

Planning Reference No:	10/2200N
Application Address:	Alvaston Hall Hotel, Peach Lane, Wistaston
Proposal:	Proposed Extension of Existing Hotel and Complex Including a New Extension (Adding 68 Rooms), a New Reception Extension, Refurbishment and Extension to Existing Cabaret Room and Bar and Bunbury House Accommodation, New Courtyard Block (11 Rooms) and the Refurbishment and Extension of Existing Spa Facilities.
Applicant:	Warner Leisure Hotels
Application Type:	Full Planning Permission
Grid Reference:	366509 354585
Ward:	Crewe West
Consultation Expiry Date:	6 th October 2010
Date for determination:	26 th November 2010

SUMMARY RECOMMENDATION

Approve subject to conditions

MAIN ISSUES

- Principle of development
- Layout and Design
- Trees and Landscape
- Ecology
- Residential Amenity
- Highway Safety
- Other matters

REFERRAL

The application has been referred to planning committee because it is a major development.

1. SITE DESCRIPTION

Alvaston Hall is a half timbered Victorian country house which is now in use as a hotel. The building was rebuilt by Francis Massey in the early 1800's before being heavily altered again in 1896 by Manchester Industrialist, Arthur Knowles. The house is typical of the fashionable styles of the era and is characterised by its marked lack of symmetry, half timber framing, pinnacles, rested ridge tiles, clock tower and gargoyles above the porch. The building is not listed.

Since it's conversion to a hotel, the original building has been heavily extended in a number of phases. The complex is arranged in an L-shape, around a central parking area, Bowling Green and garden. To the south of the original hall is a large 2 storey bedroom extension, built in a mock half-timbered style, known as "The Limes". To the north side, is a range of former outbuildings, arranged around 2 courtyards, which have been converted into a number of uses including bedrooms and linked to the hall in an ad-hoc arrangement, by a large cabaret room. Beyond these buildings, adjacent to the northern boundary is a further series of linked buildings, which have developed in an incremental fashion to form a further function room, known as the Cheshire Barn, and a leisure club and swimming pool. A further modern detached bedroom block, known as Bunbury House, which is of poor architectural quality also stands on the north side of the car park in front of the Leisure Club.

2. DETAILS OF PROPOSAL

Planning permission is sought for a substantial programme of extension, alteration and refurbishment comprising the following. A new 68 bedroom extension is to be constructed at right angles to The Limes which will incorporate a new entrance / gateway feature to the site. A new reception area is to be constructed by infilling within the angle created by the original hall and the link building to "The Limes".

Internal alterations are proposed to the cabaret room to improve access, deal with structural issues and create a more useable space as well as general refurbishment. The existing courtyard rooms, within the converted outbuildings to the north are currently accessed via a covered walkway with open sides. This will be enclosed, the rooms refurbished and new landscaping provided within the courtyards. 11 new rooms will also be constructed in this area and The Cheshire Barn will be internally refurbished.

Consent is also sought for the refurbishment of Bunbury House to include covered terraces to the rear to overlook the central gardens. Elevational changes are also proposed to make the building more aesthetically pleasing and in keeping with the rest of the complex. The spa area is currently comprises a series of buildings, which along with the Cheshire Barn and Bunbury House, form a small external courtyard. The proposals seek to enclose this courtyard with a single roof structure which will enable the new space to be used for a variety of purposes. The existing changing facilities will be replaced and general internal refurbishment is also proposed.

The existing car park is to be removed and replaced by a landscaped garden and a new car park created away from the main building to the south west of the site.

