

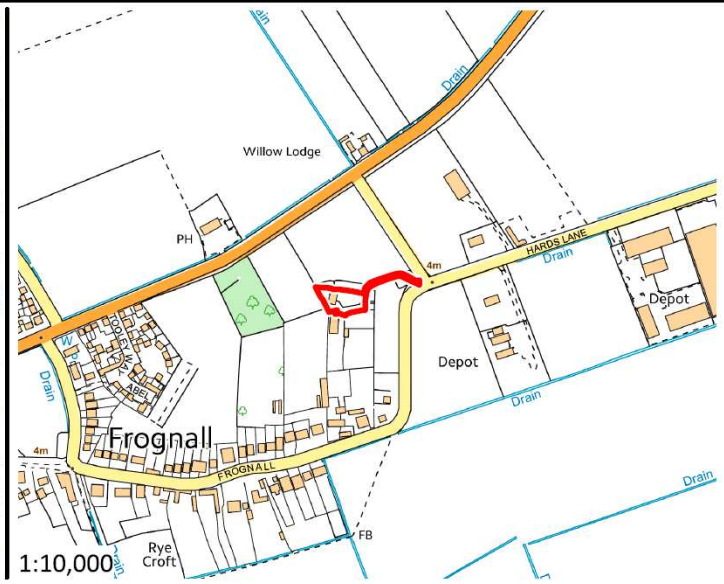
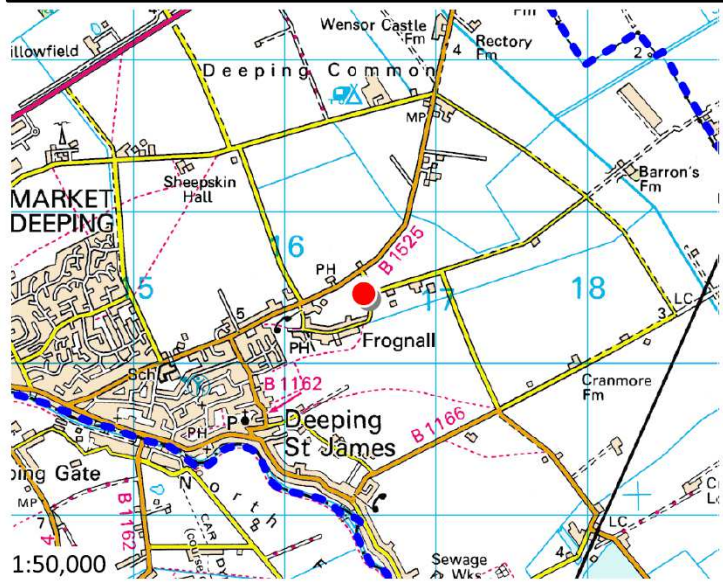
Applicant	Mrs Margaret Davis C/O Agent
Agent	David Kemp, DRK Planning Limited 215 Alfred Court, 53, Fortune Green Road, West Hampstead, London, NW6 1DF
Proposal	Erection of bungalow with garage in connection with existing livery business
Location	Frognall Livery, Village Streets, Frognall, Peterborough, Lincolnshire, PE6 8RP
App Type	Full Planning Permission
Parish(es)	Deeping St James
Reason for Referral to Committee	This application is reported to Committee as involves Section 106 matters.
Recommendation	Approved subject to condition(s)

