/0833 Approved 09.05.2019</i>	Gemini Southam Road Toft Rugby CV22 6NW	Demolition of the existing property and the erection of a 2.5 storey apartment block to provide 8 (no) 2 bedroom apartments with associated parking
<i>R19/0296 Approved 09.05.2019</i>	2 Penny Lane Rugby CV22 5EN	Variation of condition 2 under R17/0646 (Loft conversion with 2 front and 1 rear dormer windows)
<i>R19/0488 Approved 09.05.2019</i>	53 Lutterworth Road Brinklow CV23 0LL	Erection of single storey rear conservatory
<i>R19/0626 Approved 09.05.2019</i>	50 High Street Hillmorton Rugby CV21 4EE	First floor extension to side of dwelling house (retrospective)

<i>R18/2128 Approved 10.05.2019</i>	The Robbins Building 25 Albert Street Rugby CV21 2SD	Proposed new build two bed flat on roof of The Robbins Building behind the existing parapet wall
<i>R19/0263 Approved 10.05.2019</i>	51 Bronte Close Rugby CV21 3PD	Conversion of existing garage to form kitchen/dining room
<i>R19/0508 Approved 10.05.2019</i>	44 North Road Clifton Upon Dunsmore CV23 0BN	Extensions and alterations to dwelling to form granny annexe to include additional rooflights in the side elevation roof slope (Part Retrospective)
<i>R19/0519 Approved 10.05.2019</i>	1 Vicarage Lane Dunchurch CV22 6QP	Part two storey, part single storey front, side and rear extension, replacement windows, rear dormer, front rooflights, and portico over front entrance.
<i>R18/2165 Approved 13.05.2019</i>	50 Brookside Stretton on Dunsmore CV23 9NH	Erection of a detached dwelling house (Resubmission of previously refused planning application R17/1323 dated 24/04/18)
<i>R19/0737 Approved 13.05.2019</i>	Oak Lodge Cathiron Lane Harborough Magna CV23 0JH	Use of land for C3 residential
<i>R19/0324 Approved 14.05.2019</i>	120 Lower Hillmorton Road Rugby CV21 3TJ	Proposed two storey side extension
<i>R19/0748 Approved 14.05.2019</i>	43 Sidney Road Rugby CV22 5LB	Erection of a two storey side extension and single storey rear extension
<i>R19/0524 Approved 14.05.2019</i>	Hall Farm Barnyard Cars Brownsover Lane Brownsover Rugby CV21 1HY	Use of land for the storage of motor vehicles, together with valeting and sales (by appointment only) (variation of condition 2 of R16/0421 dated 04/04/2016 to extended the use of the land for the storage of motor vehicles, together with valeting and sales (by appointment only) for a further 3 year period)
<i>R19/0726 Approved 14.05.2019</i>	15 Francis Drive Cawston Rugby	Erection of a single storey side extension and garage conversion to residential

	CV22 7FS	
<b>Listed Building Consent</b>		
<i>R19/0378 Listed Building Consent 07.05.2019</i>	The Old Hall 24 Lilbourne Road Clifton Upon Dunsmore CV23 0BD	Listed Building Consent for the provision of 2no. rooflights
<b>Prior Approval Applications</b>		
<i>R19/0687 Prior Approval not required 10.05.2019</i>	Swift House Cosford Lane Brownsover Rugby CV21 1QN	Prior Notification for the installation of Solar Photovoltaics (PV) equipment to the east and west side of the building's roof
<i>R19/0452 Prior Approval refused 14.05.2019</i>	Oakridge Farm Hillmorton Lane Clifton Upon Dunsmore CV23 0BA	PACU - Change of use of agricultural building to one dwelling house
<b>Prior notification of agriculture or forestry development</b>		
<i>R19/0747 Prior Approval required 25.04.2019</i>	Springfield Farm Hill Road Grandborough CV23 8DL	Prior Approval – Agricultural storage barn – Town and Country Planning General Permitted Development Order 2015, Schedule 2, Part 6
<b>Approval of Details/ Materials</b>		
<i>R18/0158 Approval of non-material changes 18.04.2019</i>	34 Chicory Drive Brownsover Rugby CV23 0UB	Erection of a two storey side extension and provision of hardstanding to the front of the property - (resubmission of previously approved Planning Application R17/1233)
<i>R18/1099 Approval of details 18.04.2019</i>	The Coal Yard High Street Ryton on Dunsmore CV8 3EY	Demolition of existing buildings and erection of 14 no. dwellings and associated works including car parking and landscaping.(resubmission of a previously approved scheme under planning permission ref R14/0409 for the erection of 14 No. dwellings and associated works granted 8th August 2014)

