

## **General Development Applications**

**(6/h) Application No: PAP/2024/0546**

**Wood End Recreation Ground, Johnson Street, Wood End,**

**Works to tree protected by TPO order - T1 Oak (04XS) fell to ground level and treat stump to inhibit regrowth., for**

**Warwickshire County Council (Forestry)**

### **Introduction**

This item is referred to the Board as the land on which the tree is situated is owned by the Borough Council.

### **The Site**

The tree is at the rear of property in Pinewood Avenue within a Recreation Ground. It is illustrated at **Appendix A**.

### **The Proposal**

It is proposed to fell an oak tree, as referenced T1 Oak (04XS) on Appendix A, to ground level and to then treat the stump so as to inhibit regrowth. The reasoning for the proposed works is due to the tree causing subsidence to a nearby property. A replacement tree is shown to be planted as at **Appendix B**.

### **Consultations**

Kingsbury Parish Council- No comments received.

WCC Forestry – No objection, subject to condition that a replacement tree be planted.

### **Observations**

The tree is protected by a TPO and the proposal would see a loss of the tree. However, the works are needed as the tree is currently causing subsidence damage to a nearby property. The County Council Forester is satisfied that this is the case. The proposed removal of the tree will see a loss of habitat, but a replacement tree would be provided to mitigate for the loss.

## Recommendation

That Consent be **GRANTED** subject to the following conditions:

1. The works to which this permission relates must be begun not later than the expiration of two years from the date of this permission.

### REASON

To comply with the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

2. For the avoidance of doubt, this permission is only in relation to the tree within the application.

The works shall be confined to the following:

- T1 Oak (04XS) fell to ground level and treat stump to inhibit regrowth.

### REASON

To ensure that works not permitted are not undertaken without prior approval.

3. The replacement tree(s) shall be planted in the next available planting season (November-March) following felling, as shown on:

- Tree Mitigation Plan

Received by the Local Planning Authority 07/01/2025.

### REASON

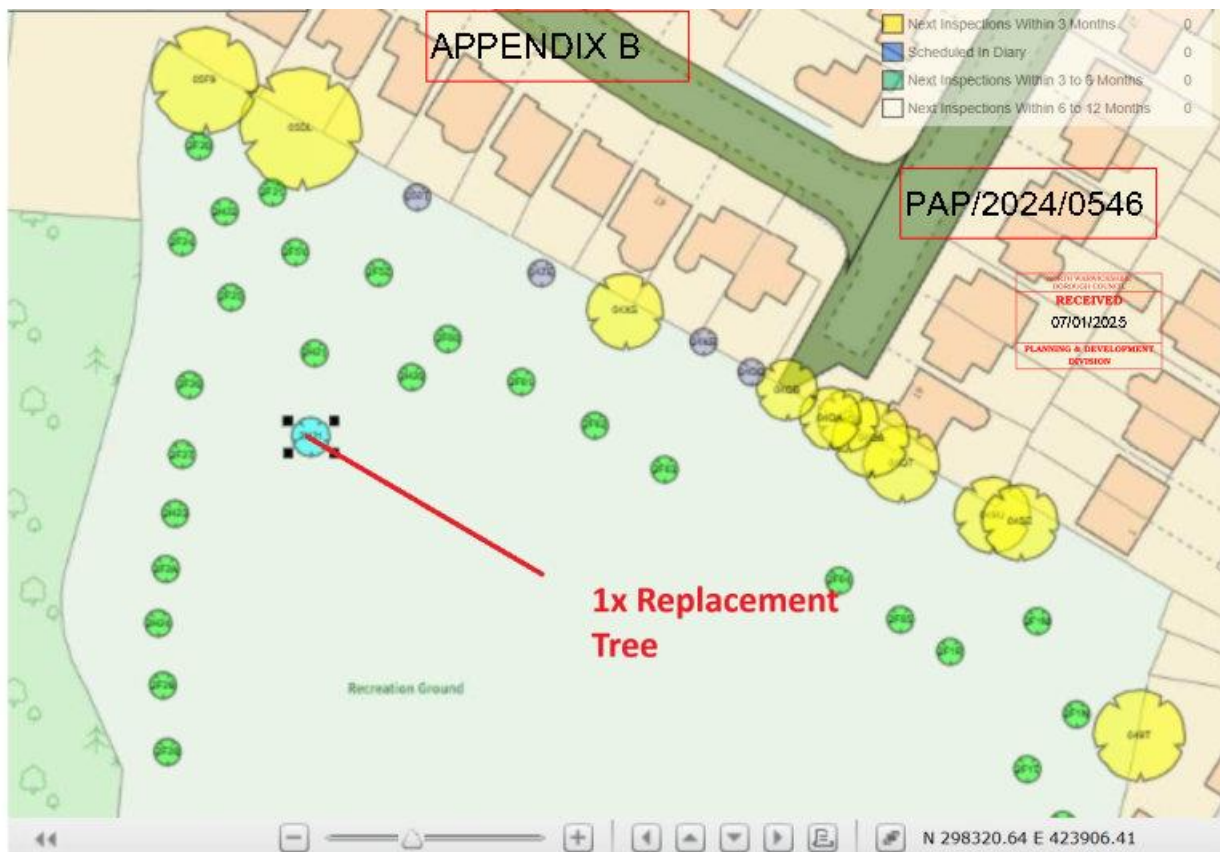
To ensure the amenity afforded by trees is continued into the future.

# Wood End Recreation Ground - Tree Location Plan



<https://web.arbotrack.com/index.asp?action=printmap>

1/1



## **General Development Applications**

**(6/i) Application No: CON/2025/0003**

### **A46 Walsgrave Junction, Coventry**

**Application for a Development Consent Order to upgrade the existing A46 Walsgrave Junction to the east of Coventry for**

## **National Highways**

### **1. Introduction**

- 1.1 The Borough Council has been consulted on this application submitted to the Secretary of State by National Highways seeking a Development Consent Order (DCO) for the works described generally above.
- 1.2 The DCO if agreed, it is in effect a planning permission granted by the Secretary of State himself.
- 1.3 The Council has been invited to make any representations which the Secretary of State should consider as part of his determination.

### **2. The Site**

- 2.1 The location of the proposed works is attached at **Appendix A** – the Walsgrave Junction on the A46 which is in effect the Coventry Eastern By-Pass.

### **3. The Proposals**

- 3.1 The full description of the proposals is set out in the Notice at **Appendix B**. In short this would remove the present round-about such that A46 becomes a continuous dual carriageway with a new off-route overbridge junction to the north in order to allow access in both directions to the B4082 as now. This is illustrated at **Appendix A**.

### **4. Observations**

- 4.1 It is not considered that these proposals would not impact on North Warwickshire either environmentally or from a highway perspective, given that the Borough is separated by some distance from the works, or indeed the A46.

## **Recommendation**

That the Council does not wish submit any representations in respect of the proposals.







National Highways

## Section 56 Planning Act 2008

### Regulation 8 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

### Regulation 16 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

### Notice of Acceptance of an Application for a Development Consent Order The A46 Coventry Junctions (Walsgrave) Order

Notice is hereby given that the Secretary of State has accepted an Application by **National Highways Company Limited** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") for a Development Consent Order ("DCO") under the Planning Act 2008 ("the Application"). The Application was submitted by National Highways to the Secretary of State c/o the Planning Inspectorate ("the Inspectorate") on 14 November 2024 and was accepted for examination on 12 December 2024. The reference number applied to the Application by the Inspectorate is **TR010066**.

### Summary of the Application

The DCO would authorise the A46 Coventry Junctions (Walsgrave) Scheme (the "Scheme"), which is an upgrade to the existing A46 Walsgrave Junction to the east of Coventry. The Scheme comprises:

- Realignment of the existing A46 dual carriageway through the existing at grade roundabout (which would be removed), for approximately 880m to improve the road geometry and allow for a 50mph speed limit.
- Earthworks on the eastern side of the A46 mainline to facilitate the realignment through the existing at grade roundabout.
- A new grade separated junction over the A46 mainline, approximately 800m north of the existing Walsgrave Junction to connect the B4082 with the A46.
- A new overbridge structure across the existing A46, between the dumbbell roundabouts forming the grade separated junction.
- New merge and diverge slip roads at the grade separated junction for both northbound and southbound movements.
- Realignment of the B4082 to form a single carriageway link road, for approximately 900m, to connect the local road network to the new A46 grade separated junction with a proposed 40mph speed limit.
- Road assets and street furniture such as traffic signs and lines, variable message sign (VMS), street lighting columns, vehicle restraint systems (VRS), fences, retaining walls and kerbs.

- Drainage systems including a dry detention basin and two ponds that will be designed to be permanently wet.
- Proposed new maintenance accesses to the drainage features and VMS.
- Retention of the Hungerley Hall Farm accommodation bridge (the existing bridge that provides farm vehicle access over the A46 mainline).
- Farm access track to the north of Hungerley Hall Farm to provide gated access to the B4082 link road.
- Improvements to facilities for walkers, cyclists and horse-riders (WCH) through provision of a signalised pedestrian crossing on the B4082; and providing enabling works, including the retention of Hungerley Hall Farm accommodation overbridge, for a potential future WCH route to be provided by others.
- Replacement and installation of new highway boundary fencing.
- Replacement vegetation planting to compensate for the vegetation that needs to be removed to facilitate the Scheme.

The DCO would authorise the compulsory acquisition of land, interests in land and rights over land, and the powers to use land permanently and temporarily for the construction, operation and maintenance of the Scheme.

The DCO would make provisions in connection with several ancillary matters including the permanent construction and alteration of streets; the temporary interference with and the permanent stopping up of streets; public rights of way and private means of access in the vicinity of the Scheme; the classification of roads all included within the Scheme, along with the amendment, disapplication and modification of relevant legislation; the appropriation of Green Belt land; cutting down, uprooting, topping or lopping trees or shrubs or cutting back their roots; carrying out civil engineering or other works; the appropriation of a highway for which the person proposing to construct or improve a highway is the highway authority; the transfer to the person proposing to construct or improve a highway of a highway for which that person is not the highway authority; and, the specification of the highway authority for a highway.

### **Environmental Impact Assessment**

The Scheme is Environmental Impact Assessment development ("EIA development") as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The Application is therefore accompanied by an Environmental Statement.

### **Copies of Application Documents**

The Application form and accompanying Application documents including plans, maps and the Environment Statement are available for inspection and download free of charge on the relevant project webpage of the Planning Inspectorate's National Infrastructure Planning website: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR010066/documents> from 16 January until 27 February 2025.



An electronic copy of the Application documents can be supplied free of charge on a USB memory stick. A paper copy of the Application documents can also be supplied, but there will be a reasonable charge for paper copies to cover the cost of printing, packaging and postage up to a charge of £4,604 (printing, packaging and postage) for a complete set of Application documents.

Please contact National Highways via the following contact details if you have any enquiries about any of the Application documents or to request a copy of the application documents:

**Post:** FAO A46 Coventry Junctions (Walsgrave) Project Team, National Highways, The Cube, 199 Wharfside Street, Birmingham, B1 1RN

**Email:** [A46CoventryJcns@nationalhighways.co.uk](mailto:A46CoventryJcns@nationalhighways.co.uk)

**Telephone:** 0300 123 5000

### **Making a relevant representation on the Application**

Any person may make a relevant representation on the Application to the Secretary of State (i.e.: giving notice of any interest in or objection to the Application). Any relevant representation relating to the Application must be submitted on a registration form and give the grounds on which it is made. The Inspectorate have issued detailed advice on registering as an interested party and making a relevant representation, to which you are advised to have regard. The Advice Page ('How to register to have your say and make a relevant representation' (August 2024)) is published on the Gov.uk website under 'Nationally Significant Infrastructure Projects: Advice pages' and can be found at:

<https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-how-to-register-to-have-your-say-and-make-a-relevant-representation>

The period for making a relevant representation starts on 16 January 2025 and will end at 11.59pm on 27 February 2025. Please note that any submitted representations to the Inspectorate will be published on the National Infrastructure Planning website for the Application.

The Registration and Relevant Representation form will be made available by the Inspectorate once the registration / relevant representation period has opened on the Inspectorate's project web page:

<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR010066>

Alternatively, you can request a hard copy of the registration / relevant representation form by telephoning **0303 444 5000** quoting the name of the Application and the Inspectorate's reference number: TR010066. The completed form must be received by the deadline for relevant representations. A completed hard copy form to be submitted to the Inspectorate should be sent to:

The Planning Inspectorate  
Major Applications & Plans  
3<sup>rd</sup> Floor  
Temple Quay House  
1 The Square  
Temple Quay  
BRISTOL  
BS1 6PN

## General Development Applications

(6/j) Application No: PAP/2024/0513 and 2024/0514

Trent House, 102, Long Street, Atherstone, CV9 1AN

Planning and Listed Building applications for the demolition of existing outbuildings for the provision of six new build dwellings along with change of use of existing listed commercial premises for the provision of fourteen flats for

Capstone Alliance Ltd

### 1. Introduction

- 1.1 The receipt of this application was reported to the December Board meeting. It resolved to visit the site prior to determination.
- 1.2 There has been no change to the Development Plan since that time, but the National Planning Policy Framework (the "NPPF") has been updated as from late December 2024. There are no changes here that would impact on this report – just paragraph changes in the new NPPF.
- 1.3 The previous report is attached at **Appendix A** and a note of the visit is at **Appendix B**.
- 1.3 Also by way of further information, Members will have noted from paragraph 4.2 of the December report that the new units here if approved, could transfer to the Council's housing stock. In the interests of transparency, the Board is advised that the Borough Council is considering partnering with the applicant to develop the building as proposed, should planning permission be granted. This is not a material planning consideration as the Board is asked to determine the proposals on their own planning merits, but if approved on this basis, the possible outcome is something that should be made public.

### 2. Further Information

- 2.1 Following the site visit, which both of the Council's Design Champions attended, there was a request made that the applicant review the design and appearance of the terrace of new buildings at the rear of 102. It was considered that they should more thoroughly reflect what has been constructed in similar situations at neighbouring property. The applicant has agreed to submit amended plans, but these have not yet been received. If they are, then the Board will be updated at the meeting.

### 3. Consultations

Environmental Health Officer – No objection subject to conditions

Warwickshire Planning Archaeologist – No objection subject to conditions

Warwickshire County Council as Highway Authority – It has raised concerns about the adequacy of the access onto North Street in respect of use by refuse and other large vehicles.

Warwickshire County Ecologist – No objection subject to conditions.

Warwickshire County Council as Lead Local Flood Authority – More information is required in respect of the connections to the existing public sewers in the vicinity. The applicant has forwarded additional information to the County Council and any response will be provided at the meeting.

#### **4. Representations**

- 4.1 None have been received.

#### **5. Observations**

##### **a) The Principle of the Proposal**

- 5.1 The site is located within the settlement boundary of Atherstone – identified as a Category One settlement by Local Plan policy LP2, where new development is supported in principle. This is therefore a wholly sustainable location, and the proposal would also accord with Local Plan policy LP1. The site is also within the defined “town centre” of Atherstone where residential uses can be considered as appropriate development under Local Plan policy LP21 as well as under para 90 of the NPPF.
- 5.2 The main issues here are thus going to be whether the detail of the proposals would accord with the relevant policies of the Local Plan.

##### **b) Heritage Matters**

- 5.3 This is the most important of the matters to consider given the site’s location in the town’s Conservation Area, the building being a Grade 2 Listed Building and the presence of other neighbouring listed buildings.
- 5.4 The Council is under a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of its Conservation Areas. There is also a statutory duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. These are reflected in Local Plan policy LP15 where it says that the quality, character, diversity and local distinctiveness of the Borough’s historic environment will be conserved or enhanced, together with Section 16 of the NPPF. The NPPF says that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal. This significance should be taken into account when considering the impact of a proposal on a heritage asset, so as to avoid or minimise any conflict between the asset’s conservation and any aspect of the proposal.



- 5.5 The impact of the proposals on the character and appearance of the Conservation Area will be looked at first.
- 5.6 The significance of the town's Conservation Area is it covers an extensive area of the town centre and its surrounding area, displaying the town's architectural, historic and commercial evolution through many time periods, whilst retaining substantial areas of their contemporaneous external characteristics in design, built form and use. This particular part of the Area is characterised by its three storey frontages reflecting the residential townhouses of the 18<sup>th</sup> Century and early 19<sup>th</sup> Century, but which are now converted to commercial uses at the ground floor. These frontages reflect Georgian characteristics particularly on the upper floors, with Victorian additions where they have ground floor shop frontages. The rear of these properties particularly in this part of the Area, is characterised by extensive rear ranges often reducing to single storey and with large open rear yards and gardens in some cases. There are often small outbuildings at the rear of these yards facing onto North Street where there are a number of vehicular access points.
- 5.7 The greater part of the current proposals is for the conversion of the main frontage building and its rear ranges to residential use without any alteration to the built form – demolition or addition. In particular, the prominent and most significant elevation – that facing Long Street – remains unaffected and thus there would be no material visual or architectural change to the property's principal public facing elevation. Apart from some changes in the appearance of the new replacement fenestration in the other elevations there would be no material change in the overall character and appearance of the building. As such, in general terms this part of the proposal would conserve the character and appearance of the Conservation Area.
- 5.8 The proposals at the rear involve demolition and new build. The existing buildings here are non-descript in appearance and are certainly more recent than the Long Street frontage. Early maps from the 1888 and 1901 show no buildings here. However historical mapping from the 1920's show that there was then a linear range of buildings added here along the north-western boundary. It appears that the majority of the present building facing North Street was the northern-most end of this range, but it too has now been extended to the side with a small mid-20<sup>th</sup> Century addition. It is proposed to demolish the remaining buildings here. If left vacant, there would be a reversion to the open area at the rear of 102 and the restoration of the visibility of the rear elevations of the Long Street buildings. However, the construction of the new range here would replicate a similar built form from the historical development of the larger site and replicate similar rear ranges on neighbouring sites. As indicated in para 2.1 above, officers are expecting revised plans in respect of the design and appearance of this new range of houses. Provided that they reflect and match the new and converted residential ranges on adjoining sites, they should be acceptable. On balance, it is considered that if this is the case, then this would conserve the former character of this part of the Conservation Area and provide an enhancement over the appearance of the existing built form here.
- 5.9 Whilst the last use of number 102 was as offices, following on from its occupation by both the Borough and Rural District Councils, the proposals would return the

building to its original residential use. The proposal is thus an appropriate reversion.

- 5.10 In conclusion therefore, it considered that less than substantial harm would be caused to the character and appearance of this part of the Conservation Area.
- 5.11 The building is a Grade 2 Listed Building – the listing description is at **Appendix C**. Its significance as a heritage asset lies in the retention of a long-established former residential town house of the late 18<sup>th</sup> Century displaying contemporaneous external features such as the symmetrical bays and fenestration design together with the Flemish bond brick façade. The rear ranges are retained with more recent extensions and the former rear garden remains as an open yard. In particular, its significance is enhanced by its town centre setting within a frontage of similar proportions, age and characteristics and replicated on the other side of the road. The past uses also reflect this location.
- 5.12 As above, it is considered that the proposed use is appropriate in both historic and architectural terms thus preserving the building in its setting. The external changes to the building itself are limited to changes in the design of the fenestration on the elevations, other than the principal and most public facing elevation. These do not detract from the overall attributes of the building. The main alterations are internal. Whilst the building has already been adapted considerably and modernised to meet the requirements of the recent office use of the whole, including the construction of the purpose-built Council Chamber and offices at the rear, an earlier floor plan is still discernible in the 18<sup>th</sup> Century arrangement of the principal domestic rooms on the floors facing Long Street. The proposed internal layout has been arranged around existing structural walls and retention of existing stairwells, in order to reduce the amount of intervention. Thus, it is still possible to appreciate the earlier historic layout of the main building. The main subdivisions have been where the large open offices were, including the former Chamber. There is some loss therefore of historic value. There are some features of interest – window architraves, picture rails, skirting and coving which would be retained. Overall, it is considered that the heritage impact on the historic and architectural characteristics of the building is no more than limited.
- 5.13 The loss of the outbuildings at the rear has no adverse impact on their architectural merits or that of the curtilage as a whole. Historically however, their replacement with a new rear range replicates a feature that has been lost and this would enhance the understanding of the whole site.
- 5.14 In overall terms therefore it is considered that the building is to be preserved as is its setting. There would be limited harm to its architectural characteristics. As a consequence, the proposal would give rise to less than substantial heritage harm.
- 5.15 There is no direct impact on the physical fabric of any of the neighbouring other Listed Buildings and those opposite. They all have uses that relate to their position within the historic and commercial centre of the town. The proposed use at 102 would be entirely appropriate in this setting and re-introduce the former original use for 102 which would have been the use of these other buildings to.

As there is no change to the principal town centre elevation there is no harm caused to the overall setting of the other heritage assets.

- 5.16 In heritage terms therefore, this proposal would cause less than substantial harm on the significance of the combined value of the heritage assets which it affects. This, in line with the NPPF, needs to be weighed against any public benefits that the proposal might offer, in order to establish if they are of sufficient weight to outweigh that harm. Before doing so, it is necessary first to establish if any other harms might be caused.

**c) Highway Matters**

- 5.17 The Highway Authority concern is understood. The refuse collection area is just inside the access behind the former mortuary building. If the vehicles are to reverse in, then a new bell-mouth arrangement would be required by the Highway Authority. This is physically not possible to achieve unless the number of the new units is reduced in order to create more space. Moreover the modern engineered access here would be wholly out of keeping with the character and appearance of the Conservation Area. As the refuse collection point is well within the minimum “carry” distance for refuse bins to be wheeled to a vehicle and that that vehicle would be infrequently parked on the street, it is considered that in this instance, this would be acceptable.

**d) Ecological Matters**

- 5.18 The County Ecologist has confirmed that this application, although being for major development, is exempt from the Bio-Diversity Net Gain Regulations as there is no “habitat” on site. However, whilst the applicant’s surveys showed no evidence of the buildings being used by bats, it is recommended that a condition is attached to allow bat boxes to be provided where appropriate.

**e) Other Considerations**

- 5.19 The Environmental Health Officer has no objection subject to standard conditions in respect of a Construction Management Plan being required; the need for a watching brief in respect of any potential contamination found on the site and the need to design the new fenestration with appropriate noise insulation measures.
- 5.20 The further comments of the Lead Local Flood Authority are awaited. Provided that there is no objection, or through the recommended use of conditions, this matter should be capable of resolution.

**f) Other Harms**

- 5.21 As a consequence of the above matters, it is not considered that demonstrable other harms would be caused.

## **g) The Public Benefits**

- 5.22 It is considered that there are two public benefits here. The first is the addition of fourteen residential units to the required housing numbers as set out in the Local Plan in a sustainable location and of a size and design that meets local housing requirements. The second is the retention and conservation of a prominent Listed Building in the town's Conservation Area through an appropriate town centre use and one that returns the building to its original historic purpose. These combined benefits are considered to clearly outweigh the less than substantial harm caused to the significance of the heritage assets that are affected.

### **Recommendation**

- a) That the principle of the development be agreed and that the approval to any revisions made to the design of the new houses here, as indicated in this report, be delegated to officers in consultation with the Council's Design Champions.
- b) That subject to there being no objection from the Lead Local Flood Authority ("LLFA") that cannot be overcome by conditions, both planning and listed building consents are granted subject to the following conditions. If the objection is not removed, then the matter is referred back to the Board.
- c) That planning permission is **GRANTED** subject to the following conditions, together with any proposed by the LLFA:
  - 1. Standard three-year condition.
  - 2. Plan numbers – 241571/PL01, 7, 8, 9, 10, 11 and 13 plus the amendments to be agreed under (a) above.

### **Pre-Commencement Conditions**

- 3. No development, including demolition, shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail how, during the site preparation and construction phase of the development, any adverse impacts on existing residential premises and the environment arising from dust, odour, noise, smoke and light shall be minimised or mitigated. The Plan shall also detail how such controls are to be monitored. The Plan should also provide a procedure for the investigation of complaints. The development shall only proceed to be implemented in accord with the approved Plan.

### **REASON**

In the interests of the amenities of neighbouring residential occupiers.

4. No development on the construction of the new houses hereby approved shall commence until noise insulation measures have been submitted to and approved in writing by the Local Planning Authority. The measures proposed should be evidenced from a Noise Impact Assessment that complies with the provisions of BS4142:2014 and BS8233:2014. Only the measures so approved shall then be implemented on site.

#### REASON

In the interests of the amenities of future occupiers.

5. No development on the construction of the new houses hereby approved shall take place until:
  - a) A Written Scheme of Investigation (WSI) for a programme of archaeological evaluative work has first 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 WSI, has been 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 WSI 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 interests of understanding the archaeological importance of the site.

6. No demolition work shall commence on site until a landscape and ecological enhancement scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of native and /or pollinator friendly planting and the provision of artificial bat roost features including a minimum of two integrated bat boxes.

#### REASON

In the interests of securing bio-diversity gain on the site.

7. No work on the construction of the new houses hereby approved shall be commenced until details of all of the facing materials, rain-water goods and humidity extractor systems to be used on site have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be implemented on site.

REASON

In the interests of the visual amenities of the area.

**Pre-Occupation Conditions**

8. None of the residential properties hereby approved shall be occupied until the whole of the car parking area has been fully completed, laid and marked out as set out on the approved plans; the access arrangements have been fully implemented in accordance with the approved plans, together with the implementation of the approved refuse collection compound, all to the written satisfaction of the Local Planning Authority.

REASON

In the interests of highway safety

9. None of the new build residential properties hereby approved, shall be occupied until each has been fitted with the noise insulation measures as approved under condition (4), the materials, goods and systems as approved under condition (7) together with the provision of a vehicle electric charging point.

Reason

In the interests of the residential amenities of the area and to promote sustainable development.

10. None of the new build residential properties hereby approved, shall be occupied until the measures approved under condition (6) have been fully implemented on site to the written satisfaction of the Local Planning Authority.

REASON

In the interests of bio-diversity enhancement.

## Other Conditions

11. The development shall be implemented in accordance with the recommended safeguards for protected species presented within the Method of Working in the preliminary Bat Roost Assessment and Bird Survey Report produced by S Christopher Smith dated 28/9/24, including checking for nesting birds undertaken by an ecologist prior to any demolition works. Any variation to the agreed plan must be agreed in writing by the Local Planning Authority.

### REASON

In the interests of protecting species.

12. Demolition and Construction works, including deliveries, shall only take place between 0800 and 1800 on weekdays and 0800 to 1300 hours on Saturdays with no working or deliveries at all on Sundays and Bank Holidays.

### REASON

In the interests of the residential amenities of the occupiers of neighbouring properties.

13. If ground contamination is found at any time when carrying out the approved development, it must be reported in writing to the Local Planning Authority. An investigation and Risk Assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared. Work may then only continue in accordance with any measures as approved in writing by the Local Planning Authority.

### REASON

In the interests of reducing the risk of pollution.

## Informatives:

- a) The Local Planning Authority has met the requirements of the NPPF in this case through the issue of a positive outcome by working with the applicant.

## PAP/2024/0514

That Listed Building Consent be **GRANTED** subject to the following conditions:

1. Standard three-year condition.
2. Plan numbers – 241571/PL01, 7, 8, 9, 10, 11 and 13 plus the amendments to be agreed under (a) above.



3. No development on the construction of the new houses hereby approved shall commence until noise insulation measures have been submitted to and approved in writing by the Local Planning Authority. The measures proposed should be evidenced from a Noise Impact Assessment that complies with the provisions of BS4142:2014 and BS8233:2014. Only the measures so approved shall then be implemented on site.

REASON

In the interests of the amenities of future occupiers.

4. No work shall commence on the construction of the new houses hereby approved shall be commenced until details of all of the facing materials, rain-water goods and humidity extractor systems to be used on site have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be implemented on site.

REASON

In the interests of the visual amenities of the area.

5. No start shall commence on the works approved for 102 Long Street, until such time as details of a ventilation strategy for the whole building commensurate with the works hereby approved, have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be installed.

REASON

In the interests of ensuring that excess water vapour is not trapped in the building thus causing further damage.

6. No start shall commence on the works approved for 102 Long Street, until such time as a full schedule of details for all of the windows to be replaced has been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted at a scale of 1:5 and include details of all proposed secondary glazing and repair methodology for the timber framed sash and casement windows that are to be retained. All leaded windows are to be retained, repaired and protected by the use of secondary glazing. The scope of all details to be submitted under this condition shall first have been agreed in writing by the Local Planning Authority. Only the approved details in regards of all of these matters shall then be implemented on site.

REASON

In the interests of preserving and conserving the historic interests in the building.

7. No start shall commence on the works approved for 102 Long Street, until such time as a full schedule of details for all of new doors and screens to be fitted have first been submitted to and approved in writing by the Local Planning Authority. The details shall include sections showing rebates, frames, together with the materials and finishes to be used. Only the approved details shall then be implemented on site.

#### REASON

In the interests of preserving and conserving the historic interests in the building.

8. No start shall commence on the works hereby approved for number 102 Long Street, until such time as a methodology, plans and details of works to the sub-floor rooms and cellars have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be implemented on site.

#### REASON

In the interests of preserving and conserving the historic interests in the building.

9. No start shall commence on the works hereby approved for number 102 Long Street until such time as the specifications of all internal finishes and all insulation proposals for the walls, ceilings or joists have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be implemented on site.

#### REASON

In the interests of preserving and conserving the historic interests in the building.

10. No start shall commence on the works hereby approved for number 102 Long Street until such time as a written methodology for all repairs to masonry, cills, pointing, door surrounds and fan lighting including the specifications of the materials and finishes proposed have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be implemented on site.

#### REASON

In the interests of preserving and conserving the historic interests in the building.

11. No start shall commence on the works hereby approved for number 102 Long Street until such time as the scope for a schedule of repairs and changes to the existing central stair-case has first been submitted to and approved in writing by the Local Planning Authority. Only details as approved under the agreed scope shall then be implemented on site.

REASON

In the interests of preserving and conserving the historic interests in the building.

12. No start shall commence on the works hereby approved for number 102 Long Street until such time as a conditions survey of the roof covering, roof structure, chimney and rain-water goods, has first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of preserving and conserving the historic interests in the building.

13. No start shall commence on the works hereby approved for number 102 Long Street until such time as a schedule of repairs necessary to be undertaken on the roof of the building has first been submitted to and approved in writing by the Local Planning Authority. The schedule shall show how the proposed works have been informed by the survey as approved under Condition (12). Only the repairs as approved in writing, shall then be implemented on site.

REASON

In the interests of preserving and conserving the historic interests in the building.

**Informatives:**

- a) The Local Planning Authority has met the requirements of the NPPF in this case through the issue of a positive outcome by working with the applicant.
- b) Conservation Principles should be adhered to at all times so as to minimise the loss of historic material.
- c) Breathable materials will be required for finishes particularly where the structure is of a traditional built form.
- d) Traditional materials will be required for the oldest parts of the building with more flexibility applicable to the later rear extensions.



## General Development Applications

(6/a) Application No: PAP/2024/0513 and PAP/2024/0514

Trent House, 102, Long Street, Atherstone, CV9 1AN

Planning and Listed Building applications for the demolition of existing outbuildings for the provision of 6no. new build dwellings along with, change of use of existing listed commercial premises for the provision of 14no. Flats, for

### Capstone Alliance Ltd

#### 1. Introduction

- 1.1 The receipt of these applications is reported to the Board at this time for information only, as a full determination report will be made in due course. The reference to Board is because of the significance of this building within the town centre of Atherstone.
- 1.2 The report will outline the proposals, as well as identify the most important planning policies and other material relevant planning considerations which will need to be assessed at determination stage. A full range of consultation is underway and the responses will be reported to Board in that later determination report.

#### 2. The Site

- 2.1 This is a three-storey building fronting the north side of Long Street within a similar built frontage located between the Post Office and the Liberal Club, just west of the junction with Ratcliffe Road and east of the junction with the Coleshill Road. The overall site extends to North Street at its rear. Members will know this building as the former offices of TNT Ltd and before that as the offices of the Borough Council and the Atherstone Rural District Council. A general location plan is at Appendix A.
- 2.2 The three storey building dates from the late 18<sup>th</sup> Century with four bays to the front elevation and a dual pitched roof. There are two attached three storey ranges, one of which extends to the rear with the scale reducing to two storey and then single storey. The building was acquired in the 1930's by the Atherstone Rural District Council and the attached rear outbuilding ranges were rebuilt and extended to provide the required accommodation including a Council chamber. In the north-west corner backing onto North Street are two single storey dual pitched roof outbuildings. The old town Mortuary building, now the Town Council offices are to the immediate north-east, but outside of the application site. In between these outbuildings and set between a pair of tall brick pillars is the access to the site from North Street leading to a large area laid to tarmac providing car parking and service space.

2.3 Other three storey buildings immediately flank number 102 on both sides, repeated on the opposite side of Long Street, and both frontages have a fully commercial town centre context. The rear of the site on the other hand has a lower density built form, consisting of mainly two storey residential uses, interspersed with surface car parking.

2.4 The existing floor plans and elevations are at Appendices B to E.

### **3. Background**

3.1 Number 102 is a Grade 2 Listed Building. The listing is attached at Appendix F.

3.2 There is also a concentration of other Grade 2 Listed Buildings in close proximity – The Post Office immediately to the west, 108 Long Street (Jenkins shop) further to the east and the shops at numbers 107, 109 and 111 on the opposite side of Long Street, together with the White Horse Public House.

3.3 The site is in the Atherstone Conservation Area.

3.4 The lawful use of the application is as offices – Use Class E (g) (i).

3.5 Planning permission has been granted for the residential conversion of the former mortuary building at the rear.

3.6 Planning permission has also been granted for the conversion of the former sorting office at the Post Office building immediately to the west into three apartments.

### **4. The Proposals**

4.1 The proposals consist of the conversion of the main frontage building together with its rear ranges into fourteen flats – eight one bed and six two bed units - together with the demolition of the rear north-west outbuilding fronting North Street and its replacement with a range of six new two storey two-bedroomed terraced dwellings.

4.2 The proposal is that all of these units would be “affordable”. A Development Funding Agreement, to be made on receipt of planning permission would enable the Cornerstone Partnership to develop the site as a forward funded scheme for the Borough Council. Cornerstone will thus hand completed units to the Borough Council to be added to its stock.

4.3 Pedestrian access will be maintained from the current door in the Long Street frontage as well as from the rear from North Street. The existing vehicular access would be retained with no alterations proposed for the brick pillars and wall. There are currently around 38 car parking spaces in the rear open yard. This would be reduced to 17.

6a/2

- 4.4 A timber refuse bin enclosure is proposed at the rear of the old Mortuary building close to the access off North Street.
- 4.5 The proposed floor plans, layout and elevations are at Appendices G to L.
- 4.6 The application is accompanied by the following documents.
- 4.7 A Planning, Design and Access Statement explains the planning background and the reasoning for the design of the rear buildings.
- 4.8 A Heritage Impact Assessment identifies the heritage assets that need to be taken into account in the determination. There is a brief history of the main building as well as a description of its significance. The impact of the proposals on that significance is outlined together with the impacts on the other assets. It concludes that there will be a "neutral and not adverse impact". This Assessment is attached at Appendix M.
- 4.9 A Transport Statement indicates that Atherstone has a range of transport alternatives to the private car with a wide range of facilities and services within walking and cycling distance, making the site highly sustainable. The Statement concludes that the traffic generation would be materially less than that when the site was fully used as commercial offices – 34 movements a day compared to around 105. A reduction in the number of car parking spaces is thus supported and given the other readily available modes of transport, the impacts are not considered to be "severe" particularly as other town centre residential conversions have not had any opportunity for on-site parking provision.
- 4.10 A Bat and Bird survey showed that the buildings were not used for bat roosting, but that opportunities should be provided to enable them to do so – e.g. bat bricks in gable ends. Similarly, there was no evidence found of nesting birds.
- 4.11 A Drainage Statement indicates that both foul and surface water would discharge to an existing combined sewer in Long Street. The surface water would however be attenuated through the use of permeable paving and underground geo-cellular storage tanks.

## **5. Development Plan**

The North Warwickshire Local Plan 2021 – LP1(Sustainable Development); LP2 (Settlement Hierarchy), LP8 (Windfall Housing), LP9 (Affordable Housing Provision), LP15 (Historic Environment), LP16 (Natural Environment), LP29 (Development Considerations), LP30 (Built Form) and LP34 (Parking)

## **6. Other Material Planning Considerations**

The National Planning Policy Framework – (the "NPPF")  
 The Planning (Listed Buildings and Conservation Areas) Act 1990  
 The Atherstone Conservation Area Designation Report



## **7. Observations**

- 7.1 Even at this stage, officers can advise that the proposal is acceptable in principle given its location within the settlement boundary of Atherstone as well as its town centre thus conforming with Local Plan policies in LP1 and LP2. The main issue here is going to be the impact on the heritage assets – not only on the significance of the building itself, but also the surrounding Listed Buildings as well as its location in the Conservation Area. Other matters will include the highway impacts and any concerns affecting neighbouring residential amenity.

### **Recommendation**

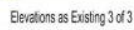
That the application be noted at this time.

6a/4

6j/201







Statutory Address 1: TRENT HOUSE, LONG STREET

## Location

Statutory Address: TRENT HOUSE, LONG STREET

The building or site itself may lie within the boundary of more than one authority.

County: Warwickshire

District: North Warwickshire (District Authority)

Parish: Atherstone

National Grid Reference: SP 30887 97800

## Details

ATHERSTONE LONG STREET SP3097 (North-east side) 9/46 No. 102 (Trent House) 25/03/68 (Formerly listed as Atherstone Rural District Council Offices) GV II

Shown on O.S. map as Council House. House, now offices. Late C18. Flemish bond brick with rendered string courses and moulded rendered cornice. Roof not visible. Double-depth plan with additions to rear. 3 storeys; 4-window range. Wider fourth bay is set back slightly. First bay has 5-panelled door with

decorative fanlight, panelled reveals and painted wood Tuscan Doric doorcase with half-columns, paterae and open pediment. Passageway in left corner of fourth bay has C20 door and surround of re-used wood mouldings. Sashes have rusticated rendered flat arches with triple keyblocks. Interior not inspected.

Listing NGR: SP3088797800

## Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 309133

Legacy System: LBS

## Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.















## APPENDIX M

PAP/2024/0513

### Heritage Statement and Impact Assessment

Client: Cornerstone Partnership Ltd

Proposal: Conversion of building to form 14 apartments and erection of 6 dwellings

Location: 102 Long Street, Atherstone, Warwickshire CV9 1AP

August 2024

Prepared by

### PRICE PLANNING ASSOCIATES

The Haven, School Lane, Hopwas, Tamworth, Staffs B78 3AD  
TOWN PLANNING CONSULTANTS  
E-mail [priceplanning@btinternet.com](mailto:priceplanning@btinternet.com)

## **Part One: Heritage Statement**

### **1. Introduction**

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- 1.1. This document has been researched and written to accompany a planning application and listed building consent application for the conversion of 102 Long Street, Atherstone, to 14 apartments and the erection of six dwellings to the rear of 102 Long Street.
- 1.2. Paragraph 200 of the National Planning Policy Framework (NPPF) requires an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 1.3. This statement therefore seeks to meet these requirements with Part One identifying any heritage assets that may be affected by the proposal and establishing the contribution the application site makes to their significance. Part Two considers the potential impact on their significance having regard to statutory duties and other relevant national and local planning policies and should be used by the local planning authority in positively determining the applications for full planning permission and listed building consent.

### **2. Assessment method and identification of affected heritage assets**

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- 2.1. The structure and content of this document has been prepared based upon the advice provided within Historic England Advice Note 12: Statements of Heritage Significance (2019). Understanding the significance of heritage assets in advance of developing proposals for their buildings and sites, enables owners and applicants to receive effective, consistent and timely decisions.
- 2.2. The following sources of information have been used to identify the heritage assets upon and within the locality of the application site:
  - Designation records obtained from Historic England's Heritage List for England (NHLE).
  - The North Warwickshire Borough Council website, including information and documentation relating to planning consents for the site.
  - The Warwickshire Historic Environment Record (HER) accessed via the Heritage Gateway
  - The Warwickshire Records Office
  - Historic England photograph database
  - Historic mapping
  - Other documentary sources including the Our Warwickshire website.
- 2.3. The NPPF defines a heritage asset as "a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)."

- 2.4. Designated heritage assets are designated under the relevant legislation and include World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields, and Conservation Areas.
- 2.5. The Planning Practice Guide (Reference ID: 18a-039-20190723) states that "*non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets. Non-designated heritage assets can be identified in a number of ways, including Local Heritage Lists, Local and Neighbourhood Plans, Conservation Area Appraisals and Reviews, and during decision-making on planning applications.*" The Historic Environment Record also provides access to comprehensive and dynamic resources relating to the historic environment and should indicate the heritage potential of an area.
- 2.6. The application site consists of a large rectangular plot occupied by 102 Long Street within the southern section of the plot, a vehicular parking area to the rear accessed from North Street within the northern section of the plot, and a collection of ancillary outbuildings within the north-western corner of the site. 102 Long Street is a grade II listed building (NHLE 1034726<sup>1</sup>) and the site is located wholly within the Atherstone Conservation Area.
- 2.7. In a wider search radius from the application site there are number of grade II listed buildings and features of potential heritage interest. The site is located within the Medieval Settlement of Atherstone (HER reference MWA9488<sup>2</sup>). Long Street is the main historic thoroughfare through the commercial heart of the settlement (and has Roman origins as Watling Street), and this is reflected in the concentration of grade II listed buildings within the vicinity of 102 Long Street. Buildings which have a close visual inter relationship within the street scene include The Post Office (NHLE 1365193), 108 Long Street (NHLE 1365194), 107 and 109 Long Street (NHLE 1185066), 111 Long Street (NHLE 1034732), 113, 115 and 117 Long Street (NHLE 1185074) and The White Horse Public House (NHLE 1365159). There is no stand-alone heritage status (designated or non-designated) for the outbuildings located at the rear of the site, nor is there any heritage status for the Old Mortuary outbuilding located immediately to the east of the vehicular entrance to the site from North Street, despite a recently rejected application being made for the building to be statutorily listed (NHLE 1472311).
- 2.8. The heritage significance of a heritage asset can be derived from its setting, which are the surroundings in which the heritage asset can be experienced. The NPPF states that the extent of setting is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
- 2.9. Due to their proximity, there is a visual relationship of varying degrees between the application site and all the grade II listed buildings identified in section 2.7 above, given that they all have front elevations facing into Long Street and the rear elevations of The Post Office and 108 Long Street can be viewed to a varying degree from the car park area within the application site. The application site is therefore located within the wider setting of these heritage assets and the contribution the application site makes to their significance requires assessment within this document.