Key Issues

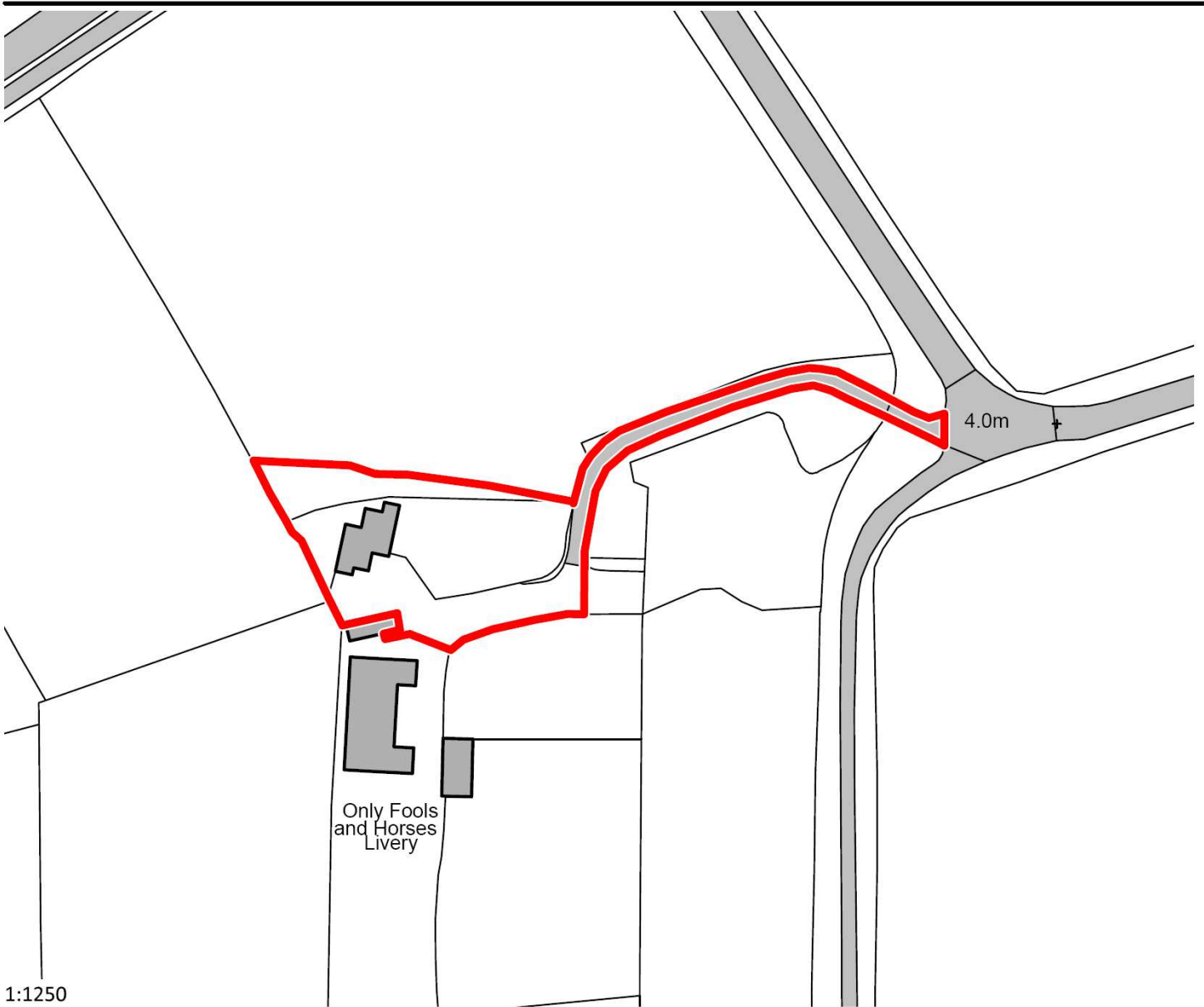
- Planning Policy Implications
- Design, Layout and Visual Impact
- Impacts on Residential Amenities
- Highway Safety/Services Implications
- Section 106 Matters

Technical Documents

- Application Forms
- Site Location Plan
- Site Layout Plan
- Elevation Drawings
- Supporting Statements
- Financial Submissions
- Section 106 Information



Site Boundary Plan



Key

- Application Location
- Application Boundary

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REPORT

1.0 Application Category

1.1 This application is categorised as a minor application for residential development.

2.0 Reason for Referral to Committee

2.1 This application is reported to Committee as involves Section 106 matters.

3.0 The Site

3.1 Frognall Livery Stables occupies land totalling some 2.7 hectares (6.67 acres) to the east/north-east of the main body of the settlement of Frognall. The land is bounded by Spalding Road to the north, the rear garden areas of properties on Frognall to the south and to the east by Hards Lane. The Livery Stables has vehicular access by means of a private drive off the junction of Frognall/Hards Lane/Village Street.

3.2 The livery stables/storage barn buildings are situated in the southern area of the lands with a double static caravan and a single static caravan (both used for residential purposes) situated immediately to the north on a small paddock area. To the north of the caravans is a further larger paddock area which extends up to Spalding Road. The boundaries of the lands to the Livery Stables site are largely defined by mature hedgerows.

4.0 The Proposal

4.1 This application for full planning permission relates to the proposed erection of a single storey two no. bedroom dwelling and detached double garage to be used in association with the livery stables at the site. The proposed dwelling and garage are situated immediately to the north of the livery stable/storage barn buildings at the site.