3. RELEVANT PLANNING HISTORY

4/5/10054	Convert buildings to 8 room hotel
4/5/10115	Renovation and change of use of buildings to hotel accommodation
4/5/4035	Change of use to residential hotel
4/5/4241	Alterations and extensions
4/5/4662	Extensions to form dance hall
4/5/8489	Convert outbuildings for motel and letting accommodation
4/5/8907	Extension to dining room
7/03058	Extensions to hotel facilities to form toilet bloc
7/04388	conversion of outbuildings
7/05185	South wing extensions to form 16 bedrooms
7/08672	Extensions and alterations to existing banqueting hall

7/09012	Bedroom block and leisure facility
7/09476	Extensions to rear of kitchen area to form additional bedroom
7/09889	Bedroom block and leisure facility
7/10503	Revised siting of bedroom block
7/11002	Leisure complex – revised scheme
7/11667	Extensions to form kitchen and detached garage
7.12739	Walkway and staff bedroom block
7/14132	Alterations and extension to restaurant and covered way
7/16428	Extension to form 20 bedroom block
P04/0090	Three storey extension (12 Additional Bedrooms)
P93/0644	Extension to function suite
P94/1028	Walkway extensions
P96/0609	Dining Room extensions / widening car park access road
P97/0374	Covered way, office extension and alterations to elevations
P98/0227	Extension to form shop

4. PLANNING POLICIES

Local Plan Policy

NE.2 - Open Countryside
 NE.5 - Nature Conservation and Habitats
 NE.9 - Protected Species
 NE.20 - Flood Prevention
 BE1 - Amenity
 BE2 - Design Standards
 BE3 - Access and Parking
 BE4 - Drainage Utilities and Resources
 TRAN 9 - Car Parking Standards
 RT6 - Recreational Uses in the Open Countryside
 RT7 - Visitor Accommodation

National Policy

PPS1 - Delivering sustainable development
 PPS4 - Planning for sustainable economic growth
 PPS7 - Sustainable development in rural areas
 PPS13 - Transport
 PPS9 - Biodiversity and Geological Conservation

5. OBSERVATIONS OF CONSULTEES

Ecologist

- No objection
- No significant ecological issues are anticipated

United Utilities

- No objection to the proposed development.
- There are no public sewers in the area.
- The level of cover to the water mains and sewers must not be compromised either during or after construction.

- Currently, United Utilities policy is not to adopt SUDS (Sustainable Urban Drainage System) structures. This stance has been taken as SUDS structures, typically ponds, do not align with United Utilities asset base and would represent a substantial maintenance liability.
- United Utilities will only consider the adoption of surface water sewers draining to a balancing pond (as opposed to any other SUDS structure), providing the following conditions are met: -
 - The Local Authority takes responsibility for the maintenance of the pond
 - The freehold of the land on which the pond lies is transferred to the Local Authority
 - United Utilities is provided with a deed of "Grant of Rights" to discharge into the pond in perpetuity. Such a deed would necessarily contain provisions against development within the balancing pond, and against altering its topography, or making connections to it.
 - That measures have been taken to prevent flooding of properties
 - That a legal agreement is in place between all parties.
 - A section 104 (Water Industry Act 1991) agreement for the surface water sewers draining to the balancing pond, will not be entered into until every condition described above has been met.

The most up to date advice for water efficiency and water efficiency products can be found at Waterwise who have recently published a best practise guide on water efficiency for new developments. We would encourage utilisation of the following water efficiency activities:

- Installing of the latest water efficient products, such as a 4.5l flush toilet instead of the 6l type. Minimise run lengths of hot and cold water pipes from storage to tap/shower areas. This minimises the amount of waste during the time the water goes from cold to hot.
- Utilising drought resistant varieties of trees, plants and grasses when landscaping.
- Install water efficient appliances such as dishwashers, washing machines.

Highways

- Alvaston Hall Hotel is located from Peach Lane off the A530 in Willaston. The A530 is a red route with a reduction of around 40% in accidents over the past two years at this location.
- There will be no significant impact on the highways network at peak times as a direct result of this proposal.
- No highways objections

Sustrans

The site lies adjacent to the Connect2 greenway between Crewe and Nantwich, the first part of which is currently under construction.