<sup>1</sup> <https://historicengland.org.uk/listing/the-list/list-entry/1034726>

<sup>2</sup> [https://www.heritagegateway.org.uk/Gateway/Results\\_Single.aspx?resourceID=1018&uid=MWA9488](https://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?resourceID=1018&uid=MWA9488)

- 2.10. Due to the siting of the application site and the presence of intervening built form and vegetation there is either no or very limited inter-visibility between the application site and other designated heritage assets (such as the grade II and grade II\* listed buildings situated on the Market Place and the grade II\* listed Church of St. Mary, all of which are to the north-west of the site) and features of potential heritage interest. Where views are available, there is nothing to suggest they are of importance or of an extent that would allow the observer to have a discernible appreciation of the significance of the particular heritage asset. There is also no known key historic, functional or any other relevant relationships between the application site and any such designated and potential non-designated heritage assets. The application site is therefore not considered to fall within their setting and due to the form of the proposal it is considered these heritage assets would not be sensitive to the proposed development. They are therefore not considered any further in this document.

### 3. The application site and its history

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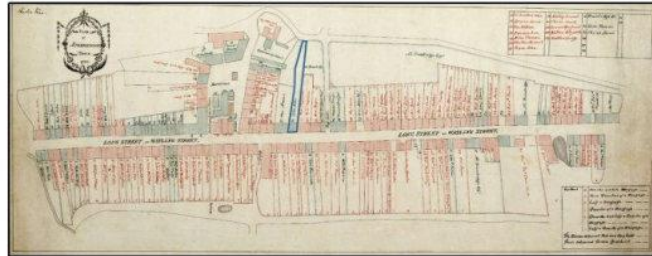
- 3.1. A small selection of photographs of the application site and surrounding area are contained within Appendix 1. 102 Long Street comprises of a three-storey building of four bays to the front elevation and a dual pitched roof. There are two attached three storey ranges, aligned perpendicular to the main building and with dual pitched roofs; the central range extends considerably to the rear of the plot with the scale falling to two storey and then single storey. Again, this range has a dual pitched roof apart from a flat roof section in between the larger plan single storey projection furthest to the rear. In the north-western corner of the site are two single storey dual pitched roof outbuildings of varying construction materials. Immediately adjacent to the north-east corner of the site (and outside of the scope of this proposal) is the Old Morgue (now the premises of Atherstone Town Council), which is a single storey building with a hipped roof and small flat roof extension. In between these outbuildings and set between a pair of tall brick pillars is the access to the site from North Street, with a large area laid to tarmac providing space for vehicular parking and other services for the buildings upon the site.
- 3.2. Other three storey buildings immediately flank 102 Long Street on both sides and the site frontage has a fully urban and commercial town centre context. The rear of the application site has a lower density urban grain with buildings consisting of a range of uses, including domestic, interspersed with undeveloped spaces such as the surface level car park on the site and the adjacent car parks to the rear of properties along Long Street.
- 3.3. The application site is located within the medieval settlement of Atherstone, which as identified within the Conservation Area Appraisal was developed from the 13<sup>th</sup> century onwards in a series of burgage plots around the Market Place and along Watling Street, with 102 Long Street forming the frontage building to one of these plots. Trade grew in the town based on the burgage tenancies and due to the limited space of the thin plots further smaller ranges and outbuildings were often constructed to the rear. By the 16<sup>th</sup> century there were 135 houses within the original burgage plots. The arrangement of the original burgage plots is demonstrated in general on the 1786 Plan of Atherstone Town<sup>3</sup> (see figure 1) where the site is identified as plot 31 (outlined in blue by the report author).

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<sup>3</sup> Charles Vero Plan of Atherstone Town 1786. Available at the Warwickshire Records Office (record number CR2511/21 and at The Atherstone House History Project: <https://www.ourwarwickshire.org.uk/content/article/atherstone-house-histories-file-16>



Figure 1. Atherstone Town Plan of 1786



- 3.4. The Atherstone House History Project identifies that documentary evidence for the plot occupied by 100-104 Long Street is first recorded in 1492. There are references to the plot being occupied by public houses during the 17<sup>th</sup> century; firstly, the Old George, and then The Bear Inn or The Beare Inn. By 1731 it was referred to as The Farm House, so the public house use may have ceased. At the time the 1786 Plan was drawn the plot was the property of J. Allen and was identified as being a dwellinghouse with adjoining office. Further records from the first half of the 19<sup>th</sup> century, including Census records, identify the building as a house and offices. The external form and appearance of 102 Long Street is of a late 18<sup>th</sup> century dwelling, which aligns to the above records. Through the 18<sup>th</sup> and 19<sup>th</sup> centuries the hat trade thrived in the town, and it was common for the ground floor of properties on Long Street to be in a commercial use, such as offices (as indicated by the above records), with the upper floors being the main residence for the occupier. This may explain the presence of slightly more architectural embellishment in the first-floor rooms of this section of the building (currently first floor office rooms 5 and 6)
- 3.5. Figures 2 to 5 are of Ordnance Survey mapping from the late-19<sup>th</sup> century and mid-20<sup>th</sup> century<sup>4</sup>. The approximate location of the application site is outlined in blue by the report author. The 1887 map (as well as 1886 Town Plan, which is not included in the report to avoid duplication) indicate 102 Long Street occupied the full width of the site frontage with the building divided which aligns to the present-day arrangement of the slightly recessed fourth bay. Two ranges of development are attached to the rear of the building and extend north-east within the plot, to a similar extent as the depth of the main building. The maps annotate key uses of certain buildings within the town. No annotation is provided for the use 102 Long Street at that time. It is worth noting that on both the 1886 and 1887 maps the Post Office is noted as being located immediately east of the site, however, this is considered to be an error as the listing entry for 100 Long Street immediately to the west clearly identifies the historic use of this building as the Post Office. This drawing error appears to have been rectified on the 1922 map.
- 3.6. There is no difference between the 1887 and 1901 maps in the arrangement of buildings or spaces. What both maps demonstrate is that to the rear of 98 and 100 Long Street (the Post Office) there appear to be a formally arranged garden and/or orchard, the eastern boundary of which is a sweeping curve to the rear plot of 102 Long Street. There is some built form present on the site of the Old Morgue building, and the garden/orchard access position appears to have been established and remains in the

<sup>4</sup> Source: National Maps of Scotland <https://maps.nls.uk/>

present-day position. The existing tall blue/brindle brick walls and gate piers which currently form part of the northern boundary of the application site are likely to date back to this period, with them defining the garden boundary and access from North Street.

Figure 2. Ordnance Survey 25 Inch Map. Surveyed 1887. Published 1889



Figure 3. Ordnance Survey 25 Inch Map. Surveyed 1901. Published 1903

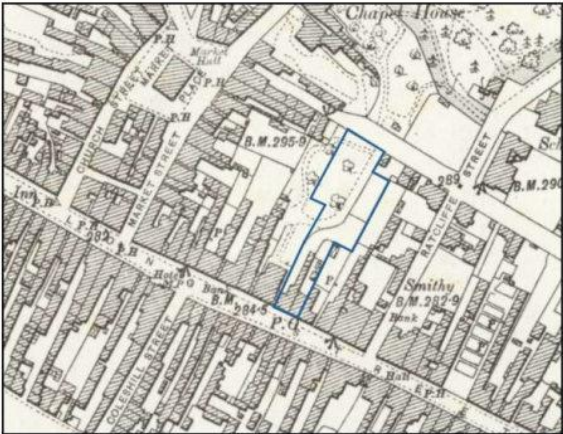




Figure 4. Ordnance Survey 25 Inch Map. Surveyed 1922. Published 1924

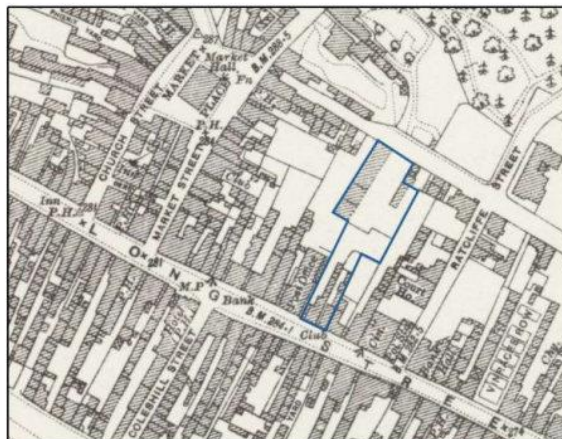
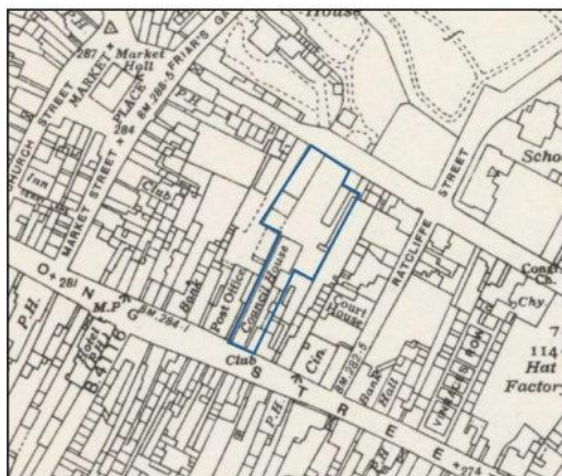


Figure 5. Ordnance Survey 25 Inch Map. Surveyed 1938. Published 1946



- 3.7. The 1922 map indicates that the arrangement of built form in the southern half of the site remains the same but any formality to the garden and/or orchard to the rear of the Post Office has been dissolved, with the rear section of the site subdivided by a doglegged brick wall which reflects the current western boundary to the site. Within the north-western corner of the site a linear range of buildings is identified. Although these extend further than the current arrangement it is most likely that the existing larger outbuilding on the site comprises of the northernmost area of development on the map, with the additional height of the gable end apex facing North Street being constructed of blue engineering bricks typical of the early 20<sup>th</sup> century.
- 3.8. The 1938 map identifies a use for the buildings on site for the first time, with that being 'Council Offices', and it is known that 102 Long Street and the attached buildings to the rear operated as the offices for the Atherstone Rural District Council. This Council was formed in 1894. Whilst the first location of the primary Council offices cannot be confirmed by the report author, it is clear that by the end of the 1930s 102 Long Street had been acquired for this purpose and the attached rear outbuilding ranges rebuilt and extended to provide the required accommodation for this use, including a Council chamber within the furthestmost northern section. Given the construction materials, such as common orange bricks, being clearly from this period (plus also further subsequent alterations and adaptations), it is most likely that the pre-1930s ranges were not three-storeys in scale as existing. The internal floor plan, arrangement of rooms and presence of features associated with the use of the building as Council offices is discussed in further detail later in this report. The footprint of built form established by the end of the 1930s in the southern section of the site closely reflects the current arrangement.
- 3.9. The 1938 map also indicates an access route to the easternmost rear range from Long Street, and it is most likely that this passageway has been present since at least the 18<sup>th</sup> century. When 102 Long Street was first listed in 1968 the listing description identifies a "passageway" from a 20<sup>th</sup> century door set within the fourth bay. The passageway has subsequently been blocked off and incorporated into one large front office (identified as Office Room 1 on the existing floor plans), most likely undertaken sometime during the late-20<sup>th</sup> century, but it is not confirmed if this was for the Council use or subsequent office use. However, the presence of the passageway remains discernible in present day as a bricked-up opening with a slight reveal.
- 3.10. As discussed above the shallow pitched roof outbuilding in the north-western corner of the site appears to have origins from the first half of the 20<sup>th</sup> century. The smaller attached outbuilding likely dates from the latter half of the 20<sup>th</sup> century. Whilst both have incorporated what appears to be remnants of the northern boundary blue/brindle brick garden wall into their construction, they have been significantly adapted to suit their purpose with walls into the site interior constructed of varying materials, including common bricks, modern bricks and concrete breezeblocks, clay and concrete tiled roofs, and timber and metal garage doors.
- 3.11. Atherstone Rural District Council was abolished in 1974 to form the new non-metropolitan district of North Warwickshire, with the new District Council relocating to purpose-built offices at a site on South Street in 1979. Following the move 102 Long Street was acquired by TNT UK Ltd and utilised as offices, known as 'Trent House'. TNT UK Ltd undertook some further alterations and adaptations to the building and wider site to facilitate its office use and operation, including (not an exhaustive list) the erection of an extension along the western elevation of the westernmost rear range to form a covered corridor, 'modernisation' of the internal spaces, replacement timber sash windows to the front elevation, and replacement upvc windows on the rear ranges.

Where required, consent has been given from the local planning authority for the following<sup>5</sup>:

- Decorations and repairs and replacement of all sash windows (ref: LBC/1990/0053)
- Installation of a disabled WC within existing post room (ref: LBC/1992/0125)
- Re-roofing of existing outbuildings (ref: LBC/1997/0319)
- Refurbishment of existing roof coverings and rainwater goods, windows and internal works (ref: LBC/1997/0385)
- Internal refurbishment and alterations to ground and first floors (ref: LBC/1997/0398)
- Erection of eastern boundary wall (refs: LBC/2005/0789 and renewed LBC/2011/0009)
- Replace existing steel roof (refs: FAP/2005/9601 and LBC/2005/0786)
- Construction of partition wall within second floor office (ref: PAP/2015/0076 – consented but not implemented)

- 3.12. Following the relocation of TNT UK Ltd offices to another site in Atherstone in the early 2020s, 102 Long Street and the land to the rear has subsequently been acquired by the applicant and the current planning proposal developed up to submission to the local planning authority.

#### 4. Affected Heritage Assets

- 4.1 Given its form and location the proposal would directly affect the grade II listed building 102 Long Street and the Atherstone Conservation Area. The proposal also has the potential to affect the concentration of grade II listed buildings located upon Long Street (identified within section 2.7 above), which are within the vicinity of the application site, by virtue of the proposal resulting in change within their setting.

##### 102 Long Street

- 4.2 Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 defines a listed building as a "building of special architectural or historic interest". 102 Long Street was designated as a grade II listed building on 25 March 1968 with amendments made in 1988. The designation identifies the building as "Shown on O.S. map as Council House. House, now offices. Late C18. Flemish bond brick with rendered string courses and moulded rendered cornice. Roof not visible. Double-depth plan with additions to rear. 3 storeys; 4-window range. Wider fourth bay is set back slightly. First bay has 5-panelled door with decorative fanlight, panelled reveals and painted wood Tuscan Doric doorcase with half-columns, paterae and open pediment. Passageway in left corner of fourth bay has C20 door and surround of re-used wood mouldings. Sashes have rusticated rendered flat arches with triple keyblocks. Interior not inspected."
- 4.3 As identified in section 3 above 102 Long Street had a long-established domestic use since the medieval period, with potential periods of activity as a public house during the 17<sup>th</sup> century, and commercial and office activity during the 18<sup>th</sup> and 19<sup>th</sup> century in conjunction with its primary domestic use. By the end of the 1930s the building had been acquired and extended to operate as the Atherstone Rural District Council Offices,

<sup>5</sup>Based on a planning history search for '102 Long Street' and 'Trent House' undertaken from the North Warwickshire Borough Council website. Please note that application records do not pre-date 1990 and electronic versions of plans for consents granted during the 1990s and 2000s are not available.

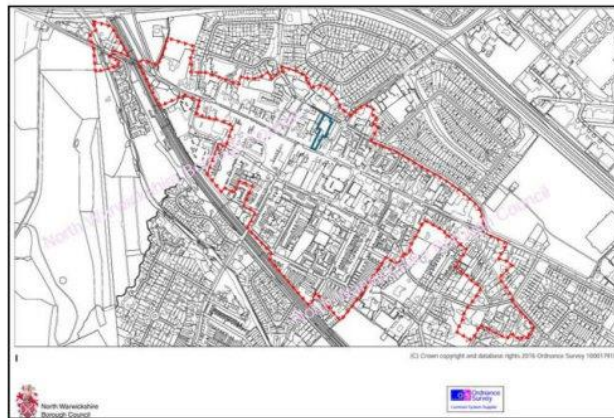
which it did until 1979, with the office use then continuing up until the early 2020s since when it has been vacant.

- 4.4 The listing description provides no details as to whether the internal arrangement of rooms or any physical features are of any special interest; unfortunately, this is not uncommon in many listings, and can provide challenges in conserving the significance of listed buildings when changes are proposed. The present floor plan arrangement of 102 Long Street is contained within Appendix 2 with rooms identified and their most recent uses associated with the TNT UK offices identified. Following a site visit by the report author there are some physical features of potential heritage interest which warrant consideration as part of this proposal. These features and the room within which they are situated are documented in Appendix 3. Such features include a full height staircase, detailed window architraves and apertures, traditional windows, and sections of timber flooring, picture rails, skirting and coving to varying extents. The visit identified visible and revealed features only, so there is a possibility for other features of interest to be concealed behind existing finishes (such as modern suspended ceilings) which may or may not be affected by the proposal depending on specific construction details.

#### Atherstone Conservation Area

- 4.5 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 defines a conservation area as "an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance".
- 4.6 The Atherstone Conservation Area was first designated in 1995 and this is the date of its most recent appraisal<sup>6</sup>. A map identifying the location of the application site within the Great Barr Conservation Area is included in Figure 6.

**Figure 6. Location of the application site (outlined in blue) within the conservation area**



<sup>6</sup> <https://www.northwaricks.gov.uk/forward-planning/heritage-conservation/2>

- 4.7 The Appraisal concludes that Atherstone has retained much of its distinctive and predominantly 18th century character. Much evidence of its historical development and associations remains, and although an 18<sup>th</sup> century town in terms of its architecture, no really fundamental changes have taken place since the 13th Century. A free tenant from that earlier time travelling "back to the future" might tell find much that was familiar.
- 4.8 The following are excerpts from the Appraisal that identify key characteristics of the conservation area that contribute to its special interest, and which are of relevant to the proposal.
- 4.9 Historical pattern of development: The burgage plots, most now subdivided, still dominate the "grain" of the town centre with long narrow plots and some remaining narrow alleyways running at right angles from Long Street and to a lesser extent from the Market Place.
- 4.10 Buildings (pattern): Behind these frontages, ranges of buildings have been constructed mostly of two storeys, within the confines of the subdivided burgage plots. Only in recent years has there been a consolidation of the rear portions of the plots. The frontages to North Street, South Street and Station Street are much more varied, with buildings of differing scales and areas, some relatively large, cleared of buildings for carparking or to make way for anticipated development.
- 4.11 Buildings (density): In the remainder of the area the density is somewhat lower, with most residential properties having rear gardens although the terraces with no front gardens maintain an urban character.
- 4.12 Buildings (type): The rears of burgage plots are occupied by industrial workshops at the west end of Long Street, with predominantly residential development at the east end.
- 4.13 Buildings (style): The predominant style of Atherstone appears "Georgian" but in fact there are nearly as many early Victorian buildings with stucco facades maintaining the typical Georgian proportions. Some may, however, be earlier Georgian buildings re-faced in the then modern Victorian style. The buildings of the 1960s and 1970s are typical of their time, with their concrete framed structures clearly expressed. The buildings of the more recent decades have made some attempt to reflect the traditional form and character.
- 4.14 Buildings (materials and techniques): The predominant building material is local stock bricks and plain tile roofs with stone dressings on the more important buildings. Stucco was used in the early 19<sup>th</sup> Century on the main frontages. Later in the 19th Century imported bricks and Welsh slate were used but there is, however, little use of terracotta dressings and ornamentation.
- 4.15 Buildings (roofscape): The roofscape of the town is predominantly conventional pitched roofs and gable ends, the ridges aligned with the main street. At the rear, the ridges are at right angles with gables reflecting the varying roof spans. Hipped roofs are not common, the most notable exception being the Conservative Club. Many larger buildings have dormer windows in the roofs and chimneystacks are important features and can provide clues to their real age. Windows are predominantly of typical Georgian proportions. The roofscape of the buildings at the rear of the burgage plots is distinctive because of the parallel roof lines at right angles to Long Street and generally in close proximity.

#### Other listed buildings

- 4.16 The other grade II listed buildings within the vicinity of 102 Long Street (as identified within section 2.7 of the report) have uses that relate to their position within the historic and commercial core of the settlement, which includes shops and offices combined with a dwelling and a public house, and whilst they are all likely to have early origins given their position within a respective burgage plot all have Georgian and Victorian period architectural styles associated with their use.

#### 5. Summary of heritage significance

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- 5.1 Significance is defined by the NPPF (Annex 2) as *"the value of the heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."*
- 5.2 As defined in the Planning Practice Guide, there will be *archaeological interest* in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point. Archaeological value is derived from physical remains of an asset, both above ground (i.e. standing structures) and below (i.e. buried archaeological remains).
- 5.3 *Architectural* and *artistic interest* are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way a heritage asset has evolved. More specifically architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.
- 5.4 *Historic interest* is an interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.
- 5.5 A further heritage value, that of *communal value*, was identified by English Heritage (as then) in *Conservation Principles* in 2008 and is defined as being derived from the meaning(s) of a place for the people who relate to it, have emotional links to it, or draw part of their identity from it. It is considered that there is some correlation of this value with the *historic interest* category and how heritage assets can provide meaning for communities derived from their collective experience of a place. Communal value is very relevant to some assets, such as war memorials and churches.
- 5.6 In legislation and designation criteria, the terms *"special architectural or historic interest"* of a conservation area and listed building are used to describe all or part of its significance. The NPPF adds in the categories of archaeological and artistic interest and possible additional reasons as to why a heritage asset is of value and significance. These categories of interest offer a practical framework for the identification and analysis of significance. In addition, the significance of larger areas (such as conservation areas) is often defined in terms of understanding the area's character and appearance. Historic England (2017) defines the *"the historic character of a place as the group of qualities derived from its past uses that make it distinctive. This may include its*

*associations with people...its visual aspects; and the features, materials and spaces associated with its history."* The identification of such qualities allows for a reasoned assessment of whether the character and appearance of the application site contributes to the significance of the Atherstone Conservation Area.

#### **Significance of the application site**

- 5.7 The categories of heritage interest have been applied to the application site below:
- 5.8 The application site is positioned in the historic core of the settlement of Atherstone, facing the Roman Road Watling Street (now Long Street). Although the site frontage has been developed with built form for a considerable period of time, most likely since at least the medieval period, activities within the rear section of the application site, which forms the rear of a medieval burgage plot, are more limited so there is the potential for evidence originating to numerous archaeological periods within this area. For this reason, it is considered that the archaeological interest of the site is **moderate**, and potentially higher. As the proposal progresses it is recommended that further advice on the archaeological potential of the site is sought from the Warwickshire County Council Planning Archaeology service.
- 5.9 Upon the front elevation of 102 Long Street there is a high level of design quality and craftsmanship within the Flemish bond brickwork and Tuscan Doric doorcase. Consequently, the architectural and artistic interest of these features is **high**. Despite dating from the 1990s the replacement timber sash windows have traditional proportions and are a timber material, and as such they are of **moderate architectural interest**.
- 5.10 Of the instances of remaining visible internal features and fabric it is considered that there is the highest level of design quality, detailing and embellishment to the ceiling coving in first floor office room 6 and the leaded light windows in the ground floor meeting room. The architectural and artistic interest of these features is considered to be **moderate**. Of the remaining internal features (the full height staircase, window architraves and apertures, inter-war glazing, picture rails, skirting and coving), all have some limited element of design quality and these often reflect the distinctive architectural detailing from the period of their installation. Consequently, the architectural and artistic interest of these remaining internal features is **minor**.
- 5.11 The application site has an extensive history, providing a function for the varying needs of the settlement over time. It illustrates and documents the operation of a burgage plot occupied by a frontage dwelling and associated commercial uses, proceeded by a period of civic use for 102 Long Street as the offices for Atherstone Rural District Council, and finally followed by private use as offices for TNT UK Ltd. These components of historic interest are considered to be **high**.
- 5.12 Whilst 102 Long Street has been adapted considerably and modernised to meet the requirements of its occupiers, an earlier floor plan is discernible in some instances, such as the 18<sup>th</sup> century arrangement of the principal domestic rooms on the first floor and the plan of the mid-20<sup>th</sup> century Council chamber and office rooms located within the rear ranges. The remaining internal features and fabric (identified in section 5.10 above) are either functional and/or decorative, but they illustrate the uses of the building and the architectural style at their period of installation. Consequently, such features and fabric provide the building with a further **moderate** level of historic interest.
- 5.13 The outbuildings to the rear are generally considered to be of no clear heritage value as they are not particularly old and have a predominantly functional appearance, however



the remaining section of (likely) blue/brindle brick wall and gate piers along North Street are interesting features that illustrate an earlier use of the site, and as such these features are considered to be a **low** level of historic interest.

- 5.14 There is the possibility that some communal value could be attributed to 102 Long Street given its previous use as Council offices, with people having experiences related to this civic function. The more recent private use of the building would greatly reduce the opportunity for such experiences and given that the Council offices had moved from the site by 1979, which is at least one generation ago, then the communal value of the site is considered to be **negligible**.

#### **Conservation area contribution**

- 5.15 The architectural quality of the front elevation of 102 Long Street is high and it represents the typical Georgian building style of the area. The application site illustrates the historical pattern of development within the settlement with the built form on the site following the typical building pattern, density and type of the area. These components of the application site contribute to the significance of the Atherstone Conservation Area and are a positive aspect of its character and appearance.
- 5.16 Given the functional nature of the outbuildings and the large surface car park within the northern half of the application site it is considered that these are neutral presence within the conservation area.

#### **Setting contribution**

- 5.17 There are components of historic and architectural interest of 102 Long Street, such as its scale and building type, which are shared with the other grade II listed buildings within the vicinity. These characteristics can be appreciated collectively by the observer when positioned upon Long Street and within the conservation area street scene, and as such 102 Long Street is considered to be a positive presence within the setting of the other grade II listed buildings and ensuring they have heritage value as a group.
- 5.18 When positioned within the northern half of the application site upon the car park the upper levels rear elevations of the grade II listed buildings The Post Office and 108 Long Street are visible. The density and forms of the frontage buildings and associated rear ranges of these two heritage assets can be observed from this position within the site, and as per the application site, this represents the development of burgage plots over time for the functioning of the settlement. Consequently, this component of the historic interest of the two listed buildings can be appreciated by the observer to a moderate degree from the application site.
- 5.19 Due to the position of 102 Long Street, the low scale of the outbuildings to the rear, and surrounding built form and vegetation, no components of the application site are a visible presence within the conservation area when looking north-west from Ratcliffe Street and south-east along North Street. The presence of the high blue/brindle brick wall largely screens views to the interior of the application site when positioned along North Street, although there are clearer views of the 102 Long Street and the rear ranges of the building within the middle distance when positioned at the site access, and from this position the historic interest (as documented in this report) of these buildings can be appreciated by the observer to a moderate degree from the application site.



## Part Two: Impact Assessment

### 6. Introduction

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- 6.1 Part two of this document is an assessment of the impact of the proposal on the significance of the Atherstone Conservation Area, the grade II listed building 102 Long Street, and the other listed buildings located within the setting of the application site.
- 6.2 A site plan, elevations and floor plans of the proposed development, as prepared by Axon Architects, are included within Appendix 4. The proposal is to convert 102 Long Street into 14 apartments and erect six dwellings to the rear. Vehicular access to the site will remain from North Street. The six dwellings are arranged in a mews style terrace within the north-western section of the site, with the existing outbuilding and one gate pier being demolished. The terrace is two storeys in scale and is split into 3 pairs with a symmetrical arrangement of simple casement windows and front doors with a canopy. The terrace would be constructed of brick and tile and includes architectural detailing such as a dentil eaves course. The brick wall along the north-western boundary and single gate pier within the north-western corner would remain as would the gate pier attached to the Old Mortuary building. Low brick walls and post and rail fencing would front the six dwellings, facing into the existing retained hard surfaced car park which continues to serve the proposed development alongside the creation of a small external amenity area for the apartments.

### 7. Legislation and Policy Context

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#### Planning (Listed Buildings and Conservation Areas) Act 1990

- 7.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 provides the legislative framework for the conservation of listed buildings and conservation areas within the planning system.
- 7.2 In considering whether to grant listed building consent for any works Section 16 of the Act requires that the local planning authority shall have "*special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*". In considering whether to grant planning permission for development which affects a listed building or its setting, Section 66 of the Act requires a local planning authority to have "*special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*". The general duty in Section 72 of the Act requires a local planning authority in the exercise of its powers in respect of buildings or land within a conservation area to give "*special attention to the desirability of preserving or enhancing the character or appearance of the area*".

#### National Planning Policy Framework (2023)

- 7.3 The National Planning Policy Framework (NPPF) sets out the government's planning policies and how these are expected to be applied to contribute to the achieving sustainable development. An environmental objective to achieving sustainable development is to contribute to protecting and enhancing our natural, built and historic environment. Section 16 of the NPPF provides the national policy on conserving and enhancing the historic environment.

- 7.4 Paragraph 203 states that "in determining applications, local planning authorities should take account of:
- e) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - f) The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
  - g) The desirability of new development making a positive contribution to local character and distinctiveness"
- 7.5 Paragraph 205 states that "when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)."
- 7.6 Paragraph 206 states that "any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification". Paragraphs 207 and 208 go on to distinguish between substantial and less than substantial harm to heritage assets. Where less than substantial harm has been identified, 'this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'.
- 7.7 Paragraph 212 states that "local planning authorities should look for opportunities for new development within Conservation Areas, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably."
- 7.8 The **Planning Practice Guide** provides further advice and guidance on the application of the government's planning policies on conserving and enhancing the historic environment as set out in the NPPF.
- 7.9 Section 12 of the NPPF provides the national policy on achieving well-designed places. Paragraph 135 states that "planning policies and decisions should ensure that developments:
- Limb b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - Limb c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change."
- 7.10 These bullet points are of particular relevance as the local character and history of the built environment often contributes to the special interest and thus significance of a conservation area.
- 7.11 The **National Design Guide** (2019) provides planning practice guidance for delivering beautiful, enduring and successful places. The guide recognises that it is important to understand how local history, culture and heritage influences local vernacular and the identity of a place. It advises that well designed places should have a character that suits its context and its history.

#### Local Planning Policy

- 7.12 Relevant local planning policy is provided by the **North Warwickshire Local Plan (NWLP) (2021)**. The most relevant policies of the Local Plan are as follows:
- 7.13 **LP1: Sustainable Development:** Planning applications that accord with the policies in this Core Strategy will be approved without delay, unless material considerations indicate otherwise. Where there are no development plan policies, or the policies which are most important for determining the application are out-of-date, applications will be determined in accordance with the presumption in favour of sustainable development.
- To ensure quality of development and place all development proposals must;
- Integrate appropriately with the natural and historic environment
  - Demonstrate a high quality of sustainable design that positively improve the settlement's character, appearance and environmental quality of an area
  - Sustain, conserve and enhance the historic environment
- 7.14 **LP15: Historic Environment:** The Council recognises the importance of the historic environment to the Borough's local character, identity and distinctiveness, its cultural, social, environmental and economic benefits. The quality, character, diversity and local distinctiveness of the historic environment will be conserved or enhanced. In particular:
- 7.15 The quality of the historic environment, including Listed Buildings, Conservation Areas and any non-designated assets, buildings, monuments, archaeological sites, places, areas or landscapes positively identified in North Warwickshire's Historic Environment Record as having a degree of significance meriting consideration in planning decisions, will be protected and enhanced, commensurate to the significance of the asset.
- 7.16 Wherever possible, a sustainable reuse of redundant historic buildings will be sought, seeking opportunities to address those heritage assets identified as most at risk.
- 7.17 **Understanding the Historic Environment:** All development proposals that affect any heritage asset will be required to provide sufficient information and an assessment of the impacts of those proposals on the significance of the assets and their setting. This is to demonstrate how the proposal would contribute to the conservation and enhancement of that asset.
- 7.18 **Conserving the Historic Environment:** Great weight will be given to the conservation of the Borough's designated heritage assets. Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification with regard to the public benefits of the proposal. A balanced judgement will be taken regarding the scale of any harm or loss to the significance of a non-designated heritage asset, and the relative significance of that heritage asset must be justified and will be weighed against the public benefits of the proposal.
- 7.19 Where a proposal affects the significance of a heritage asset, including a non-designated heritage asset, or its setting, the applicant must be able to demonstrate that:
- i) all reasonable efforts have been made to sustain the existing use; find new uses or mitigate the extent of the harm to the significance of the asset; and,
  - ii) the works proposed are the minimum required to secure the long-term use of the asset
  - iii) features of the asset that contribute to its heritage significance and interest are retained.

- 7.20 Additional evidence, such as marketing details and/or an analysis of alternative proposals will be required where developments involve changes of use, demolitions, sub-divisions or extensions.
- 7.21 Where a proposal would result in the partial or total loss of a heritage asset or its setting, the applicant will be required to secure a programme of recording and analysis of that asset and archaeological excavation where relevant and ensure the publication of that record to an appropriate standard.
- 7.22 **LP30: Built Form:** All development in terms of its layout, form and density should respect and reflect the existing pattern, character and appearance of its setting. Local design detail and characteristics should be reflected within the development. All proposals should therefore (bullet points relevant to the proposal are identified only):
- a) ensure that all of the elements of the proposal are well related to each other and harmonise with both the immediate setting and wider surroundings;
  - b) make use of and enhance views into and out of the site both in and outside of the site;
  - c) make appropriate use of landmarks and local features;
  - d) reflect the characteristic architectural styles, patterns and features taking into account their scale and proportion;
  - e) reflect the predominant materials, colours, landscape and boundary treatments in the area;
  - f) ensure that the buildings and spaces connect with and maintain access to the surrounding area and with the wider built, water and natural environment.
- 7.23 Infill development should reflect the prevailing character and quality of the surrounding street scene. The more unified the character and appearance of the surrounding buildings and built form, the greater the need will be to reproduce the existing pattern.
- 7.24 Extensions, alterations to and replacement of existing buildings will be expected to (bullet points relevant to the proposal are identified only):
- a) respect the siting, scale, form, proportions, materials, details and overall design and character of the host building, its curtilage and setting;
  - b) retain and/or reinstate traditional or distinctive architectural features and fabric.
- 7.25 The document **Conservation Areas in the Borough of North Warwickshire (1995)** defines the special interest and significance of the Altherstone Conservation Area and seeks to guide development located within it.
- Other relevant guidance**
- 7.26 Historic England Advice Note 2 (HEAN2) Making Changes to Heritage Assets provides guidance on the conservation of and making changes to the historic environment.

## 8 Assessment method

- 8.1 A number of objective methods of assessment can be utilised in practice to determine the impact of a proposal on a heritage asset. The British Standard 7913 (2013) *Guide to the conservation of historic buildings* provides an evaluation matrices (in section 5.6.5 of the document) to determine the impact of a proposal by assessing the significance of a heritage asset against the effect of the changes proposed on that significance. The

evaluation matrix has been applied within the impact assessment below, with key findings regarding significance, effects and impact highlighted in bold text.

## 9 Impact Assessment

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### 102 Long Street

- 9.1 The proposal is for internal alterations to form 14 flats within the listed building 102 Long Street. The heritage significance of the building has been established within section 5 of the heritage statement.
- 9.2 No physical alterations are proposed to the front elevation of the building so there will be no adverse impact from the proposal upon this component of its architectural and artistic interest.
- 9.3 Where possible the proposed internal layout to form each apartment and the rooms within them has been arranged around existing structural walls to reduce the amount of interventions required to the physical fabric of the building. Existing openings on the ground floor have been utilised or adapted for access points for the respective apartments.
- 9.4 The main subdivisions are located within office room 1 (within the 18<sup>th</sup> century phase of the building), office room 13 (located within the rear range) and the meeting room (the former Council chamber). Due to the span of the former Chamber, structural walls are required to create the subdivision for two apartments. All other rooms within each individual apartment are formed by stud walls. The subdivision of the Chamber to create two apartments will reduce the volume of the space and an understanding of its former function, but given that this use was only for a relatively limited amount of time in the overall history of the building, and the volume and status of the room had already been significantly reduced with the insertion of a suspending ceiling, the impact from this aspect of the proposal upon the historic interest of the building is considered to be negligible.
- 9.5 The walls between office rooms 5 and 6 on the first floor and office rooms 15 and 16 on the second floor (all within the 18<sup>th</sup> century phase of the building) are to be removed but with the nibs retained which allows for the presence of a wall previously in these positions to remain discernible. Again, it is considered that the impact from this aspect of the proposal upon the historic interest of the building is considered to be negligible.
- 9.6 As identified within section 5.10 of the heritage statement it is considered that there is some moderate and minor levels of architectural, artistic and historic interest to particular internal features. Other than for the inter-war windows (of minor interest) on the corridor side of office rooms 2 and 3 all such features are to be retained in situ (and where relevant and possible kept visible within the respective apartment room). Therefore, it is considered that there will be a negligible impact upon the significance of the building from this component of the proposal. If the application is approved it is considered that a programme of historic building recording be undertaken prior to the commencement of the works (if deemed warranted by the Warwickshire County Council Planning Archaeology service) and given the low level of interest of the inter-war windows it is considered that their loss could be mitigated by such recording.
- 9.7 Any further internal features of interest currently concealed but unveiled as part of investigative works or as part of the redevelopment shall be treated in a manner

19

appropriate to their significance, and it can be ensured they are retained or sensitively adapted as part of the redevelopment proposals to ensure their significance is retained.

- 9.8 The proposed works would have no more than **negligible**, and not an adverse impact, upon the disenable floor plan associated within the different uses of the building, with the proposal for apartments re-establishing a domestic use in the building as per its original function. Other than for a small number of instances (with the removal of internal walls and inter-war windows) the historic fabric of the building will be retained during the proposed conversion, with the distinct majority of identified internal features of heritage interest to be retained. Consequently, for the above reasons the proposal is considered to preserve the special interest and significance of the listed building 102 Long Street.

#### **Atherstone Conservation Area**

- 9.9 As established above as no physical alterations are proposed to the front elevation of 102 Long Street so its typical Georgian building style and appearance will remain evident and the positive contribution this makes to the Long Street scene will be unaffected.
- 9.10 The arrangement of space within the rear section of the site will remain the same in respect of the location of the car parking area. The proposed demolition of the outbuildings, which are of no particular heritage interest, is not considered to be harmful to the character and appearance of the conservation area, and although the proposed dwellings would extend the footprint of built form within the application site the siting and layout of the dwelling represents a linear form of development within the rear of the burgage plot with is typical of the building pattern within the conservation area, and also is a similar extent of development as has previously been on the site, as evidenced by the 1922 historic Ordnance Survey map. The scale, form, architectural detailing and construction materials of the proposed dwellings and boundary treatments all follow and respect the traditional characteristics of the area.
- 9.11 The demolition of the outbuildings does lead to the loss of the sections of blue/brindle brick wall and a gate pier which faces into North Street. These features are considered to be of a low level of historic interest as they may provide an indication of earlier uses of the site. Given this low level of value it is considered that their loss could be mitigated by being included within the suggested programme of historic building recording (if deemed warranted by the Warwickshire County Council Planning Archaeology service). The wall pier on the corner of the site is to be retained which would allow for a continued understanding of any historic uses of the site, and due to the siting of the new dwellings the side gable wall of the development at the back edge of the pavement would continue to provide a strong sense of boundary enclosure along North Street, rather than the site frontage being uncharacteristically opened up.
- 9.12 Consequently, for the above reasons the proposal is considered to have a **neutral impact** upon the character and appearance of the Atherstone Conservation Area and thus its significance will be preserved.

#### **Setting contribution**

- 9.13 As established above as no physical alterations are proposed to the front elevation of 102 Long Street so it will continue to be a positive presence within the setting of the other grade II listed buildings when viewed from Long Street and ensuring their heritage value as a group is not adversely affected.

- 9.14 As no extensions are proposed to the existing building 102 Long Street, when positioned within the northern half of the application site upon the car park the upper levels of the rear elevations of the grade II listed buildings The Post Office and 108 Long Street will remain clearly visible. The density and forms of the frontage buildings and associated rear ranges of these two heritage assets could still be observed from this position within the site and an understanding of the development of burgage plots over time for the functioning of the settlement would clearly remain. Consequently, this component of the historic interest of the two listed buildings would continue to be appreciated.
- 9.15 As identified within section 2.10 of the heritage statement it is not considered that the proposed increase in scale of development arising from the proposed new dwellings within the north-western section of the plot will have any effect upon the significance of the designated heritage assets located to the north-west of the site. Whilst the increase in scale due to the two storey height of the new dwellings would mean the upper storeys and roofscape of the dwellings would be visible when looking north-west from Ratcliffe Street and south-east along North Street, due to the traditional form and appearance of the proposed development it is considered to sit comfortably within the conservation area and the setting of any affected heritage assets. Due to the siting of the new dwellings remaining in the same position as the existing outbuildings the view towards the rear elevation of 102 Long Street from the site access would remain and the context of the views not adversely effected.
- 9.16 For the above reasons it is considered that the proposed development would have no adverse impact on any designated heritage assets located within the setting of the application site.