4.2 The original application submission was accompanied by supporting statements. Subsequently, and at the request of officers, the applicant's agent submitted the accounts for the business (for the last three financial years) for review by the Council's appointed Agricultural Consultant and additional supporting information. The Agent points out by way of background to the original/additional submissions that :-

- There are currently 11 horses/ponies kept at the site, two horses belong to the applicant, one is owned by the applicant's mother, but is kept on site and looked after by the applicant, in addition there are eight other horses/ponies kept at livery, one belongs to the live-in groom, and seven belong to clients and are kept on various part-livery arrangements.
- There have been a number of temporary permissions for the siting of caravans/mobile homes on the site and the applicant has occupied these since she has operated the livery stables since 2000. The applicant holds qualifications in horse care.
- The business has operated a profit in the last three financial years in line with the test set out in national planning guidance and due to the increase in development activity in the locality (The Deepings area) this has contributed to an increased demand for the livery's services.
- A grant of planning permission would provide for the removal of the existing double static caravan and the single static caravan (by way of a Unilateral Obligation).

- 4.3 In response to the (negative) conclusions of the Council's appointed Agricultural Consultant in relation to the essential/functional need for the proposed dwelling (see Evaluation Section below) the applicant's agent responded with the following points summarised below :-
- The applicant has already made clear that for the sake of the horses, including having regard to the recorded history of illness that she needs to be on the site to administer attention at any time of the day or night.
 - The conclusion that the applicant can afford to buy a house in a nearby settlement when it is also concluded that she cannot afford to build her own home is inconsistent.
 - It is incorrectly assumed that the applicant will be spending money out of the proceeds of the livery business to build her own home; rather it is the intention of her parents (who own the land) to build the home at no cost to the applicant.

5.0 Evaluation

5.1 Main Issues

- 5.1.1 The main issues in the consideration of this application are the planning policy implications, visual and residential impacts and the highway safety/services implications.

5.2 Principle of Development

- 5.2.1 Having due regard to Policies SP1, SP2 and H1 of the adopted South Kesteven Core Strategy, the application site is outside the built up area of any settlement which is a principal settlement or Local Service Centre and as such is in a location where new residential development would not normally in principle be viewed as being unacceptable. Policy SP1, however, also indicates inter alia that "in all other villages and the countryside development will be restricted. Proposals will only be considered acceptable if they are sites for: ... agriculture, forestry or equine development." (Policy H1 of the Core Strategy similarly references such circumstances). Policy SP1 also states that in all cases, planning permission will only be granted on a less sustainable site, where it has been proven that there are no other more sustainable options available or there are other overriding material considerations.
- 5.2.2 The Council has sought professional advice from an Agricultural Consultant to assess whether there is a proven need for an equestrian workers dwelling in this location.
- 5.2.3 In terms of national guidance, applications for permanent agricultural workers dwellings together with other rural related activities are currently assessed under The National Planning Policy Framework (NPPF) which states at paragraph 55 that "Local Planning Authorities should avoid new isolated homes in the countryside unless there are special circumstances such as the essential need for a rural worker to live permanently at or near their place of work in the countryside." In addition, the NPPF is only supportive of sustainable development, which in the case of agricultural/equestrian workers dwellings is taken to mean that the farming or equestrian enterprise carried out on the holding is required to be financially viable and capable of sustaining the cost of the proposed dwelling in the long-term.
- 5.2.4 Most Local Planning Authorities, and Planning Inspectors, still have regard to the guidance given in Annex A to PPS7, as although superseded by the NPPF, it is still considered to be a relevant and useful guide in assessing rural workers dwellings in the absence of any guidance within the NPPF. Paragraph 3 of Annex A to PPS7 states "New permanent dwellings should only be allowed to support existing agricultural (equestrian) activities on well established agricultural (equestrian) units, providing:-

(i) There is a clearly established existing functional need:

(ii) The need relates to a full-time worker, or one who is primarily employed in agriculture (equestrian) and does not relate to a part-time requirement;

(iii) The unit and the agricultural (equestrian) activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;

(iv) The functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned;

(v) other planning requirements, e.g. in relation to access, or impact on the countryside, are satisfied.”

