

**To: The Deputy Leader and Members of the Planning and Development Board
Councillors Simpson, Bell, T Clews, Dirveiks, Gosling, Hancocks, Hayfield, D Humphreys, Jarvis, Jordan, Morson, Moss, Parsons, H Phillips, Reilly and Rose.**

For the information of other Members of the Council

For general enquiries please contact the Democratic Services Team on 01827 719237 via e-mail – democraticservices@northwarks.gov.uk

For enquiries about specific reports please contact the officer named in the reports.

The agenda and reports are available in large print and electronic accessible formats if requested.

PLANNING AND DEVELOPMENT BOARD AGENDA

31 OCTOBER 2022

The Planning and Development Board will meet on Monday, 31 October 2022 at 6.30pm in the Council Chamber at The Council House, South Street, Atherstone, Warwickshire.

The meeting can also be viewed on the Council's YouTube channel at [NorthWarks - YouTube](#).

AGENDA

- 1 Evacuation Procedure.**
- 2 Apologies for Absence / Members away on official Council business.**
- 3 Disclosable Pecuniary and Non-Pecuniary Interests**

REGISTERING TO SPEAK AT THE MEETING

Anyone wishing to speak at the meeting, in respect of a Planning Application, must register their intention to do so by 1pm on the day of the meeting, either by email to democraticservices@northwarks.gov.uk or by telephoning 01827 719221 or 719237.

Once registered to speak, the person asking the question has the option to either:

- (a) attend the meeting in person at the Council Chamber; or
- (b) attend remotely via Teams.

If attending in person, precautions will be in place in the Council Chamber to protect those who are present however this will limit the number of people who can be accommodated so it may be more convenient to attend remotely.

If attending remotely an invitation will be sent to join the Teams video conferencing for this meeting. Those registered to speak should join the meeting via Teams or dial the telephone number (provided on their invitation) when joining the meeting and whilst waiting they will be able to hear what is being said at the meeting. They will also be able to view the meeting using the YouTube link provided (if so, they may need to mute the sound on YouTube when they speak on the phone to prevent feedback). The Chairman of the Board will invite a registered speaker to begin once the application they are registered for is being considered.

- 4 **Minutes of the meeting of the Board held on 3 October 2022** – copy herewith, to be approved and signed by the Chairman.

ITEMS FOR DISCUSSION AND DECISION (WHITE PAPERS)

- 5 **A5 Consultation on Dordon to Atherstone by National Highways - Report of the Chief Executive**

Summary

A consultation has taken place by National Highways on proposed works to the A5 between Dordon and Atherstone. The closing date for the consultation was 27th October 2022. The final response to the consultation will be circulated prior to the meeting.

The Contact Officer for this report is Dorothy Barratt (719250).

6 **Planning Applications - Report of the Head of Development Control**

Summary

Town and Country Planning Act 1990 – applications presented for determination.

6a 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

6b Application No: PAP/2021/0428 - 4, Square Lane, Corley, CV7 8AX

Erection of agricultural building to be used for storage of agricultural machinery and hay

6c Application No: PAP/2019/0651 - Atlantic Nurseries Wholesale, Wishaw Lane, Middleton, B78 2AX

Retrospective approval for the replacement of a former greenhouse and polytunnels with metal storage sheds

6d Application No: PAP/2019/0158 - Queen Elizabeth Lower School, Witherley Road, Atherstone, CV9 1LZ

Erection of two storey teaching building comprising seven general classrooms, circulation and WC's

6e Application No: PAP/2022/0294 - Proposed Building Plot Rear Of 4-10, Kingsbury Road, Curdworth

Raised garden area to rear

6f Application No: PAP/2022/0105 - Land South Of The Croft, Hoggrills End Lane, Nether Whitacre

Erection of stable block and change of use from agriculture to equestrian

6g Application No: PAP/2022/0128 - North Court, Packington Park, Birmingham Road, CV7 7HF

Installation of a new glazed arched entryway to the eastern elevation

6h PAP/2022/0353 - Heath House, 27 Birmingham Road, Whitacre Heath, B46 2ET

Change of use from C3 Dwelling house to 'Sui generis' (Houses in multiple occupation) for 9 single occupancy units

6i Application No: PAP/2021/0638 - Fox And Dogs Inn, Orton Road, Warton, Tamworth, B79 0HT

Demolition of existing public house and construction of three dwellings

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

7 Appeal Update - Report of the Head of Development Control

Summary

The report brings Members up to date on recent appeal decisions.

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

8 Exclusion of the Public and Press

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

9 Section 106 Agreement - Report of the Head of Development Control

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

STEVE MAXEY
Chief Executive

NORTH WARWICKSHIRE BOROUGH COUNCIL

MINUTES OF THE PLANNING AND DEVELOPMENT BOARD

3 October 2022

Present: Councillor Simpson in the Chair

Councillors Dirveiks, Gosling, Hancocks, Hayfield, D Humphreys, M Humphreys Jarvis, Jordan, Morson, M Parker, Reilly and Rose.

Apologies for absence were received from Councillors Bell (Substitute M Parker), T Clews (Substitute M Humphreys), Moss, Parsons and H Phillips.

39 **Disclosable Pecuniary and Non-Pecuniary Interests**

None were declared at the meeting.

40 **Minutes**

The minutes of the meeting of the Planning and Development Board held on 7 September 2022, copies having been previously circulated, were approved as a correct record and signed by the Chairman.

41 **Lichfield District Local Plan 2040 Submission Plan Consultation - Report of the Chief Executive**

Members were informed of the consultation on the Lichfield District Local Plan 2040 Submission Plan, covering the Plan period 2018 to 2040.

Resolved:

- a That Members noted the consultation on the Lichfield District Local Plan 2040 Submission Plan consultation; and**
- b That the observations raised be forwarded to Lichfield along with any other representations that Members wished to raise.**

42 Planning Applications

The Head of Development Control submitted a report for the consideration of the Board.

Resolved:

- a That in respect of Application No's CON/2022/0023, 0024 and 0025 (Packington Lane Landfill Site, Packington Lane, Coleshill, CV7 7HN) no objections be raised subject to the matters raised as set out in the report of the Head of Development Control. The Head of Development Control is to raise the issues of litter in the wider curtilage of the site;**
- b That in respect of Application No PAP/2021/0687 (89-91 Main Road, Austrey, Atherstone, Warwickshire, CV9 3EG) authority was given to the Head of Legal Services to issue an Enforcement Notice under Section 172 of the Town and Country Planning Act 1990 in respect of the unauthorised use of the swimming pool for community use in breach of Condition 4 of planning permission FAP/1996/3856 dated 14/8/1996, for the reasons outlined in the report of the Head of Development Control and that the compliance period be 31 October 2022;**
- c That, subject to the receipt of no objections, Application No PAP/2022/0462 (The Office, Public House, Church Road, Warton, Tamworth, B79 0JN) be granted, subject to the conditions set out in the report of the Head of Development Control together with the following variation to condition 6:**

“6. The development hereby approved shall not be used for business purposes by the Office Public House until the following matters have all been fully implemented with reference to the attached plan, to the written satisfaction of the Local Planning Authority:

- i) Boundary/acoustic fencing marked (b) on the attached plan shall be implemented within the proposed development to a minimum height of 3 metres from the finished ground level. The screening shall have a minimum surface mass of 10kg/cubic metre and shall be maintained as such throughout the lifetime of the development.**
- ii) Boundary/acoustic screening marked (c) on the attached plan shall be implemented to a minimum height of 1.5 metres within the upper beer garden. The screen shall extend from the boundary of 3 Trinity Close for a minimum distance of 7 metres towards the stair leading from the lower to the upper beer garden but should not**

obstruct the stairs. The screening shall have a minimum surface mass of 10kg/cubic metre and shall be maintained as such throughout the lifetime of the development.