#### **10 Assessment against Legislation and Policy**

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- 10.1 By describing the significance of and assessing the impact of the proposal upon affected heritage assets this statement is considered to have satisfactorily met the requirements of paragraph 200 of the National Planning Policy Framework (NPPF).
- 10.2 The assessment of the effects of the proposal has concluded that it would have no adverse impacts upon all heritage assets affected, namely the Atherstone Conservation Area, the grade II listed building 102 Long Street, and a small number of designated heritage assets located within the setting of the application site. The heritage significance of each respected asset would be preserved.
- 10.3 For these reasons the proposal is considered to accord with the statutory duties of Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and relevant national and local policies and guidance that seek the conservation of heritage assets as specified in the National Planning Policy Framework and North Warwickshire Local Plan.

#### **11 Conclusion**

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- 11.1 This document has been prepared to accompany a planning application and listed building consent application for the conversion of 102 Long Street, Atherstone, to 14 apartments and the erection of six dwellings to the rear of 102 Long Street.



- 11.2 Part one of the document has identified the significance of the designated heritage assets affected by the proposal and part two of the document has identified that the proposal would have a neutral, and not adverse impact upon their significance.
- 11.3 Consequently, the proposal complies with relevant laws, policies and guidance and as such there should be no objections on heritage grounds.

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**Appendix 1. Photographs of the application site and surrounding area**

Front elevation of 102 Long Street:



View north-west along Long Street:



Georgian style sash window to front elevation of 102 Long Street:



Tuscan Doric doorcase to front elevation of 102 Long Street:



The rear building ranges of 102 Long Street:



The rear building ranges of 102 Long Street:



Site access from North Street:



Site outbuildings and adjacent dwellings on North Street:



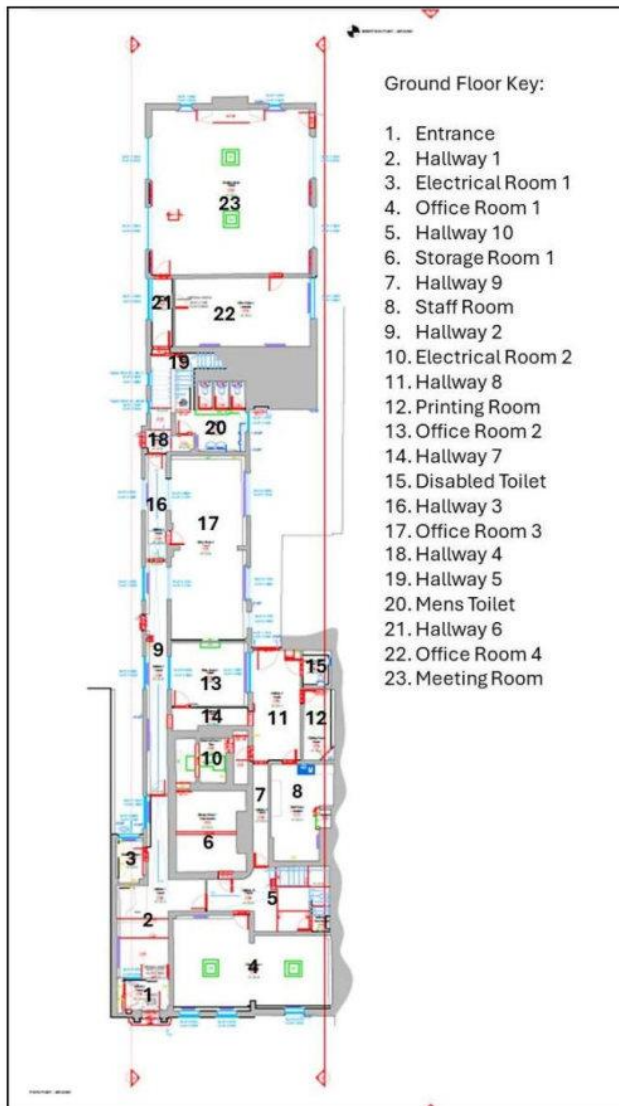
Site outbuildings viewed from parking area:



View north-west from parking area of adjacent built form:

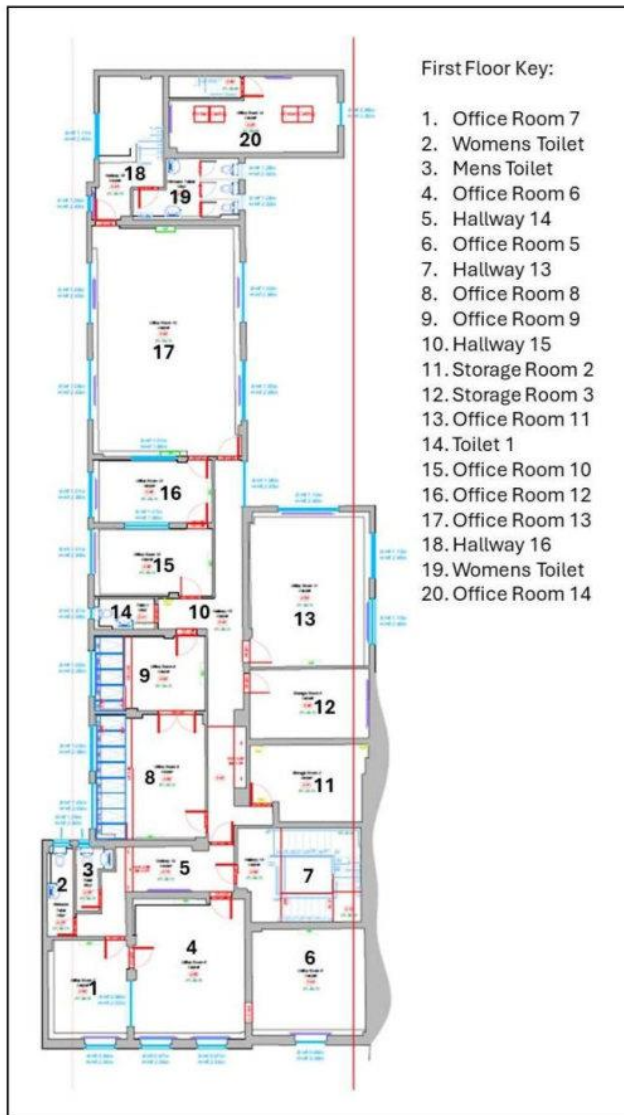


Appendix 2. Floor Plans of 102 Long Street (courtesy of Castle Surveys Ltd)



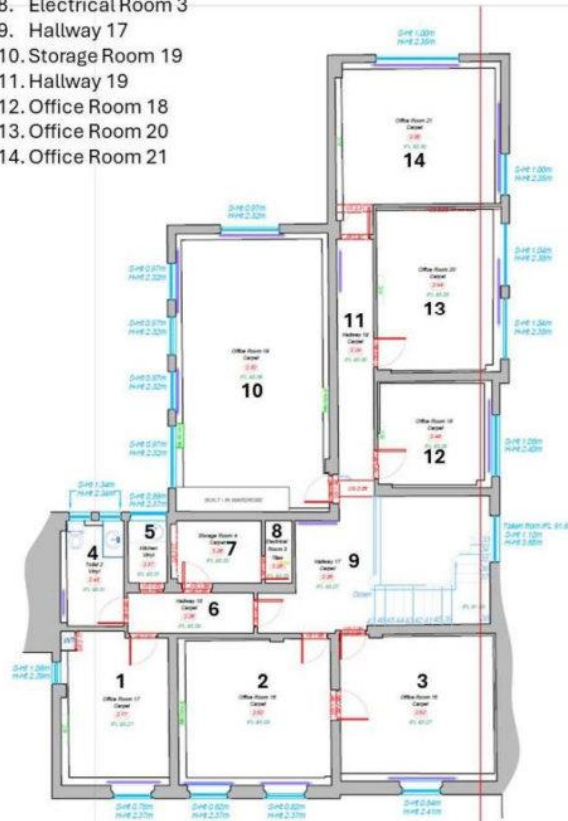
6a/37

6j/234



Second Floor Key:

1. Office Room 17
2. Office Room 16
3. Office Room 15
4. Toilet 2
5. Kitchen
6. Hallway 18
7. Storage Room 4
8. Electrical Room 3
9. Hallway 17
10. Storage Room 19
11. Hallway 19
12. Office Room 18
13. Office Room 20
14. Office Room 21





**Appendix 3. Potential internally located features of heritage interest (photographs taken 25/03/2024 by the report author)**

There are fluted architraves to the front elevation sash windows on all floors (other than the second floor office room 15). Whilst unlikely to be original fabric from the late-18<sup>th</sup> century, this is a traditional detailing that likely pre-dates the Council office use of the building, and the details extends higher than modern suspended ceiling:



In the eastern section of ground floor office 1 a timber floor is in situ under the carpet tiles. Closer inspection would be required to date this accurately but it could be remnant fabric that pre-dates the Council office use of the building:



Post-modern style steel and varnished timber staircase that extends from the ground floor hallway 10 up to the first and second floors. This is likely to have been installed when the building functioned as Council offices. Reasonable attempts at replacing sections of the balustrade have been made over time:





Inter-war period glazing set within timber framed windows to the western elevation of ground floor office rooms 2 and 3. These are likely to be a remnant of the original construction of the rear range for the Council offices and were most likely external windows before the addition of western extension (forming hallway 2):



There is a single domestic revival style window with pronounced mullions and standard ironmongery to the eastern elevation of ground floor office 2. This is likely to be a remnant of the original construction of the rear range for the Council offices and was most likely an external window given its position at the end of the passageway between the earlier ranges:



Leaded light glazing set within timber framed to the western elevation hallway 6 and the meeting room (former Council chamber). These are likely to be a remnant of the original construction of the rear range for the Council offices. All other windows to the meeting room have been replaced with upvc alternatives. All window openings in the meeting room have chamfered apertures:



There is a projection from the eastern wall within ground floor storage room 1, the depth of which suggests it may have formed a chimney breast and heating for the original house. Markings on the floor suggest the position of a hearth. In the same position above on the first floor hallway 15 the potential chimney breast has been removed and an arch detail formed. It is possible this chimney extended up to the roof and emerged as an axial stack:



There is an archway detail within the first floor hallway 14 that likely pre-dates the Council office use of the building:

There is some remnant patterned coricing and ceiling decoration behind the suspended ceiling within first floor office room 6. This may be original fabric from the late-18<sup>th</sup> century and is a rare remaining embellishment:



There is some remnant patterned coricing behind the suspended ceiling within first floor office room 5. This may be original fabric from the late-18<sup>th</sup> century and is a rare remaining embellishment, although less detailed than the coricing present in office room 6:



There is a picture rail behind the suspended ceiling within the second floor office room 16 that likely pre-dates the Council office use of the building:



There are sections of slightly detailed timber skirting within the second floor office room 17 that likely pre-date the Council office use of the building:



Appendix 4. Drawings of the proposed development, as prepared by Axon Architects



6a/44

6j/241









**PAP/2024/0513**

**102 Long Street, Atherstone**

**Site Visit – Friday 20<sup>th</sup> December at 1400**

Present: Cllr's Dirveiks, Humphries, Phillips and Simpson together with P. Stanford (applicant) and J Brown.

1. Members met in the rear car park and entered the rear of the building.
2. They visited a number of rooms on the ground floor including the former Council Chamber.
3. A number of features were viewed – e.g. windows and ceiling details.
4. Members also visited the upper two floors.
5. Some time was also spent in the rear car park viewing the buildings to be demolished; the ground levels and particularly the design and appearance of a number of the residential conversions and new builds surrounding the site.
6. The TPO'd Beech Tree and the rear of the listed buildings fronting the Market Square were pointed out.
7. The visit concluded at around 1445.

# TRENT HOUSE

Listed on the National Heritage List for England. Search over 400,000 listed places

(<https://historicengland.org.uk/listing/the-list/>)

## Official list entry

Heritage Category:**Listed Building**

Grade:**II**

List Entry Number:**1034726**

Date first listed:**25-Mar-1968**

Date of most recent amendment:**30-Mar-1988**

List Entry Name:**TRENT HOUSE**

Statutory Address 1:**TRENT HOUSE, LONG STREET**

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

[Understanding list entries](https://historicengland.org.uk/listing/the-list/understanding-list-entries/) (<https://historicengland.org.uk/listing/the-list/understanding-list-entries/>)

[Corrections and minor amendments \(https://historicengland.org.uk/listing/the-list/minor-amendments/\)](https://historicengland.org.uk/listing/the-list/minor-amendments/)

## Location

Statutory Address:**TRENT HOUSE, LONG STREET**

The building or site itself may lie within the boundary of more than one authority.

County:**Warwickshire**

District:**North Warwickshire (District Authority)**

Parish:**Atherstone**

National Grid Reference:**SP 30887 97800**

## Details

ATHERSTONE LONG STREET SP3097 (North-east side) 9/46 No. 102 (Trent House) 25/03/68 (Formerly listed as Atherstone Rural District Council Offices) GV II

Shown on O.S. map as Council House. House, now offices. Late C18. Flemish bond brick with rendered string courses and moulded rendered cornice. Roof not visible. Double-depth plan with additions to rear. 3 storeys; 4-window range. Wider fourth bay is set back slightly. First bay has 5-panelled door with decorative fanlight, panelled reveals and painted wood Tuscan Doric doorcase with half-columns, paterae and open pediment. Passageway in left corner of fourth bay has C20 door and surround of re-used wood mouldings. Sashes have rusticated rendered flat arches with triple keyblocks. Interior not inspected.

Listing NGR: SP3088797800

## Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:309133

Legacy System:LBS

## Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.



## Map

This map is for quick reference purposes only and may not be to scale.  
This copy shows the entry on 20-Jan-2025 at 09:53:25.

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**End of official list entry**

## General Development Applications

(6/k) Application No: PAP/2022/0423

Land to the south of, Watling Street, Caldecote, CV10 0TS

Outline planning permission for Extension of MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class Eg); storage (Class B8); new spine road; car parking, landscaping and enabling works  
- All matters reserved for

### ERI MTP Limited

#### 1. Introduction

- 1.1 This application was referred to the January Board meeting, but on the receipt of a Supplementary Report, the Board deferred making a decision. The reason for this was that that report included new matters that had been submitted by an objector prior to the meeting, but which the Board had not previously seen. In order to give time for a considered response, a determination was deferred.
- 1.2 For the benefit of Members, the previously published report – without its Appendices for convenience – is attached at **Appendix A** and the Supplementary Report is at **Appendix B**. That contains the new matters referred to above.

Members are reminded that the Appendices to **Appendix A**, do still remain as an integral part of the overall Officer's Report.

- 1.3 Members will recall that the two new matters related to:
- i) The suggestion by the objector that an alternative highway measure to those presently proposed for the two junctions onto the A5 should be assessed and considered. This would involve the signalisation of both junctions, but with a greater separation distance between them – the Drayton Lane junction thus being re-located further to the west towards Atherstone. The objector says that he owns land that could accommodate this arrangement.
  - ii) The objector is concerned that the highway arrangements currently under consideration would materially affect his business and would therefore lead to “unreasonable restrictions” being placed on his business operations, referring to the “agent of change” content in paragraph 200 of the NPPF. This is because in his view those arrangements would mean that many of his customers would have to travel further, and this would affect the viability of his business because existing customers might be lost, or new ones not added, as a consequence of increased travel costs. The published officer report included the background to his case at

paragraph 6.20 of **Appendix A**, but this was then supplemented by further information as circulated in **Appendix B**.

## **2. Further Updated Information**

- 2.1 The objector has now submitted details of his alternative. However, this is different to that which was expected under paragraph 1.3 (i) above.
- 2.2 That was for the prospect of two sets of traffic signals, but with the set at Drayton Lane being re-located in order to accommodate a greater separation distance from the lights at Woodford Lane. It is now being suggested that the Drayton Lane junction could be signalised WITHOUT relocation.
- 2.3 This is fully explained in his Technical Note at **Appendix C**.
- 2.4 The objector explains that the Highway Authorities modelled the proposals here as separate junctions, and that the outcome indicated that there would be a “queuing” issue. The objector therefore considers that the Highway Authorities “inappropriately discounted the opportunity” to model traffic lights at both junctions together. The objector’s proposal includes double lanes, so as to address this matter – see **Appendix D**.

## **3. Present Position**

- 3.1 The details as now set out in **Appendix C** have been forwarded to the applicant and to the three Highway Authorities for any comments. It must be stressed that at present, the suggestion as set out in **Appendix C**, is not part of the applicant’s proposals and that it has not been submitted by him as a further amendment. As a consequence, no formal re-consultation with the Highway Authorities has taken place.
- 3.2 However, with the suggestion being made by the objector that the Highway Authorities earlier consultation responses might be based on a “flawed” analysis, they have been asked for any comments.
- 3.3 These have not been received at the time of preparing this report and hence the Board will be updated at its meeting.

## **4. Observations**

### **a) Highway Matters**

- 4.1 Until the applicant confirms his position, it is not possible to advise Members further. No response has been received since the preparation of this report. A further Supplementary Report will thus need to follow. That too can bring Members up-to-date on any responses from the Highway Authorities.



**b) Paragraph 200 of the NPPF**

- 4.2 If the applicant further amends his proposals, then the three Highway Authorities will be formally re-consulted. If there are no highway objections and the applicant is satisfied with any associated planning conditions, then that will need to be put to the objector, to see if the objection is to be withdrawn. If that is the case, then the paragraph 200 issue would appear to carry no weight.
- 4.3 However, if the applicant makes no further formal amendments, the Board will have to assess the paragraph 200 issue.
- 4.4 Rather than giving advice to the Board at this time, in the absence of the Highway Authorities' comments, it is considered prudent to provide such advice within the anticipated Supplementary Report. Members however are asked to review the objector's case in **Appendices A and B**, as well as the initial officer advice in **Appendix A**.

**Recommendation**

That the current position as set out in this report be noted and that a further Supplementary Report be prepared for the Board's meeting on 3 February.

## General Development Applications

(5/b) Application No: PAP/2022/0423

Land to the south of, Watling Street, Caldecote, CV10 0TS

Outline planning permission for extension to MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E(g)), storage (Class B8), new spine road, car parking, landscaping and enabling works for

ERI MTP Ltd

### 1. Introduction

- 1.1 This application was referred to the Board's February meeting, when it was resolved to grant planning permission subject to the withdrawal of all objections from the three Highway Authorities, agreed planning conditions and the completion of a Section 106 Agreement including the Heads of Terms as outlined in that report. The conditions referred to, were to be agreed by the Chairman, the Opposition Spokesperson and the local Ward Members. If any of the highway objections remained, then the matter would be referred back to the Board.
- 1.2 Matters have moved on since February and these have all focussed on attempting to resolve one of the highway issues. The referral back to Board is due to amended proposals having been submitted, which have not been previously considered by the Board - the resolution above being based on the proposals as seen by the February Board. These new proposals are supported in principle by the three relevant Highway Authorities.
- 1.3 This report will describe the amended proposals and provide the background to their submission.
- 1.4 The receipt of these amendments has led to there being a re-consultation with the relevant statutory agencies as well as the local communities and businesses who had previously submitted representations. The report will outline the new representations received.
- 1.5 Additionally, it refers to the very recent revision to the National Planning Policy Framework in December 2024.
- 1.6 Due to the length of time since the initial ecological survey work of the application site was undertaken – 2021/22 – the applicant has undertaken a further survey to establish whether there has been any material change on the site, given that the application remains undetermined. This concluded that there has been no significant change.
- 1.7 The opportunity has also been taken to prepare a full Schedule of Conditions and to provide more detail on the 106 Agreement.

5b/3

- 1.8 For the convenience of Members, the February Board report is attached in full at Appendix A.

## **2. The Amendments Proposed**

- 2.1 The proposed changes only affect the proposed highway alterations to the Woodford Lane and Drayton Lane junctions with the A5. The remainder of the proposals, as considered at the February meeting, are wholly unchanged.
- 2.2 The previous report set out the highway issues at that time – see paras 4.30 to 4.46 of Appendix A. The majority of those paragraphs dealt with the off-site proposals for the two junctions referred to above. During the course of the application, consideration had been given by the three Highway Authorities involved – National Highways and the Warwickshire and Leicestershire County Councils - to a number of differing proposals for these two junctions. These included traffic lights and restrictions on turning movements. The final position proposed and reported to the February meeting was however that there be no physical alterations to these junctions, but that instead speed restriction cameras be installed along the length of the A5 here.
- 2.3 It appeared that at that time, the three Highway Authorities would not object to this arrangement, and hence the wording of the recommendation to the Board in paragraph 1.1 above.
- 2.4 The Police however expressed concerns to the Highway Authorities. They said that the accidents that occur here are almost wholly due to traffic turning right out of Woodford Lane and crossing over the west bound carriageway of the A5, and not to the speed of traffic on the A5. In other words, speed restrictions would not mitigate the risk to drivers in making these movements. Moreover, speed traffic counts had found that the present 50mph limit was not being materially exceeded in any event.
- 2.5 As a consequence, the three Highway Authorities and the Police have been engaged in reviewing all of the previous options that had already been considered. This has resulted in the submission of amended proposals for these two junctions, in lieu of speed cameras on the A5.
- 2.6 The proposals are now:
- The installation of traffic signals at the Woodford Lane junction, and consequential
  - alterations to the central reservation of the A5 at the Drayton Lane junction such that there are only “left – in” and “left – out” movements permitted.
- 2.7 The plan showing these arrangements is at Appendix B.

5b/4

- 2.8 A much fuller account of these proposals is to be found in the updated Transport Assessment submitted with the amendment and attached here at Appendix C. This update also looks at consequential traffic movements. Additionally, the applicant has provided more detail on anticipated traffic flows on the A5 as well as details on the new Red Gate roundabout arrangements – see Appendix D.
- 2.9 A Stage One Road Safety Audit has been undertaken with a Brief as agreed between the Highway Authorities and the consultation responses below have taken this into account. This is attached at Appendix E.

### **3. Consultations**

National Highways – No objection subject to conditions.  
Warwickshire County Council – No objection subject to conditions and a Section 106 request towards public transport provision.  
Leicestershire County Council – No objection subject to conditions  
Hinckley and Bosworth Parish Council - No response received.

### **4. Representations**

Mancetter Parish Council – No objection. The accident record at the Woodford Lane junction is thought to have led to increased traffic through Mancetter in order to avoid it. The lights will make it safer and thus should reduce traffic using the alternative.

Hartshill Parish Council – No objection.

Witherley (including Fenny Drayton and Ratcliffe Culey) Parish Council – No response received.

Five representations have been received in support of the proposed amendments – saying that they will improve safety and reduce traffic through Fenny Drayton.

Another two representations have said that a roundabout junction is needed on the A5 for these two junctions and that the junction from Fenny Drayton onto the A444 needs improvements.

Fourteen representations have been received from established agricultural and commercial businesses as well as their customers in Fenny Drayton on the grounds that the proposals will mean longer journeys for business travel, thus adding to costs and affecting the viability of their businesses. A briefing note in respect of one business, expanding on this is attached at Appendix F together with supporting letters at Appendices G and H. These also question the highway evidence to support the alterations.

## **5. The Development Plan and Other Material Planning Considerations**

- 5.1 There has been no change to the Development Plan since the February Board meeting.
- 5.2 The Hinckley and Bosworth Borough Council has published its initial draft proposals for a review of its Local Plan – Regulation 18 status. This includes a proposed new settlement on the north side of the A5 between Fenny Drayton and the existing MIRA site.
- 5.3 The Government published a consultation paper on proposed changes to the National Planning Policy Framework (the NPPF) in July 2024. Following this, the resulting changes were published in December 2024 and thus references to the NPPF in this report will be to this latest edition. There is extra emphasis in Section 6 on, “Building a strong and competitive economy” in respect of facilitating development to meet the needs of a modern economy and capitalising on the performance and potential of areas with high levels of productivity. The only other changes that might affect this proposal are to paragraph numbers.

## **6. Observations**

### **a) Introduction**

- 6.1 The Board has resolved to grant planning permission here subject to the three Highway Authorities withdrawing their respective “holding” objections. That has now occurred, but with different highway proposals for the two off-site junctions onto the A5. As a consequence, it is necessary to establish whether there are any adverse highway impacts resulting from these changes, that would necessitate re-consideration of the recommendation to grant planning permission. Those impacts revolve around two matters – whether there would be consequential adverse highway and/or environmental impacts elsewhere on the highway network and secondly, whether there would be any adverse impacts on the viability of the established businesses as a consequence of this “agent of change” – i.e. the traffic controls and movement restrictions. The latter issue arises due to the objections received as summarised above. Each matter will be looked at in turn.

### **b) Highway Impacts**

- 6.2 When alterations to these two junctions were first proposed, there was concern expressed locally, that the consequential restrictions to vehicle movements would result in the diversion of traffic, as drivers would seek alternative routes, so as to avoid the new “restrictions”. In short, that they would increase traffic through Mancetter, Fenny Drayton and Witherley. The subsequent withdrawal of these alterations had muted these concerns. However, some of these are now re-introduced with the latest amended proposals.

- 6.3 The three Highway Authorities support these proposals by confirming that they are required as a result of the increased traffic generated by the MIRA development which would necessarily travel on the A5, thus exacerbating existing road safety concerns at these two junctions – particularly at Woodford Lane. In this respect the full impact of the MIRA proposals west of the site on the A5 during the morning peak hours (0700 to 1000 hours) and in the evening peak period (1600 to 1900 hours) is expected to increase traffic numbers by 20% and 14% respectively. The predicted figures for Woodford Lane are 19% and 2%, with the Drayton Lane figures showing a decrease of 37% and 19% respectively. These figures assume that the proposed alterations to the two junctions are as set out in this report. They are considered to be material by the three Highway Authorities concerned and as a consequence, they require off-site mitigation at the Woodford Lane junction because of its poor safety record.
- 6.4 All of the Authorities agree too that the alterations proposed have to be taken together as a “package”, in order to materially improve safety. In other words, the Woodford Lane lights require the consequential alterations at Drayton Lane. It is said that once the lights are operational at Woodford Lane, traffic approaching Drayton Lane from the east will either be accelerating away from the lights or maintaining speed if not caught by the lights. Traffic approaching Drayton Lane from the west will either be maintaining its speed or slowing down on approach to the lights. This results in the gaps in the traffic for those turning right out of Drayton Lane particularly difficult to judge, given the proximity of the two junctions. When increased flows as a consequence of the MIRA development are added in of the size indicated in para 6.3, there will be fewer gaps and thus the likelihood of greater risk taking. Hence the package as a whole is needed, because of the proximity of the two junctions and the differing vehicle speeds approaching from both the east and the west along the A5, so as to control traffic flows and queuing through this stretch of the A5, with the expected increase in traffic consequential to the MIRA development. As a consequence, National Highways is saying that without the Drayton Lane restrictions, there would be an unacceptable impact on highway safety and thus that the development proposed should be refused planning permission, in line with para 116 of the NPPF.
- 6.5 It is agreed that these alterations may have impacts on the wider highway network because they introduce new “restrictions” and “controls” on existing travellers who may choose to divert to other routes. This is because of the perceived delays at the traffic lights at the Woodford Lane junction and the restricted turning movements at Drayton Lane. However, the applicant’s modelling concludes that queuing in the Lanes at the two junctions would not be materially worse at peak hours than at present. The queuing that results would however result in far safer traffic movements at the junctions. For instance, the movements at Woodford Lane would not be restricted – but they would be controlled and thus the risks associated with turning movements across the A5 carriageway would be materially lessened. They would still allow for all turning movements as now. Hence a consequential material increase in traffic through Mancetter would not be expected – as agreed too, by the Mancetter Parish Council. Movements at Drayton Lane would be restricted so as to prevent

5b/7

crossing the A5 in either direction. There would be some increased traffic movements through Fenny Drayton – although perhaps limited to movements associated with destinations in Drayton Lane itself, including both agricultural vehicles and some HGV's associated with the Storage Business here. On the other hand, traffic that would now use Drayton Lane travelling south down the A444 or Fenns Lane from the Stoke Golding direction to travel west on the A5, thus avoiding the Redgate roundabout, would be removed from the village, along with traffic that now travels north along Woodford Lane wanting to travel north up Drayton Lane, also wishing to avoid the Redgate roundabout. Overall, therefore it is considered that on balance the restrictions would lead to less traffic along Drayton Lane with displaced traffic using the A5 and the A444. This conclusion is agreed by the Leicestershire County Council as Highway Authority for this part of the network.

- 6.6 Those objecting have suggested that there is no highway reason to link the current proposed alterations to the MIRA proposals – there not being a significant accident record at the Drayton Lane junction, unlike the Woodford Lane junction, with no evidence to show that the proposals are a mitigation measure directly related to the MIRA proposals as is required by the NPPF. As indicated above, all three Highway Authorities consider that there will be a material increase in traffic movements on the A5 as a direct result of the MIRA proposals – indeed the use of the A5 is likely for the majority of the resulting new traffic movements. The Authorities recognise that the Woodford Lane junction has a significant accident record and thus the increased flows would exacerbate this road safety concern. The measures at this junction are thus justified so as to materially reduce that risk. The Drayton Lane alterations are directly consequential to the Woodford Lane proposals in order to control traffic flows through this whole section of the A5, such that the traffic lights are able to fulfil their function. It is considered that greater weight should be given to the responses from the three Highway Authorities here given their statutory status and the evidence on which their responses has been based – the modelling and the Road Safety Audit.
- 6.7 The limited response from local residents as recorded above, suggests support for the alterations here saying that there would likely be an overall reduction in traffic through Fenny Drayton.
- 6.8 The commentary above deals with traffic movements and displacement as a whole, and the potential impacts on the wider highway network. However, the objectors in Appendix F also conclude that no assessment has been undertaken of the impact on the very local network in Fenny Drayton itself, of displaced traffic that currently uses Drayton Lane to gain access to the business. It also identifies five “reasonable alternatives” for access arrangements onto the A5 which are said would not cause harm to existing businesses in Drayton Lane or to local residents. These matters also need to be addressed.
- 6.9 Leicestershire County Council has concluded that the changes to the two junctions would displace traffic onto the A5 and the A444, thus materially reducing traffic overall in Drayton Lane. However, as indicated by the objector,

5b/8



there will also be traffic, displaced by the restrictions, which currently visits the commercial premises referred to above that would now have to use Drayton Lane. Firstly, this would be traffic attending those premises which would normally be turning right into Drayton Lane from the A5. That traffic would have to use the proposed new roundabout and then onto the A444, thus travelling to the premises through Fenny Drayton. Secondly, traffic leaving the premises which would normally turn right out of Drayton Lane onto the A5 west, would also need to divert through the village onto the A444 and then through the Red Gate roundabout onto the A5. The objectors are saying that there would thus be more traffic travelling through the village and that this would include HGV's. It is agreed that there would be some displacement as described above, but significantly, this would not be of such a scale as to make-up for the overall reductions in traffic using Drayton Lane as indicated above – paragraph 6.3. The Highway Authorities are saying that overall, there would still be a reduction in traffic travelling through the village – particularly the loss of the peak-hour traffic currently using Drayton Lane as a “short-cut” to avoid to the Red Gate roundabout. Additionally, customers travelling to and from the premises would not all be doing so on a daily or regular basis, and this is not a case where the route through Fenny Drayton would be the only access to the premises. Thus, all of the current traffic visiting the premises will not now all be routed through the village. The objector's concern is understood, but it is not considered to carry substantial weight for these reasons.

- 6.10 It is now necessary to look at the five alternative suggestions that have been put forward by the objectors.
- 6.11 The first is to agree to the Woodford Lane lights but leave matters as they are at Drayton Lane because there is no equivalent road safety record here and there has been no highway justification to show that the Drayton Lane restrictions arise directly from the introduction of the lights. The Highway Authorities would not support this option on safety grounds. This is set out above in paragraphs 6.3 and 6.4. The introduction of lights at Woodford Lane would alter driver behaviour, traffic flows and speeds such that the Drayton Lane junction, if left as it is would become a safety issue that National Highways would consider as being unacceptable. In other words, it would transfer the current Woodford Lane safety issue to Drayton Lane. It is their combined view that the proposals now being considered need to be treated as a “whole” and that without both elements, objections would be maintained to the overall MIRA proposals.
- 6.12 The second is to introduce appropriately sequenced traffic lights at both junctions, citing the situation further west on the A5 where there are lights at the Birch Coppice and Core 42 junctions. There are concerns with this option because of the build-up of queues on the A5 as well as the two Lanes. There is very likely to be a consequential transfer of traffic from both Woodford Lane and Drayton Lane traffic through Mancetter and Fenny Drayton in order to avoid the two sets of lights. There are no equivalent transfer routes at Birch Coppice.

- 6.13 The third is to have lights at Drayton Lane and left-in and left-out restrictions at Woodford Lane. In other words, to “reverse” the current proposals. The issue here is that the displaced traffic from the Woodford Lane junction would be likely to materially increase travel through Mancetter drawing objections from the local community. It neither addresses the accidents that have occurred at Woodford Lane from left-turning traffic into the A5.
- 6.14 The fourth is to replicate the design of the present Red Gate roundabout here thus to recreate a roundabout incorporating the two existing junctions. This would still not address the current “rat-running” through Fenny Drayton at peak hours. There is also the matter of whether there would be sufficient land for a whole new-roundabout of this design within the Highway.
- 6.15 The final one is to construct a conventional roundabout at the end of Drayton Lane and have a left-in and left-out at Woodford Lane. The objectors say they could provide the land to accommodate this option. As above, this would still not reduce the “rat-running” through Fenny Drayton and the restrictions at Woodford Lane would displace traffic through Mancetter.
- 6.16 Notwithstanding the comments made above, this is not to say that the alternatives suggested above do not have highway or road safety merit. They have been suggested in “good faith” to try and benefit all parties. However, the proposals come about in response to a planning application and not from a highway improvement scheme promoted by a Highway Authority. Therefore, they have to be determined under planning terms. The key consideration is thus whether they can be justified as off-site highway mitigation as a direct consequence of the overall MIRA development proposal, such that they are proportionate in scale to those consequences. The three highway Authorities have said that they are. There may be other highway solutions to resolving road safety issues at these two junctions, but this is the one that is being proposed through a planning application and the one that therefore has to be determined on its own merits.
- 6.17 Drawing together all of these matters, the starting point is to say that all three Highway Authorities are supporting the overall package of highway alterations associated with the MIRA proposals. These include the present changes to the two A5 junctions. This support is based on an agreed modelling assessment of the traffic implications of the MIRA proposals on the A5 and A444 and also the agreed response to a Stage One Road Safety Audit for the two junctions. These show material increases of traffic on the A5 and at Woodford Lane. Given the agreed road safety issues at the Woodford Lane junction, there is an agreed need to deliver a safer junction here. The three Authorities too agree that this has to be accompanied by movement restrictions at Drayton Lane if the overall highway alterations are going to be safer and accommodate the extra traffic. Substantial weight is given to this position.

### **c) Other Highway Impacts**

- 6.18 There are on-going concerns about retention of all of the existing access arrangements at the existing Redgate roundabout into the commercial premises here. There has been no change to the proposals here since they were last considered by the Board in February – the ability to access all existing movements into and out of the premises are retained, albeit with some limited diversions. The arrangements are illustrated at Appendix D. As a consequence, there is no need to re-consider the recommendation in this respect. Recommended condition 5 below includes the Redgate alterations which enable these movements, and condition 25 as recommended, requires completion prior to any occupation of the MIRA site.

### **d) Para 200 of the NPPF**

- 6.19 Members are aware of the “agent of change” issue raised by this paragraph of the NPPF. It was not proposed for alteration in the current Government consultation on its review of the NPPF. The paragraph says that planning decisions should ensure that new development can be integrated effectively with existing businesses and community facilities. Existing businesses should not therefore have “unreasonable restrictions” placed on them as a result of new development permitted after they were established. In this case there are existing lawful agricultural businesses in Drayton Lane as well as a commercial storage business. The proposed movement restrictions at Drayton Lane would necessarily prohibit some movements at this junction that these businesses now undertake – those that entail the crossing of the A5. In particular, there would be no right hand exits from Drayton Lane travelling west along the A5 and right hand turns into Drayton Lane from the A5. Both would entail travelling further, so as to use the proposed new roundabout to the east at the Redgate Inn. The proposals would also prohibit north/south crossing movements out of Woodford Lane and into Drayton Lane. Representations have been submitted objecting to the proposals because of these lengthened journeys – the increase in travel costs, time delays and thus the impact on the viability of these businesses.
- 6.20 The representations are fully outlined in Appendices F, G and H. Here Members will see that the storage business is lawful and has permission to expand. It caters for both domestic and commercial clients with a potential expansion for up to 2400 customers. Household storage makes up around 66% of the space available. In respect of the business storage space, it is said that 60% of that is used by “local small businesses and start-ups” and that this is the only storage space that they have. The businesses using the premises are said to support some 340 FTE jobs. The Company’s planning permissions are not restricted through planning conditions controlling hours of operation - it has 24/7 access; there are no routeing agreements or are the number and type of vehicle controlled. The customer base is local – Tamworth, Nuneaton and Hinckley - and it is said that 90% are within ten miles of the store – see Section 3 of Appendix F. Customers mainly use the A5 and hence it is argued that unfettered access to the site is “imperative” given that there is a significant turnover of customers and

5b/11

that renewing and replacing them is a continual business concern. This is expanded in Section 5 of Appendix F.

- 6.21 These matters are acknowledged. Members should attach weight to them. It is important to look at this in the context of the NPPF policy guidance. This says that existing businesses should not have “unreasonable restrictions” placed on them as a consequence of new development. There will be movement restrictions here and that will impact on this particular business – its accessibility; its marketability and also increased costs arising from increased travel by customers. The issue is whether they would be “unreasonable”. There is no guidance on what might be unreasonable or not, and as such, each case needs to be assessed on its own merits and that is a matter of planning judgement.
- 6.22 On balance, it is considered that in this case, the restrictions would not be unreasonable for a number of reasons. Firstly, the diversion involved is between two and three miles from between the two junctions, down the A5 to the new roundabout, north along the A444 and then into the premises via Fenny Drayton – see Appendix D of Appendix F. Looking at the customer base provided by the objector, then for a customer based in the Tamworth and Atherstone areas travelling to the premises, there would be no additional distance as they would still be able to turn left from the A5 into Drayton Lane. However, leaving the premises would involve the extra distance, assuming they were travelling back to Tamworth or Atherstone. For customers coming from Woodford Lane, then there would be the need to divert on the arrival journey, but not on the return journey. For customers coming east along the A5 from the Nuneaton and Hinckley areas, some of the travel distances could well be shorter, or at least similar, using the A444 arriving at the site rather than the A5, and using either route on departure. Customers from the north would still use the routes as now. It is thus considered that the diversions would not affect all journeys to and from the premises and thus not affect the whole of the present customer base. Secondly, customers travelling to and from the premises would not be doing so on a frequent basis – e.g. daily – because one of the purposes of the business is storage for longer periods of time. Thirdly, future customers are very likely to adapt to the change once it is implemented. Fourthly, there is no evidence to suggest that the business itself has its own transport fleet that might be directly affected through increased travel costs. Fifthly, there is no evidence to suggest that there will be an increase in business running costs or overheads as a direct result of the restrictions. Sixthly, it is considered that there is a strong demand for storage space, evidenced by the permission to expand, and this will always be present, such that any loss of customer base is likely to recover. Overall, therefore it is agreed that there will be an impact, more particularly in the short term, but that it is not considered to be “unreasonable” for the reasons given and particularly in the medium to longer term.

- 6.23 Members are invited to come to a different conclusion and if so, they should evidence the reasons why that judgement has been reached.

**e) Conditions**

- 6.24 The recommendation below now includes a schedule of planning conditions including those recommended by the Highway Authorities.

**f) Section 106 Agreement**

- 6.25 Members will be aware that the content of Section 106 Agreements is the subject of statutory tests. These are that any obligation must be necessary to make the development acceptable in planning terms; they must be directly related to the development and finally they must be fairly and reasonably related in scale and kind. From these and from experience with other cases, Members will know that contributions and requests that might be suggested to rectify existing issues or matters that are outside of the control of the applicant, would not pass these tests.
- 6.26 The February Board report – at Appendix A – includes a paragraph at paragraph 4.62 in respect of a public transport contribution in order to secure improvements to local bus services to support the forecast demand arising from this development. This amounts to £1,355,474 spread over five years from the date of the first occupation for business purposes of the first building to be completed under the planning permission. That report found that this satisfied the tests and therefore it would be appropriate to include this in any Agreement. Nothing has changed in the period between then and now, to alter that conclusion.
- 6.27 The February report at paragraph 6.64 also took an initial view on the training element of any 106 Agreement, arguing that it too would comply with the relevant tests. Similarly, there has been no change in circumstances between then and now and as such the promotion of access to manufacturing skills and training from North Warwickshire residents to build on established apprenticeship schemes and appropriate links to courses at nearby Colleges and Schools.
- 6.28 There is also a request for a contribution towards the processing of Traffic Regulation Orders associated with the proposed highway alterations. As these are directly related to implement these alterations it would be “fair and reasonable” to include this in the 106. The applicant agrees. Members will be updated on the value of the contribution at the meeting.