5.2.5 In relation to the criteria set out in PPS7 the Council’s appointed Agricultural Consultant is satisfied that the enterprise has an existing labour requirement for approximately one full-time person (and would defer to the Local Planning Authority on other planning requirements). The Consultant, however, concludes in overall terms that he considers that there is no equestrian support for the proposed equestrian dwelling as the existing enterprise is unable to comply with all five criteria in paragraph 3 of Annex A to PPS7 or the essential need criteria in the NPPF or the sustainability element of the NPPF for the following reasons:-

- Given the present levels of operation of the livery business there is no essential/functional need for a person to live at or close by the existing livery business.
- It is considered that any essential/functional need for this enterprise could be provided by a dwelling in a nearby village or town i.e. in Frognall, or Deeping St. James or Market Deeping.
- In terms of the basis of being financially sound, and having a clear prospect of remaining so, the profit from the business would be unable to sustain the cost of the proposed two bedroomed bungalow.

5.2.6 The applicants agent has disputed the conclusions in pointing out inter alia there is a need for the applicant to be on the site at any time of the day/night to attend to the horses and that it is inconsistent to suggest that the applicant can afford to buy a house in a nearby settlement if she cannot afford to build her own home at the site. The agent points out in any event it is incorrectly assumed that the applicant will be spending money out of the proceeds of the business to build her own home; rather it is the intention of her parents (who own the land) to build the home at ‘no cost’ to the applicant.

5.2.7 The Council’s appointed Agricultural Consultant considers his position to be robust, albeit the Agent in turn has indicated that he would wish to further challenge that position. Essentially, therefore, there is an impasse on this ‘essential/functional need’ matter and any continuing correspondence between the parties on this (disputed) issue will mean that the application process could continue for some further time. Irrespective of that matter, however, it is considered appropriate to assess as to whether there are any another overriding material considerations that are relevant to the determination of the application at this point in time. In this respect, it is considered that the existing planning status of the site and its planning history are salient.

- 5.2.8 As indicated in the applicant's submissions the approval of the current scheme would provide for the removal of the existing caravans from the land which are presently used for residential purposes. As set out in the planning history for the site (see Section 14 of this report) there have been a series of planning permissions for the provision of mobile homes/caravans, the first of which for a single caravan dates back to August 1990 (and was effectively 'renewed' in 1998 and 2003). The current double and single caravans used for residential purposes have been in situ since a grant of planning permission in 2006, although the permission itself only provided for their temporary siting until July 2008.
- 5.2.9 In August 2012, a Planning Enforcement Notice was issued to seek to address the alleged unauthorised use of land from equestrian use to a mixed use of equestrian and siting of one double caravan and one single static caravan for residential purposes and the storage of dilapidated unoccupied static caravan. The Enforcement Notice required the removal of the caravans.
- 5.2.10 The Enforcement Notice was, however, then withdrawn by the Authority due to a technical deficiency in January 2013. Subsequently, it has also been recognised by officers in reviewing the documentation for the historic planning permissions that the small paddock area at the site (within which the double/single caravans remain in situ) has effectively gained the benefit of a lawful use for the siting of mobile homes/caravans. As such, it is considered that the visual benefits in securing the cessation of this use and the removal of the caravans presently in situ that would be provided for by the approval of the current application would mean that there is sufficient justification to outweigh the current opinion of the Council's Agricultural Consultant that there is no demonstrated essential/functional need for the new dwelling. A condition of any grant of planning permission would provide for the occupation of the dwelling to be tied to the operation of the livery stables at the site.
- 5.3 Design, Layout and Visual Impact
- 5.3.1 The proposed single storey dwelling and its garage would be well related to the existing buildings at the Livery Stables site and given the scale of the proposals it is considered that the scheme would not be to the detriment of the visual amenities of the locality.
- 5.4 Residential Amenities Impacts
- 5.4.1 The proposed dwelling and its garage are sufficient distance from any other existing properties so as to ensure that the proposal would have no significant overbearing, overshadowing or overlooking impacts.
- 5.5 Highway Safety/Services Implications
- 5.5.1 The County Highway Authority has no objections to the development in principle and the scheme will also not have any detrimental impact on services in the locality. The Heritage Trust of Lincolnshire advises no archaeological recording work is required.
- 5.6 Other Matters
- 5.6.1 Deeping St James Parish Council in their objections to the scheme point out that an equestrian business nearby at Priors Meadow on Stowgate Road was recently granted planning permission for one mobile home to remain on site whilst being used in conjunction with that equestrian business and the Parish Council consider that the same arrangements should apply to this livery stables business. It is, however, pointed out that it is necessary for each case to be considered on its own individual merits and as set out in this report there are specific material planning circumstances which mean that this development at Frognall Livery Stables is considered to be acceptable.