- iii) Boundary/acoustic screening marked (d) on the attached plan shall be implemented to a minimum height of 1.5 metres within the lower beer garden. The screen shall extend from the boundary marked (e) on the plan, for a minimum distance of 10.8 metres towards the southern façade of The Office Public House but should not obstruct the rear access of the premises. The screening shall have a minimum surface mass of 10kg/cubic metre and shall be maintained as such throughout the lifetime of the development.
 - iv) A ramp to accommodate disability access shall be installed within the proposed development - marked (e) on the plan) - to provide safe access to the car park.
 - v) Notwithstanding the plan numbers set out in Condition 2, the tables within the application site shall be permanently fixed to the ground such that they are oriented towards the north/north-west;
- d That in respect of Application No MIA/2022/0022 (Coleshill Manor Campus, South Drive, Coleshill, B46 1DL) the report of the Head of Development Control be noted;
- e That in respect of Application No PAP/2021/0428 (4, Square Lane, Corley, CV7 8AX) determination be deferred for a site visit; and
- f That Application No PAP/2022/0247 (The Elms, Austrey Road, Warton, Tamworth, B79 0HG) be granted, subject to the conditions set out in the report of the Head of Development Control.

The Chairman of the Board confirmed that the Highways Division at Warwickshire County Council had agreed to have a meeting before the next meeting on 31 October 2022 to discuss its responses to Planning Applications. The Head of Development Control will prepare an agenda in consultation with the Chairman and Opposition spokesperson.

Councillor Simpson
Chairman

Agenda Item No 5

Planning & Development Board

31 October 2022

Report of the Chief Executive

**A5 Consultation on Dordon to
Atherstone by National Highways**

1 Summary

- 1.1 A consultation has taken place by National Highways on proposed works to the A5 between Dordon and Atherstone. The closing date for the consultation was 27 October 2022. The final response to the consultation will be circulated prior to the meeting.

<p>Recommendation to the Board</p> <p>That the report be noted</p>
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2 Consultation

- 2.1 Consultation has taken place with the relevant Members and any comments received will be reported at the meeting.

3 Response to the Consultation

- 3.1 The consultation by National Highways on a scheme of works for the A5 between Dordon and Atherstone has been considered by Executive Board (12 October 2022) and the LDF Sub-committee (17 October 2022). The Executive Board report is attached as Appendix 1 for information.

- 3.2 The consultation was extended to 27 October to take account of the period of mourning following the death of Her Majesty the Queen.

- 3.3 The Borough Council's response will be circulated to the Board prior to the meeting.

The Contact Officer for this report is Dorothy Barratt (719250).

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

Agenda Item No 6**Executive Board****12 October 2022****Report of the Chief Executive****A5 Consultation on Dordon to
Atherstone by National Highways****1 Summary**

- 1.1 A consultation is currently taking place between 5 September and 16 October 2022 by National Highways on proposed works to the A5 between Dordon and Atherstone.

Recommendation to the Board

That it is agreed to delegate to the Chief Executive to submit the Council's response incorporating comments from the Board.

2 Consultation with Members

- 2.1 The Consultation brochure has been circulated to all Members.

3 National Highways Consultation

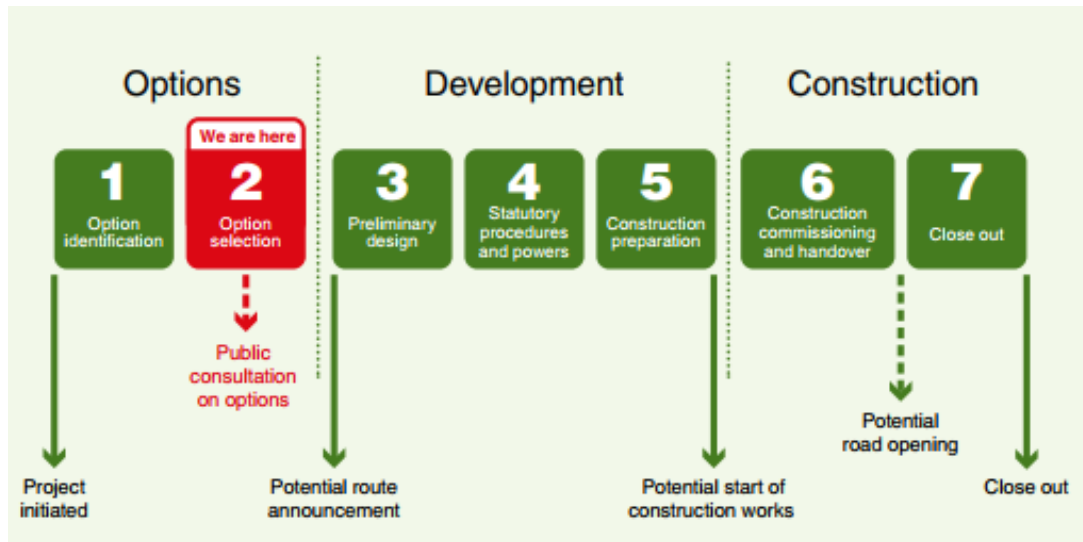
- 3.1 National Highways are carrying out a consultation on proposed works to the section of the A5 from Dordon to Atherstone. The consultation runs from Monday 5 September to Sunday 16 October 2022. A brochure has been prepared along with an online exhibition and various in-person events. The Brochure is attached as Appendix A and has been circulated to all members.

4 Background

- 4.1 Following a bid for funding by Warwickshire County Council supported by this Council, National Highways are implementing the works to the A5 which were given funding in the March 2020 Budget. These works fall within phases 1 and 2 of the improvements to the A5 sought as part of the Strategic Transport Assessment for the adopted Local Plan and contained in the accompanying Infrastructure Delivery Plan (IDP).
- 4.2 As part of National Highway work on developing the scheme they are carrying out consultation on improvements to the Spon Lane, Grendon and Holly Lane, Atherstone roundabouts as well as presenting three possible options for the Dordon off-line dual carriageway. In all three options the alignment of the proposed dual carriageway remains the same with a new island to the west of Grendon. The differences occur around the Long Street/Gypsy Lane junction – one being a signalised junction with the A5; the second being a roundabout

to the south of the junction and the third having slip roads on and off the new carriageway to the south of the junction.

- 4.3 National Highways in a webinar said that no suggestion was off the table at the present time and this is a very preliminary consultation stage. As can be seen in the chart below they see this as Stage 2 of the process that they must follow inline with the Department of Transport requirements.



- 4.4 They explained that they expect to be at Stage 3 by spring 2023 with a further round of consultation and Stage 4 in 2024. It is disappointing that at the webinar that they could not provide a date for the potential start of works or potential opening although these are indicated in the agreements with the various government departments and organisations. We expect the road to be open to traffic by 31st March 2028.

5 Response

- ... 5.1 Attached as Appendix B is a proposed response to the consultation.

- 5.2 It is proposed that the final response be delegated to the Chief Executive to submit it with any additional comments by the Board.