**7. Conclusion**

71. It is important to put this report into context. It is not a report to determine whether the proposed alterations to these two junctions should be granted planning permission or not. Neither is it an assessment as to whether the proposals are the only highway solution to a road safety issue. They are part of a much wider package of off-site highway alterations proposed to mitigate increased traffic generation arising from the overall MIRA proposals. The Board has already resolved to grant planning permission for those proposals subject to

5b/13

there being no objection from the three Highway Authorities. Revised off-site highway proposals for these two particular junctions have now been submitted as part of the overall highway package for off-site works and all three Authorities have confirmed formally that they have no objections. As such, the resolution could be taken forward with the grant of planning permission.

- 7.2 However, the previous report at Appendix A did refer to the “agent of change” matter, but that was not considered to be a material consideration of weight at that time, because no “movement restrictions” were being proposed and thus no traffic displacement was anticipated. This matter has now changed, such the “agent of change” becomes a material planning consideration of significant weight because of the evidence submitted by the affected businesses.
- 7.3 As indicated above, it is not considered that the proposed highway changes would cause “unreasonable restrictions”, in the terms of paragraph 200 of the NPPF. However, in order to ensure full transparency, it is also necessary for the Board to consider the alternative – that is, the restrictions being treated as “unreasonable”. In this alternative, there is still a planning balance to be assessed. A judgement needs to be made as to whether the weight given to that “harm” would outweigh any planning benefits or other planning considerations that apply to the overall MIRA proposal. In this case, it is considered not for two reasons. Firstly, the MIRA proposal arises from a land allocation within an up-to-date adopted Local Plan. It is an allocation to meet a specific and primary industrial and employment requirement in that Plan of some substance, which has no alternative site. The benefits arising from the delivery of this allocation also extend well beyond the Borough. It is wholly in line with paragraphs 85 to 87 of the NPPF in this respect. Secondly, the impact of this proposal has the benefit of delivering an off-site highway improvement at the known accident “hot-spot” at Woodford Lane, such that road safety is materially improved. The three statutory Highway Authorities involved all confirm that these improvements necessarily require the consequential movement restrictions at Drayton Lane. On balance, it is considered that these two benefits outweigh any harm that would be arise as a consequence of the Drayton Lane highway proposals. In these circumstances the recommendation below is made.

### **Recommendation**

That planning permission be GRANTED subject to the conditions as set out below and to the completion of a Section 106 Agreement based on the matters included in this report.

### **Standard Conditions**

1. Details of the appearance, landscaping, layout and scale (hereinafter called the “the reserved matters”) shall be submitted to and approved in writing by the Local Planning Authority before any development takes place and the development shall be carried out as approved.



Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004, and to prevent an accumulation of unimplemented planning permissions.

2. If the development hereby permitted is to be constructed in more than one phase, details of the proposed phases of construction shall be submitted to the Local Planning Authority for approval prior to, or at the same time as the first application for approval of the reserved matters. The Phasing Plan shall include details of the separate and severable phases or sub phases of development. Development shall be carried out in accordance with the approved phasing details, or such other phasing details as shall subsequently be submitted to and approved in writing by the Local Planning Authority.

#### REASON

To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004, and to prevent an accumulation of unimplemented planning permissions.

3. The first application for approval of the reserved matters shall be made to the Local Planning Authority not later than three years from the date of this permission. All applications for approval of reserved matters shall be made to the Local Planning Authority not later than eight years from the date of this permission.

#### REASON

To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004, and to prevent an accumulation of unimplemented planning permissions.

4. The development hereby permitted shall take place not later than two years from the date of approval of the last of the reserved matters to be approved.

#### REASON

To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004, and to prevent an accumulation of unimplemented planning permissions.

#### **Defining Conditions**

5. The development hereby permitted shall not be carried out except in complete accordance with the following approved plans and documents:
  - a) The Site Location Plan – 21092/SGP/XX/00/DR/A/111001D
  - b) The Parameters Plan – 21092/SGP/XX/00/DR/A/111003 L



- c) The Transport Assessment (17059/TA) (as updated by TAA(i), TAA(ii) and TAA (iii)) and Highway Plans – 17059/GA/01G; VIS/01A, GA/02E, VIS/02A, GA/03C, VIS/03, GA/04D, VIS/04, GA/05F, VIS/05, GA/06E, VIS/06, GA/07D, VIS/07, GA/08K, VIS/08C, GA/10C and VIS/10, GA/13B, VIS/13.
- d) The Surface Water Drainage Strategy (ref:13833/WIE/ZZ/XX/DR/92003 and 92004, revision P05 dated 6/1/23.
- e) The Archaeological Trial Trench Evaluation dated February 2023 undertaken by Headland Archaeology.

#### REASON

In order to define the extent and scope of the permission.

- 6. The development hereby permitted shall provide for no more than a maximum figure of 213,500 square metres of floorspace (GIA) for uses within Use Classes B2, B8 and E (g) (ii) of the Town and Country Planning (Use Classes) Order 2020 (as amended).

#### REASON

In order to define the scope and extent of the planning permission.

- 7. Any storage and distribution uses, within Use Class B8 of the Town and Country Planning (Use Classes) Order 2020 as amended, shall be uses that are ancillary or clearly secondary to the primary uses of the development hereby approved as defined under Condition 6 above.

#### REASON

In order to define the scope and extent of the planning permission.

- 8. The reserved matters shall be designed in general accordance with the parameters plan approved under condition 5 (b). In particular, the layout for Zones 20 and 30 as defined by that Plan and any unloading areas being located along the southern edge of each of these two Zones shall demonstrate that noise can be mitigated to 5dba below existing recorded background levels.

#### REASON

In order to define the implementation of the permission so as to reduce the risk of adverse noise impacts.

- 9. Any reserved matters application shall include a Noise Impact Assessment detailing the proposed measures to mitigate emissions of noise arising from the use and activity associated with any building and its curtilage within the application site. This Assessment shall particularly have regard to the potential noise impacts for neighbouring residential property as well for the village of Caldecote. This Assessment shall be carried out in accordance with BS4142:2014 plus A1:2019.

#### REASON

In order to define the implementation of the permission so as to reduce the risk of adverse noise impacts.

10. All access arrangements into, through and out of the site together with all off-site highway alterations shall be carried out in accordance with the plans approved under Condition 5 (c).

#### REASON

In order to define the scope and extent of the planning permission.

#### **Pre-Commencement Conditions**

11. No built development shall take place until a Construction Environmental Management Plan (CEMP) has first been submitted to and approved in writing by the Local Planning Authority, in consultation with Leicestershire County Council, Warwickshire County Council and National Highways, for each phase of the development. The Plan shall provide for:

- a) A Construction Travel Management Plan (CTMP) including construction phasing,
- b) The parking of vehicles for site operatives and visitors.
- c) The routing for vehicles accessing the site associated with the construction of the development and signage to identify the route.
- d) The manoeuvring of vehicles within the site.
- e) Loading and unloading of plant and materials used in the construction of the development, including top-soil.
- f) The location of the site compounds.
- g) Storage of plant and materials.
- h) The erection and maintenance of security hoarding fencing.
- i) Wheel washing facilities.
- j) Measures to control the emission of dust and dirt during construction.
- k) Measures to control and mitigate disturbance from noise.
- l) A scheme for the recycling/disposal of waste resulting from the construction works.
- m) Any on-site lighting as required during construction.
- n) Measures to protect existing trees and hedgerows proposed for retention.
- o) Delivery, demolition and construction working hours.
- p) The means by which the terms will be monitored, details of a contact person and the procedure for reporting and resolving complaints.

The approved CEMP shall be adhered to throughout the construction period of each phase.

#### REASON

In the interests of highway safety and the residential amenity of the local community.

5b/17

12. No development within any phase shall take place until full details of the finished floor levels, above ordnance datum, of the ground floor(s) of the proposed buildings, in relation to existing ground levels have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

REASON

In the interests of reducing potential landscape and visual harm

13. No development within any phase shall take place until details of all external lighting relevant to that phase has been submitted to and approved in writing by the Local Planning Authority. The details shall be accompanied by an Impact Assessment in order to show that there are no adverse impacts arising from any proposed light source or from the glow of light arising from each phase. The Assessment shall also include an analysis of the cumulative impact of lighting arising from the whole site. In particular external lighting being installed on the southern-most elevations of the buildings to be erected in Zones 20 and 30 as defined by the Parameters Plan approved under Condition 2(b) above, shall be required to be justified for the purposes of health and safety and/or security only. The lighting shall be installed, operated and maintained at all times in accordance with the approved details.

REASON

In the interests of reducing the risk of adverse harm to the residential amenity of the local community.

14. No development within any phase of the development hereby approved shall take place until a Landscape and Ecological Management Plan ("LEMP") for that phase has first been submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall be in general accordance with the approved Parameters Plan approved under condition 5. The LEMP shall include:
- a) a description and evaluation of the features to be managed;
  - b) ecological trends and constraints on site that might influence management,
  - c) the aims, objectives and targets for the management,
  - d) descriptions of the management operations for achieving the aims and objectives,
  - e) prescriptions for management actions,
  - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a thirty-year period),
  - g) Details of the monitoring needed to measure the effectiveness of management,
  - h) Details of each element of the monitoring programme,
  - i) Details of the persons or organisations(s) responsible for implementation and monitoring,

- j) Mechanisms of adaptive management to account for necessary changes in the work schedule to achieve the required aims, objectives and targets,
- k) Reporting procedures for each year 1, 2, 5, 10, 20 and 30 with bio-diversity net gain reconciliation calculated at each stage,
- l) Where necessary, the legal and funding mechanisms by which the long-term implementation of the LEMP will be secured by the developer, and the management body(ies) responsible for its delivery,
- m) How contingencies and/or remedial action will be identified, agreed and implemented in the event that monitoring under (k) above shows that the conservation aims and objectives set out in (c) above are not being met so that the development still delivers the full functioning bio-diversity objectives of the originally approved scheme.

The details in that Plan shall then be implemented on site and be adhered to at all times during the lifetime of the development.

#### REASON

In the interests of enhancing and protecting bio-diversity.

15. No development shall commence on site until a detailed surface water drainage scheme for the whole site, based on sustainable drainage principles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
  - a) Evidence to show that the discharge rate generated by all rainfall events up to and including the 1 in 100 year (plus an allowance for climate change) critical rain storm is limited to the Qbar greenfield run off rate of 4.32 l/s/ha for the site in line with the documents approved under condition 2 (d) above.
  - b) A detailed assessment demonstrating the on-site water courses suitability as a receptor for surface water run-off from the development. This assessment shall include:
    - A condition survey of the watercourse and evidence of any remedial measures identified as necessary;
    - A review of flood risk impacts from the watercourse demonstrating consideration for downstream receptors off site in the context of the proposals,
    - Evidence demonstrating that all development and surface water infrastructure is outside the anticipated fluvial flood extent.
  - c) Drawings/plans illustrating the proposed sustainable surface water drainage scheme. The documents approved under condition 2(d) above may be treated as a minimum and further source control SUDS should be considered during the detailed design stages as part of a "SUDS management train" approach to provide additional benefits and resilience within the design.
  - d) Detailed drawings including cross sections, of proposed features such as infiltration structures, attenuation features and outfall structures. These should be feature-specific demonstrating that such surface water drainage systems are

5b/19

designed in accordance with the SUDS Manual CIRIA Report C753 and cross sections should demonstrate that all SUDS features will be accessible for maintenance whilst also providing an adequate easement from the on-site watercourse.

- e) Provision of detailed network level calculations demonstrating the performance of the proposed system to include:
- suitable representation of the proposed drainage scheme, details of design criteria used (including consideration of a surcharged outfall) with justification of such criteria,
  - simulation of the network for a range of durations and return periods including the 1 in 2 year, 1 in 30 year and 1 in 100 year plus 40% climate change events,
  - together with results demonstrating the performance of the drainage scheme including attenuation storage, potential flood volumes and network status for each return period,
  - and evidence to allow suitable cross- checking of calculations and the proposals.
- f) The provision of plans such as external levels plans, supporting the exceedance and overland flow routing provided to date. This overland flow routing should:
- demonstrate how run-off will be directed through the development without exposing properties to flood risk;
  - consider property finished floor levels and thresholds in relating to exceedance flows, and
  - recognition that exceedance can occur due to a number of factors such that exceedance management should not rely on calculations demonstrating no flooding.

Only the scheme that has been approved in writing shall then be implemented on site.

#### REASON

To reduce the risk of increased flooding and to improve and protect water supply.

16. Prior to the commencement of development of any relevant phase agreed through Condition 2, a SuDS plan and drainage strategy shall be submitted and approved by the Local Planning Authority in consultation with the Highway Authority for the A5 Trunk Road junction improvements and subsequently implemented as approved. The SuDS is to be installed according to the approved SuDS plan and maintained for the lifetime of the development."

#### REASON

In the interests of highways safety.

17. No development shall take place on site including any site clearance or preparation prior to construction, until a Written Scheme of Investigation (WSI) for a programme of archaeological evaluative work for each phase of the development, excluding that part of the site included in the evaluation approved under condition 2 (e) above, has been submitted to and approved in writing by the Local Planning Authority. The programme of archaeological evaluative fieldwork and associated post-excavation analysis and report production and archive deposition detailed within the approved WSI shall be undertaken as required in accordance with a programme specified in the WSI. A written report detailing the results of this fieldwork shall also be submitted to the Local Planning Authority in accordance with the approved programme. The findings from the archaeological evaluative work shall inform each reserved matters submission.

REASON

In the interests of understanding the archaeological value of the site.

18. Where necessary, and as informed by the findings of the archaeological evaluative work undertaken in the WSI, no development within any phase of the development shall take place until an Archaeological Mitigation Scheme (AMS) if appropriate, has been submitted to and approved in writing by the Local Planning Authority. The AMS should detail the strategy to mitigate the archaeological impact of the proposed development either through further fieldwork (for which a further WSI may be required) and/or through the preservation on site of any archaeological deposits. The AMS shall inform each reserved matters submission.

REASON

In the interests of understanding the archaeological value of the site.

19. No development within any phase shall take place until the fieldwork relevant to that phase detailed in the WSI and AMS has been completed in accordance with the programme(s) specified therein. Any post-excavation analysis, publication of results and archive deposition shall be undertaken in accordance with the approved WSI and AMS.

REASON

In the interests understanding the potential archaeological value of the site.

20. No phase of the development hereby permitted shall commence until a scheme for the provision of adequate water supplies and fire hydrants necessary for fire fighting purposes relevant to each phase, has first been submitted to and approved in writing by the Local Planning Authority. Only the approved scheme shall then be implemented within the relevant phase.

REASON

In the interests of public safety.

21. Notwithstanding the details submitted, no development in any phase shall commence until such time as a Green Travel Plan to promote sustainable transport modes of travel has been submitted to and approved in writing by the Local Planning Authority. Before the first use of each phase of the development, the Plan shall be implemented in accordance with the relevant approved details.

**REASON**

To reduce the dependency on car travel to and from the site, in the interests of sustainability and highway safety

**Pre-Occupation Conditions**

22. There shall be no occupation of any building hereby approved for business purposes within any phase of the development, until a Drainage Verification Report for the installed surface water drainage system based on the Drainage Strategy approved under condition 2 (d) and the system as approved under Condition 14 has been submitted to and approved in writing by the Local Planning Authority. It should include:
- a) Demonstration that any departures from the approved design are in keeping with the approved principles.
  - b) As built photographs and drawings
  - c) The results of any performance testing undertaken as part of the application process,
  - d) Copies of all statutory approvals such as Land Drainage Consent for Discharge,
  - e) Confirmation that the system is free from defects, damage and foreign objects.

The report should be prepared by a suitably qualified independent drainage engineer.

**REASON**

To ensure that the development is implemented as approved and thereby reducing the risk of flooding.

23. There shall be no occupation of any building hereby approved for business purposes within any phase of the development until a site-specific maintenance plan for the approved surface water drainage system has been submitted to and approved in writing by the Local Planning Authority. It shall include:
- The name of the party responsible, including contact names, address, email address and phone numbers.
  - Plans showing the locations of features requiring maintenance and how these should be accessed,

5b/22

6k/272



- Details of how each feature is to be maintained and managed throughout the lifetime of the development,
- Provide details of how site vegetation will be maintained for the lifetime of the development.

#### REASON

To ensure that the maintenance of sustainable drainage structures so as to reduce the risk of flooding.

24. No phase of the development hereby permitted shall be occupied for business purposes until the roads serving that phase, including footways, private drives, means of accessing plots, car parking and manoeuvring areas have been laid out and substantially constructed in accordance with details first submitted to and approved in writing by the Local Planning Authority. Areas for the parking and manoeuvring of vehicles shall be retained for these purposes at all times thereafter.

#### REASON

In the interests of highway safety.

25. Prior to the occupation of any built development hereby permitted, the scheme of works to improve highways access as shown in general accordance with drawing ref:

- 17059/GA/02 Rev E (Proposed A5 - A444 Link Road and Off-Site Mitigation)
- 17059/GA/08 Rev K (Proposed A5 - A444 Link Road and Off-Site Mitigation)
- 17059/GA/10 Rev C (A5 Watling Street / Higham Lane and Nuneaton Lane Mitigation)
- 17059/GA/13 Rev B (A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme)

(or revisions of these drawings as agreed with the planning authority) should be completed and open to traffic, unless otherwise agreed via a phasing plan (pursuant to Condition 2).

#### REASON

In the interests of highway safety.

#### Other Conditions

26. No site security fencing shall be erected on or within 1 metre of any public footpath (unless closed by legal Order).

#### REASON

5b/23

6k/273

In the interests of maintaining unobstructed public access.

27. No works involving the disturbance of any surfacing of any public footpath or proposals to resurface any public footpath shall commence until details of such works are first submitted to and approved in writing by the Local Planning Authority. Only the approved works shall then be implemented on site.

REASON

In the interests of maintaining unobstructed public access.

28. No advertisement as defined by the Town and Country Planning (control of Advertisements) (England) Regulations 2007 shall be installed or displayed on any southern facing elevation of any building to be erected in any of the three Zones identified on the plan approved under Condition 2(b) above.

REASON

In the interests of the visual amenities of the area.

29. Any contamination that is found during the course of construction within any phase of the development hereby approved, that was not previously identified shall be reported immediately to the Local Planning Authority. Development within that phase shall be suspended where directly affected by the contamination and a risk assessment carried out and submitted to the Local Planning Authority. Where unacceptable risks are found, remediation and verification schemes shall be submitted to the Local Planning Authority. Work shall then only resume or continue on the development in that phase, in accordance with the schemes that have been approved in writing by the Local Planning Authority.

REASON

In the interests of reducing the risk of future pollution.

## PLANNING AND DEVELOPMENT BOARD – SUPPLEMENTARY REPORT

6 JANUARY 2025

PAP/2022/0423

Land to the south of Watling Street, Caldecote, CV10 0TS

Outline planning permission for extension to MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E (g)), storage (Class B8), new spine road, car parking, landscaping and enabling works for

ERI MTP Ltd

### 1. Introduction

- 1.1 The determination of this application is to be dealt with at the Board's January meeting and the officer's report has already been included in the published agenda.
- 1.2 However, this Supplementary Report has been tabled at short notice following a formal request from one of the objectors to the proposed development, which is said to introduce new evidence not presently available in the published officer report. The Chairman has agreed to it being made available prior to the meeting.
- 1.3 Members are asked to refer to the main report when reading this Supplementary Report.

### 2. Background

- 2.1 The main report deals with an amendment to off-site highway mitigation measures at the Woodford Lane and Drayton Lane junctions onto the A5 as a consequence of the overall MIRA development proposals. All three Highway Authorities have no objection to these measures.
- 2.2 However, an objector who operates a lawful Self Storage business in Drayton Lane objected. This first matter was that he claimed that the measures at the Drayton Lane junction were not shown to be directly related to a likely highway impact arising of the development at MIRA and therefore that they were not needed. The second matter was that the proposals, if they went ahead, were of such significance to the travel patterns of his customers that the viability of his business would be affected by this "agent of change". It would lead to "unreasonable restrictions" being placed on his business.

- 2.3 The main report responded to these matters, finding that the Drayton Lane proposals were an essential element of the Woodford Lane proposals, such that they had to be dealt with together as a "package" and not as individual proposals. It also assessed whether the consequential changes to the travel patterns of the customers of the Storage Business would be unreasonable or not, finding that as a matter of planning judgement they would not.
- 2.4 The objector has reviewed the main report and submitted a rebuttal, in the form of a request for the determination to be deferred and has submitted additional information with that request.
- 2.5 Advice has been taken and this has led to this Supplementary Report and to its recommendation to defer.

### **3. The Request**

- 3.1 This is attached at Appendix A being a letter from the objector's solicitor. It raises two matters.
- 3.2 The first is to provide additional information on the impact of the change in travel patterns as a consequence on the additional travel times and thus increased costs caused by customers who would no longer be able to turn right into Drayton Lane from the A5 and those who would no longer be able to turn right out of that Lane onto the A5. This is attached at Appendix B, and it is agreed that it is new information.
- 3.3 The second expands on the highway justification for the Drayton Lane proposals. The main report refers to five options which are said would provide mitigation arising from the MIRA proposals and still retain all of the current turning movements at Drayton Lane so as not to lead to additional travel for customers. The letter refers to a "new" option, based on the having the two junctions signalised. However, because of the distances between the present two junctions, greater separation is proposed. This would be achieved by diverting the Drayton Lane junction further to the west across land owned by the objector. Appendix A outlines that National Highways officers have indicated that they "would be interested to see a drawing proposal for traffic signals" at both junctions. The letter makes the point that the applicant's Traffic Assessment of 2022 dealt with the two-signal scheme for each junction individually, but not as a combined scheme. It is agreed that this "option" is new information.

### **4. Observations**

- 4.1 The letter does introduce new information which the Board has not seen before. A recommendation of deferral is thus made below.
- 4.2 Members and officers will then be able to assess Appendix B, if this recommendation is agreed, such that a commentary can be provided for the Board when the matter returns to it.

- 4.3 As can be seen too, the objector's transport consultant will need some time to prepare a drawing of the location of the new junction and provide the modelling evidence to show that it can be safely implemented in combination with the signals at Woodford Lane. When this is submitted, the three Highway Authorities will need to be re-consulted along with the local Parish Councils. The applicant too will have to have the opportunity to respond to the content of Appendices A and B. As a consequence, it is unlikely that the matter will be dealt with at the Board's next meeting.

#### **Recommendation**

That in light of the receipt of new information as identified in this report, determination of the application be deferred until a later Board meeting.



North Warwickshire Borough Council  
Council House  
South Street  
Atherstone  
CV9 1DE

Date: 23 December 2024

Our ref: SJA/VL/EXT00001/00014

Page 1 of 2

By email only to:  
[jeffbrown@northwarks.gov.uk](mailto:jeffbrown@northwarks.gov.uk)

Dear Mr Brown

Site: MIRA Technology Park South Site  
Planning Application: PAP/2022/0423  
The Applicant: ERI MTP Ltd  
Our Client: Extra Room Self Storage & Drayton Grange Farm

We refer to our recent correspondence in relation to the Planning Application which is due to be heard at Planning Board on 6 January 2025.

Following receipt of National Highways' letter dated 19 December 2024 to Our Client's MP, Dr Luke Evans MP, Our Client spoke with Mr Russell Gray, a Spatial Planner at National Highways on 20 December. During their conversation, I am instructed that Mr Gray highlighted two important points:

#### 1. Customer Impact Assessment

It was noted that whilst MIRA's proposal would result in a c.3.5km detour for storage customers, Extra Room Self Storage's presentation did not clearly indicate how many customers would be affected or the cumulative impact of this diversion. This information was considered to be important for assessing the impact of the proposal on Our Client's businesses.

#### 2. Two Signals with Increased Junction Separation

Mr Gray said that he would be interested to see a drawing proposal for traffic signals at both the Woodford Lane junction and the Drayton Lane junction but with a greater separation between the two junctions. This greater separation can be achieved by redirecting Drayton Lane across land owned by Our Client.

Our Client has now prepared a further presentation for the Planning Board which deals with the first point above but additional time is required to address the second point. Our Client's highways consultant has advised that whilst MIRA's original 2022 Transport Assessment modelled the two-signal scheme for each junction individually, it did not assess them as a combined scheme. Developing a model and drawing for a two-signal scheme with increased junction separation, based on the traffic data provided by MIRA, would require approximately two weeks to complete.

#### Lodders Solicitors LLP

Number Ten Elm Court, Arden Street,  
Stratford upon Avon, Warwickshire CV37 6PA  
T 01789 293259 | F 01789 268093

E [lawyers@loddors.co.uk](mailto:lawyers@loddors.co.uk)  
[loddors.co.uk](http://loddors.co.uk)

A reference to a partner of Lodders Solicitors LLP means a member of Lodders Solicitors LLP. Lodders Solicitors is a trading name of Lodders Solicitors LLP a Limited Liability Partnership, Registered in England Partnership No. OC306995. Registered Office: Number Ten Elm Court, Arden Street, Stratford upon Avon, Warwickshire CV37 6PA. Regulated by the Solicitors Regulation Authority. A list of members is available for inspection at the registered office.

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Legal Practice Quality Mark  
Law Society Accredited

Given the above and to allow sufficient time for the modelling and drawing to be produced following the Christmas break, we kindly request that the Planning Application is deferred to a later date. A deferral would also ensure that Board members have all the requisite information, including responses from the three Highways Authorities, to be in a position to fully consider the Planning Application before making their decision.

Please confirm safe receipt of this letter by email.

Yours sincerely



**Victoria Longmore**

Partner and Head of Planning and Highways  
For and on behalf of Lidders Solicitors LLP







Our ref: 23257077  
Your ref: LE25426

Dr Luke Evans MP  
[luke.evans.mp@parliament.uk](mailto:luke.evans.mp@parliament.uk)

**Victoria Lazenby**  
**Regional Director**  
Operations Directorate Midlands  
Floor 9 The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

[www.nationalhighways.co.uk](http://www.nationalhighways.co.uk)

19 December 2024

Dear Dr Luke Evans

### **Drayton Lane Traffic Layout**

Thank you for your email dated 6 December 2024, following my response dated 18 November (ref: 23224335), sent on behalf of your constituent, [REDACTED], regarding concerns of a revised traffic layout for the proposed MIRA development: PAP-2022-0423 on Drayton Lane.

I appreciate the additional comments [REDACTED] has provided and understand his concerns about the impact on his businesses.

I'd like to reassure [REDACTED] that we have carefully reviewed the impact of the proposed MIRA development on businesses and local communities. As a statutory consultee for the strategic road network (SRN), our role is to assess potential impacts in line with the National Planning Policy Framework, DfT Circular 01/2022, and other relevant government transport guidelines. Planning consultations are managed by the planning authority, and if a Traffic Regulation Order (TRO) is needed, for example to prevent right turns, a separate public consultation will take place.

We agree that Drayton Lane is not currently a major safety concern, however, Woodford Lane is and addressing its safety impact is necessary. All highway authorities, including ourselves, Warwickshire, and Leicestershire have independently and thoroughly reviewed the proposed mitigation measures, along with traffic signals at Drayton Lane and a right-turn ban. We have all deemed the proposal acceptable and appropriate and over the past two years, we have modelled and assessed various scenarios for banning right turns and signalling both junctions. Our assessment indicates that installing signals at Woodford Lane will not create gaps in traffic. In fact, it is likely to make it more difficult for drivers to judge gaps, as traffic will be accelerating or decelerating in response to the proposed signals.

I understand [REDACTED] question regarding why a left-in, left-out option at Woodford Lane, along with signalisation at Drayton Lane, cannot be implemented, especially since there are no existing businesses along Woodford Lane to be impacted. This option was reviewed and discounted by the highway authorities due to its unacceptable impacts on Woodford Lane. Implementing this option would displace more traffic towards Mancetter, leading to a significant reduction in capacity and a notable increase in queues and delays on the B4111 approach to Mancetter Island, which was deemed unacceptable. Additionally, it does not address the substantial accident record at the Woodford Lane junction, including several severe incidents involving vehicles turning left out of Woodford Lane.

While we understand the reference to successful signalisation at other locations, the circumstances at this location differ significantly due to factors, such as the distance between junctions, and the types of traffic movements involved. Our signals engineering team has thoroughly investigated this option and concluded that signalising both Woodford Lane and Drayton Lane would result in an unacceptable impact on the SRN. Therefore, we do not believe that signalisation at both junctions would be viable without compromising traffic flow and safety.

Finally, while an island may indeed be considered the optimal solution for managing traffic on this section of the network, the developer has met the planning requirements by proposing a scheme that effectively mitigates the impact of the development. This scheme has been independently reviewed and found acceptable by all three highway authorities. In addition, the developer is implementing further mitigation measures at several other junctions on the SRN ensuring a comprehensive and effective overall traffic management strategy.

I understand this may not be the outcome [REDACTED] was hoping for however, I trust the information I've provided has been useful. As mentioned in my last response, the final decision on the development's planning application lies with North Warwickshire Borough Council. Local businesses, including Peter's, will have the opportunity to submit their representations during the planning consultation process.

If [REDACTED] would like to discuss his concerns further, our Spatial Planner, Russell Gray, would be happy to speak with him directly to address them. Russell can be contacted by email at [russell.gray@nationalhighways.co.uk](mailto:russell.gray@nationalhighways.co.uk) or by telephone on 0300 470 3028. Alternatively, our correspondence address is National Highways, The Cube, 199 Wharfside Street, Birmingham, B1 1RN.

Yours sincerely

[REDACTED]

Victoria Lazenby  
Regional Director

## 1. Diversion Impact on Customers

The Applicant's proposal for the Drayton Lane junction with the A5 will cumulatively result in 1) very significant diversions for Extra Room Self Storage customers, and 2) unnecessary and substantial environmental harm

Data in Appendix A has been used to calculate the diversionary impact of the proposed junction change at Drayton Lane on customers and staff. There will be:

- A weekly diversion totalling **6,443km** (4,003 miles)
- An annual diversion totalling **335,042km** (208,185 miles)

These diversions amount to:

- **23,176 litres** of additional fuel\*
- **46,872Kg** of additional CO2 per annum\*
- **A disproportionate negative impact on local small and start up businesses reliant on the storage facility**

These figures do not include the financial and environmental cost from the displacement of thousands of existing general road users of Drayton Lane (including Fenny Drayton village residents) and vehicles accessing Drayton Grange Farm

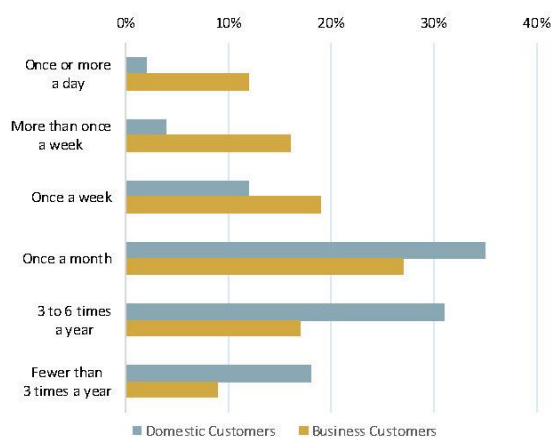
***The proposal will result in a diversion for customers and staff of in excess of 330,000km per year (208,000 miles)***

\* Source: OpenCO2.net

**Extra Room**  
Home & Business Self Storage

## Appendix A – Diversion Impact on Customers

### How often people access their storage unit



Source: UK Self Storage Association Annual Industry Survey 2024  
Extra Room Self Storage is an accredited member of the UK Self Storage Association

### Impact on diverted storage customers

- Customers to Extra Room Self Storage will need to make a 3.5Km diversion each time they visit their storage unit if MIRA's proposal for a "left in and left out" at the Drayton Lane junction with the A5 is implemented
- Using the data opposite, the combined weekly trips for 2,000 Extra Room Self Storage customers, together with courier deliveries and staff movements total 1,841 one-way trips
- This equates to:
  - A weekly diversion of 6,443km for these 1,841 trips
  - An annual diversion of 335,042km
- The chart opposite highlights that business customers, who access their units more frequently than domestic customers, will be disproportionately affected
- Consequently, business customers most of which are local small and start up businesses, essential to the economic growth of the local economy, will face the most significant financial burden due to increased time and fuel costs

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# Financial impact of the Drayton Lane junction restriction on Extra Room Self Storage

## 1. Summary

---

### **The proposed Drayton Lane restriction is forecast to have devastating financial consequences for Extra Room Self Storage**

Extra Room Self Storage has built a financial model to test a number of scenarios and their financial impact on the business

Over the last 20 years, Extra Room Self Storage has taken on bank loans to fund its expansion and meet the growing local demand for storage

Business scenarios have been modelled to assess the company's ability to continue to meet its obligations to pay the interest and repayments on these bank loans

Current financial projections, show a successful, profitable business generating healthy cashflows, meeting all bank obligations with surplus funds available for re-investment in the self storage and farming operations (Appendix A)

However, with the junction restriction in place and the consequent reduction in the number of customers moving into storage each month:

- **Best case scenario:** the business will become loss making after 8 months, will not generate money for re-investment and will be unable to meet its bank loan obligations from cash flow (Appendix B)
- **Worst case scenario:** the business will become loss making after just 5 months, will not generate money for re-investment and will be unable to meet its bank loan obligations from cash flow (Appendix D)

---

## 2. Financial Model Assumptions

---

### Three business scenarios have been modelled

Around 100 customers vacate their storage unit each month.

To maintain occupancy at the storage facilities we must therefore attract 100 new customers each month

We have modelled 3 scenarios for the reduction in the number of people choosing to use Extra Room Self Storage due to the 3.5km diversion and the more complicated route to get to the stores:

- **Best case scenario:** 25% reduction in new customers (Appendix B)
- **Base case scenario:** 30% reduction in new customers (Appendix C)
- **Worst case scenario:** 35% reduction in new customers (Appendix D)

These estimates are informed by 20 years of operational experience and an observed 64% reduction in move ins when the Drayton Lane junction with the A5 was temporarily closed in 2014 and customers had to access the stores via Fenny Drayton village

The following pages show the impact on:

- **The number of customers in storage**
- **Revenue**
- **Net cash flow**

For comparison, the first 3 pages (Appendix A) show how we expect the business to perform if full access to the A5 at the Drayton Lane junction is maintained in both directions (i.e. *the status quo*)

---

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Home & Business Self Storage

---

## Appendix A

---

### *Status Quo*

Full access to the A5 in both directions is maintained

0% reduction in new customers moving into storage

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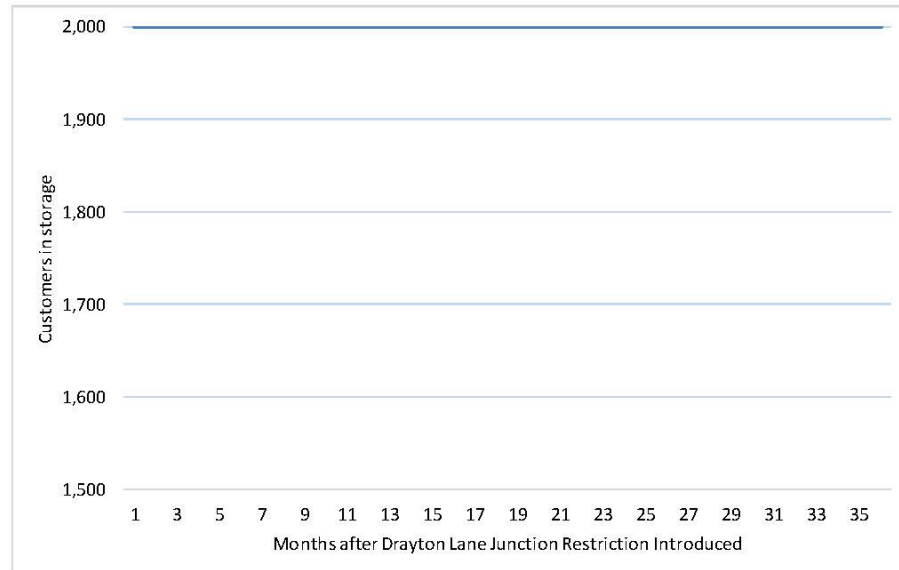
**Extra Room**  
Home & Business Self Storage

## A.1 Full Access to the A5 is Maintained

Maintain 100 new customers moving into storage each month

Customers in storage over time (#)

The number of customers in storage stays constant at 2,000



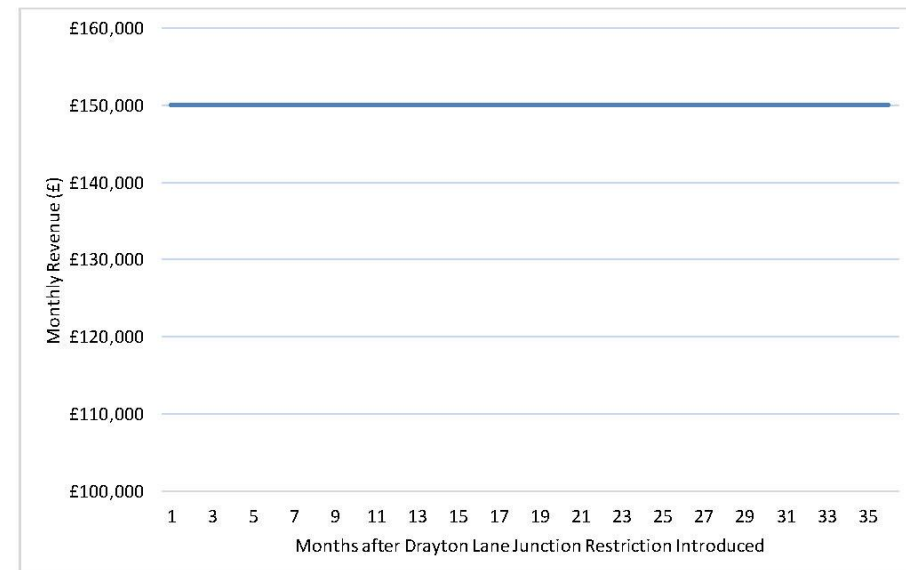
**Extra Room**  
Home & Business Self Storage

## A.2 Full Access to the A5 is Maintained

Maintain 100 new customers moving into storage each month

Revenue over time (£)

Revenue stays constant at £150,000 per month



**Extra Room**  
Home & Business Self Storage

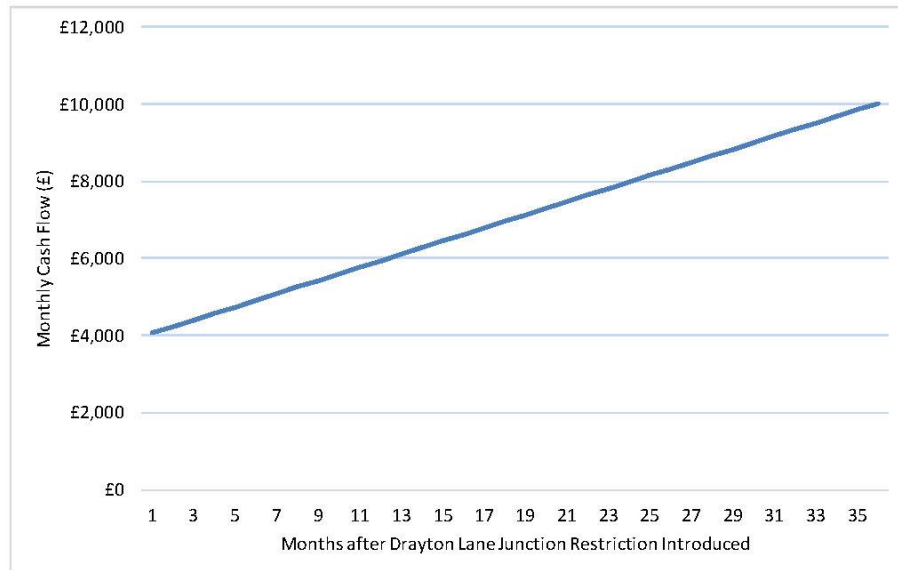
## A.3 Full Access to the A5 is Maintained

Maintain 100 new customers moving into storage each month

Cash flow over time (£)

Cash flow grows over time.