Bearing in mind the scale of the extension, if it is approved, we hope the Planning Department will discuss the following with Warner Leisure Hotels:

1. A financial contribution to the construction of the Connect2 greenway, as it will greatly improve opportunities for people staying at the hotel to walk/cycle to Nantwich, for example.
2. Secure cycle parking under cover at a convenient location mainly for staff working at the site, but also, perhaps, for a few visitors.

6. VIEWS OF THE PARISH / TOWN COUNCIL

Wistaston Parish Council has no objections

7. OTHER REPRESENTATIONS

A letter has been received from the occupier of 13 Scott Avenue making the following points

- The issue of Developer Contribution towards the enhancement of Public Transport Infrastructure has been overlooked
- Two sub-standard Bus Stops exist on the A530 to serve this establishment at the end of the Lane (Peach Lane) to the Hotel
- This road junction also lacks “dropped kerbs” on its western footway.
- The west side (Hotel Side – Crewe bound) Bus Stop has a “Flag” indicating its presence attached to a Lamp Post at the back of the footway. On the east side of the A530 and directly opposite the Bus Stop (Nantwich bound) is unmarked having no “Flag” or Pole and an area “*grubbed out*” at road level just large enough for one person to stand, but difficult for Bus Drivers to judge to drop-off and a big step, even with a low floor equipped Bus.
- The Hotel of course has employees who no doubt are aware of these Bus Stops but the Hotel also attracts Coach Tour Operators, in connection with mini breaks or otherwise. People on a Coach Tour with an “afternoon free” part of their itinerary will want to use public transport to visit Crewe or Nantwich.
- These Bus Stops are served hourly, approx. 07.30 to 1800, Monday to Saturday by D&G service 45 usually with low floor vehicles. It is imperative that the potential increase in use at these Bus Stops by this expansion project be recognised and that they be upgraded with raised kerbs on the Hotel side, and opposite by a raised kerb/footway boarding and alighting point complete with pole and “Flag”. Timetables for Visitors at this point are crucial. Consideration should also be given to the provision of Shelters since these stops are some 300m from the Hotel’s main entrance.
- Cheshire East Highways need to liaise with their partners at Cheshire Integrated Transport for actual Bus Stop specifications. We must do everything in our power to attract Tourists towards the “greener use” use of Public Transport to visit our towns, in particular adjacent Nantwich and provide sustainability for these Bus Services and look forward to the reinstatement of the Sunday Service; which if run as the present 44/45 circular service could easily be diverted to run via Nantwich Rail Stn and adjacent to the Stapley Water Gardens back to Crewe.
- Sustrans in their response to this application point out that the new 4km Crewe to Nantwich Pedestrian Cycleway, “Connect2” passes nearby to Alvaston Hall (Peach Lane) and as such Cheshire East Local Transport Plan objective to link walking and cycling routes to bus stops, under the Public Rights of Way Improvement Plan should be taken into account. Alvaston Hall will be the mid-point of “Connect2” in the stretch between the popular Rising Sun Public House and Nantwich, and will be a natural break point for those wishing a shorter return to Crewe or Nantwich. Access to the Bus Stops and A530 exists today along Peach Lane which one would have thought must link up with “Connect2”. There may even be a commercial aspect here that could be exploited by the Hotel.
- The Developer should have produced a Travel Plan for a development of this size, or at least given an undertaking to review the existing.
- The Design and Access Statement states “ *We understand from our initial conversations with the planning office that discussions have taken place previously regarding the junction of and to this end we fully appreciate the requirements for a section 106 agreement under our planning conditions. We anticipate that this will require an alteration to the main*

junction and whilst we have made various attempts to discuss these implications with East Cheshire highways department to date this has not resulted in an agreed plan etc”

- This is not an acceptable way for Cheshire East to conduct its business and probably goes some way to describe the apathy of Cheshire East Highways in dealing with this high profile application, both internally and externally.