6 Report Implications

6.1 Environment, Sustainability and Health Implications

- 6.1.1 The improvements to the A5 are seen as necessary to ensure the delivery of the Local Plan. Although, the project is primarily focussed on lorry and car travel the project will consider the needs of other road users including cyclists, as well as pedestrians. It will consider issues such as air quality and impact on the local community during construction as well as once it has been completed.

6.2 Crime and Disorder implications

6.2.1 Consultation around improvements to the A5 are welcomed by the Council and the work of the Community Safety Partnership. Addressing road safety concerns and especially dangerous locations is key to tackling this priority by working in partnership with the Highways England and Warwickshire County Council to reduce vehicle speed, improve the road and junction designs. Making our roads safe, raising awareness and education plus reducing collisions and fatalities is a priority.

The Contact Officer for this report is Dorothy Barratt (01827 719250).

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

A5

Dordon to Atherstone project **Public consultation**



The need for the scheme

Warwickshire County Council and North Warwickshire Borough Council have highlighted the need for housing development and growth of businesses and logistical operations in the region. There is a need to provide adequate capacity on the A5 to accommodate increased travel demand associated with the proposed growth.

The A5 is part of a key strategic route between London and Holyhead. It forms a significant east-west link across the South Midlands connecting the East and West Midlands and acts as a local distributor connecting a number of urban areas to the national motorway network (M1, M42, M69 and M6/M6(Toll)).



The scheme is located in North Warwickshire between the Dordon roundabout (A5 Watling Street / Long Street / Gypsy Lane), Spon Lane roundabout at Grendon and Holly Lane roundabout (A5 / Holly Lane / B1143 Merevale Lane).

Initial development of the scheme

This project was developed by Warwickshire County Council through the application for a Housing Infrastructure Grant in 2019 provided by the Department for Levelling Up, Housing and Communities. The application was supported by National Highways, which was then asked to take the scheme forward to develop viable options.

National Highways deliver schemes to meet customer needs

National Highways is responsible for the management, maintenance and appropriate improvement of the strategic road network and is ideally placed to understand the development of schemes to manage current and future traffic needs.



Your views matter

This brochure provides a summary of the A5 Dordon to Atherstone project proposals currently under consideration.

It also outlines the processes used to further develop the options that may be taken forward. Information can also be found online at: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

As potential schemes move forward, we are committed to ensuring all interested organisations and individuals will be able to comment on the proposals at public information events as well as online. We will ensure members of our project team are available to answer any questions and concerns.

See pages 18 - 19 for more information on our drop-in sessions and how to contact us for more information. We will be seeking your feedback over a six-week period, from **Monday 5 September to Sunday 16 October 2022**.

Scheme objectives



Improve connectivity and support economic growth

- Enable the delivery of housing development at strategic sites along the A5 that are linked to the scheme's funding.
- Consider wider economic growth.



Provide faster and more reliable journeys

- Reduce queuing on the A5 Dordon, Spon Lane and Holly Lane roundabouts.
- Improve journey time reliability along this section of the A5.



Improve safety for all

- Maintain and improve road safety on the A5 between Dordon and Atherstone.
- Improve road worker safety.



Environment

- Minimise adverse impacts on the environment.
- Seek opportunities to protect and enhance the environment.



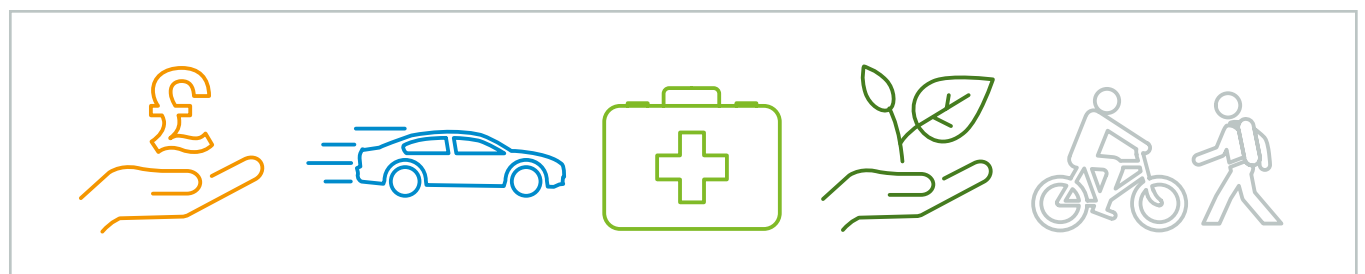
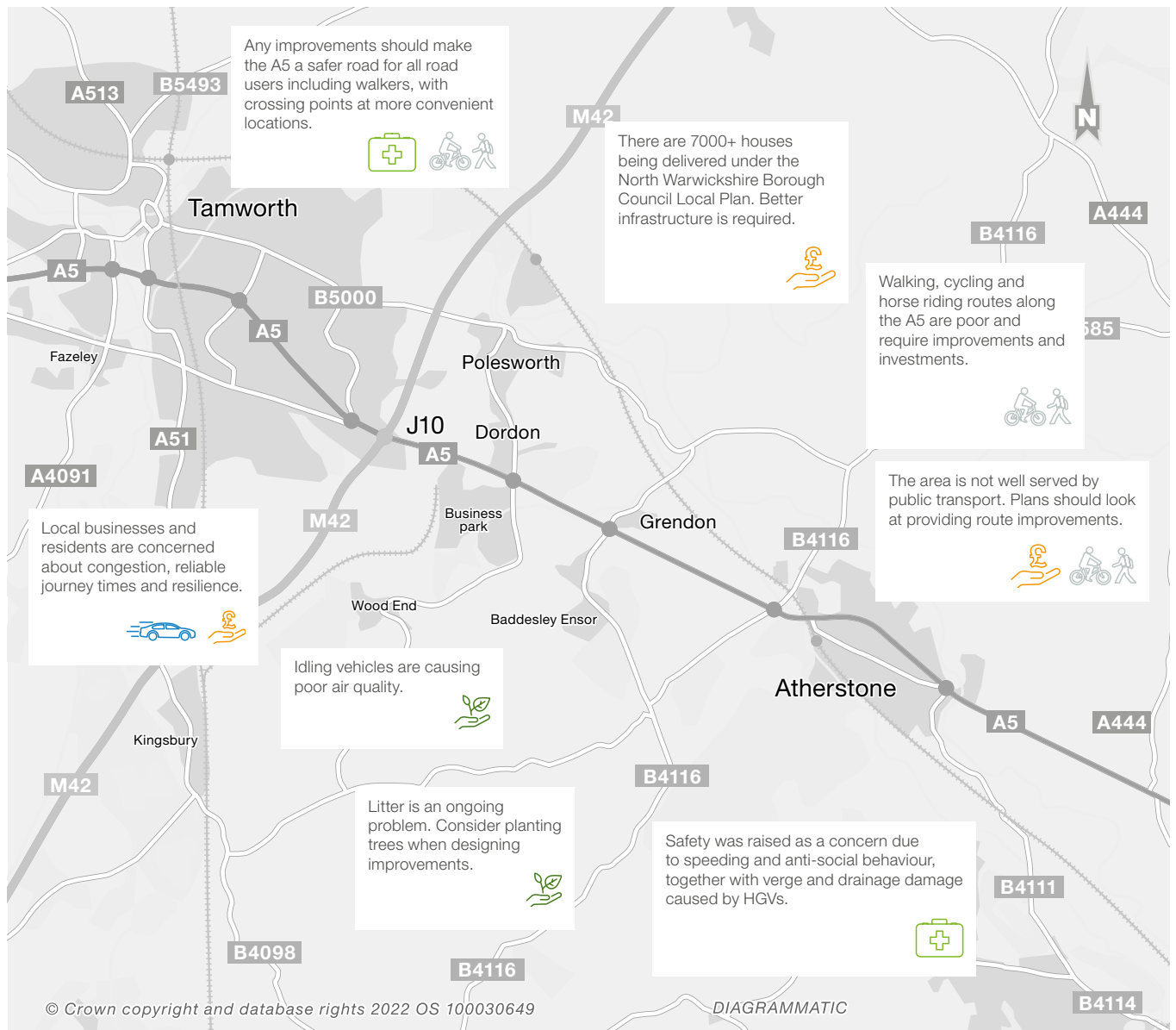
Meeting the needs of all users

- Improve accessibility and safety for local road users, cyclists, walkers, horse riders and other vulnerable users of the network.