6.0 Section 106 Matters

- 6.1 Clearly given that the principal justification for the new dwelling in association with the livery stables use is the removal of the existing caravans/mobile homes at the site and the cessation of the use of the land for the siting of caravans/mobile homes, it is necessary to secure these measures by means of legal agreement. The applicant's agent has therefore confirmed that a Unilateral Obligation will be submitted to address this matter and the clauses of any Obligation would be activated upon the first occupation of the new dwelling.

7.0 Crime and Disorder

- 7.1 It is considered that the proposals would not result in any significant crime and disorder implications.

8.0 Human Rights Implications

- 8.1 Articles 6 (Right to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.
- 8.2 It is considered that no relevant Article of that act will be breached.

9.0 SUMMARY OF REASONS FOR APPROVAL

- 9.1 Whilst the proposed erection of the new dwelling and garage associated with the livery stables use would not necessarily in principle be justified in line with the criteria of Policies SP1 and H1 of the adopted South Kesteven Core Strategy (2010) and the national government guidance set out in the National Planning Policy Framework (in paragraph 55) it is considered that the visual amenity benefits of the removal of the existing caravans and the cessation of the use of the land for the siting of mobile homes/caravans (to be secured by an associated Unilateral Obligation) would represent overriding material considerations to warrant a grant of planning permission in the circumstances that prevail in this case.
- 9.2 The proposed development by reason of its scale, design and materials proposed would be sympathetic to the amenities of the locality and there would be no significant adverse overlooking, overbearing or overshadowing impacts on the residential amenities of the occupiers of existing properties. The County Highway Authority considers that the proposed development would not be detrimental to highway safety and that sufficient off-street car parking provision is proposed to serve the proposed development. Further, the proposed development would not have a significant detrimental impact on the archaeological interests of the site. It is therefore considered that the proposed development is in accordance with Policies EN1 and EN4 of the South Kesteven Core Strategy and that there are no material considerations which indicate otherwise although conditions have been attached.
- 9.3 The Local Planning Authority have worked with the applicants at the formal application stage to agree a timetable to progress the application to a determination and as such it is considered that the decision is in accordance with paragraphs 186-187 of the National Planning Policy Framework.

10.0 RECOMMENDATION:

- 10.1 That planning permission be granted subject to a Unilateral Obligation to provide for the removal of the existing caravans/mobile homes and the cessation of the use of the land for the siting of caravans/mobile homes (upon the first occupation of the new dwelling) and subject to the following conditions.

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

Reason: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.

2. Unless otherwise required by another condition of this permission the development hereby permitted shall be carried out in accordance with the following list of approved plans/drawings submitted as part of the application:

Drawing No. PA001 (received on 5 March 2015)

Drawing No. PA002 'Site Plan As Existing' (received on 5 March 2015)

Drawing No. PA002 'Site Plan As Proposed' (received on 5 March 2015)

Drawing No. PA003 (received on 5 March 2015)

Reason: To define the permission and for the avoidance of doubt.

3. The occupation of the dwelling hereby permitted shall be limited to a person solely or mainly working, or last working, in the livery stables business at Frognall Livery, or a widow or widower of such a person.

Reason: The site lies within an area where new build dwellings would not normally be permitted.

4. No works on the construction of the external elevations of the proposed dwelling shall take place on the site until samples of any materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details.

Reason: To ensure that the works when they are undertaken are sympathetic to the visual amenities of the locality and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

5. No development shall be commenced until full details relating to the vehicular access to the public highway, including materials, specification of works and construction methods have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site before the new dwelling is first occupied.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

6. Before the dwelling hereby approved is first occupied the arrangements for the provision of the parking/turning/manoeuvring of vehicles to serve the new dwelling shall be provided in accordance with the approved details shown on the approved plans listed at condition 2 above. Once provided the approved arrangements for the parking/turning/manoeuvring of vehicles shall thereafter be retained available at all times for the purposes specified.

Reason: To enable calling vehicles to wait clear of the carriageway of the public highway and to allow vehicles to enter and leave the highway in a forward gear in the interests of highway safety; to ensure the adequate provision of off-street car parking.

7. No development shall be commenced on the site until full details of the arrangements for surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on the site before the new dwelling is first occupied.

Reason: To ensure that surface water run-off from the development will not adversely affect, by reason of flooding, the safety, amenity and commerce of the residents of this site.