8. APPLICANT'S SUPPORTING INFORMATION:

Tree Survey

- It is the conclusion of this report that the overall quality and longevity of the amenity contribution provided for by the trees and groups of trees within and adjacent to the site will not be adversely affected as a result of the local planning authority consenting to the proposed development.

Ecological Survey

- No rare or unusual plants are observed, and all native species observed are common and widespread. The habitat present is of moderate wildlife value. Most of the survey area is dominated by amenity grassland which receives frequent mowing and intense use by the hotel's guests.

- The scattered trees are generally mature; several specimens support features such as woodpecker holes, fissures, peeling bark or broken limbs, which are attractive to nesting birds and/or roosting bats. In addition, bat boxes are sited on some of the trees that will be removed to facilitate the proposed development activity.

- The hedges and introduced shrub beds provided reasonable cover for nesting birds, whilst the dry-stone wall running along the site boundary provides refugia for amphibians.

- The buildings range from modern guest houses to much older original buildings and as such varied in potential for supporting bats. The older, main building features many dormer windows and hipped tiled roofs and a small clock tower that houses features suitable for roosting bats. However, the rest of the buildings are of an age and condition that would not be suitable for use as roosting sites by bats.

- Due to the wider local landscape, coupled with the habitats present on site, the whole site is considered suitable for roosting and/or commuting bats.

- The Habitat Suitability Index calculation demonstrates that no further surveys are necessary for the small pond located within 20m of the site boundary.

Design and Access Statement

New Entrance

- The new structure serves directly into the original reception area

- The original reception can now become a lounge area that will highlight the minstrels gallery and grand staircase as well as exposing the ornate stained glass window to the rear

- The new structure serves to link the limes and the main house in a more elegant solution than the existing corridor

- The entrance addresses the proposed coach drop points to enable direct access into the building

- This enables the existing entrance to address the newly landscaped garden area

- The installation of this building enables the removal of the existing conservatory and the use of a small courtyard area that currently serves as an external seating area during the summer months

Cabaret room,

- Improvements to access
- Remove some of the restrictive structure from previous buildings
- Reconfigure the space in order to maximise its internal function and extend the existing bar, lounge and toilet facilities.
- Move the toilets and bar facility to the rear wall. Enabling the main façade to maximise the views across the newly landscaped garden and across the golf course, fields, etc.
- The existing shop which to be relocated to the rear of the new entrance area
- Clear covered access way to link the main building to Cheshire barn and spa area.

Courtyard rooms

- Enclose the existing courtyard rooms
- Existing rooms to be refurbished,
- Existing courtyards are to be readdressed with new landscaping
- Hard landscaping mixed with soft areas and some water features.
- Eleven new rooms

Cheshire Barn

- Renovate and refurbish the interior
- Create an alternative restaurant area and entertainment space.

Bunbury House

- Most recently constructed part of the complex and poorest quality facilities
- Rooms to be expanded to become double aspect.
- Access ways to be reduced to one side only
- Creation of terraces to each of the rooms that overlook the new central gardens
- Full accessibility for wheelchairs etc.
- New gable to the centre of the main roof
- Rendering and timbering to the main façade

Spa and changing

- New modern design for a modern area
- Screened by Bunbury
- Enables formalising entrances
- Refurbishment of change and treatment

New accommodation

- Retains tree lined avenue
- Similar in architectural theme
- Large formal entrance way
- Enclosure of the u shape form
- Quality accommodation
- Quality materials
- Views of garden

External areas including Landscaping and Trees

- Water terraces
- Cascades
- Arboretum
- Rose gardens
- Secret garden

- Sunken garden

Car parking

- Existing car park relocated
- Proposed car park will accommodate in excess of 161 cars and 4 coaches
- Porous surfaces
- More opportunities for planting
- Remove the parking from around the existing entrance
- Address congestion issues

Highways - Transport and traffic assessment

- Requirements for a Section 106 agreement are appreciated.
- Anticipated that this will require an alteration to the main junction

9. OFFICER APPRAISAL

Principle of Development

The site is located within the Open Countryside where according to Policy NE.2 only development which is essential for the purposes of agriculture, forestry, outdoor recreation, essential works undertaken by public service authorities or statutory undertakers, or for other uses appropriate to a rural area will be permitted.