What you have told us so far

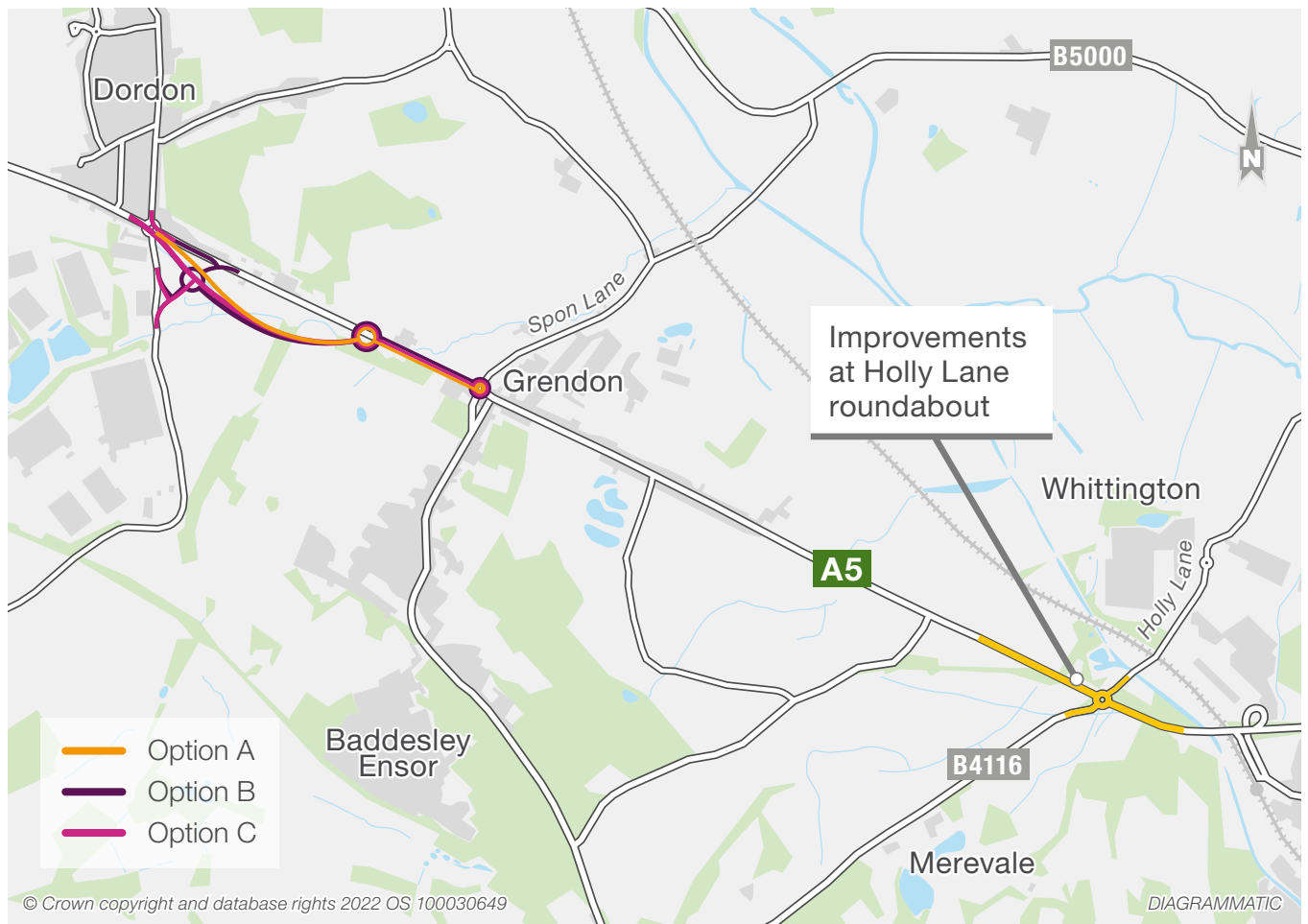
To support the development of options for this public consultation and encourage full and active participation in the planning process, engagement with North Warwickshire Borough Council, Warwickshire County Council and the A5 Partnership together with county, borough, town and local parish councillors has been taking place since July 2021.

These stakeholders have provided valuable insight that has enabled us to have a greater understanding of the concerns affecting road users, businesses and residents within the study area. We will continue to meet with these stakeholders throughout the life of the project. Such input is essential to help inform the development and design of the scheme.