Note(s) to Applicant

8. The application is subject to a Section 106 Unilateral Obligation to provide for the removal of the existing double static caravan and single static caravan at the livery stables site and the cessation of the use of the land for the siting of caravans/mobile homes.

11.0 Background Information

11.1 Consultation Responses

11.2 Deeping St James Parish Council

- 11.2.1 “Objects strongly to this application and does not wish to see a permanent dwelling on this site. As a matter of fact, there are not two caravans on the site as claimed by the applicant but three and there have been three for many years.
- 11.2.2 In reality there should only be one mobile caravan on the site to support the equestrian business. Any more could possibly be rented out to people with no association to the livery business.
- 11.2.3 You will recall that an equestrian business nearby at Priors Meadow on Stowgate Road was recently granted planning permission for their one mobile home to remain on site whilst being used in conjunction with the equestrian business.
- 11.2.4 The same should surely apply to this business i.e. one mobile home should be permitted to support a viable equestrian business and that once the business is no longer viable or has ceased, then the mobile home should be removed from the site.
- 11.2.5 To permit a permanent dwelling would have a detrimental effect on the rural nature of this location and lead to undesirable consequences of a permanent dwelling no longer associated with an equestrian business.”

11.3 LCC Highway Authority

Raise no objections in principle.

11.4 Welland and Deepings Internal Drainage Board

Have no comments:

11.5 SKDC Drainage Engineer

No objections in principle.

11.6 Heritage Trust of Lincolnshire:

No archaeological implications.

12.0 Representations As a Result of Publicity

- 12.1 The application has been advertised in accordance with the Statement of Community Involvement relevant to this type of planning application.

- 12.2 Two individual letters of representation have been received from local residents. One of the letters offers support for the submission in pointing out that “residents living in the vicinity of this proposed development fully support the construction of a permanent residential dwelling. Indeed, given the area of land, its access and location and the stabling already in place there is every reason to believe it could make a successful livery yard with the potential for establishing a riding school as well. There are currently 3 occupied mobile homes (static caravans) on site and they have been there for an extended period. The construction of a permanent dwelling would significantly improve the property and also provide a local service which we believe there is a demand for.”
- 12.3 The second letter - from residents on Frognall - offers reserved support for the proposal in commenting that “our garden backs onto the Frognall Livery Stables land. We feel that the continued use of this land as a livery stable is entirely in keeping with the ethos and style of the village and of our own property. We have, though, had some concerns about the increasing number of mobile home units on this land, and possible effects on our own property. We were also concerned to learn the exact position of this proposed building. Ms Davies (the applicant) assures us that the building of a bungalow will address all these points, in that:
- it will help to ensure that the land continues to be used as a livery stable.
 - it will mean the permanent removal of all mobile housing units from the land
 - it will be erected behind the existing stables as you look from our land, i.e. it will be between the existing stables and the main Spalding Road.”
- 12.4 Under these circumstances (listed above), the residents state that they would support the application.
- 12.5 The Local Ward Councillor has made representations in support of the submission stating that “I would like to make a strong representation against the mobile homes on this site and the fact that if the site was to be sold on, more mobile homes could be put on the site. I would therefore welcome the building of a bungalow on the site and the opportunity to make the demolition of the mobiles conditional on this - of course with an equestrian tie on the bungalow.”
- 12.6 The Local Ward Councillor has also collected and submitted a 31 No. signature petition of local residents in support of the application (with the residents concerned having addresses on Frognall and Spalding Road). The Correspondence accompanying the submission states that “local residents are unanimous in wanting the mobile homes taken off the site and if having a bungalow built there with an equestrian tie with the removal of the mobile homes conditional on this - this is seen to be an improved situation.”

13.0 Policy Framework

13.1 National Planning Policy Framework:

13.1.1 1. Building a strong, competitive economy

13.1.2 (paras 18 -22) – Emphasises the government’s commitment to economic growth and that the planning system should encourage economic growth rather than be an impediment to it. Local planning authorities should plan proactively to meet the development needs of business and business investment should not be overburdened by planning policy expectations.

13.1.3 3. Supporting a prosperous rural economy

13.1.4 (para 28) – Emphasises that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. It promotes the development and diversification of agriculture and other rural businesses as well as promoting the retention and development of local services and community facilities in villages.

13.1.5 4. Promoting sustainable transport

13.1.6 (paras 29-30, 34-35, 37-39) – support development in sustainable locations which maximises the opportunities for safe access by public transport, walking and cycling, whilst recognising the different solutions that will be necessary in urban and rural areas.