All bank obligations are met and surplus cash flow can be used for re-investment in the self storage and farming businesses



**Extra Room**  
Home & Business Self Storage

## Appendix B

### Best Case Scenario

25% reduction in new customers moving into storage

**Extra Room**  
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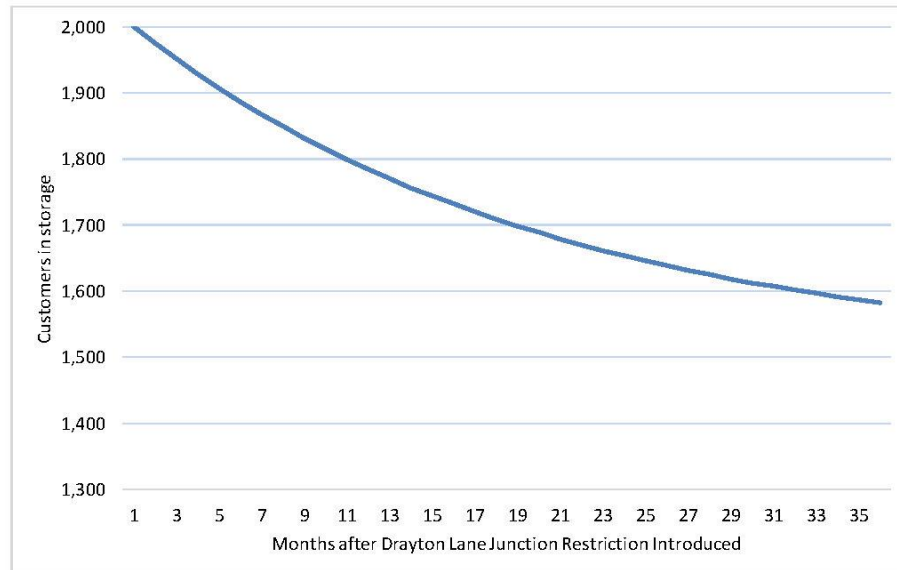


## B.1 Best Case Scenario

25% reduction in new customers moving into storage

Customers in storage over time (#)

The number of customers in storage falls over time



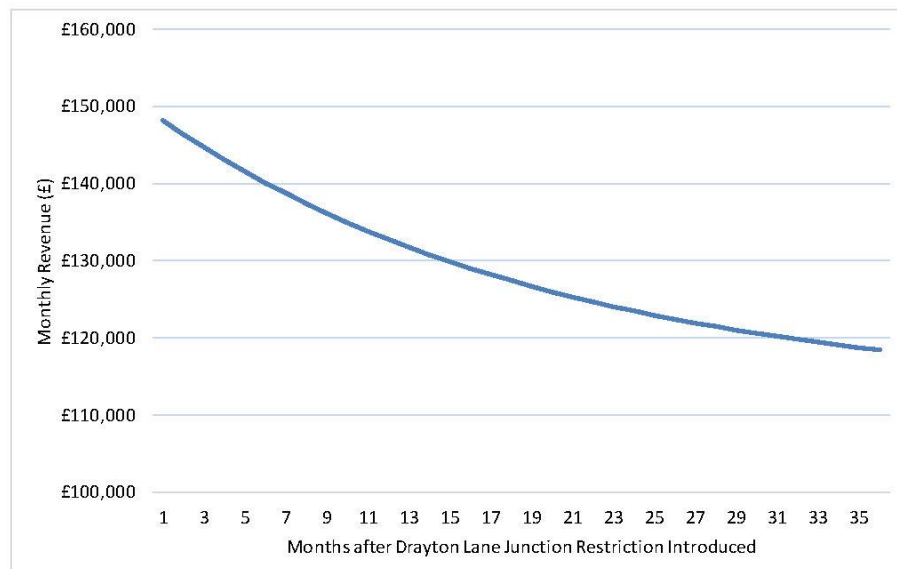
**Extra Room**  
Home & Business Self Storage

## B.2 Best Case Scenario

25% reduction in new customers moving into storage

Revenue over time (£)

Monthly revenue falls over time



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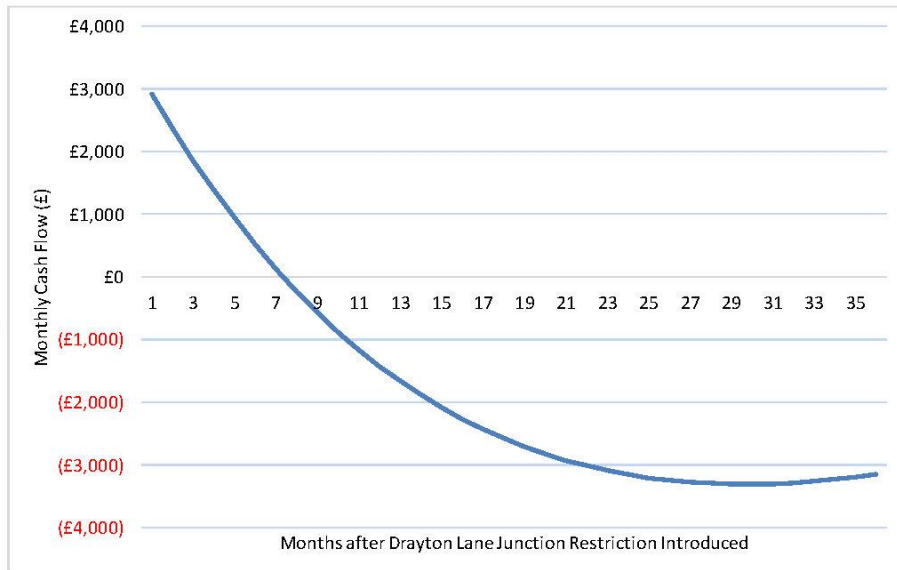
## B.3 Best Case Scenario

25% reduction in new customers moving into storage

Cash flow over time (£)

The business starts to lose money after 8 months.

After 8 months, no money is available for investment and the business is unable to meet its bank loan obligations from cash flow.



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## Appendix C

### Base Case Scenario

30% reduction in new customers moving into storage

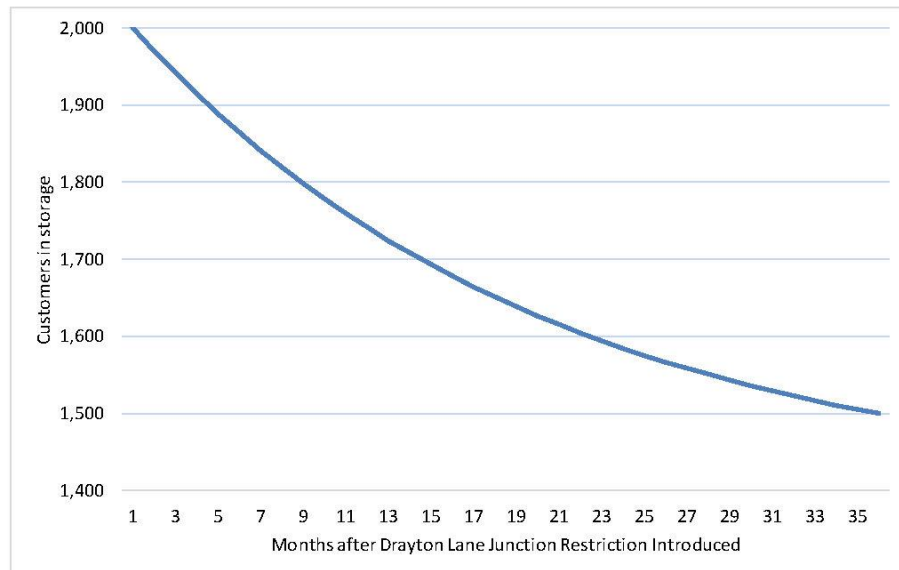
**Extra Room**  
Home & Business Self Storage

## C.1 Base Case Scenario

30% reduction in new customers moving into storage

Customers in storage over time (#)

The number of customers in storage falls over time



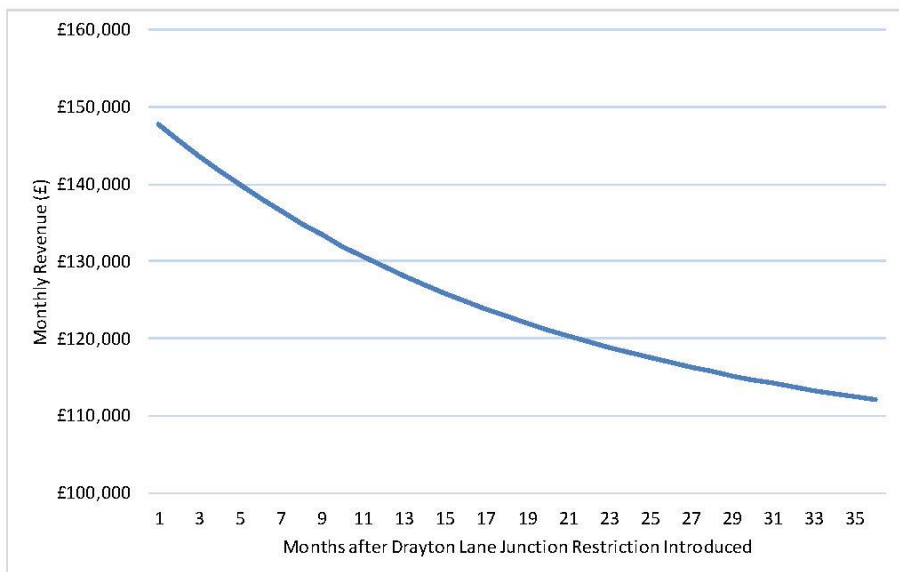
**Extra Room**  
Home & Business Self Storage

## C.2 Base Case Scenario

30% reduction in new customers moving into storage

Revenue over time (£)

Monthly revenue falls over time



**Extra Room**  
Home & Business Self Storage

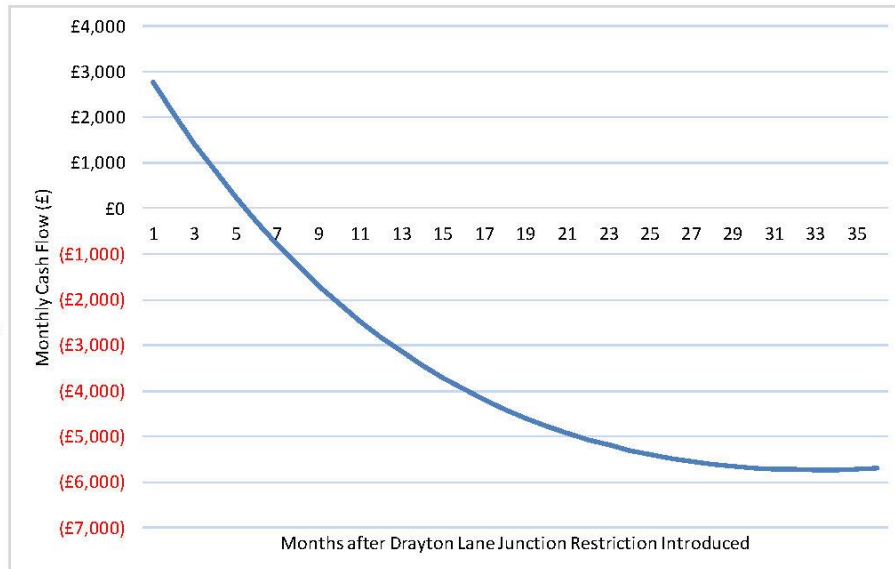
## C.3 Base Case Scenario

30% reduction in new customers moving into storage

Cash flow over time (£)

The business starts to lose money after 6 months.

After 6 months, no money is available for investment and the business is unable to meet its bank loan obligations from cash flow.



**Extra Room**  
Home & Business Self Storage

## Appendix D

### Worst Case Scenario

35% reduction in new customers moving into storage

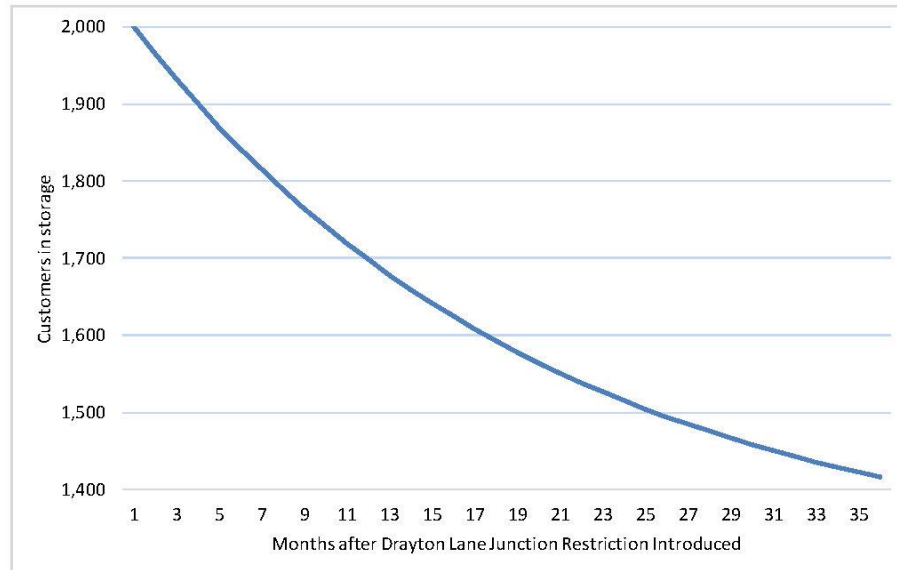
**Extra Room**  
Home & Business Self Storage

## D.1 Worst Case Scenario

35% reduction in new customers moving into storage

Customers in storage over time (#)

The number of customers in storage falls rapidly over time



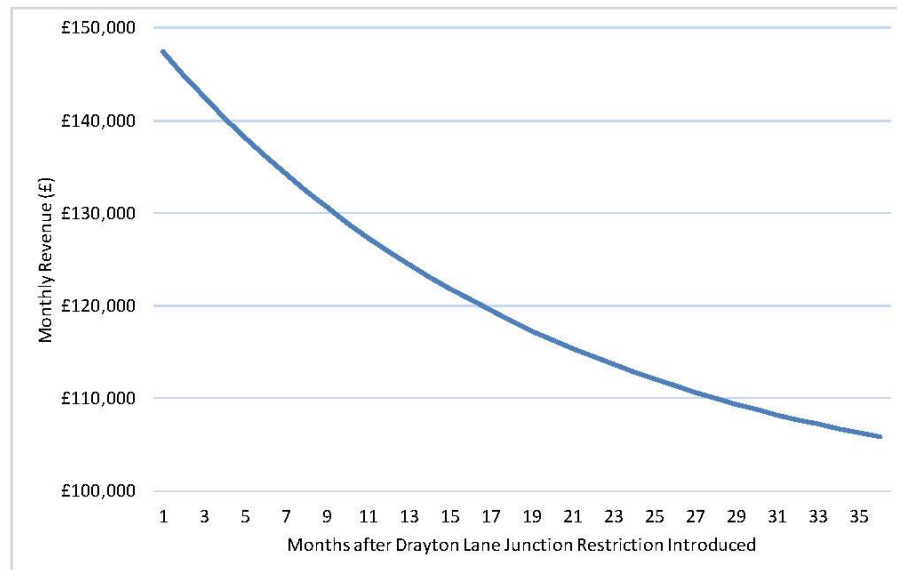
**Extra Room**  
Home & Business Self Storage

## D.2 Worst Case Scenario

35% reduction in new customers moving into storage

Revenue over time (£)

Monthly revenue falls rapidly over time



**Extra Room**  
Home & Business Self Storage

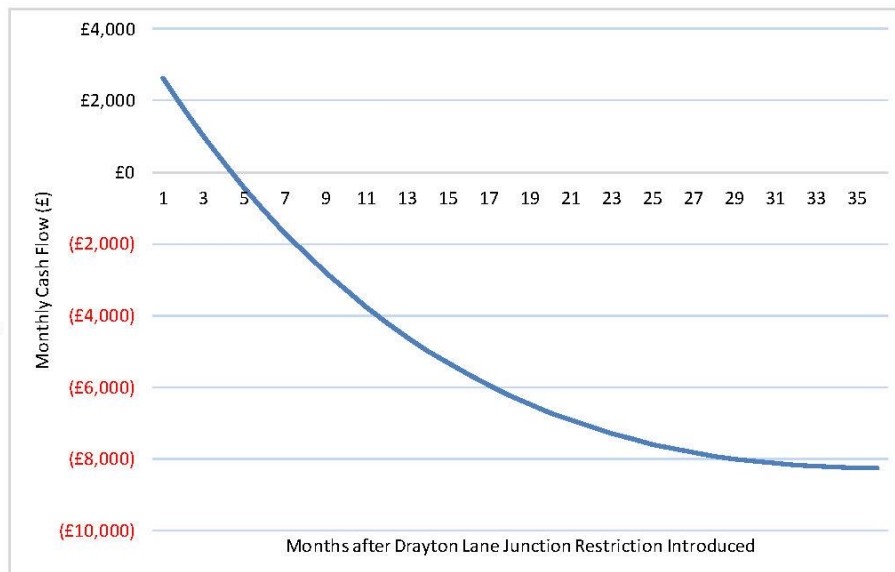
## D.3 Worst Case Scenario

35% reduction in new customers moving into storage

Cash flow over time (£)

The business starts to lose money after just 5 months.

After 5 months, no money is available for investment and the business is unable to meet its bank loan obligations from cash flow.



APPENDIX C

PAP/2022/0423

## Technical Note to Review A5 Mitigation

*Application FA/2022/0423-MIRA*

NORTH WARWICKSHIRE  
BOROUGH COUNCIL

**RECEIVED**

20/01/2025

PLANNING & DEVELOPMENT  
DIVISION







## 1. Introduction and Context

- 1.1 This Note has been prepared to review the opportunity for signalisation at both the Drayton Lane and Woodford Lane junctions on the A5. The need for mitigation at these two junctions as a result of the MIRA application is agreed between the applicant and the three affected highway authorities (National Highways, Leicestershire County Council and Warwickshire County Council).
- 1.2 The scheme that is currently proposed by the applicant is set out in their TA Addendum (iii) dated October 2024. This involves signalisation of the Woodford Lane junction and conversion of the Drayton Lane junction to a left in left out arrangement. Whilst this has been accepted by all three highway authorities and subject to independent Road Safety Audit, the layout of the Drayton Lane junction will cause significant and unacceptable harm to Extra Self Storage as a business. Full details of that impact are set out in the submissions made by Lodders Solicitors on 23<sup>rd</sup> December 2024.
- 1.3 The reason given by the applicant for discounting signals at Drayton Lane is confirmed in the TA Addendum (September 2023) at Para 2.83. This stated that "During a virtual meeting between MTP and NH on 12<sup>th</sup> October 2022, NH raised concerns that the signalisation of these junctions could result in queuing interactions between the two junctions."
- 1.4 At the time the two junctions were modelled (in Linsig) as separate junctions and that modelling (Appendix 21 and 22 of the original TA) did show that queuing was likely to occur between the two junctions and that the queuing would extend past each adjacent junction. It is not clear from the subsequent Transport Assessment Addendums whether the applicant ever sought to challenge or consider the technical basis of this concern.
- 1.5 As set out in the supplemental report to the Planning and Development Board – 6<sup>th</sup> January 2025 at Para 3.3, it is considered that the applicant and NH inappropriately discounted the opportunity to provide signal control at both junctions and hence avoid the above defined impacts.



---

## 2. Concept Scheme

- 2.1 It is beyond the scope of an objector to design and refine a highway scheme, but for the purposes of this assessment the concept scheme shown at **Appendix A** has been tested.
- 2.2 This takes the approved (by all highway authorities) signal scheme for the Woodford Lane junction. This has been subject to independent Road Safety Audit and found to be acceptable. At Drayton Lane a comparable layout has been shown. This includes a single lane approach for A5 Westbound traffic and two lanes for eastbound traffic.
- 2.3 There are no constraints to providing a scheme at Drayton Lane (which effectively mirrors that agreed for Woodford Lane). Given the latter has been approved and accepted it is reasonable to assume that the same conclusion in design / safety terms would be reached for the signalisation of Drayton Lane.



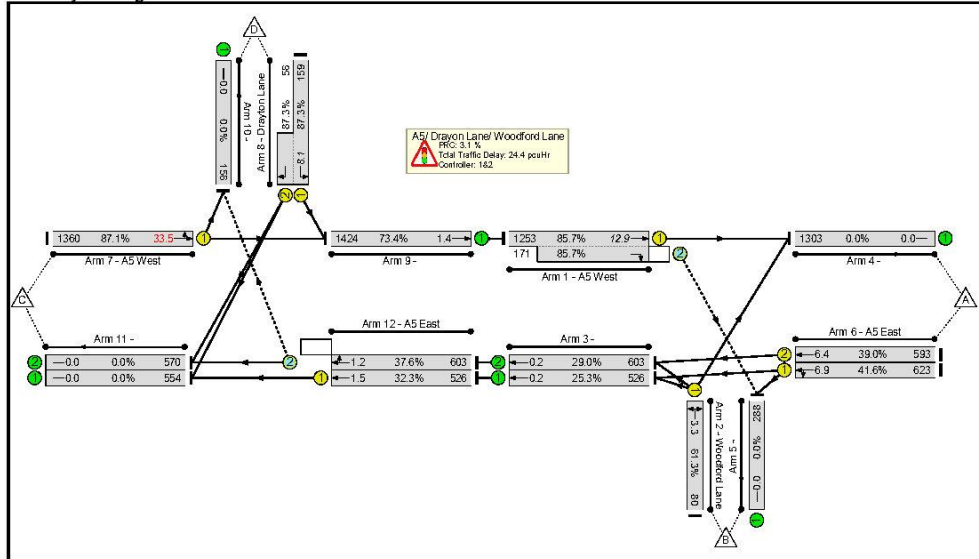
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### 3. Modelling Conclusions

- 3.1 The scheme has been tested in Linsig. As set out above, the original submission by the application tested each junction individually. In order to specifically test the potential for queuing between the two junctions, these models have been combined. Flows are taken directly from the original Transport Assessment for each peak hour period (3 in the AM and 3 in the PM). The resultant modelling is attached at **Appendix B** and shown below:
- 3.2 The headline conclusions are:
- 1) There is no adverse or unacceptable queuing between the two junctions. As a network the two junctions can be linked and run together to ensure this does not occur.
  - 2) In the AM peak a queue is noted on the A5 Eastbound Approach at Drayton Lane. This is a function of green time vs the level of traffic on the road. On that basis if no changes were made to Drayton Lane (as per the currently approved scheme), this queue can equally be expected to occur at the Woodford Lane junction.
  - 3) There is therefore no reason in transport modelling, safety or queuing terms to discount the signalisation of the Drayton Lane junction.

**Technical Note to Review A5 Mitigation**  
Application PAP/2022/0423 – MIRA

**Scenario 1: 'AM1'** (FG1: 'AM1 Reference + DEV', Plan 1: 'Network Control Plan 1')  
**Network Layout Diagram**

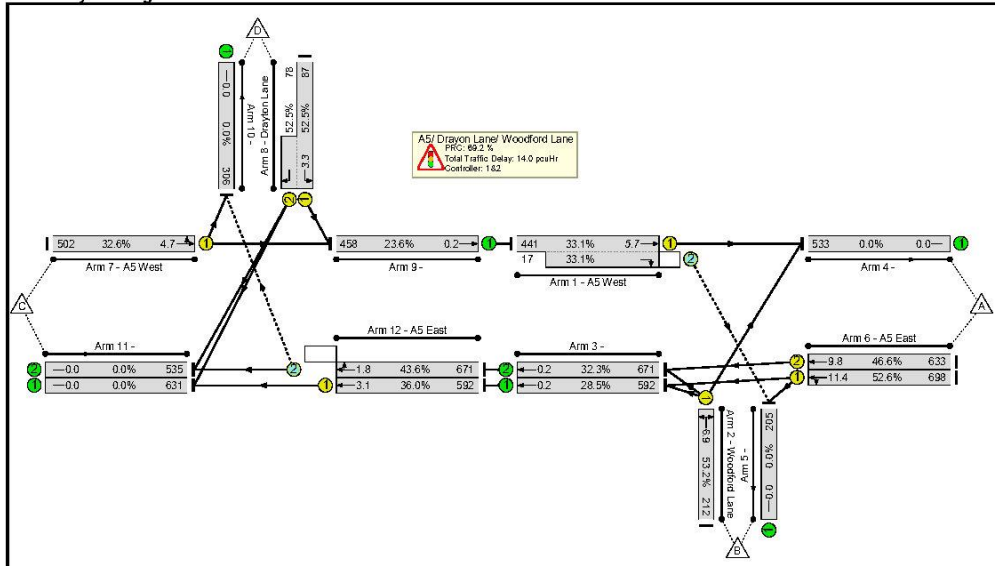


SJT/24316-01 Review of A5 Mitigation  
15<sup>th</sup> January 2025

1

**Technical Note to Review A5 Mitigation**  
Application PAP/2022/0423 – MIRA

**Scenario 6: 'PM3'** (FG6: 'PM3 Reference + DEV', Plan 1: 'Network Control Plan 1')  
**Network Layout Diagram**



SJT/24316-01 Review of A5 Mitigation  
15<sup>th</sup> January 2025

2

## Appendix A



## Appendix B



User and Project Details

Project:	Linked Junction LinSig Model_REV1a.Isg3x
Title:	
Location:	
Additional detail:	
File name:	
Author:	
Company:	
Address:	

C1  
Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7

Phase Intergreens Matrix

	Starting Phase			
		A	B	C
	A		7	-
	B	7		6
	C	-	6	
Terminating Phase				

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage			
From Stage		1	2	3
	1		0	7
	2	2		7
	3	7	7	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A
3	B

C2

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase			
		A	B	C
	A		7	-
	B	6		7
	C	-	7	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		0	7
	2	2		7
	3	7	7	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C
3	B

**Give-Way Lane Input Data**

Junction: A5/ Drayon Lane/ Woodford Lane											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (A5 West)	5/1 (Right)	1439	0	6/1 6/2	1.09 1.09	All All	2.00	-	0.50	2	2.00
12/2 (A5 East)	10/1 (Right)	1439	0	12/1	1.09	All	3.00	3.00	0.50	3	2.00

**Lane Input Data**

Junction: A5/ Drayon Lane/ Woodford Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A5 West)	U	A	2	3	26.1	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
1/2 (A5 West)	O	A	2	3	13.9	Geom	-	3.25	0.00	Y	Arm 5 Right	8.00
2/1 (Woodford Lane)	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 3 Left	Inf
3/1	U		2	3	28.0	Geom	-	3.25	0.00	N	Arm 4 Right	15.00
3/2	U		2	3	28.0	Geom	-	3.25	0.00	N	Arm 12 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A5 East)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Ahead	Inf
6/2 (A5 East)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	18.00
7/1 (A5 West)	U	A	2	3	17.4	Geom	-	3.75	0.00	Y	Arm 3 Ahead	Inf
8/1 (Drayton Lane)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 10 Left	12.00
8/2 (Drayton Lane)	U	B	2	3	5.0	Geom	-	3.25	0.00	N	Arm 9 Left	10.00
9/1	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 11 Right	15.00
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A5 East)	U	C	2	3	26.1	Geom	-	3.25	0.00	N	Arm 1 Ahead	Inf
12/2 (A5 East)	O	C	2	3	26.1	Geom	-	3.25	0.00	N	Arm 11 Ahead	Inf
											Arm 10 Right	10.00
											Arm 11 Ahead	Inf

**Lane Saturation Flows**

Scenario 1: 'AM1' (FG1: 'AM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

Junction: A5/ Drayon Lane/ Woodford Lane

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025

Page 4

LinSig V1 style report

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left Arm 4 Right	Inf 15.00	37.5 % 62.5 %	1958	1958
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead Arm 5 Left	Inf 18.00	81.2 % 18.8 %	1910	1910
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead Arm 10 Left	Inf 12.00	93.0 % 7.0 %	1973	1973
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right Arm 11 Ahead	10.00 Inf	10.1 % 89.9 %	2049	2049

**Scenario 2: 'AM2' (FG2: 'AM2 Reference + DEV', Plan 1: 'Network Control Plan 1')**

Junction: A5/ Drayon Lane/ Woodford Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left Arm 4 Right	Inf 15.00	18.2 % 81.8 %	1923	1923
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1				Infinite Saturation Flow			Inf	Inf
5/1				Infinite Saturation Flow			Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead Arm 5 Left	Inf 18.00	86.1 % 13.9 %	1918	1918
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead Arm 10 Left	Inf 12.00	85.5 % 14.5 %	1955	1955
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1				Infinite Saturation Flow			Inf	Inf
11/1				Infinite Saturation Flow			Inf	Inf
11/2				Infinite Saturation Flow			Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right Arm 11 Ahead	10.00 Inf	17.4 % 82.6 %	2027	2027

**Scenario 3: 'AM3' (FG3: 'AM3 Reference + DEV', Plan 1: 'Network Control Plan 1')**

Junction: A5/ Drayon Lane/ Woodford Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left Arm 4 Right	Inf 15.00	19.6 % 80.4 %	1925	1925
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead Arm 5 Left	Inf 18.00	79.8 % 20.2 %	1908	1908
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead Arm 10 Left	Inf 12.00	79.5 % 20.5 %	1940	1940
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right Arm 11 Ahead	10.00 Inf	20.6 % 79.4 %	2018	2018



**Scenario 4: 'PM1'** (FG4: 'PM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

Junction: A5/ Drayon Lane/ Woodford Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left Arm 4 Right	Inf 15.00	41.1 % 58.9 %	1964	1964
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead Arm 5 Left	Inf 18.00	67.8 % 32.2 %	1889	1889
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead Arm 10 Left	Inf 12.00	73.8 % 26.2 %	1927	1927
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right Arm 11 Ahead	10.00 Inf	21.9 % 78.1 %	2014	2014

**Scenario 5: 'PM2' (FG5: 'PM2 Reference + DEV', Plan 1: 'Network Control Plan 1')**

Junction: A5/ Drayon Lane/ Woodford Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left Arm 4 Right	Inf 15.00	36.6 % 63.4 %	1956	1956
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead Arm 5 Left	Inf 18.00	78.6 % 21.4 %	1906	1906
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead Arm 10 Left	Inf 12.00	71.4 % 28.6 %	1921	1921
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right Arm 11 Ahead	10.00 Inf	25.6 % 74.4 %	2003	2003

**Scenario 6: 'PM3' (FG6: 'PM3 Reference + DEV', Plan 1: 'Network Control Plan 1')**

Junction: A5/ Drayon Lane/ Woodford Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left Arm 4 Right	Inf 15.00	56.6 % 43.4 %	1993	1993
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead Arm 5 Left	Inf 18.00	73.1 % 26.9 %	1897	1897
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead Arm 10 Left	Inf 12.00	73.9 % 26.1 %	1927	1927
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right Arm 11 Ahead	10.00 Inf	26.1 % 73.9 %	2002	2002

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM1 Reference + DEV'	07:00	08:00	01:00	
2: 'AM2 Reference + DEV'	08:00	09:00	01:00	
3: 'AM3 Reference + DEV'	09:00	10:00	01:00	
4: 'PM1 Reference + DEV'	16:00	17:00	01:00	
5: 'PM2 Reference + DEV'	17:00	18:00	01:00	
6: 'PM3 Reference + DEV'	18:00	19:00	01:00	

**Traffic Flows, Desired**  
**FG1: 'AM1 Reference + DEV'**  
**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	117	1040	59	1216
	B	50	0	28	2	80
	C	1113	152	0	95	1360
	D	140	19	56	0	215
	Tot.	1303	288	1124	156	2871

**FG2: 'AM2 Reference + DEV'**  
**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	103	1196	117	1416
	B	54	0	11	1	66
	C	1232	135	0	96	1463
	D	155	17	74	0	246
	Tot.	1441	255	1281	214	3191

**FG3: 'AM3 Reference + DEV'**  
**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	129	957	114	1200
	B	82	0	18	2	102
	C	1076	161	0	127	1364
	D	150	23	121	0	294
	Tot.	1308	313	1096	243	2960

**FG4: 'PM1 Reference + DEV'**  
**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	231	981	134	1346
	B	56	0	34	5	95
	C	1072	132	0	162	1366
	D	104	13	72	0	189
	Tot.	1232	376	1087	301	2996

LinSig V1 style report

**FG5: 'PM2 Reference + DEV'**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	162	1095	167	1424
	B	83	0	42	6	131
	C	1153	24	0	176	1353
	D	135	3	63	0	201
	Tot.	1371	189	1200	349	3109

**FG6: 'PM3 Reference + DEV'**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	188	987	156	1331
	B	92	0	101	19	212
	C	940	45	0	131	1116
	D	83	4	78	0	165
	Tot.	1115	237	1166	306	2824

**Stage Timings**

**Scenario 1: 'AM1'** (FG1: 'AM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

**C1**

Stage	1	2	3
Duration	92	7	7
Change Point	0	99	106

**C2**

Stage	1	3
Duration	93	13
Change Point	7	107

LinSig V1 style report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deq Sat (%)
Network	-	-	N/A	-	-	-	-	-	-	-	-	-	87.3%
A5/ Drayon Lane/ Woodford Lane	-	-	N/A	-	-	-	-	-	-	-	-	-	87.3%
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A	-	1	99	-	1424	1940:1634	1462+200	85.7 : 85.7%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B	-	1	7	-	80	1958	131	61.3%
3/1	Ahead	U	N/A	N/A	-	-	-	-	-	526	2080	2080	25.3%
3/2	Ahead	U	N/A	N/A	-	-	-	-	-	603	2080	2080	29.0%
4/1		U	N/A	N/A	-	-	-	-	-	1303	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	-	288	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C	-	1	93	-	623	1910	1496	41.6%
6/2	A5 East Ahead	U	N/A	N/A	C1:C	-	1	93	-	593	1940	1520	39.0%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A	-	1	94	-	1360	1973	1562	87.1%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B	-	1	13	-	215	1687:1891	182+64	87.3 : 87.3%
9/1	Ahead	U	N/A	N/A	-	-	-	-	-	1424	1940	1940	73.4%
10/1		U	N/A	N/A	-	-	-	-	-	156	Inf	Inf	0.0%
11/1		U	N/A	N/A	-	-	-	-	-	554	Inf	Inf	0.0%
11/2		U	N/A	N/A	-	-	-	-	-	570	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C	-	1	93	-	526	2080	1629	32.3%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C	-	1	93	-	603	2049	1605	37.6%

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025  
Page 13

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Storage Area Uniform Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	137	68	27	10.2	12.8	1.3	24.4	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	137	68	27	10.2	12.8	1.3	24.4	-	-	-	-
1/1+1/2	1424	1424	77	68	26	1.2	2.9	1.3	5.4	13.6	10.0	2.9	12.9
2/1	80	80	-	-	-	1.2	0.8	-	2.0	89.1	2.6	0.8	3.3
3/1	526	526	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	603	603	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	1303	1303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	623	623	-	-	-	0.7	0.4	-	1.1	6.2	6.6	0.4	6.9
6/2	593	593	-	-	-	0.7	0.3	-	1.0	6.0	6.1	0.3	6.4
7/1	1360	1360	-	-	-	3.2	3.3	-	6.4	17.0	30.2	3.3	33.5
8/1+8/2	215	215	-	-	-	3.0	2.9	-	5.9	99.4	5.2	2.9	8.1
9/1	1424	1424	-	-	-	0.0	1.4	-	1.4	3.5	0.0	1.4	1.4
10/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	526	526	-	-	-	0.1	0.2	-	0.4	2.5	1.3	0.2	1.5
12/2	603	603	61	0	0	0.1	0.3	0.0	0.5	2.7	0.9	0.3	1.2
C1					5.0	Total Delay for Signalled Lanes (pcu/Hr):			943	Cycle Time (s): 120			
C2					3.1	Total Delay for Signalled Lanes (pcu/Hr):			1319	Cycle Time (s): 120			
PRC for Signalled Lanes (%):					3.1	Total Delay Over All Lanes (pcu/Hr):			24.37				
PRC Over All Lanes (%):													

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025  
Page 14

Stage Timings

Scenario 2: 'AM2' (FG2: 'AM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	91	8	7
Change Point	0	98	106

C2

Stage	1	3
Duration	78	28
Change Point	23	108



LinSig V1 style report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deq Sat (%)
Network	-	-	N/A	-	-	-	-	-	-	-	-	-	51.7%
A5/ Drayon Lane/ Woodford Lane	-	-	N/A	-	-	-	-	-	-	-	-	-	51.7%
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A	-	1	99	-	738	1940:1634	1523+114	44.8 : 48.9%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B	-	1	7	-	66	1923	128	51.5%
3/1	Ahead	U	N/A	N/A	-	-	-	-	-	648	2080	2080	31.2%
3/2	Ahead	U	N/A	N/A	-	-	-	-	-	677	2080	2080	32.5%
4/1		U	N/A	N/A	-	-	-	-	-	736	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	-	159	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C	-	1	92	-	741	1918	1486	49.9%
6/2	A5 East Ahead	U	N/A	N/A	C1:C	-	1	92	-	675	1940	1504	44.9%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A	-	1	79	-	662	1955	1303	50.8%
8/1+8/2	Drayon Lane Left Right	U	N/A	N/A	C2:B	-	1	28	-	246	1687:1891	333+143	51.7 : 51.7%
9/1	Ahead	U	N/A	N/A	-	-	-	-	-	738	1940	1940	38.0%
10/1		U	N/A	N/A	-	-	-	-	-	214	Inf	Inf	0.0%
11/1		U	N/A	N/A	-	-	-	-	-	685	Inf	Inf	0.0%
11/2		U	N/A	N/A	-	-	-	-	-	596	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C	-	1	78	-	648	2080	1369	47.3%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C	-	1	78	-	677	2027	1313	51.5%

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025  
Page 16

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Storage Area Uniform Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	117	55	2	9.9	4.6	0.9	15.4	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	117	55	2	9.9	4.6	0.9	15.4	-	-	-	-
1/1+1/2	738	738	0	55	1	0.3	0.4	0.7	1.4	6.8	4.3	0.4	4.7
2/1	66	66	-	-	-	1.0	0.5	-	1.5	82.6	2.1	0.5	2.6
3/1	648	648	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	677	677	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	741	741	-	-	-	1.0	0.5	-	1.5	7.4	8.9	0.5	9.3
6/2	675	675	-	-	-	0.9	0.4	-	1.3	6.8	7.7	0.4	8.1
7/1	662	662	-	-	-	1.9	0.5	-	2.4	12.9	11.0	0.5	11.5
8/1+8/2	246	246	-	-	-	2.6	0.5	-	3.1	45.5	4.8	0.5	5.4
9/1	738	738	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
10/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	648	648	-	-	-	1.1	0.4	-	1.5	8.5	11.1	0.4	11.5
12/2	677	677	117	0	1	1.2	0.5	0.2	1.9	10.3	11.6	0.5	12.1
C1					PRC for Signalised Lanes (%):	74.8	Total Delay for Signalised Lanes (pcu/Hr):	570	Cycle Time (s): 120				
C2					PRC for Signalised Lanes (%):	74.2	Total Delay for Signalised Lanes (pcu/Hr):	8.95	Cycle Time (s): 120				
					PRC Over All Lanes (%):	74.2	Total Delay Over All Lanes (pcu/Hr):	15.42					

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025  
Page 17

Stage Timings

Scenario 3: 'AM3' (FG3: 'AM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	94	0	12
Change Point	0	101	101

C2

Stage	1	3
Duration	74	32
Change Point	108	69

LinSig V1 style report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deq Sat (%)
Network	-	-	N/A	-	-	-	-	-	-	-	-	-	50.8%
A5/ Drayon Lane/ Woodford Lane	-	-	N/A	-	-	-	-	-	-	-	-	-	50.8%
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A	-	1	94	-	666	1940:1634	1423+146	42.3 : 43.1%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B	-	1	12	-	102	1925	209	48.9%
3/1	Ahead	U	N/A	N/A	-	-	-	-	-	528	2080	2080	25.4%
3/2	Ahead	U	N/A	N/A	-	-	-	-	-	563	2080	2080	27.1%
4/1		U	N/A	N/A	-	-	-	-	-	684	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	-	193	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C	-	1	95	-	640	1908	1526	41.9%
6/2	A5 East Ahead	U	N/A	N/A	C1:C	-	1	95	-	560	1940	1552	36.1%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A	-	1	75	-	620	1940	1229	50.5%
8/1+8/2	Drayon Lane Left Right	U	N/A	N/A	C2:B	-	1	32	-	294	1687:1891	340+238	50.8 : 50.8%
9/1	Ahead	U	N/A	N/A	-	-	-	-	-	666	1940	1940	34.3%
10/1		U	N/A	N/A	-	-	-	-	-	243	Inf	Inf	0.0%
11/1		U	N/A	N/A	-	-	-	-	-	588	Inf	Inf	0.0%
11/2		U	N/A	N/A	-	-	-	-	-	508	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C	-	1	74	-	528	2080	1300	40.6%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C	-	1	74	-	563	2018	1251	44.6%

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025  
Page 19

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Storage Area Uniform Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	179	0	1	10.8	3.9	0.3	14.9	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	179	0	1	10.8	3.9	0.3	14.9	-	-	-	-
1/1+1/2	666	666	64	0	0	0.2	0.4	0.1	0.7	3.7	1.5	0.4	1.8
2/1	102	102	-	-	-	1.4	0.5	-	1.9	67.1	3.2	0.5	3.6
3/1	528	528	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	563	563	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	640	640	-	-	-	0.6	0.4	-	1.0	5.6	6.4	0.4	6.8
6/2	560	560	-	-	-	0.5	0.3	-	0.8	5.2	5.1	0.3	5.4
7/1	620	620	-	-	-	2.0	0.5	-	2.6	14.8	11.0	0.5	11.5
8/1+8/2	294	294	-	-	-	2.8	0.5	-	3.3	40.9	4.6	0.5	5.1
9/1	666	666	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
10/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	528	528	-	-	-	1.5	0.3	-	1.8	12.4	6.6	0.3	6.9
12/2	563	563	115	0	1	1.6	0.4	0.1	2.2	13.9	6.7	0.4	7.2
		C1	PRC for Signalised Lanes (%)		84.0	Total Delay for Signalised Lanes (pcu/Hr)		440	Cycle Time (s): 120				
		C2	PRC for Signalised Lanes (%)		77.1	Total Delay for Signalised Lanes (pcu/Hr)		988	Cycle Time (s): 120				
			PRC Over All Lanes (%)		77.1	Total Delay Over All Lanes (pcu/Hr)		14.90					

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025  
Page 20

Stage Timings

Scenario 4: 'PM1' (FG4: 'PM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	88	7	11
Change Point	0	95	102