However, Policy RT6 states that development proposals for recreational uses in the open countryside, as defined on the proposals map, will be permitted provided that, inter alia, they do not harm the character or appearance of the countryside; they do not harm sites of historic or archaeological importance; they can be integrated with existing visitor attractions in the borough or in the vicinity. Proposals should re-use existing buildings wherever possible. Any new buildings or structures should be sited close to any existing buildings and should blend into the surrounding landscape in design, siting, materials and landscape.

The proposal involves the extension and refurbishment of an existing hotel and leisure complex. It will therefore be integrated with an existing visitor attraction and involves the re-use existing buildings. The new build elements will be situated adjacent to the existing buildings. As a result there will be no encroachment beyond the curtilage of the hotel into undeveloped agricultural land, and the impact on the open character or appearance of the countryside will be minimal. There are no known features of historic or archaeological importance within the site.

Government Policy within PPS 4 is also very supportive of proposals for rural tourism and states that *"To help deliver the Government's tourism strategy, local planning authorities should support sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors and which utilise and enrich, rather than harm, the character of the countryside, its towns, villages, buildings and other features."* It continues to state that Local planning authorities should, *"support extensions to existing tourist accommodation where the scale of the extension is appropriate to its location and where the extension may help to ensure the future viability of such businesses"*

Therefore having regard to the provisions of Policy RT6 and PPS.4, the proposal is considered to be acceptable in principle, subject to compliance with the other criteria set out in Policy RT6. Specifically, the proposal should blend into the surrounding landscape in

design, siting, materials and landscaping, it should not harm sites of nature conservation, there must be safe vehicular access to the site, the access roads must be suitable for the likely traffic generation, car parking provision should be in accordance with adopted standards, and it should be accessible by a range of means of transport. These issues are considered in more detail below.

Layout and Design

The new reception area will be located in the existing courtyard area adjacent to the main house. The building form has been created to appear as an orangery with facing brickwork walls, large glazed windows, parapet walls and gauged brickwork arches and stone cills and copings seek to provide an element of luxury to the elevational detailing. Owing to the nature of the surrounding buildings it is proposed that a flat roofing system be used with a large glazed lantern to provide natural light to the foyer below. Whilst a flat roof would not normally be a desirable feature, it is in keeping with the overall “orangery” concept and the proposal will also result in the removal of an existing unsympathetic, conservatory structure, which has an overly “suburban” appearance and is not in keeping with the original building.

It is considered that the alterations to the courtyard rooms, the enclosure of the open sided walkways, and enhanced landscaping to the internal courtyards, will also improve the overall appearance of the complex and the setting of the original building.

Bunbury House is one of the most recently constructed parts of the complex unfortunately it also offers some of the poorest quality facilities. It is proposed to remove 10 of the 30 existing rooms and to enable the remaining rooms to be expanded to become double aspect rooms. By doing this it enables the concrete walkways which run around the building to be reduced to one side only. This will considerably enhance the appearance of this building, as well as the creation of terraces to each of the rooms that overlook the new central gardens. The access ways to the rear of the building will be incorporated into the new spa complex and will also no longer be visible externally.

A new gable to the will be added centre of the main roof along with rendering and mock timber framing to the main façade which will enhance the appearance of the building and will make it appear more in keeping with the other development within the site.

The area between the existing Bunbury House, Spa and the Cheshire Barn buildings is to be enclosed by a single roof structure. This single plane roof is to be constructed from a steel frame structure that stands between existing building but joins each building and encloses the space. The roof of Bunbury House is to be extended across to meet the roof of the lower areas around the Cheshire Barn. Therefore the new roof over the spa will not be apparent from the front of Bunbury House. This means that architecturally the view from the garden area will retain the half timbered appearance to reflect the original house, whilst the view from the rear which is restricted to a single viewing area can be of a modern architectural view that maximises the potential of light, in keeping with its use as spa complex.