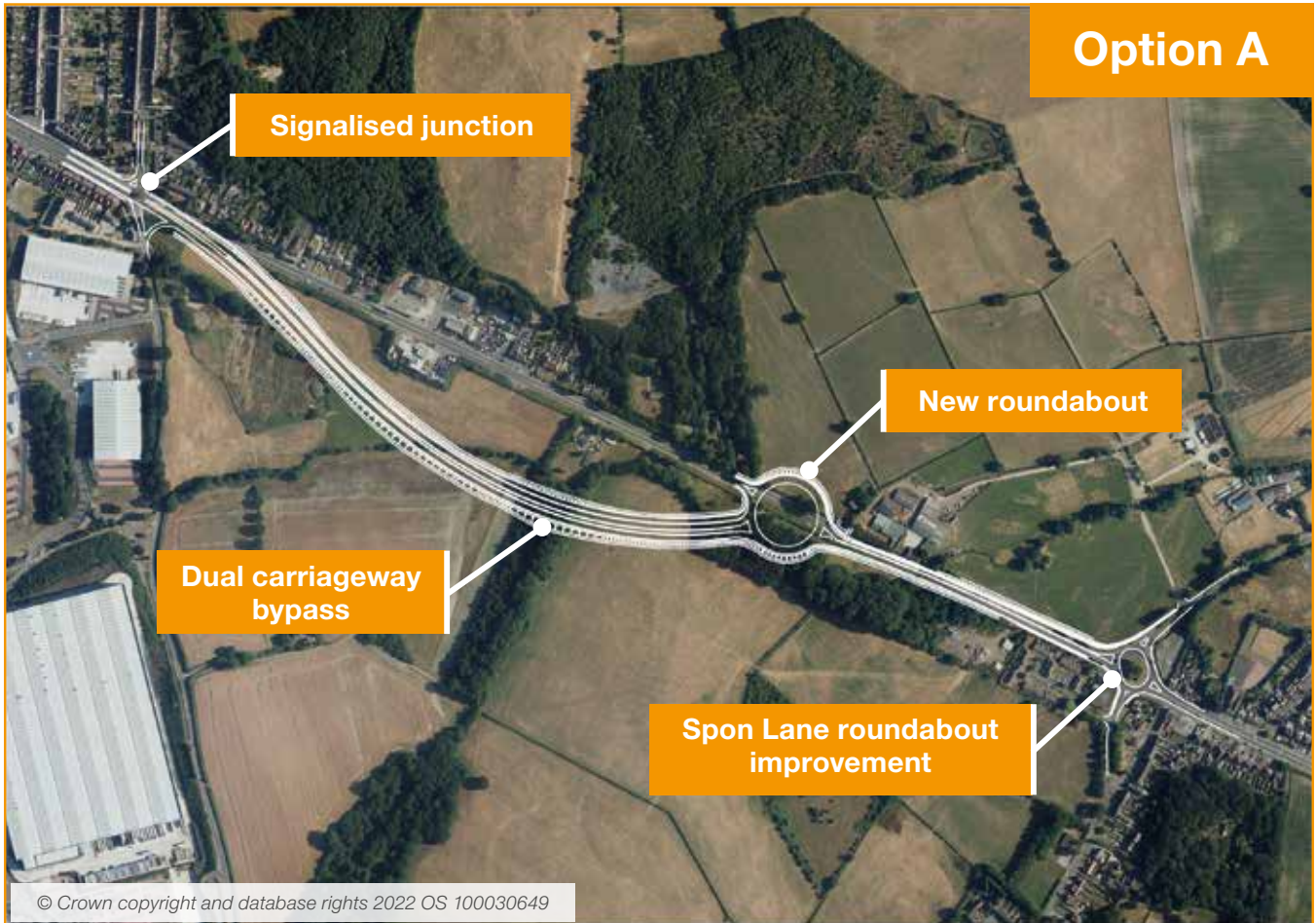


Summary of options

We are consulting on three options which have varying levels of improvements against the scheme objectives.

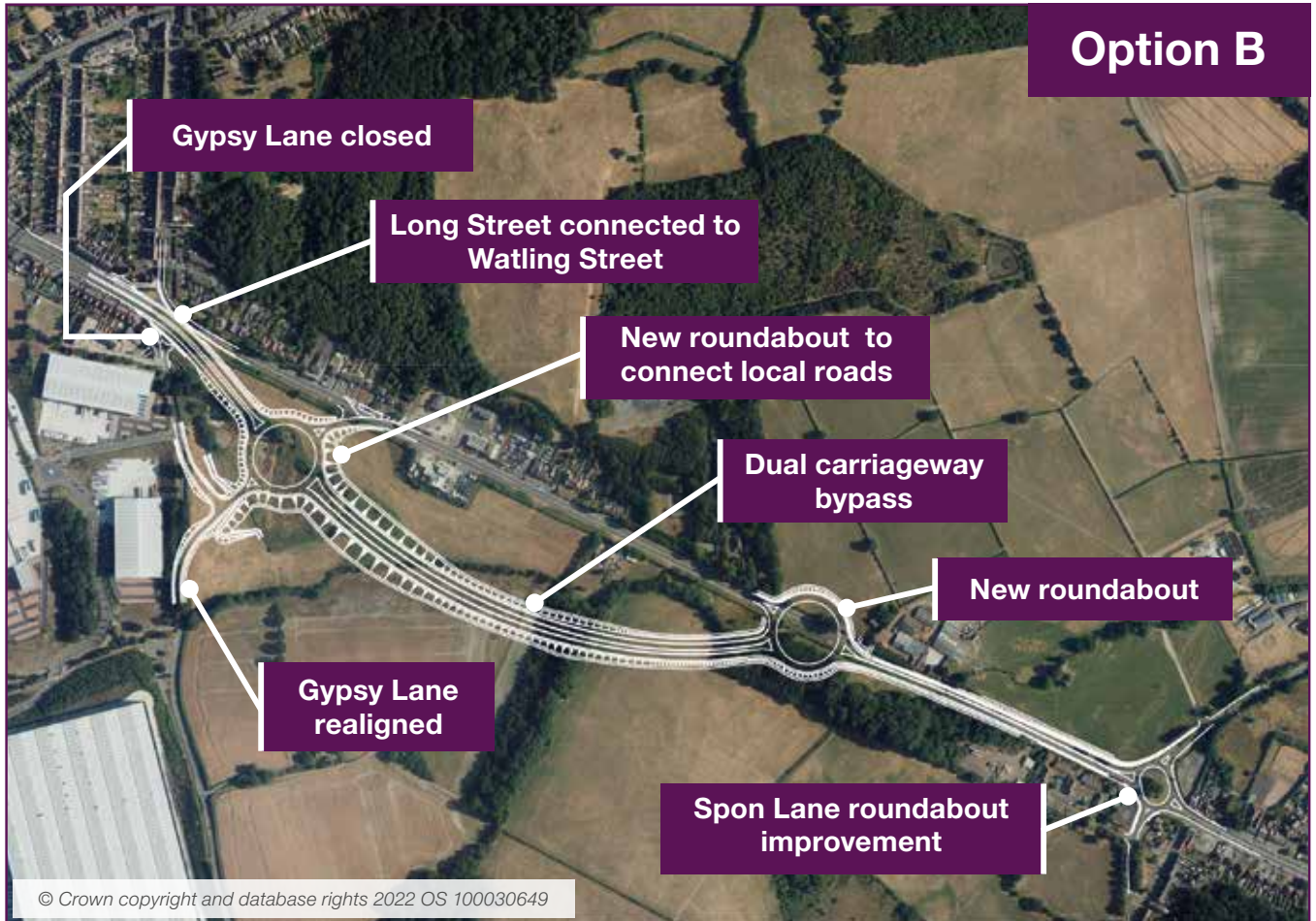


Option A (Dual carriageway, signalised junction and new roundabout)