C2

Stage	1	3
Duration	87	19
Change Point	7	101

LinSig V1 style report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deq Sat (%)
Network	-	-	N/A	-	-	-	-	-	-	-	-	-	50.6%
A5/ Drayon Lane/ Woodford Lane	-	-	N/A	-	-	-	-	-	-	-	-	-	50.6%
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A	-	1	95	-	574	1940:1634	1450+101	36.1 : 49.6%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B	-	1	11	-	95	1964	196	48.4%
3/1	Ahead	U	N/A	N/A	-	-	-	-	-	519	2080	2080	25.0%
3/2	Ahead	U	N/A	N/A	-	-	-	-	-	635	2080	2080	30.5%
4/1		U	N/A	N/A	-	-	-	-	-	580	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	-	281	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C	-	1	89	-	717	1889	1417	50.6%
6/2	A5 East Ahead	U	N/A	N/A	C1:C	-	1	89	-	629	1940	1455	43.2%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A	-	1	88	-	619	1927	1429	43.3%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B	-	1	19	-	189	1687:1891	232+143	50.5 : 50.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	-	574	1940	1940	29.6%
10/1		U	N/A	N/A	-	-	-	-	-	301	Inf	Inf	0.0%
11/1		U	N/A	N/A	-	-	-	-	-	555	Inf	Inf	0.0%
11/2		U	N/A	N/A	-	-	-	-	-	532	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C	-	1	87	-	519	2080	1525	34.0%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C	-	1	87	-	635	2014	1477	43.0%

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025  
Page 22

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Storage Area Uniform Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	138	49	2	7.8	3.8	0.9	12.5	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	138	49	2	7.8	3.8	0.9	12.5	-	-	-	-
1/1+1/2	574	574	0	49	1	0.5	0.3	0.6	1.4	8.7	5.3	0.3	5.6
2/1	95	95	-	-	-	1.3	0.5	-	1.8	68.7	3.0	0.5	3.4
3/1	519	519	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	635	635	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	717	717	-	-	-	1.2	0.5	-	1.7	8.6	9.6	0.5	10.1
6/2	629	629	-	-	-	1.0	0.4	-	1.4	7.7	7.7	0.4	8.1
7/1	619	619	-	-	-	1.0	0.4	-	1.4	8.1	7.7	0.4	8.1
8/1+8/2	189	189	-	-	-	2.3	0.5	-	2.8	53.9	3.5	0.5	4.0
9/1	574	574	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	519	519	-	-	-	0.3	0.3	-	0.5	3.8	2.4	0.3	2.6
12/2	635	635	138	0	1	0.2	0.4	0.2	0.8	4.7	1.3	0.4	1.7
C1 C2					PRC for Signalled Lanes (%): 77.8 PRC for Signalled Lanes (%): 78.2 PRC Over All Lanes (%): 77.8	77.8 78.2 77.8	Total Delay for Signalled Lanes (pcu/Hr): 6.27 Total Delay for Signalled Lanes (pcu/Hr): 5.59 Total Delay Over All Lanes (pcu/Hr): 12.46	6.27 5.59 12.46	Cycle Time (s): 120 Cycle Time (s): 120				

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025  
Page 23

Stage Timings

Scenario 5: 'PM2' (FG5: 'PM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	90	1	15
Change Point	0	97	98

C2

Stage	1	3
Duration	84	22
Change Point	0	91

LinSig V1 style report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deq Sat (%)
Network	-	-	N/A	-	-	-	-	-	-	-	-	-	51.7%
A5/ Drayon Lane/ Woodford Lane	-	-	N/A	-	-	-	-	-	-	-	-	-	51.7%
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A	-	1	91	-	577	1940-1634	1482+23	38.3 : 38.3%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B	-	1	15	-	131	1956	261	50.2%
3/1	Ahead	U	N/A	N/A	-	-	-	-	-	633	2080	2080	30.4%
3/2	Ahead	U	N/A	N/A	-	-	-	-	-	677	2080	2080	32.5%
4/1		U	N/A	N/A	-	-	-	-	-	651	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	-	171	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C	-	1	91	-	756	1906	1461	51.7%
6/2	A5 East Ahead	U	N/A	N/A	C1:C	-	1	91	-	668	1940	1487	44.9%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A	-	1	85	-	615	1921	1377	44.7%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B	-	1	22	-	201	1687-1891	270+123	51.1 : 51.1%
9/1	Ahead	U	N/A	N/A	-	-	-	-	-	577	1940	1940	29.7%
10/1		U	N/A	N/A	-	-	-	-	-	349	Inf	Inf	0.0%
11/1		U	N/A	N/A	-	-	-	-	-	664	Inf	Inf	0.0%
11/2		U	N/A	N/A	-	-	-	-	-	536	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C	-	1	84	-	633	2080	1473	43.0%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C	-	1	84	-	677	2003	1343	50.4%

Linked Junction LinSig Model\_REV1a.lsg3x

Created 18:31:12 14/01/2025  
Page 25

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Storage Area Uniform Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	172	0	10	9.7	4.2	0.5	14.4	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	172	0	10	9.7	4.2	0.5	14.4	-	-	-	-
1/1+1/2	577	577	0	0	9	0.7	0.3	0.1	1.2	7.3	5.7	0.3	6.0
2/1	131	131	-	-	-	1.8	0.5	-	2.3	62.1	4.0	0.5	4.5
3/1	633	633	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	677	677	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	756	756	-	-	-	1.1	0.5	-	1.7	8.0	9.7	0.5	10.2
6/2	668	668	-	-	-	0.9	0.4	-	1.3	7.2	7.8	0.4	8.2
7/1	615	615	-	-	-	1.2	0.4	-	1.6	9.4	8.5	0.4	8.9
8/1+8/2	201	201	-	-	-	2.3	0.5	-	2.9	51.4	4.0	0.5	4.5
9/1	577	577	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	633	633	-	-	-	0.8	0.4	-	1.2	6.7	4.1	0.4	4.4
12/2	677	677	172	0	1	0.8	0.5	0.4	1.7	8.9	3.4	0.5	3.9
<div> <div>C1</div> <div>C2</div> </div> <div> <div>PRC for Signalled Lanes (%): 74.0</div> <div>PRC for Signalled Lanes (%): 76.0</div> <div>PRC Over All Lanes (%): 74.0</div> </div> <div> <div>Total Delay for Signalled Lanes (pcu/Hr): 6.44</div> <div>Total Delay for Signalled Lanes (pcu/Hr): 7.33</div> <div>Total Delay Over All Lanes (pcu/Hr): 14.44</div> </div> <div> <div>Cycle Time (s): 120</div> <div>Cycle Time (s): 120</div> </div>													

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Page 26

Stage Timings

Scenario 6: 'PM3' (FG6: 'PM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	82	1	23
Change Point	0	89	90

C2

Stage	1	3
Duration	94	12
Change Point	119	100



LinSig V1 style report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deq Sat (%)
Network	-	-	N/A	-	-	-	-	-	-	-	-	-	53.2%
A5/ Drayon Lane/ Woodford Lane	-	-	N/A	-	-	-	-	-	-	-	-	-	53.2%
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A	-	1	83	-	458	1940-1634	1331+51	33.1 : 33.1%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B	-	1	23	-	212	1993	399	53.2%
3/1	Ahead	U	N/A	N/A	-	-	-	-	-	592	2080	2080	28.5%
3/2	Ahead	U	N/A	N/A	-	-	-	-	-	671	2080	2080	32.3%
4/1		U	N/A	N/A	-	-	-	-	-	533	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	-	205	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C	-	1	83	-	698	1897	1328	52.6%
6/2	A5 East Ahead	U	N/A	N/A	C1:C	-	1	83	-	633	1940	1358	46.6%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A	-	1	95	-	502	1927	1542	32.6%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B	-	1	12	-	165	1687-1891	166+148	52.5 : 52.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	-	458	1940	1940	23.6%
10/1		U	N/A	N/A	-	-	-	-	-	306	Inf	Inf	0.0%
11/1		U	N/A	N/A	-	-	-	-	-	631	Inf	Inf	0.0%
11/2		U	N/A	N/A	-	-	-	-	-	535	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C	-	1	94	-	592	2080	1647	36.0%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C	-	1	94	-	671	2002	1538	43.6%

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Page 28

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Storage Area Uniform Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	174	0	18	9.6	3.9	0.5	14.0	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	174	0	18	9.6	3.9	0.5	14.0	-	-	-	-
1/1+1/2	458	458	0	0	17	0.8	0.2	0.2	1.2	9.8	5.5	0.2	5.7
2/1	212	212	-	-	-	2.5	0.6	-	3.1	52.6	6.3	0.6	6.9
3/1	592	592	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	671	671	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	698	698	-	-	-	1.7	0.6	-	2.2	11.4	10.9	0.6	11.4
6/2	633	633	-	-	-	1.4	0.4	-	1.8	10.5	9.3	0.4	9.8
7/1	502	502	-	-	-	0.5	0.2	-	0.7	5.0	4.5	0.2	4.7
8/1+8/2	165	165	-	-	-	2.3	0.5	-	2.8	62.0	2.7	0.5	3.3
9/1	458	458	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	592	592	-	-	-	0.3	0.3	-	0.6	3.8	2.8	0.3	3.1
12/2	671	671	174	0	1	0.2	0.4	0.3	0.8	4.5	1.4	0.4	1.8
C1 C2						69.2 71.3 69.2	Total Delay for Signalled Lanes (pcu/Hr): Total Delay for Signalled Lanes (pcu/Hr): Total Delay Over All Lanes (pcu/Hr):		840 5.00 13.99	Cycle Time (s): 120 Cycle Time (s): 120			

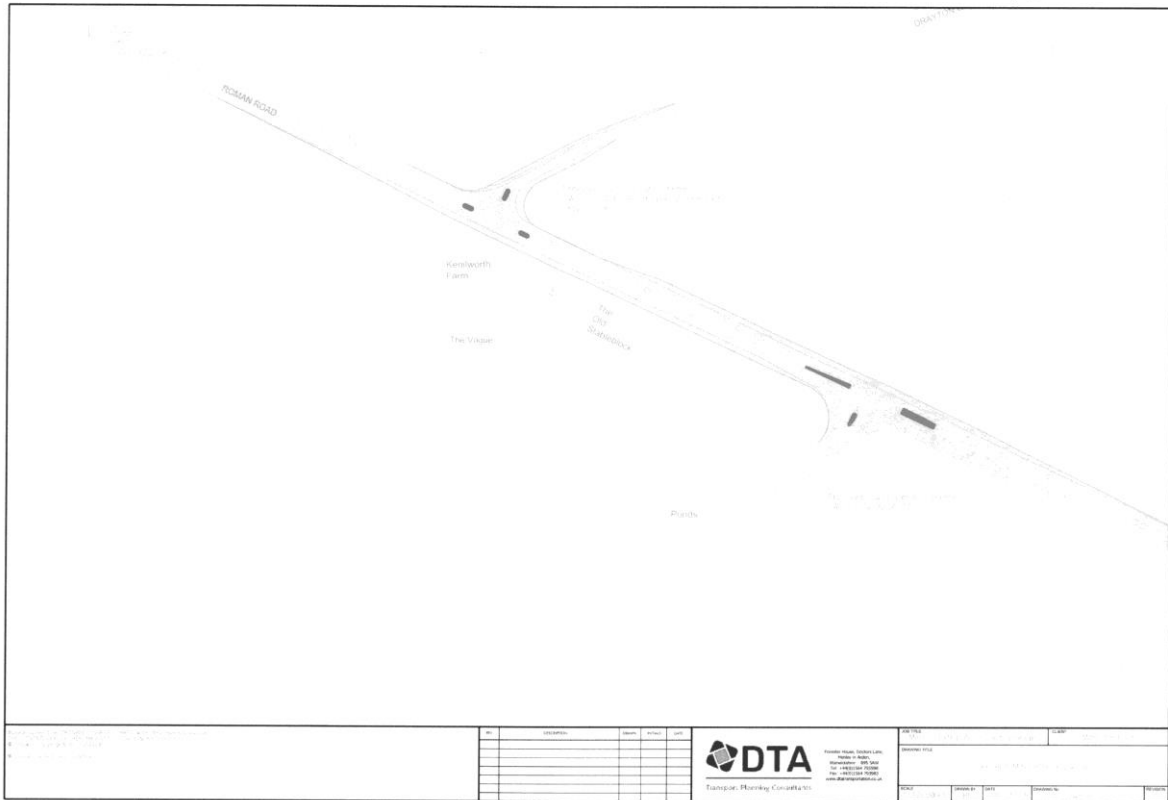
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Created 18:31:12 14/01/2025  
Page 29



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Doctor's Lane  
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Tel: +44(0)1564 793598  
[inmail@dtatransportation.co.uk](mailto:inmail@dtatransportation.co.uk)  
[www.dtatransportation.co.uk](http://www.dtatransportation.co.uk)



## **General Development Applications**

**(6/I) Application No: PAP/2023/0071**

**Land 800 Metres South Of Park House Farm, Meriden Road, Fillongley,**

**Construction of a temporary Solar Farm, to include the installation of ground-mounted solar panels together with associated works, equipment and necessary infrastructure; for**

**Enviromena Project Management UK Ltd**

### **1. Introduction**

- 1.1 Members will be aware of the refusal of planning permission for this proposed development in July last year. An appeal was lodged by the applicant soon afterwards and this is now to be heard by way of a Planning Inquiry commencing on 8 April.
- 1.2 The reason and need for a further report is that there has been a material change in the planning circumstances affecting the proposal – namely the publication of an updated National Planning Policy Framework (NPPF) in December 2024.
- 1.3 A report will therefore be needed to identify the significance of this material change and the implications on the Council's position at the forthcoming Inquiry.
- 1.4 However at the time of publication of this Board's agenda, the Government has indicated that it is also about to update its Planning Practice Guidance (PPG) on the changes introduced through the new NPPF. It is anticipated that the new PPG will be published soon and thus it may be in the period between publication of this Board's agenda and the actual date of its meeting. If the PPG is so published, the Chairman has agreed that a further Supplementary Report will need to be published and circulated. Even if it is not, then a Supplementary Report will still be needed in order to advise on the Council's position, so as to meet the deadlines set by the Planning Inspector for appeal papers to be submitted.

### **Recommendation**

That the Board awaits a further report on the implications of the new NPPF.

## Agenda Item No 7

### Planning and Development Board

3 February 2025

#### PAP/2024/0559 - Prior Approval for Demolition

Report of the  
Head of Development Control

88 Birchmoor Road, Polesworth,  
B78 1AB

#### 1. Summary

- 1.1. The decision on application PAP/2024/0559 is referred to the Board in order to inform Members of the Local Planning Authority's decision to not require prior approval for the demolition of the bungalow and garage at 88 Birchmoor Road, Polesworth.

#### Recommendation to the Board

That Members note the decision made.

#### 2. Background

- 2.1. Warwickshire County Council submitted a prior approval application for the demolition of 88 Birchmoor Road (site at **Appendix A**).
- 2.2. The site is owned by Warwickshire County Council. Under the Council's Scheme of Delegation, all applications that are made by the County Council are to be determined by the Planning and Development Board.
- 2.3. However, under the Town and Country Planning (General Permitted Development) Order 2015 (as amended), the Local Planning Authority must determine an application for prior approval for demolition within 28 days from the date of validation. Due to the timeframes, the determination of this application was on 6<sup>th</sup> January 2025 which was before the date of the February 2025 Planning and Development Board.
- 2.4. As such, before determining this application, the Local Planning Authority's intention to not require further details was sent to Councillors for Polesworth West and the Chair of the Planning and Development Board to ask for their comments and/or any objections.
- 2.5. The Officer's Report is at **Appendix B**.
- 2.6. Two comments were received from Councillors, none of which objected to the Officer's recommendation. As such, this application has been determined prior to

the February Planning and Development Board and this report is referred to Board to inform Members of the decision that the Local Planning Authority has made.

- 2.7. The Local Planning Authority does not require further details to be submitted and the applicant can proceed with the demolition. The Decision Notice is at **Appendix C**.

### **3. Report Implications**

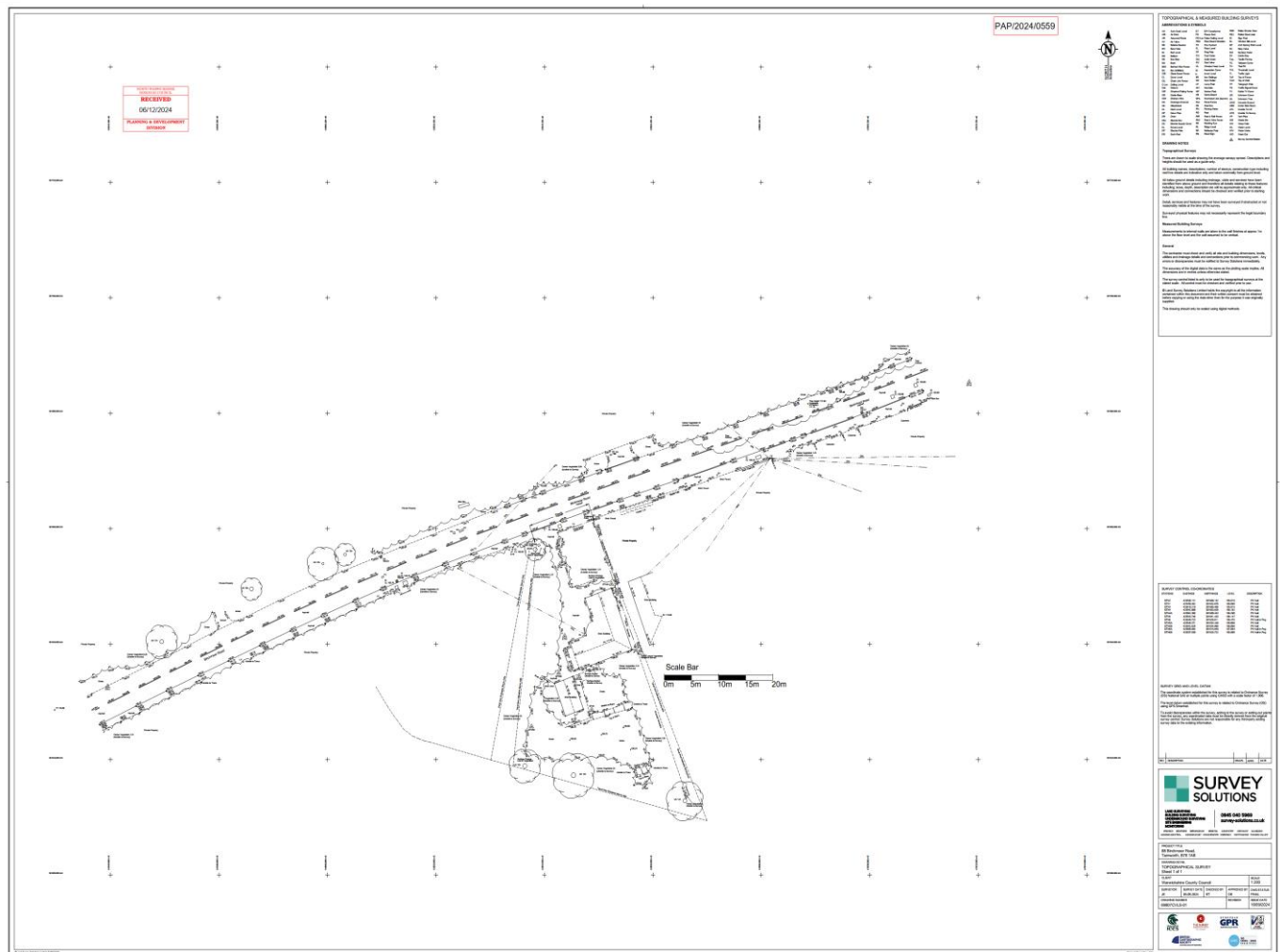
#### **3.1 Financial and Value for Money Implications**

- 3.1.1. There are no financial implications in the decision made.



#### **3.2 Environment and Sustainability Implications**

- 3.2.1 The environmental and sustainability implications of the method of demolition are outlined in the Officer's Report at **Appendix B**.

## Appendix A



## Appendix B

Reference No	PAP/2024/0559
Location	88 Birchmoor Road Polesworth B78 1AB
Application Type	Prior notification Demolition
Proposal	Prior approval for Demolition of single storey (bungalow), detached property, traditional brick built with tiled pitched roof. Separate, single brick built, pitched roof garage.
Applicant	Warwickshire County Council Mr M Melnitschuk
Case Officer	 ..... Signed: Amelia Bow Date: 06/01/2025
Authorised Officer	 ..... Signed: Jeff Brown Date: 06/01/2025

For Office Use Only			
	Yes	No	N/A
Monitoring completed?			
If P.D. removed, email forwarded to Central Services?			
If condition monitoring required, email to Enforcement Team (PG)			

### The Site

The application site is a detached bungalow located in the development boundary of Polesworth which is a Category 1 Market Town in the adopted North Warwickshire Local Plan 2021. The surrounding street scene is residential dwellings with an array of dwelling types. 88 Birchmoor Road is the end property of a row of 4 detached bungalows. To the south and west of the site is open countryside. The site is currently dilapidated and is subject to vandalism. It has been subject to structural movement and subsidence and is therefore not inhabitable.

### The Proposal

This is not a planning application. The applicant has submitted a prior notification for the proposed demolition of the bungalow under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015.

The proposal is for the bungalow to be demolished to ground level. There are no proposals for a new dwellinghouse to replace the existing dwellinghouse nor are there any proposals for the restoration of the site following demolition. Warwickshire County Council will retain the land. The demolition does not involve the felling or pruning of any trees.

### Background

The existing bungalow was granted planning permission in June 1960 (HIS/1900/1269). Outline planning permission was granted in June 2024 for the demolition of the existing bungalow and replacement with one bungalow, all matters were reserved (PAP/2024/0084). This permission is extant however, before any development can commence, the approval of all reserved matters



(appearance, landscaping, layout, scale and access) is required from the Local Planning Authority. There was also a pre-commencement requiring a Phase 1 Preliminary Risk Assessment. As there have been no reserved matters approvals or pre-commencement conditions, it is not considered that the PAP/2024/0084 has been or can be implemented if the bungalow is to be demolished under this prior notification application.

## **Development Plan**

Not relevant.

## **Other Relevant Material Considerations**

Government Advice: National Planning Policy Framework December 2024 (NPPF).

The Town and Country Planning (General Permitted Development) (England) Order 2015, as amended.

## **Constraints**

Radon Gas (1-3%)  
Smoke Control Zone  
Development Boundary  
Coal Development Low Risk

## **Consultations and Representations**

Polesworth Parish Council have been consulted with.

1 public comments (02/01/2024)

- I ask that the process include mitigation through the new build incorporating swift bricks.

Under the Council's Scheme of Delegation all applications that are made by the County Council will be determined by the Planning and Development Board. Under the Town and Country Planning (General Permitted Development) Order 2015, the Local Planning Authority must determine an application for prior approval for demolition within 28 days. Due to the timeframes, the determination of this application is before the next available Planning and Development Board. As such, before determining this application, the officer's intention that prior approval is not required was sent to Councillors of Polesworth West and the Head of the Planning & Development Board to ask for their comments and/or any objections. Two comments were received, neither of which were objecting to the officer's recommendation. As such, this application is to be determined prior to the February Planning and Development Board however, a report will be taken to Board to inform Members of the decision that the Local Planning Authority has made.

## **Observations**

As set out earlier in this report, the Development Plan and its planning policies are not relevant for this application as this is an application for prior approval under Schedule 2, Part 11, Class B of the General Permitted Development Order 2015 (and, as amended).

Demolition of the bungalow is permitted provided that the conditions and criteria set out within Class B are met. This process does not allow the Local Planning Authority consideration of the existing use of the building; its relative contribution to the character and appearance of the area; the historic or archaeological significance; and implications in terms of neighbouring amenity.

The prior notification assessment under the provisions of Schedule 2, Part 11, Class B, is strictly limited to consideration of '*the method of demolition and any proposed restoration of the site*'.

Class B says that development is not permitted if the building has been rendered unsafe or otherwise uninhabitable by the actions or inaction of any person having an interest in the land. The site is built on a site which was previously used as a rubbish tip. A previous structural survey for the site (undertaken in September 2021) said that the property has been moving for a considerable amount of time and the movement is ongoing. The subsidence has been caused by the previous land use and not as a result of negligence in looking after the property by previous owners.

The site is not a listed building and is not within a Conservation Area. The site was not last used as a drinking establishment or drinking establishment with expanded food provision. Neither was it used for a concert hall, a venue for the live music performance or a theatre. The demolition does not relate to a statue, memorial or monument (a 'commemorative' structure).

The site is not considered to be 'excluded development' as the outline planning permission PAP/2024/0084 is not lawfully implemented. No reserved matters applications or discharge of conditions applications have been submitted prior to the commencement of development. As there has been no compliance with the relevant conditions, PAP/2024/0084 has not been implemented. Warwickshire County Council are to retain the land once the bungalow has been demolished. The demolition is not related to the development proposals which already have the necessary planning permission in place. As a result, the works will not allow the commencement of PAP/2024/0084 and is not a way to effectively by-pass the pre-commencement conditions. 'Demolition' is regarded as a form of development under Section 55 of the Town and Country Planning Act. Condition 1 of PAP/2024/0084 is clear that further approval of the Local Planning Authority shall be required with respect to the reserved matters before any development is commenced. The demolition of the bungalow would not be considered to be related to PAP/2024/0084 and therefore the permission is not implemented.

Warwickshire County Council have provided a written description of the demolition. Several site notices have been displayed at 88 Birchmoor Road including the low fence on the boundary of the site to Birchmoor Road.

The supporting information sets out in the Application Form that the works will be as followed:

- The provision of an asbestos demolition survey undertaken by a competent asbestos removals company. Due to the age of the building, it is likely the asbestos will be present therefore the provision of an asbestos survey is encouraged.
- The provision of an ecological survey. Due to the nature of site, including its degraded nature and the surrounding countryside, there may be the presence of bats and breeding birds hence an ecological survey is encouraged.
- The site will be secured to prevent further unauthorised access including Heras panels secured to timber posts and concreted to the ground. Again, the site has been subject to a lot of vandalism so this is welcomed.
- Enabling works will commence which will include the isolation and disconnection of the gas, electricity, water and telecommunication supplies.
- Vibration monitoring will take place on the eastern side of the site. This is to be closest to the neighbouring residential properties. There will also be monitoring of the neighbouring properties by a contractor including photos to be taken/recorded prior to commencing demolition. This should ensure impacts on neighbouring amenity will be kept to a minimum.
- Water dust suppression will be used to prevent dust from the demolition causing adverse impacts on neighbouring properties/cars etc.
- Once the asbestos has been removed from the building and the hazardous material has been transferred of correctly, any recyclable material will be soft-stripped in order to be sorted into appropriate skips and removed from site with appropriate vehicles.

- The roofing structure will be carefully removed first and then the building walls down to foundation. Rubble will be loaded into skips and removed from site. Rubble may be recycled where it is appropriate to do so and if any is to be recycled, this will be through an appointed building contractor.
- The land is to be made good. The ground slab/foundations are to be removed and crushed to a certified 6F2 aggregate. The 6F2 material is then to be used for levelling out the site. If required, this can be top soiled and seeded.
- Foundations will remain in-situ on the eastern side nearest the neighbouring property.

The site is in a residential area. Under the Control of Pollution Act 1974, demolition hours shall be limited to 08:00-18:00 Mondays to Fridays and 09:00-13:00 on Saturdays. No work shall take place on Sundays or Public Holidays. Any breach of this will be the remit of the Environmental Health Officer. Works on the site are proposed to take 6 weeks to complete therefore, it will not be a prolonged operation.

The public comment received in relation to swift boxes being incorporated into the new build is not a relevant consideration for this demolition application. Furthermore, Warwickshire County Council are to retain the land and are not building a replacement dwelling.

## RECOMMENDATION

I can advise you that providing the demolition work takes place in accordance with the details and plans provided with the application made valid by the Council on 10 December 2024, I do not require further details to be submitted. **The demolition works may be carried out within 5 years of the date of this decision.**

## Notes

1. The applicant is encouraged to ensure that any demolition, construction works and deliveries do not cause nuisance to neighbouring properties and their occupiers. It is recommended that works are restricted to between 0730 and 1800 hours on weekdays, and 0800 and 1300 hours on Saturdays, with no demolition, construction works and deliveries on Sundays or recognised public holidays.
2. The applicant is advised of the Health and Safety Executives (HSE) Guidance on Demolition, in particular the way in which Hazardous Materials should be handled due to the previous use of the buildings in question.  
<https://www.hse.gov.uk/construction/safetytopics/demolition.htm#haza>
3. Before carrying out any work, you are advised to contact Cadent Gas about the potential proximity of the works to gas infrastructure. It is a developer's responsibility to contact Cadent Gas prior to works commencing. Applicants and developers can contact Cadent at [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com) prior to carrying out work, or call 0800 688 588
4. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is also available on the Coal Authority website at: [www.gov.uk/government/organisations/thecoalauthority](http://www.gov.uk/government/organisations/thecoalauthority)
5. You are advised that bats are deemed to be European Protected species. Should bats be found during the carrying out of the approved works, you should stop work immediately and seek further advice from the Ecology Section of Museum Field Services, The Butts, Warwick, CV34 4SS (Contact Ecological Services on 01926 418060).
6. Wildlife and Countryside Act 1981 - Birds. Please note that works to trees must be undertaken outside of the nesting season as required by the Wildlife and Countryside Act 1981. All birds, their nests and eggs are protected by law and it is thus an offence, with certain exceptions. It is an offence to intentionally take, damage or destroy the nest of any wild bird whilst it is in use or being built, or to intentionally or recklessly disturb any wild bird listed on Schedule 1 while it is nest building, or at a nest containing eggs or young, or disturb the dependent young of such a bird. The maximum penalty that can be imposed for an offence under the Wildlife and Countryside Act - in respect of a single bird, nest or egg - is a fine of up to £5,000, and/or six months' imprisonment. You are advised that the official UK nesting season is February until August.
7. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through quickly determining the notification. As such it is considered that the Council has implemented the requirement set out in paragraph 39 of the National Planning Policy Framework.

## Appendix C



# North Warwickshire Borough Council

Mr M Melnitschuk  
Warwickshire County Council  
Property Services  
Shire Hall  
Market Place  
Warwick  
CV34 4SA

**Jeff Brown** BA Dip TP MRTPI  
**Head of Development Control Service**

The Council House  
South Street  
Atherstone  
Warwickshire  
CV9 1DE

Telephone: (01827) 715341

Fax: (01827) 719225

E Mail:

**planningcontrol@northwarks.gov.uk**

**k**

Website: **www.northwarks.gov.uk**

**The Town & Country Planning Acts**  
**The Town and Country Planning (Listed Buildings**  
**and Conservation Areas) Act 1990**  
**The Town & Country Planning (General**  
**Development) Orders**  
**The Town and Country Planning (Control of**  
**Advertisements) Regulations 1992 (as amended)**

## Decision Notice

Prior notification Demolition

**Application Ref: PAP/2024/0559**

Date: 06 January 2025

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**Site Address:** 88, Birchmoor Road, Polesworth, B78 1AB (**Grid Ref:** Easting 425549.02, Northing 301633.16)

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**Description of Development:** Prior approval for Demolition of single storey (bungalow), detached property, traditional brick built with tiled pitched roof. Separate, single brick built, pitched roof garage.

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**Applicant:** Mr M Melnitschuk - Warwickshire County Council

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I refer to your application for a determination as to whether or not prior approval is needed.

I can advise you that providing the development takes place in accordance with the details and plans provided with the application made valid by the Council on 10 December 2024, I do not require further details to be submitted. **The development may be carried out within 5 years of the date of this decision.**

## INFORMATIVES

1. The applicant is encouraged to ensure that any demolition, construction works and deliveries do not cause nuisance to neighbouring properties and their occupiers. It is recommended that works are restricted to between 0730 and 1800 hours on weekdays, and 0800 and 1300 hours on Saturdays, with no demolition, construction works and deliveries on Sundays or recognised public holidays.
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[www.gov.uk/government/organisations/thecoalauthority](http://www.gov.uk/government/organisations/thecoalauthority)

5. You are advised that bats are deemed to be European Protected species. Should bats be found during the carrying out of the approved works, you should stop work immediately and seek further advice from the Ecology Section of Museum Field Services, The Butts, Warwick, CV34 4SS (Contact Ecological Services on 01926 418060).
6. Wildlife and Countryside Act 1981 - Birds. Please note that works to trees must be undertaken outside of the nesting season as required by the Wildlife and Countryside Act 1981. All birds, their nests and eggs are protected by law and it is thus an offence, with certain exceptions. It is an offence to intentionally take, damage or destroy the nest of any wild bird whilst it is in use or being built, or to intentionally or recklessly disturb any wild bird listed on Schedule 1 while it is nest building, or at a nest containing eggs or young, or disturb the dependent young of such a bird. The maximum penalty that can be imposed for an offence under the Wildlife and Countryside Act - in respect of a single bird, nest or egg - is a fine of up to £5,000, and/or six months' imprisonment. You are advised that the official UK nesting season is February until August.
7. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through quickly determining the notification. As such it is considered that the Council has implemented the requirement set out in paragraph 39 of the National Planning Policy Framework.

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## NOTES

1. This decision is for the purposes of the Town and Country Planning Act only. It is not a decision under Building Regulations or any other statutory provision. Separate applications may be required.
2. A report has been prepared that details more fully the matters that have been taken into account when reaching this decision. You can view a copy on the Council's web site via the Planning Application Search pages [www.northwarks.gov.uk/planningappsearch](http://www.northwarks.gov.uk/planningappsearch). It will be described as 'Decision Notice and Application File'. Alternatively, you can view it by calling into the Council's Reception during normal opening hours (up to date details of the Council's opening hours can be found on our website [www.northwarks.gov.uk](http://www.northwarks.gov.uk)).
3. Plans and information accompanying this decision notice can be viewed online at our website [www.northwarks.gov.uk/planningappsearch](http://www.northwarks.gov.uk/planningappsearch)



## Agenda Item No 8

### Planning and Development Board

3 February 2025

#### Report of the Head of Development Control

#### Infrastructure Funding Statement

### 1 Summary

- 1.1 The Infrastructure Funding Statement is an annual report which sets out the financial contributions received through Section 106 Agreements in the last year and highlights what has been spent and how any monies retained will be expended.

#### Recommendation to the Board

**That the Statement be published.**

### 2 Background

- 2.1 The Council is required to publish an annual Statement on the value of the contributions received under Section 106 Agreements and also to outline how they have or will be spent. The 2024 Statement is attached at **Appendix A**.

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- 2.2 The Statement includes three tables – one showing the value of the contributions that have been received by year and by purpose of the contribution. A second shows what was spent and the third identifies the balance remaining. For the avoidance of doubt, in the context of Table Two, the terms “spent” includes both monies spent by the Borough Council, as well as payments that have been forwarded to other Agencies and thus removed from the Borough Council’s accounts. These latter payments may not as yet have been expended by those respective Agencies.

- 2.3 The Statement makes it clear that it only covers those contributions that go towards infrastructure delivery which the Borough Council controls. The great majority of this is for the provision of recreation/amenity facilities. Contributions for other services go directly to the delivery Agency. The County Council is by far, the recipient of the largest amounts in this respect. It too has to publish an annual Statement, and for the information of Members, the County Council’s 2024 Statement is attached at **Appendix B**. County officers have confirmed that this is for £929 on Coleshill Library (from the Blythways 106 in Blythe Road, Coleshill); £245,255 for the Nathaniel Newton Infants School and £1, 50,452 for the Michael Drayton School, both in Hartshill (from 106’s agreed from developments in the Nuneaton and Bedworth Borough Council area).

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### **3 Report Implications**

#### **3.1 Financial and Value for Money Implications**

- 3.1.1 The Borough Council is not a Charging Authority for the Community Infrastructure Levy and hence it only receives contributions from Section 106 Agreements. The value of the contributions sought is outlined in the Council's Supplementary Planning Documents and those of the other Agencies. Contributions can only be requested from larger developments. It is commonplace for contributions and expenditure not to align within the same financial year.

#### **3.2 Legal, Data Protection and Human Rights Implications**

- 3.2.1 The requirement to publish this Statement was introduced in 2019. All contributions within Section 106 Agreements have to meet statutory tests before they can be included in an Agreement. The existing statutory requirements are essentially that the contributions have to be for a planning purpose which is directly related to the proposed development in order to mitigate any adverse impacts arising from that development. Officer reports on planning applications and any associated Agreements evidence compliance with these requirements, or otherwise.

#### **3.3 Links to Council Priorities**

- 3.3.1 The Council's Infrastructure Delivery Plan sits alongside its Development Plan and identifies the majority of the infrastructure that is being sought. This makes for more sustainable development.

The Contact Officer for this report is Jeff Brown (719310).

# **Infrastructure Funding Statement December 2024**



North Warwickshire  
Borough Council

## **1 Introduction**

- 1.1 An Infrastructure Funding Statement (“IFS”) is an annual report published to provide a summary of all financial contributions arising from Section 106 Planning Agreements and Community Infrastructure Levy contributions (“CIL”) within a Local Planning Authority’s area over a year. The Borough Council is not a charging Authority under the CIL Regulations and this IFS therefore only relates to Section 106 Contributions.
- 1.2 Planning Obligations – also known as Section 106 Agreements – are legal Agreements which can be attached to the grant of a planning permission to mitigate against the impact of new development. Contributions can only be sought where they are directly related to the development, fairly and reasonably related in scale and in kind to the development and necessary to make the development acceptable in planning terms. Financial contributions can be used on-site or off-site according to the terms of the Agreement and are paid at times as set out in each respective Agreement.
- 1.3 The Borough Council is not a Unitary Authority and thus many of the contributions to mitigate the impacts of new developments are paid to the Council and then transferred to another Authority or Agency responsible for delivering that mitigation. In the Borough’s case, these are mainly transferred to Warwickshire County Council acting as the Highway, Public Health and Education Authority for the Borough. Other recipients can be the local NHS Trust and the Police Authority. Contributions are also made direct to Warwickshire County Council without coming through the Borough Council.
- 1.4 The majority of the contributions retained by the Borough Council go towards the provision either directly or indirectly, of affordable housing and for recreation/amenity and leisure provision.
- 1.5 Contributions set out in Section 106 Agreements may not be realised if the associated development does not proceed. Payments are also often phased through the lifetime of a development and as a consequence, the contributions which are received in one year will not necessarily be expended in that year. Additionally, contributions are not usually paid until after a development has commenced.
- 1.6 Agreements often include repayment clauses if there is no expenditure undertaken in respect of contributions made by a developer.

## **2 Section 106 Contributions**

- 2.1 Table One below summarises the total value of contributions received since 2014 by the purpose of the payment. It includes contributions that will be expended by the Borough Council as well as those to be forwarded to the County Council and other Agencies. Contributions to the Borough Council are mainly for affordable housing as well as for recreation/leisure purposes. These contributions have been regularly received.

- 2.2 Table Two illustrates the expenditure from these contributions. In respect of affordable housing, the more recent contributions have been directed to the acquisition of two houses on a small development in New Street, Dordon and the new builds at Long Street and Coleshill Road in Atherstone. One Agreement in the last twelve months obligated the developer to transfer new built residential properties to the Council as “gifted units” in lieu of a contribution.
- 2.3 In respect of open space and recreation expenditure, this has assisted the delivery of open space and recreation enhancements at Kitwood Avenue, Dordon and at Boot Hill in Grendon together with Meadow Gardens and Rowland Way in Atherstone as well as at the Cole End Park in Coleshill. The focus here on the northern part of the Borough is because that is where new housing has been granted planning permission.
- 2.4 It should be noted that the contributions in Table One also include payments for the maintenance of new and existing facilities that are to be enhanced. They will thus not be available for new works.
- 2.5 Table Three identifies the contributions held, but not yet spent. These will be expended as set out in the next few paragraphs. Some too will be transferred to the County Council and other Agencies as appropriate.
- 2.6 In respect of affordable housing, the sum of £187,694 is being retained until suitable schemes come forward.
- 2.7 In respect of the open space and recreation provision, the sum is £1,036,427. The Council’s Community and Environment Board and local Ward Members have been engaged in the disposal of this “fund”. The majority of this is to go towards new indoor recreation provision at Abbey Green in Polesworth and at the Memorial Hall/Swimming Pool in Atherstone. The Board referred to above has committed the Council to the preparation of proposals for both sites.
- 2.8 Part of the maintenance contribution (£80,000) has recently been committed by the Community and Environment Board to the maintenance of green space between The Larches at Ash Drive in Hartshill in association with the Warwickshire Wildlife Trust and the County Council in order to enhance biodiversity here.
- 2.9 The Council’s Economic and Development Strategy will inform how best to direct the outstanding figure on skills and training.
- 2.10 The transport and cycle routes (£90,000 from Table Three) is to be spent to better connect the Birch Coppice and Core 42 employment sites with Dordon, through improvements to existing routes in conjunction with the County Council.
- 2.11 The Planning and Liaison item (£10,833 in Table Three) comprises the remainder of a contribution for the work involved in leading up to the adoption of the Caldecote Conservation Area and a Community Fund element of £10k to be transferred to the Baxterley Community Fund. That Fund is already

receiving an annual amount from another Company that developed the JLR car storage area on the former colliery site. The £10k was the initial payment which came to the Council rather than directly to the Fund. Arrangements were made in late December 2024 to transfer this sum.

- 2.12 There have been no refunds or repayments made to developers because of there being no expenditure within any of the respective time periods as set out in the Agreements.