In design terms, it is important that the entrance to a building or site is emphasised in architectural terms. This ensures that the building is legible, easy to understand and use and creates a sense of expectation and arrival. At Alvaston, this effect is partially created by tree lined avenue currently exists that runs from the entrance of the site through to the

main building. However, because of the unfortunate, positioning of the newest accommodation (the Limes block) it is an unassuming bedroom block, rather than a statement entrance building which greets the visitor on arrival.

The new bedroom block, however, which is to be constructed at ninety degrees to the limes block, runs across the tree lined avenue, and incorporates a “gateway” feature which will help to create the desired sense of arrival and anticipation on entering the courtyard within. By constructing this block a three-sided courtyard will be created with the existing building, which follows the same architectural pattern/theme as many traditional manor estates.

At present the building frontage and approach, is car dominated and characterised by a large expanse of tarmac and hard surfacing. Under the proposed plans the area in front of the entrance will become a drop off zone only and permanent parking will be provided away from the entrance point. This will be achieved through the relocation of the car parking to the outer parts of the site and will enable the areas immediately to the front of the building, and within the new central courtyard, to be landscaped as formal garden space. This will considerably enhance the overall appearance of the site, and the setting of the original building, particularly when viewed from the golf course to the west. The proposed car park will be porous surfaces that will ensure that surface water from these areas does not cause additional flooding problems within the site or surrounding areas. It will afford the opportunity to break up the continuous car park areas with planting and trees.

Changes to the Cabaret Room are largely internal and therefore do not raise any design concerns. Overall it is considered that the proposed alterations and extensions will considerably enhance the overall character and appearance of the existing development within the site, and the setting of the original building. Consequently, the scheme complies with Policy BE.2 (Design Standards) of the Borough of Crewe and Nantwich Local Plan.

Trees and Landscape

The new bedroom block runs across the tree lined avenue at the end and, this will require the removal of two trees. However, the trees are not protected and the Landscape Officer has concluded that this loss is acceptable as the loss will be more than compensated within the new landscaped garden.

Due to the numbers of trees being removed there is the opportunity to condition the replacement of a ratio of 2 to 1 heavy mature standards. There are plenty of opportunity from the site master plan to be incorporating new specimen trees and avenues of trees as shown in the new proposed landscape.

From a landscape perspective, drawing AP GA 001 shows the intension of a quality landscape but we are still missing detailed landscape information. The new car park can be further enhanced by boundary planting adjacent to the golf driving range. This can be secured through an appropriate landscape condition. The condition should make provision for the approval of hard and soft landscape details to include planting schedules, planting numbers, densities and specification. The latter can be included in the form of notes on the planting plan. Details of tree planting pits and appropriate 'staking' is required as heavy mature standards require larger and well drained tree pits to ensure the trees establish successfully. An appropriate condition to ensure that the trees are protected

during construction in accordance with the tree protection plan and method statement submitted should also be applied.

Ecology

The application involves the removal of a number of mature trees and works to a variety of buildings, some of which are old and in a poor state of repair. Consequently there is potential for disturbance to habitats. The applicant has submitted a protected species survey with the proposals and the Council's ecologist has examined the reports and is satisfied with their methodology and conclusions. He is of the opinion that there is no potential for any harm to protected species and as a result he has raised no objection. The proposal therefore complies with Local Plan policies NE.5 (Nature Conservation and Habitats) and NE.9 (Protected Species).

Residential Amenity

The nearest neighbouring residential property is located approximately 100m from the proposed new development. Therefore no adverse impacts on residential amenity are anticipated.