<i>R16/1192 Approval of details 18.04.2019</i>	Land adjacent to The Coal Yard High Street Ryton on Dunsmore CV8 3EY	Outline planning permission for the erection of 7 No. dwellings with all matters reserved other than access
<i>R18/1999 Approval of non- material changes 18.04.2019</i>	Fridge Xpress Limited The Acre Lawford Heath Lane Long Lawford Rugby CV23 9EU	Erection of a detached workshop building (resubmission of planning permission reference R18/0750, dated 07/09/18)
<i>R19/0629 Approval of non- material changes 14.05.2019</i>	Webb Ellis Industrial Estate Woodside Park Rugby CV21 2NP	Non-material amendment to planning permission R16/0659 for the erection of 44 no. new build apartments comprising of 2 no. studios, 33 no. 1 bed and 9 no. 2 bed flats
<b>Approval of reserved matters</b>		
<i>R19/0523 Approval of reserved matters 07.05.2019</i>	Land to the East of Church Road Grandborough	Erection of a detached dwelling, garage and workshop (Reserved matters application for layout, scale, appearance and landscaping following outline planning approval under R18/0831 approved on the 07th December 2018)
<i>R18/2149 Approval of reserved matters 10.05.2019</i>	Rugby Radio Station Watling Street Clifton Upon Dunsmore	Application for reserved matters approval (outside of a key phase) of access, appearance, landscape, layout and scale, in respect of the construction of the extension to the Central Primary Street and associated works, of the Radio Station Rugby development (ref: R17/0022): comprising internal secondary street infrastructure including turning heads, footway/cycleways, pedestrian refuges, landscaping, ground remodelling, land reprofiling, utilities infrastructure including alignment of service runs, foul and surface water drainage infrastructure, Great Crested Newt culverts, any necessary demolition, temporary stockpiling of materials, construction compounds, areas for construction use, and temporary haul routes
<b>Withdrawn</b>		
<i>R19/0433 Withdrawn 23.04.2019</i>	49 Wheatfield Road Bilton Rugby	Outline planning permission for a detached dwelling with all matters reserved

	CV22 7LN	
<i>R17/1723 Withdrawn 01.05.2019</i>	The White House Priory Road Wolston CV8 3FX	Erection of a part single storey part two storey rear extension and a two storey side extension with associated alterations
<i>R19/0486 Withdrawn 07.05.2019</i>	Dornford 240 Dunchurch Road Rugby CV22 6HS	Retention of a temporary fencing screen
<i>R18/2049 Withdrawn 09.05.2019</i>	Penny Lane (Previously known as 49 Ashlawn Road and land r/o 35/45/47) Rugby	Variation of Condition 17 of R04/1154/0499/P to allow windows in the south and west elevations of plot 12 and variation of Condition 19 of R04/1154/0499/P to reinstate Permitted Development Rights for Plot 12 (known now as 2 Penny Lane)
<i>R19/0327 Withdrawn 14.05.2019</i>	Hillmorton Wharf Crick Road Hillmorton Rugby CV21 4PW	Variation of condition 2 of planning permission R16/0081 (Use of land for siting of 23 mobile timber holiday lodges, with associated works) to amend site layout