**Table 1: The value of the payment received & purpose of payment.**

	Pre 14-15	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
Affordable Housing	180,900.00	259,676.00	635,700.00	38,250.00	115,516.41	34,522.00	-	160,000.00	146,553.00	84,680.00	60,877.00	1,716,674.41
Staff Training & Education	10,000.00	-	-	40,000.00	-	95,000.00	30,000.00	-	-	80,000.00	-	255,000.00
Transport & Cycle routes	-	-	-	50,000.00	-	40,000.00	-	-	-	-	-	90,000.00
Open Space etc.	592,461.87	27,039.76	152,582.55	376,305.00	10,000.00	41,442.45	105,512.84	177,649.50	231,647.92	72,477.17	34,517.24	1,821,636.30
Maintenance of Onsite open space	-	-	-	275,044.25	-	-	80,000.00	-	-	-	-	355,044.25
Planning Plus Liaison Committee	20,000.00	-	-	-	-	-	-	-	-	-	-	20,000.00
Footpaths	-	-	-	-	-	-	-	-	-	-	2,048.15	2,048.15
Leisure Facilities	-	-	-	-	-	-	-	-	-	-	-	-
Biodiversity	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
George Elliott Hospital	-	-	-	-	-	-	32,283.00	62,122.00	127,504.00	53,620.00	36,059.91	311,588.91
Local GP Surgeries	-	-	-	-	-	-	-	12,583.00	21,267.96	-	-	33,850.96
Warwickshire Police	-	-	-	-	-	-	-	-	14,906.00	-	-	14,906.00
Warwickshire County Council	630,591.85	-	15,000.00	-	-	-	12,965.00	-	-	1,260.00	1,252.46	661,069.33
Wheeled Bins	-	-	-	18,421.00	17,331.60	-	-	-	4,680.00	-	-	40,432.60
	1,433,953.72	286,715.76	803,282.55	798,020.25	142,848.01	210,964.45	260,760.84	412,354.50	546,558.88	292,037.17	134,754.78	5,322,250.91

**Table 2: The amount of the payment that has been spent**

	Pre 14-15	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
Affordable Housing	-	-	73,600.00	884,850.00	175,792.41	154,522.00	-	-	-	240,216.00	-	1,528,980.41
Staff Training & Education	-	-	-	-	-	-	-	-	-	-	-	-
Transport & Cycle routes	-	-	-	-	-	-	-	-	-	-	-	-
Open Space Etc	524,325.26	-	5,731.00	4,491.35	-	4,675.00	22,364.76	65,488.54	19,251.73	123,783.52	15,097.46	785,208.62
Maintenance of Onsite open space	-	-	-	-	-	-	-	-	-	-	-	-
Planning Plus Liaison Committee	-	-	-	-	-	-	-	-	-	4,583.29	4,583.29	9,166.58
Footpaths	-	-	-	-	-	-	-	-	-	-	-	-
Leisure Facilities	-	-	-	-	-	-	-	-	-	-	-	-
Biodiversity	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
George Elliott Hospital	-	-	-	-	-	-	-	-	85,896.00	136,013.00	53,620.00	275,529.00
Local GP Surgeries	-	-	-	-	-	-	-	-	12,583.00	-	21,267.96	33,850.96
Warwickshire Police	-	-	-	-	-	-	-	-	-	-	-	-
Warwickshire County Council	630,591.85	-	-	-	-	-	-	-	15,000.00	12,965.00	-	658,556.85
Wheeled Bins	-	-	-	-	-	-	-	-	40,432.60	-	-	40,432.60
	1,154,917.11	-	79,331.00	889,341.35	175,792.41	159,197.00	22,364.76	65,488.54	173,163.33	517,560.81	94,568.71	3,331,725.02

**Table 3: The amount that has been committed but not spent**

	Pre 14-15	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
Affordable Housing	180,900.00	259,676.00	562,100.00	846,600.00	60,276.00	120,000.00	-	160,000.00	146,553.00	155,536.00	60,877.00	187,694.00
Staff Training & Education	10,000.00	-	-	40,000.00	-	95,000.00	30,000.00	-	-	80,000.00	-	255,000.00
Transport & Cycle routes	-	-	-	50,000.00	-	40,000.00	-	-	-	-	-	90,000.00
Open Space Etc	68,136.61	27,039.76	146,851.55	371,813.65	10,000.00	36,767.45	83,148.08	112,160.96	212,396.19	51,306.35	19,419.78	1,036,427.68
Maintenance of Onsite open space	-	-	-	275,044.25	-	-	80,000.00	-	-	-	-	355,044.25
Planning Plus Liaison Committee	20,000.00	-	-	-	-	-	-	-	-	4,583.29	4,583.29	10,833.42
Footpaths	-	-	-	-	-	-	-	-	-	-	2,048.15	2,048.15
Leisure Facilities	-	-	-	-	-	-	-	-	-	-	-	-
Biodiversity	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
George Elliott Hospital	-	-	-	-	-	-	32,283.00	62,122.00	41,608.00	82,393.00	17,560.09	36,059.91
Local GP Surgeries	-	-	-	-	-	-	-	12,583.00	8,684.96	-	21,267.96	-
Warwickshire Police	-	-	-	-	-	-	-	-	14,906.00	-	-	14,906.00
Warwickshire County Council	-	-	15,000.00	-	-	-	12,965.00	-	15,000.00	11,705.00	1,252.48	2,512.48
Wheeled Bins	-	-	-	18,421.00	17,331.60	-	-	-	35,752.60	-	-	-
	279,036.61	286,715.76	723,951.55	91,321.10	32,944.40	51,767.45	238,396.08	346,865.96	373,395.55	225,523.64	40,186.07	1,990,525.89



## Infrastructure Funding Statement 2023/24

### Contents

Introduction
Table 1 - Total amount of money to be provided under any planning obligation which was entered into during 2023/24
Table 2 - Summary details of non-monetary contributions secured during 2023/24
Table 3 - Money received from any S106 during 2023/24
Table 4 - Total amount of money received before 2023/24 which has not been allocated
Table 5 - Total amount of money which was allocated but not spent during 2023/24
Table 6 - Total amount of money retained at the end of 2023/24
Table 7 - Contributions spent in 2023/24 by infrastructure type and project
Money borrowed
S106 monitoring fees
Table 8 - S106 monitoring fees received in 2023/24
Table 9 – Community Infrastructure Levy (CIL) received in 2023/24
Table 10 – Community Infrastructure Levy (CIL) spent in 2023/24
Spending priorities
Examples of developer contribution funded projects with timeline

### Introduction

Warwickshire County Council's ("WCC") Infrastructure Funding Statement (IFS) sets out the developer contributions secured and applied by WCC in relation to 2023/24 as required by the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019. WCC does not collect Community Infrastructure Levy (CIL) directly but does collect Section 106 (S106) contributions for developments in Warwickshire secured as part of planning

obligations; this statement provides further detail on those contributions. The following definitions are used to reflect the various stages of developer contributions:

- Agreed – contributions that have been agreed within a signed legal document which have not yet been collected; in the majority of cases this is due to the trigger point within the agreement not being met yet
- Received – contributions received by WCC, either non-monetary or monetary
- Allocated – contributions that have been received by WCC and allocated internally to specific projects
- Spent – monetary contributions that have been spent

WCC's future funding and investment plans for infrastructure are publicised within the medium-term financial strategy, annual budget and capital strategy. These documents are approved by full Council in February of each year and more information may be found at <https://www.warwickshire.gov.uk/budget> and <https://api.warwickshire.gov.uk/documents/WCCC-708-483>.

Below is a breakdown of the categories used and types of infrastructure and projects they include:

- Community Facilities - libraries – additional stock and promotional material for local libraries
- Education – new schools, school expansions, land for schools
- Green Infrastructure – biodiversity offsetting
- Highways – highway works, traffic control and information systems, cycleways, road safety, public rights of way
- Transport and Travel – public transport services, bus stops, travel packs and road safety education, school transport
- Monitoring – payments towards the cost of monitoring of County Council obligations in S106 agreements

Whilst our approach to S106 is consistent across District and Boroughs, the amounts secured are directly proportional to the impact of new development and local infrastructure which creates variances across different areas and over time.

The amounts are broken down into District and Boroughs as follows:

- NBBC – Nuneaton and Bedworth Borough Council
- NWBC – North Warwickshire Borough Council
- RBC – Rugby Borough Council
- SDC – Stratford District Council
- WDC – Warwick District Council
- OOC – Out of County

The IFS is not required to report on Section 278 (S278) developer agreements which require the developer to carry out highways infrastructure works. Our preference is to secure highways works via S278 so that the developer takes on the associated risks such as delay to the project or cost increases. S106 contributions differ in that they are usually financial contributions to enable the County Council to carry out the required works.

### 1. Total amount of money to be provided under any planning obligation which was entered into during 2023/24

Table 1 shows the financial contributions to the County Council secured in new S106 agreements signed in 2023/24. The majority of income came in education and highways contributions.

The County Council assesses all planning applications in Warwickshire at the time the application is received to understand what impact the development is likely to have and therefore what contributions towards infrastructure are required to mitigate that impact. Requests are submitted to the Local Planning Authority who is responsible for determining whether the application is approved. There is often a period of negotiation with the developer where details such as when contributions are required to be paid, known as trigger points, are agreed. The S106 agreement is usually signed just before or just after the application is decided, with the details of the developer contributions included in the committee report. The Local Planning Authorities are responsible for monitoring the completion and occupation of each development and the County Council monitors when trigger points for contributions are reached and invoices the developer accordingly.

The S106 Agreement will often be linked to an Outline planning permission and further Reserved Matters applications will need to be approved before development can start. This means that there can be several years between the signing of the S106 agreement and trigger points for payment being reached. The County Council requires all obligations within S106's to be protected through indexation. Indexation is added to contributions at the time they are paid to ensure that any inflationary rises that occur are accounted for in the amount paid by the developer using national indices defined in each S106 agreement.

Developers are required to contribute to the provision of additional school places where there are no available local places. If there is an existing surplus of school places at the time a planning application is submitted it is less likely that WCC will be able to secure developer contributions as the need will not be proven. We assess available local school places for each applicable development at application stage and use a formula with costs per school place provided by the Department for Education (DfE).

Infrastructure Type	NBBC (£ '000s)	NWBC (£ '000s)	RBC (£ '000s)	SDC (£ '000s)	WDC (£ '000s)	OOC (£ '000s)	Total (£ '000s)
Community Facilities	7.559	0.000	0.000	0.569	0.000	0.000	8.128
Education	2,010.396	538.432	6,327.188	34.549	0.000	0.000	8,910.565

Green Infrastructure	675.086	0.000	598.114	841.601	16.888	0.000	2,131.689
Health	0.000	0.000	217.162	0.000	0.000	0.000	217.162
Highways	2,345.794	99.000	2,185.100	47.973	106.781	2,533.000	7,317.648
Transport and Travel	643.947	115.029	465.153	249.420	0.000	0.000	1,473.549
Monitoring	15.000	2.400	6.550	4.550	1.200	0.000	29.700
<b>Total</b>	<b>5,697.782</b>	<b>754.861</b>	<b>9,799.267</b>	<b>1,178.662</b>	<b>124.869</b>	<b>2,533.000</b>	<b>20,088.441</b>
<b>Number of S106 agreements signed</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>36</b>

## 2. Summary details of non-monetary contributions secured during 2023/24

Additional to financial contributions we also secure non-monetary contributions via S106 such as land for schools, fire stations, or biodiversity offsetting. Table 2 shows the non-monetary contribution secured in 2023/24.

<b>S106 Agreement Planning Application Number</b>	<b>Land usage</b>
037425	Biodiversity offsetting
18/03435/OUT	Biodiversity offsetting
W/23/0114	Highways land
R20/0787	Secondary education land
R20/0787	Primary education land
039136	Highways land

## 3. Money received from any s106 during 2023/24

Table 3 sets out the S106 contributions that were received in 2023/24 via S106 agreements signed in any year. Education and Highways were the highest in terms of monetary value which will help ensure there are education places available for residents of new development and funding for highways work required by new development will be provided.

<b>Infrastructure Type</b>	<b>NBBC (£ '000s)</b>	<b>NWBC (£ '000s)</b>	<b>RBC (£ '000s)</b>	<b>SDC (£ '000s)</b>	<b>WDC (£ '000s)</b>	<b>OOC (£ '000s)</b>	<b>Total (£ '000s)</b>
Community Facilities	1.795	1.330	3.770	27.749	2.941	0.000	37.585
Education	3,260.069	91.406	1,064.569	5,375.408	3,053.949	0.000	12,845.401
Green Infrastructure	0.000	0.000	706.255	53.655	2.074	34.121	796.105

Health	0.000	0.000	58.576	58.247	0.000	0.000	116.823
Highways	3,438.613	3.717	128.818	381.558	2,302.205	2,754.534	9,009.445
Monitoring	11.750	3.613	2.600	6.575	4.971	0.000	29.509
Transport and Travel	12.240	23.919	363.033	693.306	485.175	0.000	1,577.673
<b>Total</b>	<b>6,724.467</b>	<b>123.985</b>	<b>2,327.621</b>	<b>6,596.498</b>	<b>5,851.315</b>	<b>2,788.655</b>	<b>24,412.541</b>

#### 4. Total amount of money received before 2023/24 which has not been allocated

Receipt of funds is determined by trigger points within individual agreements. This can be well ahead of the point of allocation to a specific infrastructure project. The delivery of some infrastructure can rely, for example, on the completion of certain infrastructure by a developer or the need to accumulate S106 funding from a number of developments in order for a specific scheme to be designed and built to mitigate the impact of development, this is particularly likely for education and highways projects. The funds are collected for a specific purpose and must only be spent on that purpose.

The majority of funds yet to be allocated are for education, further information on these funds is provided below table 6. There are also significant amounts for highways projects awaiting allocation, the majority of these funds are held for Europa Way Projects (approximately £4.3m), some of which has since been allocated, the project managers are aware of the funds available and these will be allocated as it is confirmed which of the three Europa way projects they are required for. This also includes the amount for the Transforming Nuneaton project which has now been allocated.

Infrastructure Type	NBBC (£ '000s)	NWBC (£ '000s)	RBC (£ '000s)	SDC (£ '000s)	WDC (£ '000s)	OOC (£ '000s)	Total (£ '000s)
Community Facilities	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Education	14,385.487	1,269.160	19,106.829	20,366.993	6,559.912	0.000	61,688.381
Green Infrastructure	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health	0.000	0.000	0.000	46.432	0.000	0.000	46.432
Highways	1,509.146	22.010	1,249.042	1,083.927	4,389.038	0.000	8,253.163
Monitoring	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Transport and Travel	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total</b>	<b>15,894.633</b>	<b>1,291.170</b>	<b>20,355.871</b>	<b>21,497.352</b>	<b>10,948.950</b>	<b>0.000</b>	<b>69,987.976</b>

#### 5. Total amount of money which was allocated but not spent during 2023/24

Table 5 sets out S106 contributions which were allocated to a project in 2023/24. For capital projects this is when the funds have been moved to the appropriate capital code and are available to spend. For revenue, this is when the funds have been moved to the appropriate cost centre from which they are spent. Projects are often carried out over multiple years.

Infrastructure Type	NBBC (£ '000s)	NWBC (£ '000s)	RBC (£ '000s)	SDC (£ '000s)	WDC (£ '000s)	OOC (£ '000s)	Total (£ '000s)
Community Facilities	0.000	1.329	3.769	68.103	2.941	0.000	76.142
Education	2,952.642	0.000	0.000	675.370	0.000	0.000	3,628.012
Green Infrastructure	0.000	0.000	704.048	53.655	2.074	0.000	759.777
Health	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Highways	15.949	3.717	675.750	1,529.628	2,821.854	0.000	5,046.898
Monitoring	13.950	3.613	2.600	6.575	4.971	0.000	31.709
Transport and Travel	0.000	31.831	305.591	702.467	594.135	0.000	1,634.024
<b>Total</b>	<b>2,982.541</b>	<b>40.490</b>	<b>1,691.758</b>	<b>3,035.798</b>	<b>3,425.975</b>	<b>0.000</b>	<b>11,176.562</b>

## 6. Total amount of money retained at the end 2023/24

Table 6 sets out the total amount of S106 currently held. These funds are often awaiting a capital code or other enabling works to be completed for them to be spent or are held for projects with a longer timescale, for example around £5m is held for biodiversity offsetting projects which can be delivered over 30 years. The majority of retained funds are for highways and education capital projects which are at various stages, such as awaiting enabling projects to be completed or currently being spent over several years. We aim to collect contributions as soon as is feasible to allow us flexibility and ensure the infrastructure is delivered in time to meet demand from development. While some funds are not yet allocated, they are collected for a specific purpose and must be spent for that purpose as per the S106 agreement. These funds are a mixture of revenue and capital funds.

Variances across the District and Borough Councils will be directly attributable to the level of development and amount of mitigation required. S106 contributions can only be collected in those instances where WCC is able to prove need linked to development.

Infrastructure Type	NBBC (£ '000s)	NWBC (£ '000s)	RBC (£ '000s)	SDC (£ '000s)	WDC (£ '000s)	OOC (£ '000s)	Total (£ '000s)
Community Facilities	71.005	1.817	91.084	258.137	67.708	0.000	489.751

Education	14,918.654	1,344.087	19,584.316	20,684.146	6,213.862	0.000	62,745.065
Green Infrastructure	0.000	153.356	2,229.025	239.530	3,026.242	9.871	5,658.024
Health	0.000	0.000	58.576	104.679	0.000	0.000	163.255
Highways	6,069.199	148.190	2,506.363	4,444.641	17,248.203	2,920.399	33,336.995
Monitoring	16.000	3.613	8.432	17.341	21.085	0.000	66.471
Transport and Travel	183.483	33.641	245.445	670.801	403.932	0.000	1,537.302
Other	0.000	45.304	313.410	4.200	0.000	0.000	362.914
<b>Total</b>	<b>21,258.341</b>	<b>1,730.008</b>	<b>25,036.651</b>	<b>26,423.475</b>	<b>26,981.032</b>	<b>2,930.270</b>	<b>104,359.777</b>

There is a significant amount of churn in the S106 funds held with large spend and income each year. Funds are held for specific purposes and can't be spent on anything else. Assessment of the need for education provision is done at the time of the planning application, often there is a number of years until the development comes forward therefore the available provision and demand for places can look different to that at the time it was assessed, as a result we need flexibility to deliver the right project at the right time to ensure demand is met. S106 contributions from different developments can now be pooled towards a single project, some funds are held as other trigger point are reached to meet the critical mass required for an expansion project.

Education projects are proposed and assessed at Capital Access Working Group, approved at Capital Access Board, following this they are assessed and approved by Cabinet. Funds we are holding are at varying degrees of the governance process. School capital projects go through a number of Royal Institute of British Architects (RIBA) stages prior to submission of each planning application, this begins with initial feasibility and progresses through to more detailed design and deliverability.

## 7. Contributions spent in 2023/24 by infrastructure type and project

Infrastructure Type	Project	Monies Spent (£ '000s)
Community Facilities	Libraries	
	NBBC	
	Nuneaton Library	3.081
	Stockingford Library	0.213
	NWBC	
	Coleshill Library	0.929

	Polesworth Library	0.904
	<b>RBC</b>	
	Rugby Library	37.166
	<b>SDC</b>	
	Alcester Library	1.801
	Kineton Mobile Library	0.772
	Shipston Library	0.794
	Shipston Mobile Library	1.954
	Southam Library	9.451
	Southam Mobile Library	5.149
	Stratford Library	17.387
	Stratford Mobile Library	7.140
	Wellesbourne	0.721
	<b>WDC</b>	
	Leamington Library	4.504
	Warwick Library	10.063
	Whitnash Mobile Library	6.731
	Lillington Library	0.494
	Leamington Mobile Library	0.480
	<b>Community Facilities Total</b>	109.734
<b>Education</b>	<b>NBBC</b>	
	Etone College Nuneaton	1,135.250
	Oak Wood Primary-Primary expansion – 20 places, sensory spaces. Hygiene suite, toilets, staff room	143.357
	<b>NWBC</b>	
	Nathaniel Newton Infants bulge class	245.255
	Michael Drayton Primary - Expansion	1,150.452
	<b>RBC</b>	
	New School, The Gateway, Rugby	2,292.965
	Long Lawford permanent expansion	22.317
	Paddox Primary new module building	80.700



	St Andrew's Benn CE Primary School - Creation of new specialist resourced provision	20.320
	St Matthew's Bloxam CE Primary School - Creation of new specialist resourced provision	15.946
	Long Lawford Primary School - Studio Hall	45.829
	Former Radio mast site (Houlton) Rugby - expansion of St Gabriels CofE Academy	1,098.678
	Brownsover Expansion from 2FE Infant to 1FE Primary	645.613
	Bilton School - Internal Works to Accommodate 30 Extra Pupils	83.000
	Bawnmore Infant School-To Extend Current Pre-school Provision	24.142
	<b>SDC</b>	
	Shipston Primary School - Creation of 8-place Specialist Resource Provision	13.211
	Stratford upon Avon Secondary	2,667.555
	Bunting Nursery, Bishopton Primary School-Replacement of Building	82.160
	Bridgetown Primary School - Hall and Grounds Enhancements of Shared Facilities	3.210
	Southam St James - Classroom Extension	30.000
	Lighthorne Heath Primary School - Refurbishment	33.721
	Shipston High School - 1FE Expansion	186.085
	Bishops Itchington Primary School - Modifications and Improvements To Increase Classroom Capacity	157.108

	Stratford School - Resurfacing of All-Weather Pitches & Enhancing Gym Facilities	178.262
	Shottery St Andrews - Temporary Classrooms	19.237
	<b>WDC</b>	
	New school, Warwick, Heathcote Primary	672.027
	Barford St Peters - Extension of Kitchen facilities	4.734
	New School South Leamington, Oakley Grove	1,128.270
	Whitnash Primary, Expansion of 2 additional Classrooms	70.122
	Burton Green Primary School	258.030
	Myton school - New 6th Form Teaching Block	170.113
	St John's Primary School - 1FE Expansion	61.601
	Cubbington CE Primary School - Creation of nursery and increase in wraparound provision places	12.078
	<b>Education Total</b>	12,751.348
<b>Green Infrastructure</b> (grouped based on the Local Planning Authority area where development is located. On occasions, offsetting may be provided in a different Local Planning Authority)	<b>Biodiversity Offsetting</b>	
	Warwickshire Biodiversity Offsetting	53.318
	<b>RBC</b>	
	Back Lane Long Lawford	0.113
	Brandon Wood	0.365
	Ryton Pools	12.825
	Abbey Farm 1 & Purlieu Lane	6.213
	Little Compton & Hospital Farm	23.000
	Abbey Farm	22.750

	Hospital Farm	4.000
	<b>SDC</b>	
	Hell Hole & Oversley	1.274
	Rowley Fields	228.453
	Rowley Fields & Wolford Wood	201.261
	Rowley Fields & Sherbourne Farm & Alcester Meadow & Snitterfield Orchard	47.868
	<b>WDC</b>	
	Ryton Pools	7.570
	Highfields Farm (WCC) & Wyken	13.000
	Hell Hole & Oversley	0.021
	Highfields Farm & The Nook & Brandon Reach & Halford Meadows & Ditchford Farm	76.421
	Ryton Pools 2	6.522
	Yarningale Common & Purlieu Lane	0.679
	Hell Hole & Oversley	4.011
	Cherry Orchard	4.148
	Westwood Heath	2.074
	Yarningale Common & Bridgetown POS	1.786
	<b>OOC</b>	
	Canley Social Club, Marler Road, Coventry	24.249
	<b>Green Infrastructure Total</b>	741.921
<b>Highways</b>	<b>Public Rights of Way</b>	
	<b>NBBC</b>	
	Barling Way, Nuneaton	0.750
	<b>SDC</b>	
	Long Marston Estate, Long Marston	0.676
	Godsons Lane, Napton	0.409
	Meon Vale, Long Marston	26.419

	Evesham Road, Salford Priors	0.072
	School Road, Salford Priors	1.666
	<b>WDC</b>	
	Myton Road/Europa Way, Leamington/Warwick SUE	0.840
	<b>Cycleway</b>	
	<b>NBBC</b>	
	Weddington Road, Nuneaton	42.465
	Nuneaton To Coventry Cycle Route	0.775
	<b>RBC</b>	
	A426 Gateway Rugby to Rugby Town Centre Cycle Scheme	2.637
	<b>SDC</b>	
	Stratford Greenway to Stratford Cycleway resurfacing	23.729
	Gaydon Lighthorne Heath/Jaguar Land Rover to Warwick	20.972
	<b>WDC</b>	
	Radford Road, Leamington Spa	1.326
	Whitley South, Baginton	7.984
	Red Lane/ Hob Lane Routes to Kenilworth, Burton Green to Kenilworth	18.324
	<b>Highways</b>	
	<b>RBC</b>	
	A426 /A4071 Avon Mill Roundabout Rugby Improvement Scheme	1,060.071
	<b>SDC</b>	
	A3400 Banbury Road, Clopton Bridge	67.868
	Europa Way - A452 M40 Spur West of Banbury Road - WCC1	34.084

	<b>WDC</b>	
	A46 Stoneleigh Junction Improvement	650.000
	Europa Way - A452 Europa Way South Of Olympus Av To Heathcote Lane Roundabout - WCC2	18.117
	A46 Stoneleigh Junction Improvement	468.860
	<b>Traffic and Road Safety</b>	
	<b>WDC</b>	
	Warwick Town Centre	106.666
	<b>Highways Total</b>	2,559.961
<b>Transport and Travel</b>	<b>Bus Stops</b>	
	<b>SDC</b>	
	Southam Road Raftord Semele bus stops with infrastructure and traffic management	7.170
	Provision of gateway facilities at Shipston-on-Stour and 2 bus shelters within the vicinity	3.921
	Provision Of Bus Stops & Upgrade Existing Infrastructure Salford Road, Bidford	5.306
	Bidford on Avon/Waterloo Road/Provision of a Bus Stop and shelter	27.703
	Upgrading the existing bus stop infrastructure on Knights Lane (5 bus stops) in Tiddington	2.331
	Bishopton Lane, Stratford Bus Stops	14.804
	JLR/British Motor Museum Bus Stops on B4100	20.461

	Southbound Bus Stop on A426 Leicester Rd,	4.626
	Nuneaton/Plough Hill/Puffin crossing and improvements to Bus shelters	1.546
	<b>Public Transport Services</b>	
	NBBC	126.519
	NWBC	5.048
	RBC	524.140
	SDC	643.592
	WDC	327.695
	<b>Road Safety Education</b>	176.505
	<b>School Transport</b>	
	<b>WDC</b>	
	Fieldgate Lane/ Golf Lane, Whitnash	32.522
	Lower Heathcote Farm East of Europa Way, Leamington/Warwick	116.328
	South of Offchurch Lane, Radford Semele	31.090
	<b>SDC</b>	
	Land at Lighthorne Heath, Gaydon	51.595
	Lighthorne Heath	
	<b>Traffic Regulation Orders</b>	
	<b>NBBC</b>	
	81-105 Plough Hill Road	21.174
	<b>NWBC</b>	
	Grendon Road Polesworth	4.346
	Tunnel Road, Ansley, Near Nuneaton	3.000
	<b>RBC</b>	
	Newton Lane	5.481

	Wharf Farm, Crick Road	12.626
	Former Cattle Market, Craven Road, Rugby	6.000
	<b>SDC</b>	
	Mansell Street Stratford	3.612
	Stratford Road Hampton Lucy	6.163
	The Willows, Long Marston Road Welford on Avon	7.612
	Campden Road Shipston	8.600
	Compton Works, Fenny Compton	3.000
	Land off Burrows, Newbold-on-Stour	3.000
	Land off Burrows, Newbold-on-Stour	0.355
	Arden Heath Farm, Loxley Road Stratford	3.249
	Land West of Welford Road, Long Marston	4.148
	Cank Farm, Well Lane, Tanworth in Arden	2.889
	Shipston Road Alderminster	5.000
	Weston House, Milcote Road	6.157
	Ettington Road Wellesbourne	3.178
	Land at Lighthorne Heath (Gaydon Lighthorne Heath GLH)	6.191
	Oak Road Tiddington	6.000
	Walnut House, The Green	10.856
	Old Gated Road, Gaydon Lighthorne Heath	6.411
	Old Gated Road, Gaydon Lighthorne Heath	4.048
	Oak Road Tiddington	10.829
	North-west side of Bishopton Lane	6.324
	Campden Road Shipston	6.172
	Maison 1, Arden Street	3.129

	5-7 Wood Street, Stratford-Upon-Avon	3.000
	Waterloo Road and Wellington Road, Bidford-on-Avon	3.000
	<b>WDC</b>	
	Land north of Southam Road Radford Semele	5.961
	South of Offchurch Lane	12.920
	Coventry Road, Cubbington, Leamington Spa	3.000
	16 Warwick Road	3.000
	Dormer Place	3.053
	96-98 Warwick Street, Leamington Spa	3.074
	<b>OOC</b>	
	Coventry Road, Lutterworth	28.135
	<b>Transport and Travel Total</b>	2,357.595
	Monitoring	<b>30.357</b>
<b>Overall Spend Total</b>	<b>18,550.916</b>	

### Money borrowed

In 2023/24 no S106 contributions were spent repaying money borrowed.

### S106 monitoring fees

WCC collects monitoring fees for each S106 agreement with contributions due to WCC. The fee is based on size of the development and the estimated officer time to monitor the agreed contributions. This income is specifically linked to an individual S106 agreement with the level of fee reflecting the size and complexity of that agreement.

### 8. S106 monitoring fees received in 2023/24



<b>S106 Contribution</b>	<b>Amount Received (£ '000s)</b>
Monitoring fees	29.509

## 9. CIL received in 2023/24

For the 2023/24 financial year, CIL had only been adopted by Stratford and Warwick District Councils. If the District Council deems it appropriate to do so, they would invite Infrastructure providers to bid for CIL funding. The bidding process is managed by the Local Planning Authorities and their Members are responsible for deciding how CIL funding is allocated. If the County Council were successful in securing CIL funding, monies would be passed to the County Council to spend and monitor. Any funds made available to WCC will be subject to an individual funding agreement between the County Council and the appropriate Local Planning Authority to ensure that monies are spent as agreed by the Elected Members.

It should be noted that Rugby Borough Council has adopted CIL with effect from 1<sup>st</sup> April 2024 and so they will also be involved in reporting on CIL income collection and spend in future years.

<b>CIL Contribution</b>	<b>Amount Received (£ '000s)</b>
WDC	0.000
SDC	0.000

## 10. CIL spent in 2023/24

<b>CIL Contribution</b>	<b>Amount Spent (£ '000s)</b>
WDC	0
SDC	0

## WCC future spending priorities

The S106 contributions will go to support the delivery of key infrastructure as identified in each of the Local Planning Authorities' Infrastructure Delivery Plans, which form part of their Local Plans.

### Examples of developer contribution funded projects with timeline

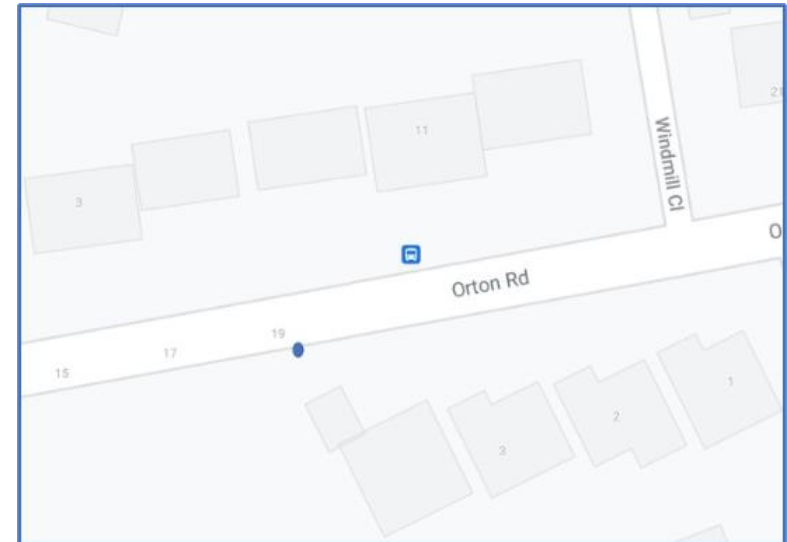
**North Warwickshire - PAP/2017/0551** - Land South of Warton Recreation Ground Orton Road/Barn End Road Warton - Outline application for up to 100 dwellings; all matters reserved except for access – **Bus Stop Improvements**



The planning application was submitted on 13<sup>th</sup> October 2024, part of WCC's response was to request £9,000 towards bus stop infrastructure improvements. The S106 agreement was signed on 2<sup>nd</sup> August 2018 ahead of the planning application being approved on 3<sup>rd</sup> August 2018. It was agreed that the bus stop improvement contribution would be paid prior to the occupation of any dwellings. £9,202.67 was received on 20<sup>th</sup> July 2020.

As part of the design phase a site visit was carried out in January 2022. In acknowledgement that there was an existing eastbound bus stop on Orton Road near the junction with Barn End Road, which was in good condition, it was agreed that the extent of the S106 developer funded bus stop works comprise formalisation of a westbound bus stop to be sited on Orton Road.

The agreed bus stop formation works involved installation of a raised bus boarding area on the footway and careful positioning of a bus stop pole (with bus flag and timetable case attached) so not to impede the branches and leaves of a nearby tree. The works were completed in October 2023.



**Nuneaton and Bedworth Borough – 032336 - Site 18C002 - Land at Lower Farm, Weddington Road, Nuneaton - Residential development of up to 400 dwellings including primary school & associated areas of open space, landscaping, balancing ponds, footpaths, cycleways & associated infrastructure (all existing buildings to be demolished) (outline to include access with appearance, landscaping, layout and scale reserved) - Erection of two storey 2 form entry primary school for key stage 1 and 2 including 26 place nursery**

The Weddington area of Nuneaton has seen significant growth over the past eight years or so with over 1,100 new homes developed off Weddington Road.

One of the development sites was at Lower Farm with a planning application submitted by Taylor Wimpey in September 2013. Outline permission was granted in May 2014 and the County Council was party to a S106 agreement which saw the provision of land for the delivery of a new Primary School as well as financial contributions to support the school build.

As is usual practice, the S106 required that the freehold of the land transfer to WCC at the cost of £1. In addition, the land had to be serviced to the boundary and meet certain usability requirements, i.e. be flat, easily accessible etc. The location of the school site was agreed with the County Council after a visit took place on site with representatives from Taylor Wimpey, Infrastructure Team and the then Asset Strategy Team.

Central Government had announced their intention to deliver 500 new Academies within the life of that Parliament. Academy Trusts were invited by Central Government to express an interest in sponsoring schools within recognised areas with capacity issues. This process was known as a Wave.

The DfE approved delivery of a new primary school in Nuneaton and approached the County Council for advice about potential sites. The Reach 2 Academy Trust were appointed as Academy Sponsor.





The Infrastructure Team worked closely with the DfE to promote the land at Lower Farm, agree final land ownership and the level of contribution that the County Council would be able to provide to support the delivery of the new school.

Agreement was reached with the DfE that WCC would retain the freehold of the land and that the school building would also belong to WCC once built. In addition, WCC agreed to pay the S106 linked to the planning application to the DfE once received. This was capped at £1.3m. Most importantly, if for any reason the S106 was not received, the County Council did not have to find the equivalent funding from elsewhere. The £1.3m has now been paid to the DfE. All negotiations were managed by the Infrastructure Team with support from Legal as appropriate.

The land secured for the new school as requested by WCC was for a one Form Entry (FE) primary school. However, the DfE were looking to deliver a two-form entry primary school. By building at 2 storeys the site area was adequate to deliver a 2FE school although WCC, the Borough Council and Taylor Wimpey did have to agree a formal Deed of Variation to amend the description of the new school in the S106.

The DfE designed and built the school and accessed the land to enable to build under licence from WCC. The planning application was dealt with by the Borough Council and the school opened initially at one form of entry in temporary accommodation in September 2019. Once the new school was built the intake from September 2020 was at 2FE.

The school has been graded as GOOD by Ofsted and is operating at capacity.

**Rugby Borough – R11/0699** - Rugby Radio Station, A5 Watling Street, Clifton Upon Dunsmore, Rugby - Outline application for an urban extension to Rugby for up to 6,200 dwellings together with up to 12,000sq.m retail (A1), up to 3,500sq.m financial services (A2) and restaurants (A3 - A5), up to 3,500sq.m for a

hotel (C1), up to 2,900sq.m of community uses (D1), up to 3,100sq.m assembly and leisure uses (D2), 31 hectares (up to 106,000sq.m) of commercial and employment space (B1, B2 and B8), and ancillary facilities; a mixed use district centre and 3 subsidiary local centres including retention and re-use of the existing buildings known as 'C' Station (Grade II listed), 'A' Station and some existing agricultural buildings; a secondary school and 3 primary schools; public art – **St Gabriel's Primary School**

The Strategic Urban Extension on the former Radio Station Site in Rugby is expected to deliver up to 6,200 dwellings, together with retail, employment, leisure, and social infrastructure. The planning application was submitted to Rugby Borough Council in April 2011 with permission granted in May 2014.

The site is unusual in that the entire site falls within one landownership.

The S106 is lengthy and has been subject to numerous Deeds of Variation but for much of the social infrastructure, there is a mechanism within the agreement for the landowner to deliver the infrastructure rather than providing as financial contribution.

Urban and Civic, the Master Developer and Landowner submitted a School Building Notice to the County Council in May 2016. This signalled that Urban and Civic intended to design and build the school rather than provide the County Council with land and financial contributions. At the same time, Urban and Civic submitted a planning application for the school to Rugby Borough Council.







The County Council were aware of Urban and Civic's intention to build and had been involved in discussions around requirements, minimum spec, location etc, prior to the planning application being submitted.

WCC accepted the School Building Notice in July 2016, and the planning application was approved in August 2016. The design of the school meant that it would be built initially at one form of entry with additional blocks being provided to deliver at two and three forms of entry.

The school opened in September 2018 at 1FE but very quickly work started to build a new block to enable the school to operate at 2FE. The school has been rated as GOOD by Ofsted and is full in all year groups.

**Stratford District - 15/00976/OUT - Land At Gaydon/Lighthorne Heath** - Outline application (with all matters reserved except for principal means of access to the highway) for construction of a residential development (up to 2000 houses, including extra care housing), village centre (including primary school, community hub, health centre, retail and other services (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2)), managed ecological reserve, public open space, recreation areas (including sports pavilion), play areas, acoustic bunding and associated infrastructure including roads, primary substation, sewers and attenuation ponds and demolition of identified buildings and structures - **Delivery of Chesterton/Fosse Way improvements (signalisation) done through S278 and delivery of improvements to B4100 through pre start conditions.**





than the County Council.

The planning application was submitted on 25<sup>th</sup> March 2015, the application was approved subject to S106 on 24<sup>th</sup> May 2016. The S106 agreement was signed on 14<sup>th</sup> December 2017. It was agreed via planning condition that the following works would be delivered by Section 278 as per condition 24 of the planning permission which states that no dwellings shall be occupied until details of a road safety scheme at the B4455 Fosse Way / Chesterton Road / Harbury Lane crossroad junction have been submitted for approval by the Local Planning Authority. This condition was varied due to time constraints on the delivery of the works outside of the developer's control, the S278 agreement was signed in January 2022.

It is the preference of the County Council to secure highways developer contributions via S278 where possible as, unlike S106 contributions, this places the responsibility on the developer to carry out the works to deliver the required infrastructure, to the County Council's standards, which places the risks associated with the project, such as timescale and cost, on the developer rather

**Warwick District - W/18/0606 - Land at the Triangle, Lower Heathcote Farm, Harbury Lane, Warwick -**

Outline application for up to 150 dwellings (including 40% affordable), and public open space. Access provided from consented Lower Heathcote Farm development, all other matters are reserved for future determination - **Harbury Lane to Oakley Wood Road Cycleway/active travel Improvements Phase 1**

The planning application was received by Warwick District Council on 26<sup>th</sup> March 2018, it was granted on 5<sup>th</sup> February 2019. The S106 agreement was signed on 2<sup>nd</sup> May 2019, £138,997, part of the agreed highways contribution was due at occupation of 75% of the market dwellings. This was received on 21<sup>st</sup> February 2023 which, along with active travel funding, has been allocated to active travel improvements from Harbury Lane to Oakley Wood Road.



Works on phase 1 of the scheme began in August 2024 and are due to be complete by the end of 2024. The works will include the widening, resurfacing, and lighting of the existing footpath running adjacent to Harbury Lane, between Earl Rivers Avenue and the B4087 Tachbrook Road/Oakley Wood Road Junction.





## **Agenda Item 9**

### **Planning and Development Board**

**3 February 2025**

#### **Report of the Head of Development Control**

#### **Reforming Planning Committees**

## **1 Summary**

- 1.1 The Government, as part of its planning reforms is to introduce a Planning and Infrastructure Bill later this year. One of the proposals that might be included is the reform of present Local Planning Authority planning decision-making processes. It has published a working paper in order to see whether to include such a reform in that Bill. The Paper is described below, and the Board is invited to respond.

### **Recommendation to the Board:**

**The Board resolves to convene a separate meeting for all Members in order to discuss the issues raised.**

## **2 Background**

- 2.1 Members are aware of the overall purpose of the Government's Planning Reforms in that they are designed to promote development in order to promote growth. One of the suggestions that is currently being considered, is to facilitate the "faster delivery" of new development by bringing greater standardisation into the operation of planning committees in order to give greater certainty to applicants.
- 2.2 The Government says that it is determined to ensure that all Local Planning Authorities have up to date Development Plans. As such, new development that accords with these Plans should be approved without delay as the principle of that development has been agreed by the Plan. Planning Committees should therefore only focus on those applications where Member input is required, such as where there is no alignment with the content of the Plan.
- 2.3 The Government says that whilst research shows that some 96% of planning applications were delegated to Planning Officers in mid-2024, there is still a wide range of actual practice. A number of issues are said to arise:
- i) Delegation Schemes are not all together "clear" in identifying which applications will go to Committee or not, as some matters rely on "interpretations". This produces uncertainty.
  - ii) Too much time is spent considering applications which are policy compliant, or are for post-permission matters.