13.1.7 5. Support high quality communication infrastructure

13.1.8 6. Delivering a wide choice of high quality homes

13.1.9 (paras 47 – 50) – Makes clear that LPAs should significantly boost the supply of housing by identifying the full objectively assessed housing needs of the district and ensuring provision through suitable allocated sites and windfall sites in their local plan. LPAs should have a 5 year supply of housing land with a 5% buffer. LPAs are also encouraged to set out their own approach to density to reflect local circumstances.

13.1.10 (para 55) – States that local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances such as:

- The essential need for a rural worker to live permanently at or near their place of work in the countryside; or
- Where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or
- Where the development would re-use redundant or disused buildings and lead to enhancement to the immediate setting; or
- The exceptional quality or innovative nature of design of the dwelling.

13.1.11 7. Requiring good design

13.1.12 (paras 56, 58, 60, 64) – Requires new development to be of high quality design which is appropriate for the character of the area and the way it functions and makes use of all available opportunities to enhance it. Whilst local distinctiveness is encouraged, planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative. It is emphasised that good design goes beyond the visual appearance of individual buildings and includes among other things, connections between people and places, and integration with the historic, built and natural environment. Planning permission should be refused for developments which are considered to be of poor design.

13.1.13 1. Conserving and enhancing the natural environment

13.1.14 (paras 109, 111, 118, 120-121, 123) – The planning system should contribute to and enhance the natural and local environment by amongst other things protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services, minimise impacts on biodiversity and prevent both existing and new development from contributing to or being put at risk from unacceptable soil, air, water or noise pollution.

13.2 South Kesteven District Council Core Strategy 2010:

13.2.1 Policy SP1: Spatial Strategy

13.2.2 Guides major development to Grantham and supports new development which helps to maintain the three market towns of Stamford, Bourne and the Deepings and supports new developments in sustainable locations including allocated sites within local service centres (LSCs). Policy SP1 also sets out the parameters for the circumstances where proposals outside settlements will only be considered acceptable if they are sites for agriculture, forestry or equine development.

13.2.3 Policy EN1: Protection and Enhancement of the Character of the District

13.2.4 Requires that development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration.

13.2.5 Policy H1: Residential Development

13.2.6 Sets out the spatial distribution of new housing development over the plan period including sites in LSCs. Also reflects Policy SP1 in acknowledging there are circumstances where proposals may be considered acceptable if they are sites for agriculture, forestry or equine development.

14.0 Relevant Site History

14.1 June 1989 - Planning permission granted for the erection of the stable block.

14.2 August 1990 - Planning permission granted for the temporary siting of a mobile home (until August 1995).

14.3 January 1991 - Planning permission refused for the erection of a dwelling.

14.4 December 1991 - Planning permission refused for the erection of a dwelling.

14.5 July 1998 - Planning permission granted for the retention of the mobile home (until September 2003).

14.6 September 2003 - Planning permission granted for the retention of the mobile home (until September 2008).

14.7 July 2006 - Planning permission granted for the temporary siting of one double caravan and one single static caravan for residential purposes (until July 2008).

14.8 May 2007 – Application for planning permission submitted for the erection of a dwelling. Application withdrawn prior to determination.

14.9 August 2012 - Planning Enforcement Notice was issued in relation to the alleged unauthorised use of land from equestrian use to a mixed use of equestrian and siting of one double caravan and one single static caravan for residential purposes and storage of dilapidated unoccupied static caravan. The Enforcement Notice required that the caravans be removed from the site.

14.10 The Enforcement Notice was withdrawn by the District Council due to a technical deficiency in January 2013. Subsequently, it has also been recognised by officers in reviewing the documentation for the historic planning permissions that the small paddock area at the site (within which the double/single caravans remain in situ) has effectively gained the benefit of a lawful use for the siting of mobile homes/caravans.