Highway Safety

Although the A530 is a busy main road, the existing access arrangements are well constructed and visibility is good in both directions. The majority of these proposals involve the improvement of existing facilities and will not result in a significant increase in the level of traffic generation from the site. Although a 68 bedroom extension is to be created, this increase will be partially off-set through the loss of a number of rooms elsewhere in the hotel. Any additional traffic generated is also likely to be in off-peak periods and the site is located on a main bus route between Crewe & Nantwich. The new car park will provide additional spaces for both cars and coaches and on this basis the Strategic Highways Manager has raised no objections to the proposals. Therefore it is not considered that a refusal on highways grounds could be sustained.

Other matters

The third party objector has raised concerns regarding the quality of the public transport infrastructure locally and, in particular, the bus stops outside the site. He has argued that conditions should be imposed or a contribution should be sought from the development to secure the upgrading of these facilities. Sustrans have also recommended a contribution towards sustainable transport infrastructure.

With regard to the provision of further off-site highway improvements including new bus shelters, advice on the use of conditions can be found in "Circular 11/95: Use of Conditions in Planning Permission". According to the circular, "*Secretaries of State take the view that conditions should not be imposed unless they are both necessary and effective, and do not place unjustifiable burdens on applicants.* As a matter of policy, conditions should only be imposed where they satisfy all of the tests described in paragraphs 14-42, which include, inter alia, "necessary" and "relevant to the development to be permitted".

Where highway works are concerned, the implication of this is that the extent of the works must be proportionate to the size and nature of the development proposed. Furthermore,

the works required by condition must be to deal with a highway problem, such as traffic congestion, which would be created by the development concerned. Developers cannot be asked to provide infrastructure improvements to deal with a problem which already exists, that has not been created, or would not be exacerbated by the development proposed. For the reasons detailed above, it is not considered that this proposal would result in significant additional traffic generation.

Circular 05/2005 (Planning Obligations) sets out key tests that must be met in order to require a developer to deliver off site works or contribute towards them. These, are similar to those relating to the use of conditions, as set out above and include the requirement for the works to be necessary to make the proposed development acceptable in planning terms. In this instance the Strategic Highways Manager has concluded that no works are necessary to ensure that the development complies with the Development Plan and therefore the proposal would not conflict with the local plan policies. Accordingly it is not therefore considered necessary or reasonable to require the applicant to provide additional contributions in this instance.

10. CONCLUSION

In summary, the proposal involves the redevelopment and expansion of an existing tourist, leisure and recreational facility in the open countryside, which is supported, in principle by the provisions of Policy RT6 of the adopted Local Plan and PPS4. The proposal will result in a considerable enhancement in the overall appearance of the site, and the setting of the original building and will not detract from the character and appearance the open countryside. It has been demonstrated that the proposal is acceptable in terms of its impact on Trees and Landscape, Ecology, Residential Amenity and Highway Safety and it therefore complies with Local Plan Policies NE.2 Open Countryside, NE.5 Nature Conservation and Habitats, NE.9 Protected Species, NE.20 Flood Prevention, BE1 Amenity, BE2 Design Standards, BE3 Access and Parking, BE4 Drainage Utilities and Resources, TRAN 9 Car Parking Standards, RT6 Recreational Uses in the Open Countryside and RT7 Visitor Accommodation. Therefore in the absence of any other material considerations and having due regard to all other matters raised, the proposal is considered to be acceptable and accordingly is recommended for approval.

11. RECOMMENDATIONS

APPROVE subject to the following conditions:

- 1. Standard**
- 2. Materials to be submitted and approved**
- 3. Provision of car parking prior to first occupation**
- 4. Cycle parking to be provided prior to first occupation**
- 5. Submission of and approval of landscaping scheme**
- 6. Maintenance of landscaping scheme for a five year period.**
- 7. Scheme of tree protection to be submitted and implemented.**
- 8. Arboricultural Method Statement to be submitted and implemented**
- 9. No works within protected areas**
- 10. Scheme of drainage to be submitted and implemented**
- 11. Details of creation of new habitats to be submitted and implemented**

Location Plan : Licence No 100049045