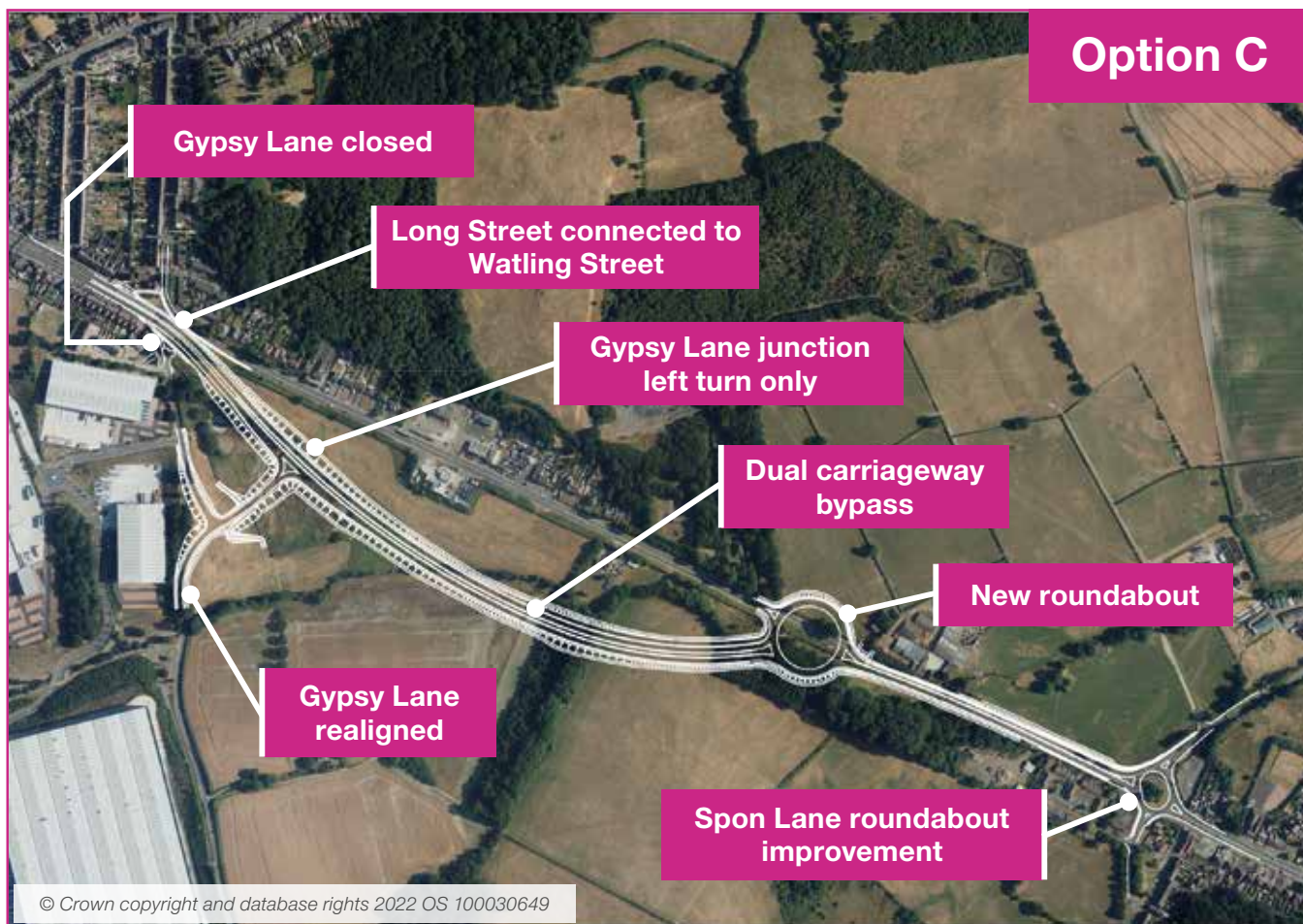
Option A introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the A5 at the Dordon roundabout. The Dordon roundabout will be upgraded to a four-way signalised junction, maintaining access to Long Street and Gypsy Lane direct from the A5 mainline. A new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will be accessed via the new roundabout.

Option B (Dual carriageway and two new roundabouts)



Option B introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the existing alignment of the A5 at the Dordon roundabout, with the dual carriageway replacing the existing roundabout. The existing Gypsy Lane junction with the A5 will be closed, a new roundabout will be provided to the east, along the new bypass, providing links back to Gypsy Lane, Long Street and the bypassed section of the A5. A second new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will also be accessible via the new eastern roundabout.

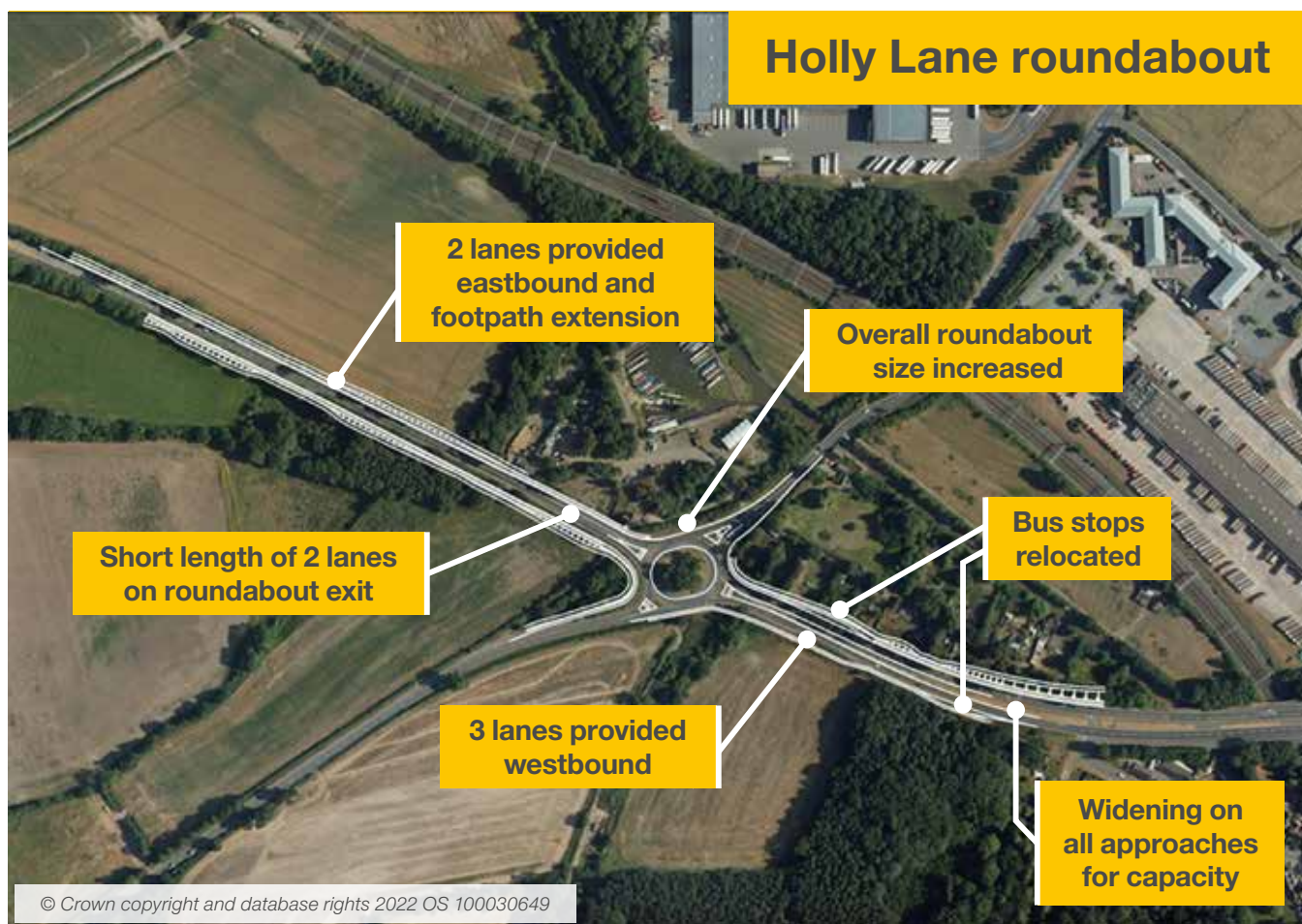
Option C (Dual carriageway, new roundabout and new junction)



Option C introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the existing A5 at the existing Dordon roundabout, with the dual carriageway replacing the existing roundabout. The existing Gypsy Lane junction with the A5 will be closed, a new left off/left on at grade junction will be provided to the east, along the new bypass, providing a link to/from Gypsy Lane. No right turns will be permitted into or out of Gypsy Lane, resulting in vehicles having to travel to the next roundabout to perform a U-turn.

A new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will be accessible via the new eastern roundabout. Access to Dordon/Long Street will be via the newly de-trunked section of A5 carriageway.

Holly Lane roundabout improvement



Improvements to Holly Lane will increase the size of the roundabout to provide additional capacity together with footpath and bus stop provision.

What benefits does the scheme deliver?

The section of the A5 between Dordon and Atherstone has been recognised as an area in need of improvement, in order to support housing growth being proposed by North Warwickshire Borough Council, and this forms a key element of the Housing Infrastructure Grant application. Junction and associated improvement works at A5 / Long Street, A5 / Holly Lane and A5 / Spon Lane have been identified as necessary in order to support this housing growth.