15.0 SKDC Corporate Priorities

15.1 Grow the economy

Support & facilitate the growth of business
Enable delivery of attractive retail & leisure offer
Easy to do business with – look to say yes
Promote infrastructure to support growth
Skills – high value employment
Attract as a destination for investment

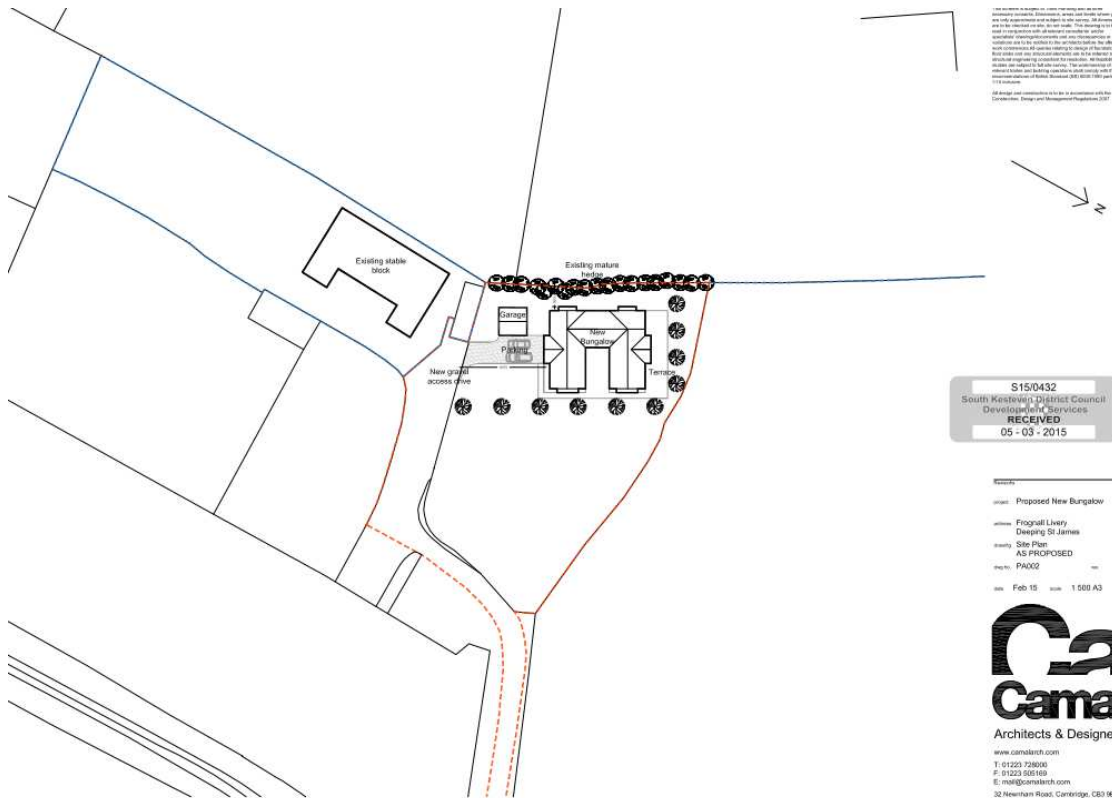
15.2 Promote leisure, arts and culture

Support and enable development of a diverse economy – daytime & evening
Enable wide ranging leisure opportunities
Enable access to a balanced culture & arts programme
Promote our heritage & tourism

15.3 Support good housing for all

Ensure the right mix of housing meets local needs
Enlarge the development of lifetime homes
Support the creation of neighbourhoods
Reduce fuel poverty

15.4 The proposed development would in overall terms help meet the Council's priorities of delivering good housing for all, promoting leisure arts and culture and growing the economy.



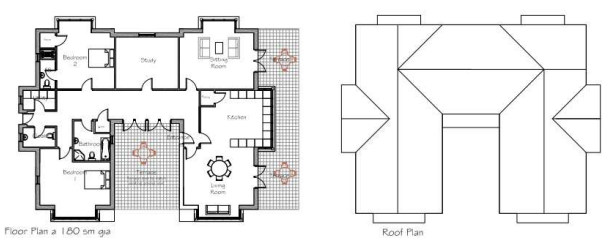
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 South Kenton District Council
 Development Services
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Project: Proposed New Bungalow
 Location: Froggall Livery, Deeping St James
 Drawing: Site Plan AS PROPOSED
 Ref: PA002
 Date: Feb 15 Scale: 1:500 A3

Camal
 Architects & Designers
 www.camalarch.com
 T: 01223 728008
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 E: info@camalarch.com
 32 Newnham Road, Cambridge, CB3 9EY

Elevation/Floor Plan Drawings



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 05 - 03 - 2015

Project: Proposed New Bungalow
 Location: Froggall Livery, Deeping St James
 Drawing: Floor Plans and Elevations AS PROPOSED
 Ref: PA002
 Date: Feb 15 Scale: 1:200 A3

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