- iii) Refusals resulting from the overturn of officer advice are often overturned at appeal, delaying new development and “wasting” resources.
- iv) There can be insufficient understanding by Members of planning principles and law which inhibits their ability to make decisions.
- v) There is a lack of transparency of committee decisions and their consequences.

2.4 The objectives behind the Government’s suggestions on reform are:

- i) Developers need to submit “good quality” applications that are policy compliant.
- ii) Committees should focus resources on complex or contentious cases where a balanced planning judgment has to be made.
- iii) Planning Committees need training and support and
- iv) Planning professionals should be empowered to make sound planning decisions on cases that are policy compliant.

### 3 The Proposals

3.1 There are three reforms put forward

- i) A National Scheme of Delegation – bringing clarity and consistency.
- ii) A Dedicated Planning Committee for Strategic Development – to enable a small group of Members to dedicate their energy to the most significant projects, and
- iii) Training for Committee Members – appropriate training has to be undertaken before a Member can sit on a Planning Committee.

3.2 These are explained in more detail.

3.3 There are four options suggested under (i) above.

- i) Delegation where an application complies with the Development Plan. Instances of delegated items would be applications for development on allocated land; reserved matters applications that align with adopted Design and Development Management policies. Where an application does not comply, it would be for each Authority to determine what is appropriate for its own Committee. The Government also asks for comments on how “compliance” is to be defined.
- ii) Delegation as default with exceptions for departures from the Development Plan. Here ALL applications would be delegated unless “specific circumstances” apply. These could be where the application is a departure and is recommended for approval or, or the application has been submitted by the Local Planning Authority itself, one of its Members or its officers. Comments are sought on what might be a “specific circumstance” and also on cases where the Planning Officer and Planning Chairman agree that Members should be involved. This however is said to leave the Chairman and Officer “open” to lobbying.

- iii) Delegation as default with a prescriptive list of exceptions. Here the National Scheme of Delegation would define what is an “exception”, not the Local Planning Authority.
  - iv) A hybrid approach including elements of each of the above.
- 3.4 In respect of a Dedicated Strategic Planning Committee this would mean a single small committee focussed solely on strategic developments, in addition to the main Planning Committee which would deal with other applications under its own local Scheme of Delegation. The thought here is for this Committee to comprise 7 to 9 Members reflecting the political balance in an Authority. A suggestion is that this Committee could also have independent expert Members sitting in order to advise on a particular issue. Similarly, the Government is seeking comments on what might be “strategic development”
- 3.5 Under the third reform, training would be mandatory for Planning Committee members and would be “certificated” training. Any substitute Member would also need to have obtained this certification. This potentially could be done “on-line” through a Government procured provider.
- 3.6 The full Working Paper is attached at **Appendix A**
- 3.7 There is no “dead-line” given in respect of responding to the Paper as the Government is presently seeking views, rather than consulting on a preferred option.

#### 4 **Observations**

- 4.1 For the benefit of Members our delegated figure is 93% and the Scheme of Delegation is at **Appendix B**.
- 4.2 The Paper asks a number of questions and Members are invited to respond4.3 On the understanding that there is highly likely to be change introduced in the forthcoming Bill, Members may wish to convene a separate meeting in order to give time to openly discuss the issues raised by this Paper. That meeting should be open to all Members of the Council.
- 4.4 However, initial officer comments would include the following:
- i) The objectives set out in para 1.5 above are supported.
  - ii) Each Authority is different and national definitions and/or thresholds will thus, not be appropriate. Because the Government acknowledges that planning is a “local” activity, it follows that decision-making should also be “local”.
  - iii) An up-to-date Development Plan is thus essential, and that Plan should include clear and consistent Design and Development Management policies.
  - iv) If this is the case, then a National Scheme of Delegation might be appropriate provided that it supported by a clear and unequivocal local Scheme of Delegation.

- v) There is no reference in the Paper as to the Government's view on public speaking at any new Planning Committee.
- vi) Any new scheme will only work if the working relationship between Members and officers is one of mutual respect and trust.
- vii) A Strategic Planning Committee is probably not applicable to the North Warwickshire as strategic planning policy is already determined by the LDF Sub-Committee and the Executive Board.
- viii) A more proficient procedure for Member training is to be welcomed.

## **5 Report Implications**

### **5.1 Legal and Human Rights Implications**

- 5.1.1 Any changes to the planning decision making process will require changes to primary legislation, hence the reference to the forthcoming Bill in this report.

### **5.2 Equalities Implications**

- 5.2.2 The implications here are more likely to revolve around how "local" decision-making is maintained and the overall role of Planning Members in representing the interests of all of their constituents.

The Contact Officer for this report is Jeff Brown (719310).



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*The Government is committed to getting Britain building again. This paper forms part of a series of working papers on different aspects of planning reform, designed to inform further policy development in collaboration with the wider sector.*

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## Summary

This paper invites views on models for a national scheme of delegation, which the Government has committed to introduce to support better decision making in the planning system. It proposes three possible options, designed to facilitate faster delivery of the quality homes and places that our communities need, by bringing greater standardisation over the operation of committees, in turn to give greater certainty to applicants.

In addition, the Government is interested in views on the creation of smaller targeted planning committees specifically for strategic development, as well as the introduction of a mandatory requirement for training for planning committee members.

All three reforms would require changes to primary legislation through the Planning and Infrastructure Bill. A series of questions are posed at the end of the paper, to inform discussions with the sector before determining whether any of these proposals are taken forward.

## Introduction

1. Planning is principally a local activity, because decisions about what to build and where should be shaped by local communities and reflect the views of local residents. That is why the Government is determined to ensure every area has an up-to-date local plan developed through resident engagement, and it is why we believe that planning committees have an integral role in providing local democratic oversight of planning decisions. It is however vital that in exercising that democratic oversight, planning committees operate as effectively as possible, focusing on those applications which require member input and not revisiting the same decisions. That is why, as part of the King's Speech, we announced that we will modernise the way planning committees operate to best deliver for communities and support much needed development.
2. The Government also wants to make sure that skilled planning officers in local authorities are given the appropriate amount of trust and empowerment. Over the last quarter of a decade, there has been an increased focus on delegating decisions to officers, with

committees now usually focusing on the largest or most controversial applications: 96% of decisions were made by officers in Q2 2024 compared to 75% in 2000. However, the number and type of applications committees consider still varies widely between local planning authorities. Some committee decisions are made not in accordance with material planning considerations, while some committees revisit developments which have already been considered by elected members through the local plan process – which can cause unnecessary delays, cost, and uncertainty. Furthermore, to ensure that planning professionals are fully supported in their role and their skills and experience are put to best use there is a strong case for allowing them to resolve more applications more quickly, in service of residents and businesses.

3. Most planning committees, which comprise a number of elected councillors, make well considered and fair decisions most of the time. However, there remain a number of issues with how committees operate that we want to address.
  - a. First, many local schemes of delegation do not provide full clarity on whether or not an application will go to committee, which can cause uncertainty for developers.
  - b. Second, too much time is spent considering applications which are compliant with the local plan or applications for post-permission matters, especially where the development would be on an allocated site and where there are clear policy requirements for the site in the local plan. This delays decisions on schemes which have already been considered through the local plans process, wasting the time of councillors, applicants and delaying good outcomes for places and for communities.
  - c. Third, in some of these instances the development is rejected against officer advice only to be overturned on appeal, delaying appropriate development and wasting taxpayers' money.
  - d. Fourth, there can be insufficient understanding among all committee members of planning principles and law, inhibiting their ability to make decisions in line with these principles and law, in turn making these decisions more vulnerable to being overturned on appeal.
  - e. Fifth, there is a lack of transparency of committee decisions and their consequences – especially if a committee refuses an application and there is a successful appeal with costs awarded against the local planning authority.
4. Box 1 below provides examples of schemes where the development proposal was on an allocated site and in line with policy expectations, but the committee refused the application against officer advice and the subsequent appeal was upheld, creating delays for all.

## BOX 1: EXAMPLES OF SUCCESSFUL APPEALS TO REFUSALS BY PLANNING COMMITTEES

**Mixed use development on a vacant brownfield site in London.** This site was allocated in the Local Plan for residential and educational use. In Autumn 2021, an application for planning permission was submitted for a development on the site consisting of approx. 120 residential apartments and a special school for 90 pupils. Planning officers recommended to the planning committee in Summer 2022 that planning permission should be granted. The planning committee decided to refuse it. An appeal was made by the applicant and the Inspector, in early 2024, agreed the appeal should be upheld and granted permission. (London Borough)

**Residential development on allocated greenfield site in Northern England.** The site was allocated in the Local Plan for residential use. In Autumn 2022 an application for planning permission was submitted for a development of approx. 100 dwellings on the site. Planning officers recommended to the planning committee that the application be approved in Autumn 2023. The planning committee decided to refuse it. An appeal was made by the applicant and the Inspector, in Summer 2024, agreed the appeal should be upheld and granted permission. (Northern Borough Council).

**Residential development on allocated greenfield site in East of England.** The site was allocated in the Local Plan for residential use for c.500 dwellings, with the potential to increase to maintain 5-Year Housing Land Supply. In Spring 2020 an application was submitted for development of approx. 660 dwellings on site. Planning officers recommended to the planning committee that the application be approved in Summer 2021. The planning committee decided to refuse it. An appeal was made by the applicant and the Inspector, in Spring 2022, agreed that the appeal should be upheld and granted permission. (East of England District Council).

## Our objectives

5. We want to encourage better quality development that is aligned with local development plans, facilitates the speedy delivery of the quality homes and places that our communities need, and gives applicants the reassurance that in more instances their application will be considered by professional officers and determined in a timely manner. This will allow committees and the elected representatives that sit on them to focus their resources on contentious development not aligned with the development plan where local democratic oversight is required. This approach will empower planning professionals to make sound planning decisions on those cases aligned with the development plan and give greater certainty to developers and communities as to how development will be scrutinised by their local planning authority.
6. Tackling these issues means providing greater certainty to applicants that good-quality schemes aligned with the development plan will be approved in a timely manner – while still ensuring that residents know non-compliant or speculative schemes that depart from the development plan will be subject to appropriate democratic scrutiny. In delivering on that objective, we want to:

- a. encourage developers to submit good quality applications which are compliant with plan policies;
- b. allow planning committees to focus their resources on complex or contentious development where local democratic oversight is required and a balanced planning judgement is made;
- c. ensure planning committee members get the training and support they need to fulfil their duties effectively; and
- d. empower planning professionals to make sound planning decisions on those cases aligned with the development plan.

## Our proposals

7. In order to meet these objectives, we are proposing action on three fronts:

- a. **a national scheme of delegation** – bringing clarity and consistency to everyone about which applications get decided by officers and which by committees;
- b. **dedicated committees for strategic development** – allowing a dedicated and small group of councillors to dedicate energy to the most significant projects; and
- c. **training for committee members** – requiring that councillors undertake appropriate training before they can form part of a planning committee.

## National scheme of delegation

- 8. Under local government law, planning decisions by a local authority must be a committee function, and not a function of the executive. Section 101 of the Local Government Act 1972 provides broad powers for the discharge of committee functions, by either a committee, sub-committee or delegation to an officer. Every council has its own scheme of delegation to identify the circumstances where planning decisions are taken by the planning committee rather than delegated to officers. There are currently no powers for the Secretary of State to set a national standard scheme of delegation for planning committees.
- 9. We want to change this and establish a national scheme of delegation which will provide a standardised, consistent approach to delegation of decisions in all local planning authorities, recognising where sites have already had democratic approval through the local plan process. We think a national scheme of delegation will make the system easier to navigate and assist in making it more transparent to users and the public. In designing this scheme, we want to work extensively with the sector. As a first step, we have developed several options for early consideration and discussion, which range from resting on a judgement about compliance with the development plan to hard rules based on the type of application. We have also set out a potential hybrid approach at the end of this section, which may combine the best elements of these different options. Box 2 provides a summary of how these options would play out with three illustrative examples.



*Option 1 – Delegation where an application complies with development plan*

10. The first option aims to ensure that planning committees do not spend their time considering planning applications which comply with the development plan. It would require the delegation of decisions to officers where an application for planning permission complies with the development plan – for instance, when the application is for development on an allocated site in line with plan policies or in line with a design guide. Local authority members will have already considered and approved the policies and site allocations in the relevant authority's local plan, on which residents will also have been consulted, and should be confident that professional officers can make decisions on applications which comply with the plan.
11. Where an application for planning permission does not comply with the development plan, it would be for the local planning authority to determine what is appropriate in their area, in the same way that they do currently. A planning committee would not need to consider all applications which did not comply; these could be delegated to officers if the local planning authority so wished.
12. This approach would apply to other types of applications such as reserved matter approvals, discharge of conditions or other special consents. For instance, where applications were made for reserved matters for an outline planning permission, and these applications were compliant with the development plan, these would be delegated to officers, but if they were a departure from the Plan they could be considered by the planning committee.
13. The judgement on compliance with the development plan may be complex and need some careful consideration of the issues, particularly where an application may not fully meet a specific policy which, for instance, could be outdated or there is no up-to-date local plan. We are keen to seek views on how compliance with the development plan could be defined in a clear enough way for both applicants and local planning authorities to determine when an application should or should not be caught by this requirement, including how any published site allocations' development plan document or supplementary planning document should be part of this assessment. In particular, there are already two relevant terms in planning law – 'in accordance with the development plan' and 'departure from the development plan' – which could be used and on which we would welcome views. We are also interested in views on whether there should be different approaches depending on whether a local planning authority has an up to date local plan or not. Where a plan is out of date, and the presumption applies, there will need to be clarity too on how an officer assesses compliance with the development plan.
14. We are also interested in views on who should make this judgement and what information should be provided to justify it. One option could be for the officer's report determining an application which complies with the development plan to confirm that this application

must be delegated to an officer. The report itself should include any assessment of the application against development plan policies which would provide a justification.

*Option 2 – Delegation as default with exceptions for departures from the development plan*

15. Our second option is that a national scheme of delegation should operate by exception, specifically that all applications should be delegated to officers unless specific circumstances apply. This could mean all applications must be delegated to officers unless:
  - a. the application is a departure from the development plan and is recommended by officers for approval; or
  - b. the application has been submitted by the local planning authority, its members or officers.
16. This approach would allow for greater delegation to officers of all application types. It sets a hard definition of criteria which must be met for an application to be decided by the planning committee. Its key benefit would be that committees would focus on only those applications which depart from the development plan and officers consider suitable for approval, as well as ensuring for propriety reasons that decisions involving the local planning authority are made transparently.
17. There are two aspects of this approach that we are conscious need specific consideration.
  - a. First, it would mean the committee must decide all such 'specific circumstance' applications, and the number of those applications could be significant, especially in large local planning authorities where some applications involving a departure from the development plan may be readily acceptable. This could lead to undesirable pressures on committee business. This could potentially be addressed by giving discretion to the chair of the planning committee to delegate decisions on specific applications back to officers.
  - b. Second, it would lead to officers determining applications for locally sensitive or controversial small-scale development where planning merits are finely balanced in terms of the development plan, and historically officers have looked to the committee to make the final decision. Examples include the development of a community asset, changes to a high profile listed building, or the use of an open space. One way of addressing this could be to create a further 'specific circumstance' category, where the head of planning and chair of the planning committee agree for the committee to consider an application by exception. However, this 'specific circumstance' may bring too much discretion back into the national scheme of delegation, and so not provide the intended certainty. Local discretion could, for instance, see ward councillors lobby to secure committee scrutiny of particular developments, even if they do not depart from the

development plan.

*Option 3 – Delegation as default with a prescriptive list of exceptions*

18. The third option would again require all applications to be delegated to officers. However, under this model, the national scheme of delegation would set out a prescriptive list of application types to be determined by committees to provide certainty to applicants from the start.
19. This approach does not focus on whether an application complies or generally departs from the development plan, but replaces it with a more specific approach linked to key common tests in national policy and development plans to provide greater clarity and consistency to applicants.
20. As an illustration, the list of circumstances where a committee could consider an application could include the following circumstances.
  - a. All applications for planning permission must be delegated to officers unless the application is:
    - i. for major residential or commercial development not on an allocated site;
    - ii. for an allocated site and the proposals depart from the policy in the local or neighbourhood plan for that site;
    - iii. for land on the Green Belt which engages the exceptional circumstances test in the NPPF;
    - iv. for development subject to Environmental Impact Assessment or which is likely to have a significant impact on a habitats site;
    - v. for development that would cause substantial harm to a designated heritage asset and there could be exceptional reasons for its approval;
    - vi. submitted by a local planning authority, its members or officers; or
    - vii. subject to over a specified number of objections.
  - b. All applications for other planning consents and approvals must be delegated to officers unless, for applications for listed building consent, the application was for works which would cause substantial harm to a listed building and there could be exceptional reasons for its approval.
21. This option would be the most prescriptive to set centrally. It would have the benefit of providing greater clarity on those application types which must be considered by planning committees in a way that is wholly consistent across the country, providing the greatest certainty to applicants. It would however leave little room for local interpretation, and a common list of required committee applications may miss significant local variations in application types, for example, where there is a particularly controversial listed building

consent application. It would also not provide for as clear a link between compliance with the development plan and the scheme of delegation, reducing the incentives for developers to comply.

22. In relation to the objection threshold, while there are some attractions to this approach, namely that it would more explicitly link an application going to committee with the level of concern it has caused locally, it risks incentivising organised opposition to development in order to meet whatever threshold is set. The Government is therefore less inclined to pursue this but is keen to consider views on it as part of further work on the national scheme of delegation.

## **BOX 2: ILLUSTRATIVE CASE STUDIES OF THE DIFFERENT OPTIONS**

### **Case Studies**

- I. A major development proposal for 100 dwellings complies with the local plan site allocation and policy requirements, including on design, open space and affordable housing provision. Officers have recommended approval.
- II. A minor development proposal for a change of use from a pub to a community centre. There are no specific site allocations in relation to the pub in the local plan, but there is a local plan policy which states that pubs must be protected from development resulting in a change of use or loss of the pub. In exceptional circumstances, development proposals resulting in the loss of a pub will only be permitted where there is no market demand for the pub use. Officers have recommended approval.
- III. A minor development proposal on a windfall site for the demolition of a small office unit and replacement with seven residential dwellings. The site is not allocated for residential use in the local plan, but officers have recommended the proposal for approval.

### **Result under Option 1**

- I. This would automatically be delegated to officers.
- II. As this is not in line with the local plan policy, it would be up to the discretion of the local planning authority to decide whether the application should go to committee in line with their local scheme of delegation (in relation to applications not in accordance with the development plan.)
- III. As this is not in accordance with the local plan, it would be up to the discretion of the local planning authority to decide whether the application should go to committee in line with their local scheme of delegation (in relation to applications not in accordance with the development plan).

### **Result under Option 2**

- I. This would be delegated to officers by default.
- II. Because this is a departure from the development plan and is recommended for approval by officers, this would go to committee.
- III. Because this is a departure from the development plan and is recommended for approval by officers, this would go to committee.

### **Result under Option 3**

- I. This would be delegated to officers by default.
- II. Because this is a departure from the development plan and is recommended for approval by officers, this would go to committee.
- III. Because this is a minor development proposal this application would be delegated to officers.

### *A hybrid approach*

23. The three options outlined above are not mutually exclusive, and it may be that the best approach is in fact one that blends different elements. One potential hybrid option would combine three components:
- a. first, applications which comply with development plan would be delegated, as per option one;
  - b. second, *all* reserved matters applications would be delegated, reflecting the fact that the principle of permission had been achieved and so giving greater certainty for post-permission matters; and
  - c. third, *all* applications for residential development below a certain size would be delegated, for instance using the non-major development threshold of ten units for residential development and 1,000 square meters for non-residential – recognising that consideration would need to be given to the operation of a threshold that works for all areas across the country.
24. Such a hybrid approach could help further focus the efforts of planning committees on the most significant applications, avoid committees looking repeatedly at the same scheme, and support small and medium enterprise (SME) builders.

### **Dedicated committees for strategic development**

25. Many areas of England have strategic development opportunities, often identified in local plans, which will bring long term change to an area. These include individual large scale development proposals, as well as Area Action Plans and proposals for urban extensions. Such strategic development opportunities are often in key locations with significant potential for new housing, jobs and infrastructure. In London, for instance, there are opportunity areas identified in the London Plan, and as part of our wider strategic planning reforms we expect over time more spatial development strategies to identify similar opportunities in their areas.
26. Planning permission for this kind of strategic development is often secured from the outline planning permission following considerable engagement with the local planning authority, and there is significant ongoing consenting on substantive matters as the development evolves. In some instances, development may come forward piecemeal from independent developers, requiring strategic oversight to deliver the vision for the area. This type of strategic development, which will impact on the long-term future of a location, will always be considered by elected members, and not subject to the general approach being proposed for a national scheme of delegation. Such strategic development requires longer term engagement by committee members and can involve consideration of many technical planning matters.

27. There are already successful examples across England of 'Strategic Planning Committees' which reflect the ambitions for a targeted focus on strategic development. These include the Ebbsfleet Development Corporation, which was established in 2015 to assist in the development of 15,000 new homes around the HS1 hub. Its planning committee comprises up to eight members, focuses on the strategic development of the Garden City and supports timely decision making in accordance with the plan for the area.
28. We want to test views on requiring local planning authorities to establish smaller, dedicated committees focused only on strategic development where there is such development planned in their area. Such committees would take ownership of strategic development applications and build expertise using local knowledge and understanding of planning issues. These committees would operate in addition to the main planning committee and would focus only on those developments that are critical to supporting local economic development and local housing need, providing long term focus and consistency for the most important schemes.
29. These committees could deal directly with, and have detailed knowledge of, specified strategic development opportunities. They could consider complex issues such as Section 106 agreements, and subsequent post-permission matters such as approval of design codes or reserved matters for key later phases. This could provide for a clearer and more direct decision-making process for developments of critical importance to the growth and economy of an area, while retaining local democratic oversight for such decisions.
30. In addition to their general benefit, there are two specific considerations.
- a. **The appropriate size of these committees.** We think there are considerable benefits in having a small committee of knowledgeable members who can have informed discussions about the strategic development, while recognising that as a committee there will need to be political balance reflecting the overall composition of the local authority. Several strategic development committees have seven to nine members, but we are keen to explore whether three to five members would give adequate scope for careful consideration of all matters.
  - b. **What constitutes strategic development in an area.** One approach could be for the local planning authority to decide what is a strategic development having regard to statutory guidance from the Secretary of State. Another approach could be to define strategic development in regulations based on development thresholds – for example, 500 units for residential development or 50,000 square meters for non-residential.
31. We are also interested in views on whether these focussed committees should include, in addition to elected members, independent expert members who have professional expertise in, for example, regeneration, planning and design. This approach has been taken

at the Old Oak and Park Royal Development Corporation which consists of four independent members, and four elected councillors from the three Boroughs within its area.

32. We do not anticipate that all local planning authorities would need to stand up such a committee, as it would only be required where strategic development was being proposed.

### **Mandatory training for planning committee members**

33. Finally, it is important that planning committee members are sufficiently trained in planning matters before they make decisions. Planning is a complex area – drawing on regulations, caselaw, and policy requirements – and it is important that planning committees which are undertaking a regulatory function are able to make robust decisions. Unfortunately, there are still too many decisions being made where the planning justification is weak, and the decision is overturned on appeal, creating delays and uncertainty.
34. Many local planning authorities in England already train their members, and there is good take-up of the membership training offered by the Planning Advisory Service. However, the approach to membership training is inconsistent and varies across the country. It is also unusual for a regulatory function as complex as planning not to require core training for key decision makers: in other regulatory environments, it would be seen to be a pre-requisite. For instance, in Scotland, elected members who sit on licensing boards are required to undertake mandatory training before they can take up a position on the board. In England, while the Licensing Act 2003 does not specifically include provisions for mandatory training of members, it strongly recommends that such members receive proper training to ensure they understand the complexities of licensing law and policy.
35. We are therefore, considering introducing mandatory training for planning committees to ensure members understand key planning principles, propriety, and new planning issues so that decision making is better informed and decisions are more robust. Specifically, we would require all members of planning committees, together with other key decision makers such as the Mayor of London, to undertake certified training before they could sit on a planning committee and be involved in the decision-making process. This would involve prohibiting members who have not undertaken the training from making decisions.
36. We envisage the training would cover at least the key principles of planning including, but not limited to, planning legislation, the role of the development plan and national planning policy, the planning application process, enforcement, and the code of conduct for planning committees. We are also keen to explore whether the training should be further extended to more in-depth planning matters and the effective operation of a planning committee. In considering the scope of the mandatory training, there is a balance to be struck between



requiring a comprehensive package of training and the practical need to ensure committees can continue to make timely decisions, especially following local elections and the appointment of new members to the committee.

37. We also envisage that the mandatory training and certification would be principally provided online, and to do this, the Government would procure a provider to prepare the training programme. If a decision is made to proceed with mandatory member training, the Government would provide resource for training under the new burdens doctrine. We are interested in how local planning authorities currently provide training for their members and will work with the sector on the detail of any training programme.

38. We are also interested in views on other ways in which we can further professionalise committees, including, for example, the production of a professional code of practice.

### **Conclusion and areas for further work**

39. We may take forward any or all of the above proposals, each of which would require primary legislation through the Planning and Infrastructure Bill. Should proposals set out in this working paper be taken forward, they would be the subject of further detailed consultation in the normal way – in particular where necessary to underpin secondary legislation following passage of the Planning and Infrastructure Bill.

40. In addition, the Government is clear that greater transparency of information on decision making is necessary to build reform. We will therefore be asking local planning authorities through our planning statistics returns to provide us with data on decision making in relation to planning committees, and in particular where refusals have been made against officer recommendation. We will also look to collect data from the Planning Inspectorate on where these applications have been overturned at appeal stage, and the costs awarded as a result.

41. We would welcome views on the options set out in this paper, and in particular on the following questions.

- a. Do you think this package of reforms would help to improve decision making by planning committees?
- b. Do you have views on which of the options we have set out in regards to national schemes of delegation would be most effective? Are there any aspects which could be improved?
- c. We could take a hybrid approach to any of the options listed. Do you think, for instance, we should introduce a size threshold for applications to go to committees, or delegate all reserved matters applications?

- d. Are there advantages in giving further consideration to a model based on objections?
- e. Do you agree that targeted planning committees for strategic development could facilitate better decision making?
- f. Do you have a view on the size of these targeted committees?
- g. How should we define strategic developments?
- h. Do you think the approach to mandatory training is the right one?

## Agenda Item No 10

### Planning and Development Board

3 February 2025

Report of the Interim  
Corporate Director Resources (Section  
151 Officer)

General Fund Revenue Budget –  
2024/25 Forecast and 2025/26  
Estimates and Fees and Charges

#### 1 Summary

- 1.1 This report covers the outturn position for 2024/25 and an estimate for 2025/26, together with future estimates for 2026/27, 2027/28 and 2028/29. It also includes a review of the fees and charges for Planning and Development as detailed in **Appendix C**.

#### Recommendation to the Board

- a To approve the forecast budget for 2024/25;
- b To approve the 2025/26 estimates, as presented in this report for inclusion in the overall Tax Set 2025/26 report for the Executive Board on 10 February 2025;
- c To approve the growth bid for planning appeals of £225,000 for 2025/26 in line with the current year, this figure is included in the figures reported in Appendix A & B;
- d To approve the growth of £44,870 required to remain in the Central Building Control Partnership, this figures is already included in the figures presented; and
- e To approve the fees and charges as detailed in Appendix C.

#### 2 Introduction

- 2.1 In consultation with the budget officers and Directors this report presents the Planning & Development Board estimates for 2025/26 along with the forecast budgets for 2024/25, the detailed figures are in **Appendix A and B**.
- 2.2 At its meeting in November 2024, the Executive Board agreed the Medium-Term Financial Strategy (MTFS) for 2025-2029, which required ongoing savings of £1.5 million to balance the medium-term budget. This required budget savings of £500,000 in 2026/27 with additional savings of £500,000 in

2027/28 and £500,000 in 2028/29. Only limited growth was built into the strategy therefore any additional expenditure will impact on the funding position.

- 2.3 The figures for the outturn 2024/25 and the estimates for 2025/26 are presented in Table 1. The summary figures are presented at CIPFA classification level in Appendix A and B which provides a more detailed breakdown of the figures.

Table 1 - A Summary of the budgets at CIPFA classification level are listed below.

	<b>Approved Budget 2024/2025 £</b>	<b>Forecast Budget 2024/2025 £</b>	<b>Original Budget 2025/2026 £</b>
Employee Costs	-	-	-
Supplies and Services	396,910	397,580	505,920
Earmarked Reserves	(25,000)	(25,000)	(25,000)
<b>Gross Expenditure</b>	<b>371,910</b>	<b>372,580</b>	<b>480,920</b>
Income	(842,780)	(899,480)	(829,300)
<b>Net Controllable Expenditure</b>	<b>(470,870)</b>	<b>(526,900)</b>	<b>(348,380)</b>
Central Support	976,020	976,020	1,063,860
Capital Charges	16,390	16,390	16,390
<b>Net Expenditure</b>	<b>521,540</b>	<b>465,510</b>	<b>731,870</b>

### 3 Comments on the 2024/25 Forecast Outturn

- 3.1 The forecast outturn for 2024/25 is estimated to be £465,510 a reduction of £56,030 on the original budget. The main reasons for variations are set out below:

#### 3.2 Income

- 3.2.1 Fee income is £32k currently performing over and above the budgeted position for Planning due to high number of significant number of applications come in for planning. Agreed to revise the income budget for local land charges to £64k from £39k original budget at the planning board on 09<sup>th</sup> December 2024.

### 4 Comments on the 2025/26 Estimates

- 4.1 The 2025/26 estimate has been prepared considering the following assumptions:

- A 3% pay award from 1 April 2025
- Increased Employers National Insurance as directed by the Government, increasing the rate from 13.8% to 15% and reducing the NI-free amount from £9,096 to £5,000 annually.
- Inflationary increases of 2.5% on premises related expenditure

...

- Inflationary increases of 2.5% on software maintenance, vehicle fuel and insurance
- An increase in income to reflect the increases included based on the fees and charges increases in **Appendix C**.

4.2 The total estimated net expenditure for 2025/26 is £731,870 an increase of £266,360 on the 2024/25 forecast outturn and £210,330 on the 24-25 approved budget. The main reasons for variations from the revised budget to original 2025/26 are set out below.

#### 4.3 **Planning Income**

4.3.1 The fee budget for 2025/26 has been reduced by £89k to bring it in line with the actuals for 2023/24 with an increase included to reflect the significant fee increase of 25%. The current years income was high which is not achievable annually.

#### 4.4 **Building Control**

4.4.1 This Council are part of the Central Building Control Partnership and to remain have been asked the same as all partners to increase the 25/26 contribution to £90k an increase of £45k, this has been built into the figures presented.

#### 4.5 **Local Land Charges**

4.5.1 Supplies and services have an increase of £54k for new IT system (Def), this is partly being funded through a Grant of £60k which will be spread over 3 years therefore a total of £11k per year.

### 5 **Income**

5.1 Changes in the levels of fees and charges for services under the responsibility of this Board are in **Appendix C**. Income from increased fees and charges is expected to contribute to the achievement of income targets.

### 6 **Risks to Services**

6.1 The key risks to the budgetary position of the Council from services under the control of this Board are:

- A change in the level of planning applications received. A fall in applications would lead to a reduction in planning income, whilst an increase in applications would increase the pressure on staff to deal with applications in the required timescales.
- The Government requires all planning applications to be dealt with within a specific timescale. If this is not achieved, the costs of the application must be funded by the authority. Whilst the Planning team deal with almost 100% of current applications within this time, there is always the potential for this to slip, leading to a decline in the planning income level.

- There are potential additional costs for the Council in carrying out its planning function. If the Council loses a planning appeal, an award of costs can be made against the Council (the appellants costs for the appeal). If the Council consistently loses appeals it will become a designated authority, which means that prospective applicants can submit their applications directly to the planning directorate. This would mean the council would lose the accompanying planning fee.
- The need to hold Public Inquiries into Planning Developments. Inquiries can cost the Council up to £50,000 each.

## 7 Future Year Forecasts

- 7.1 In order to assist with medium-term financial planning, Members are provided with budget forecasts for the three years following 2025/26. The table below provides a subjective summary for those services reporting to this Board:

	Forecast Budget 2026/2027 £	Forecast Budget 2027/2028 £	Forecast Budget 2028/2029 £
Employee Costs	-	-	-
Supplies and Services	520,340	535,190	550,490
Earmarked Reserves	(25,000)	(25,000)	(25,000)
<b>Gross Expenditure</b>	<b>495,340</b>	<b>510,190</b>	<b>525,490</b>
Income	(853,830)	(879,090)	(905,110))
<b>Net Controllable Expenditure</b>	<b>(358,490)</b>	<b>(368,900)</b>	<b>(379,620)</b>
Central Support	1,095,770	1,128,640	1,162,500
Capital Charges	16,390	16,390	16,390
<b>Net Expenditure</b>	<b>753,670</b>	<b>776,130</b>	<b>799,270</b>

- 7.2 The forecasts given above have used several assumptions, which include pay awards of 3% in 2026/27 through 2028/29; increases in premises costs by 3%, increases in contracts and general increases in supplies and services of 3%.
- 7.3 These forecasts are built up using current corporate and service plans. Where additional resources have already been approved, these are also included. However, these forecasts will be amended to reflect any amendments to the estimates, including decisions taken on any further corporate or service targets.

## **8 Report Implications**

### **8.1 Finance and Value for Money Implications**

8.1.1 As detailed in the body of the report.

### **8.2 Environment, Climate Change and Health Implications**

8.2.1 Continuing the budget strategy will allow the Council to manage its expected shortfall in resources without disruption of essential services.

### **8.3 Risk Management Implications**

8.3.1 There are several risks associated with setting a budget, as assumptions are made on levels of inflation and demand for services. To minimise the risks, decisions on these have been taken using experience and knowledge of the past and informed by current forecasts and trends. However, the risk will be managed through the production of regular budgetary control reports, assessing the impact of any variances and the need for any further action.

### **8.4 Equalities Implications**

8.4.1 There are no direct equalities implications arising from the proposals in this report. Each service area referred to will have regard to the Council's varying equality duties when discharging their services.

### **8.2 Environment, Climate Change and Health Implications**

8.2.1 Continuing the budget strategy will allow the Council to manage its expected shortfall in resources without disruption of essential services.

### **8.3 Risk Management Implications**

8.3.1 There are several risks associated with setting a budget, as assumptions are made on levels of inflation and demand for services. To minimise the risks, decisions on these have been taken using experience and knowledge of the past, informed by current forecasts and trends. However, the risk will be managed through the production of regular budgetary control reports, assessing the impact of any variances and the need for any further action.

The Contact Officer for this report is Akanksha Downing (719384)

### Background Papers

Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

Background Paper No	Author	Nature of Background Paper	Date



Development Control Board: Total

Appendix A

	Approved Budget 2024/2025 £	Forecast Budget 2024/2025 £	Variance Approved to Forecast Budget £	Original Budget 2025/2026 £	Variance Forecast to Original Budget £
Employees	-	-	-	-	-
Premises-Related Expenditure	-	-	-	-	-
Supplies & Services	396,910	397,580	670	505,920	108,340
Transport-Related Expenditure	-	-	-	-	-
Miscellaneous	-	-	-	-	-
Balance Sheet and Earmarked Reserves	(25,000)	(25,000)	-	(25,000)	-
<b>Gross Expenditure</b>	<b>371,910</b>	<b>372,580</b>	<b>670</b>	<b>480,920</b>	<b>108,340</b>
Income	(842,780)	(899,480)	(56,700)	(829,300)	70,180
<b>Net Controllable Expenditure</b>	<b>(470,870)</b>	<b>(526,900)</b>	<b>(56,030)</b>	<b>(348,380)</b>	<b>178,520</b>
Central Support Charges	976,020	976,020	-	1,063,860	87,840
Depreciation and Capital Charges	16,390	16,390	-	16,390	-
<b>Net Expenditure</b>	<b>521,540</b>	<b>465,510</b>	<b>(56,030)</b>	<b>731,870</b>	<b>266,360</b>

Jeff Brown

	Approved Budget 2024/2025 £	Forecast Budget 2024/2025 £	Variance Approved to Forecast Budget £	Original Budget 2025/2026 £	Variance Forecast to Original Budget £
Employees	-	-	-	-	-
Premises-Related Expenditure	-	-	-	-	-
Supplies & Services	371,860	372,530	670	480,870	108,340
Transport-Related Expenditure	-	-	-	-	-
Miscellaneous	-	-	-	-	-
Balance Sheet and Earmarked Reserves	-	-	-	-	-
Gross Expenditure	371,860	372,530	670	480,870	108,340
Income	(842,780)	(899,480)	(56,700)	(829,300)	70,180
Net Controllable Expenditure	(470,920)	(526,950)	(56,030)	(348,430)	178,520
Central Support Charges	907,770	907,770	-	989,470	81,700
Depreciation and Capital Charges	16,390	16,390	-	16,390	-
Net Expenditure	453,240	397,210	(56,030)	657,430	260,220

Steve Maxey

	Approved Budget 2024/2025 £	Forecast Budget 2024/2025 £	Variance Approved to Forecast Budget £	Original Budget 2025/2026 £	Variance Forecast to Original Budget £
Employees	-	-	-	-	-
Premises-Related Expenditure	-	-	-	-	-
Supplies & Services	50	50	-	50	-
Transport-Related Expenditure	-	-	-	-	-
Miscellaneous	-	-	-	-	-
Balance Sheet and Earmarked Reserves	-	-	-	-	-
Gross Expenditure	50	50	-	50	-
Income	-	-	-	-	-
Net Controllable Expenditure	50	50	-	50	-
Central Support Charges	68,250	68,250	-	74,390	6,140
Depreciation and Capital Charges	-	-	-	-	-
Net Expenditure	68,300	68,300	-	74,440	6,140

Alison Turner

	Approved Budget 2024/2025 £	Forecast Budget 2024/2025 £	Variance Approved to Forecast Budget £	Original Budget 2025/2026 £	Variance Forecast to Original Budget £
Employees	-	-	-	-	-
Premises-Related Expenditure	-	-	-	-	-
Supplies & Services	25,000	25,000	-	25,000	-
Transport-Related Expenditure	-	-	-	-	-
Miscellaneous	-	-	-	-	-
Balance Sheet and Earmarked Reserves	(25,000)	(25,000)	-	(25,000)	-
Gross Expenditure	-	-	-	-	-
Income	-	-	-	-	-
Net Controllable Expenditure	-	-	-	-	-
Central Support Charges	-	-	-	-	-
Depreciation and Capital Charges	-	-	-	-	-
Net Expenditure	-	-	-	-	-

**NORTH WARWICKSHIRE BOROUGH COUNCIL**  
**PLANNING AND DEVELOPMENT BOARD**  
**FEES AND CHARGES FROM 1 APRIL 2025**

**Appendix C**

	<b>2024/25 CHARGE</b>	<b>2025/26 CHARGE</b>
	<b>TOTAL CHARGE £</b>	<b>TOTAL CHARGE £</b>
<b>LAND CHARGES</b>		
Official Land Charges Register search (LLC1)	35.00	39.00
Each additional parcel of land	5.00	6.00
CON29 R Search	156.00	171.60
Each additional parcel of land	21.60	24.00
Full Search (LLC1 and CON29)	191.00	210.00
Additional Questions (LLC1 and CON29)	12.00	13.20
Question 4	Free	Free
Question 22	24.00	26.40
Additional questions in isolation	36.00	39.60
Personal searches by appointment	Free	Free
Registered Common Land and Town or Village Green (question 22) submitted in isolation should be sent to Warwickshire County Council		
<b>STREET NAMING &amp; NUMBERING</b>		
New Development (Residential and Commercial)	£145.00 application fee + £40.00 per property	£150.00 application fee + £45.00 per property
Amend a Development layout after confirmation (per plot)	40.00	45.00
Naming of a New Street	190.00	195.00
Rename/Renumber a PAF registered property (including adding a name)	82.00	85.00
Correcting an address anomaly	40.00	45.00
Confirmation letter to solicitors/others	32.00	35.00

**PLANNING AND ADVERTISEMENT APPLICATIONS**

These charges are set by central government and are contained within the Town and Country Planning Regulations.  
Details of current charges can be obtained from the Council's Development Control section :

**Telephone**

**Fax**

**E-mail**

**Web site**

## **Agenda Item No 11**

### **Planning & Development Board**

**3 February 2025**

**Report of the  
Chief Executive**

**Exclusion of the Public and Press**

#### **Recommendation to the Board**

**To consider, in accordance with Section 100A(4) of the Local Government Act 1972, whether it is in the public interest that the public and press be excluded from the meeting for the following items of business, on the grounds that they involve the likely disclosure of exempt information as defined by Schedule 12A to the Act.**

## **Agenda Item No 12**

**Enforcement Actions**– Report of the Head of Development Control.

Paragraph 7 - Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

## **Agenda Item No 13**

**Confidential Extracts of the minutes of the Planning and Development Board held on 6 January 2025.**

Paragraph 3 - Information relating to the financial or business affairs of any particular person (including the authority holding that information).

In relation to the items listed above members should only exclude the public if the public interest in doing so outweighs the public interest in disclosing the information, giving their reasons as to why that is the case.

The Contact Officer for this report is Marina Wallace (719226).