As well as supporting proposed housing growth, the scheme improvements will also aim to:

1. Improve journey time reliability
2. Contribute to enabling local and regional economic growth
3. Meet the needs of all users
4. Minimise impacts on noise and air quality
5. Maintain safety for all and improve it where possible
6. Support wider economic growth created by the capacity improvements at the housing developments
7. Minimise impacts on the natural environment and optimise environmental opportunities and mitigation
8. Provide opportunities for improved accessibility for all users



Benefits and impacts of the options

	Option A	Option B	Option C	Existing
Transport				
Journey times and congestion	★ ★ ★	★ ★ ★	★ ★	★
Vehicle movements Gypsy Lane	★ ★ ★ ★	★ ★ ★ ★	★	★ ★
Vehicle movements Long Street	★ ★ ★ ★	★ ★ ★	★	★ ★
Road safety	★ ★ ★ ★	★ ★ ★ ★	★ ★ ★ ★	★ ★
Walking, cycling and horse-riding provision	★ ★ ★ ★	★ ★ ★ ★	★ ★ ★ ★	★
Economy				
Economic growth	★ ★ ★	★ ★ ★	★ ★ ★	★
Construction duration (approximate)	13 months	24 months	24 months	N/A
Construction disruption	X X	X X X	X X X	N/A
Cost	£ £ £	£ £ £ £ £	£ £ £ £	N/A
Environment				
Air quality (overall emissions)	★ ★	★ ★ ★	★ ★ ★	★
Greenhouse gas	★ ★	★ ★ ★	★ ★ ★	★
Land take	X X X	X X X X	X X X	N/A
Noise	X X X	X X X	X X X	X X X X
Cultural heritage	X X	X X X	X X X	N/A
Landscape	★ ★ ★	★ ★	★ ★ ★	★ ★ ★ ★
Biodiversity	★ ★ ★	★ ★ ★	★ ★ ★	★ ★
Road drainage and the water environment	★ ★ ★	★ ★ ★	★ ★ ★	★ ★

Key

★ ★ ★ ★	Very significant positive impact	X X X X	Very significant negative impact
★ ★ ★	Significant positive impact	X X X	Significant negative impact
★ ★	Positive impact	X X	Negative impact
★	Slight positive impact	X	Slight negative impact

Benefits and impacts of the options

Each of the options to upgrade the A5 between Dordon and Atherstone can deliver benefits for road users, the local economy and local residents but have differing benefits and impacts. Below is a summary of the impacts and benefits of each one.

Transport

Journey times and congestion

The A5 between Dordon and Atherstone is often heavily congested, being largely single carriageway. The junctions / roundabouts at Dordon, Spon Lane and Holly Lane are particular sources of congestion. This affects journey times.

The options proposed will all reduce journey times and congestion along this section of the road with option C providing the most benefit.

Vehicle movements around Gypsy Lane and Long Street

Option A allows vehicles to access all roads in particular Gypsy Lane and Long Street. Option B allows vehicles to access all roads however traffic would have to use a short section of the new distributor road to gain access to Gypsy Lane and Long Street. The existing roundabout allows for access to all roads but is impacted by high volumes of traffic.

Option C has access to Gypsy Lane and Long Street, however there is a longer route to allow this to take place, and measures would have to be considered to prevent U-turns at entrances to Core42 and Birch Coppice Business Parks.

Road safety

Options A and B are most likely to improve road safety. Option B provides the most benefit as it includes the traffic calming measures of a junction or roundabout. Option C has a slight disbenefit compared to the existing arrangement.

Walking, cycling and horse-riding provision

Options A, B and C all identify the need for a grade separated crossing where an existing Public Right of Way (Warwickshire footpath section 24) will be severed by the southern bypass. A footbridge is proposed at this location.

Option A severs a Public Right of Way near Gypsy Lane (Warwickshire footpath section 50) with the proposed approach road to the new Dordon roundabout. Likewise, this Public Right of Way is also severed by the Option C proposals. A public footpath realignment to facilitate a safer crossing is proposed in this location.

Economy

Economic growth

Reducing congestion along this section of the A5 would have widespread economic benefits as businesses and productivity benefit from quicker, cheaper journeys. All three options will provide a road suitable for the increase in users from the proposed housing developments adjacent to the current A5.

Construction duration

Option A is likely to take over a year to build. Options B and C will require more movement of earthworks on site and are likely to take up to two years to build.

Construction disruption

For all three scheme options, a large amount of the proposed construction works will be undertaken offline from the A5. Where existing junctions are altered proposed road works will be programmed to minimise the disruption impact. National Highways will work closely with the local community to keep them informed of the scheme works including route diversions and closures.

Cost

In comparison to the other options, Option A has the lowest cost followed by Option C with Option B being the most expensive option. This scheme will be funded via the Housing Infrastructure Fund (formerly Grant), provided by the Department for Levelling Up, Housing and Communities.

Environment

A preliminary assessment of the environmental impacts of the proposed scheme and route options has been undertaken ahead of this public consultation. Below is a summary of the key findings relating to the main environmental topics. To learn about our ambitious plan to reach net zero carbon visit: [Nationalhighways.co.uk/netzerohighways](https://www.nationalhighways.co.uk/netzerohighways).

Air quality

During construction, impacts from construction dust will be mitigated through the implementation of best practice measures during the works. All three options will increase the distance between the traffic on the A5 and properties on Watling Street, thus improving air quality experienced at these locations. The addition of the eastern roundabout in all options, the western roundabout in Option B and the T-junction in Option C, all have the potential to decrease air quality at nearby properties. However, the overall impacts on air quality from all options are likely to be neutral to slightly significant.

Greenhouse gas

All three options have been designed to minimise greenhouse gas emissions and reduce the vulnerability of the scheme to climate change impacts. During the construction phase, the options would generate impacts to greenhouse gas emissions via site clearance and earthworks, with Option B requiring a larger area of land for the western roundabout. There would also be an increase in emissions from the production of materials required to build all of the options, fuel and water use and the treatment and transportation of waste. With this in mind, all three options will be designed to minimise greenhouse gas emissions and reduce the vulnerability of the scheme to climate change impacts.

Land take

To build any of these options, we'll need to purchase land. Some of this land would be needed permanently and other parts would only be needed temporarily. Some land would already be part of the existing strategic and local road network.

A large part of the land required to build the options is agricultural. All options would result in the loss of agricultural land. We will work with the affected landowners directly to look at how we could reduce the impact on them.

As the scheme progresses and the design is developed, we'll be able to provide more accurate information on the land we would need. Key locations to note land take impacts include:

Dordon: Options A, B & C have no requirement to take land that is outside the current highway boundary. A number of verge areas will be used to realign junctions and roundabouts for the improvements that will take place.

Bypass: Options A, B & C all have the requirement to take land that is outside the current highway boundary. The land has a current agricultural or industrial use.

New roundabout to tie in with existing A5: Options A, B & C all have the requirement to take land that is outside the current highway boundary. The land has a current agricultural or industrial use.

Noise

Construction: During construction, noise levels would increase where road construction works are required. We intend to minimise this where possible through good construction practice.

Operations: Options A, B and C will aim to reduce road traffic noise by the creation of a new section of dual carriageway which has the potential to reduce the noise levels for existing properties on the north side of the scheme. We will also look into opportunities to enhance the acoustic environment of the designated Noise Important Areas associated with the scheme.

Cultural heritage

Options A, B and C will create no major impacts on heritage resources such as Listed Buildings, the Watling Street Bridge Conservation Area and the Grade II* Registered Park and Garden at Merevale Hall. There are unlikely to be significant impacts on Watling Street (Roman Road) as the modern A5 is anticipated to have removed most traces of archaeological remains.

The most likely areas where undiscovered archaeology may be found would be in areas of new land take. This can be mitigated with advanced geophysical survey or field evaluation to inform the design stage and avoid areas of highest archaeological sensitivity. This would be followed by more detailed field evaluation and archaeological monitoring to inform a suitable and proportionate programme of construction phase mitigation.

Landscape

Views from properties including along Watling Street and Swan Farm would be affected by all three options due to the elevated nature of the proposed bypass and roundabout on embankments. Views would also be affected from local Public Rights of Way and also from users of the Coventry Canal.

All of the options would permanently alter the existing topography of the area. The new road would introduce an engineered form into the landscape including the crossing over the Penmire Brook. This would alter some of the key landscape characteristics of the Arden National Character Area 97 as denoted by Natural England within which the project is located.

At detailed design stage, we will refine the horizontal and vertical alignments of the route and position of junctions and overbridges to reduce the impacts on landform, vegetation, field pattern and landscape features to reduce the effects on both the landscape character and local views.

We will replace vegetation lost during the construction phase to restore visual screening where possible, promote integration with landscape pattern and reconnect boundaries with wildlife corridors.

Biodiversity

Options A, B and C have the potential for significant ecological effects due to the construction footprint associated with the dual carriageway, roundabout and junction. The requirement for watercourse diversions and the loss and severance of woodlands and other habitats including within Penmire Brook Swamp potential Local Wildlife Site means all options would result in significant biodiversity loss with likely impacts on the remaining ecology. Option A would incur marginally fewer impacts given its smaller construction footprint.

Further ecological surveying is required before the impacts of the scheme can be fully assessed. At the next stage of the project, we will devise detailed measures to reduce the impacts of habitat loss and review the need for additional land take to offset the impacts.

At National Highways, we're working hard to achieve our target on all current schemes of no net loss of biodiversity by the end of 2025. For schemes which start beyond 2025, as would be the case for this scheme, we will go further, aiming for a 10% biodiversity net gain as required by the new Environment Act 2021. We'll explore ways to increase biodiversity by 10% in and around this scheme at a later stage.

Water environment

Options A, B and C are all proposed to cross over a new section of the Penmire Brook. This will impact the current alignment of the Penmire Brook requiring culverting under the road. The design of the culvert can impact the amount of flow downstream, impacting on flow regime and peak levels. This could lead to increased flood risk and impact natural habitats. All options also have the potential to increase surface water runoff with potential impacts on the watercourse and surrounding ecology. Excavations below ground have the potential to alter groundwater flow paths.

The effects on the water environment have the potential to be significant. We will be undertaking a more detailed level of assessment and modelling of the Penmire Brook and associated tributaries at the next stage of development to enable a more accurate assessment to be undertaken. This will help us to refine the necessary mitigation and monitoring.

Long list options not taken forward

In previous stages of the study, Warwickshire County Council looked at a wide list of options and how they performed against the scheme objectives. The options not taken forward considered proposals to the north of the A5 and online widening, these were discounted due to their impacts on existing housing together with greater environmental impacts when compared to the southern options.

While there were many subtle variations of the three options that were finally selected, all long list options were compared against each other and assessed and appraised against the scheme objectives together with stakeholder opinions to create the short list to be consulted on.

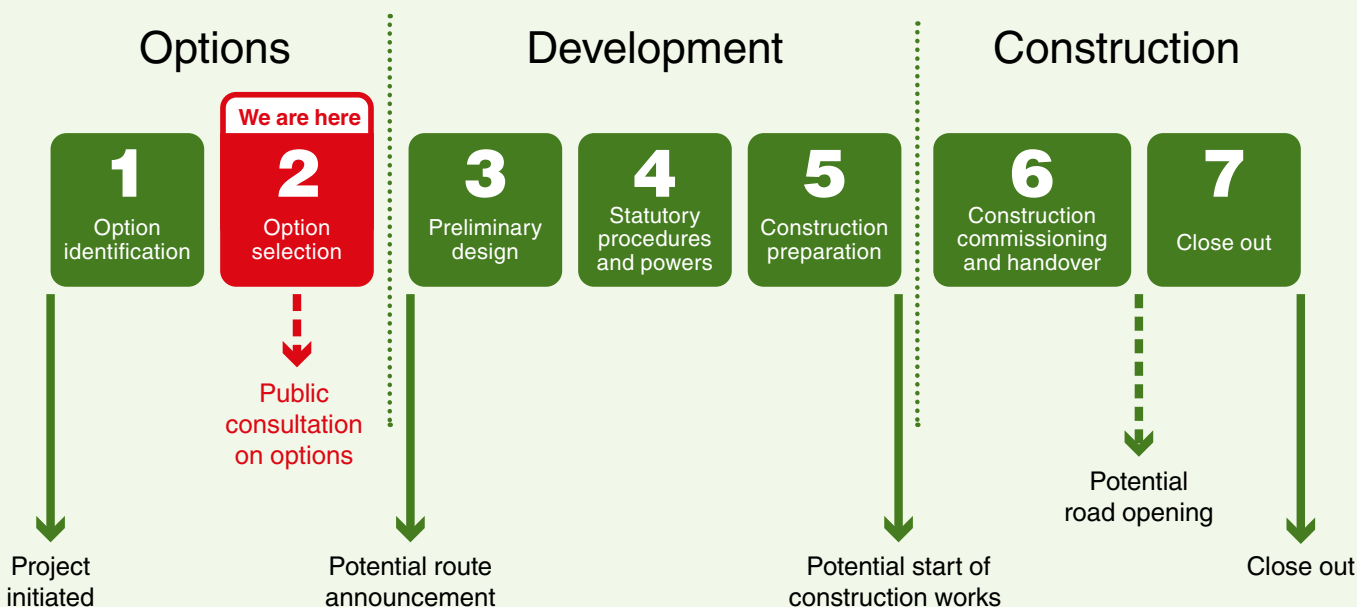
What if we did nothing?

Increased traffic flows will cause additional pressure on the road and its junctions' capacity in the future.

The current levels of traffic congestion on the A5 between Dordon and Atherstone will increase without intervention. The forecasted increase in traffic together with housing that is proposed within the North Warwickshire Borough Council Local Plan means the congestion will worsen over time.

What happens next?

Having received the full range of responses to the consultation, National Highways will undertake a programme of analysis and produce a consultation report. This report will summarise and consolidate the feedback received and will be made available to the public once the consultation has concluded. Comments, concerns and expressions of support will be passed on to the project team and included as part of the ongoing project development.



How to find out more

Dordon Village Hall,

Browns Lane, Dordon, Tamworth, B78 1TR.

Thursday 8 September 2022
2pm - 8pm

Thursday 6 October 2022
2pm-8pm

Grendon Community Centre,

Boot Hill, Grendon, Atherstone CV9 2EL.

Thursday 15 September 2022
3pm - 8pm

Owen Street Community Arts Centre,

Owen Street, Atherstone CV9 1DG.

Wednesday 28 September 2022
11:30am - 5pm

To speak to a member of the team, call 0300 470 0663 from 9am to 5pm, Monday to Friday

Webinars

We're holding two webinars, where attendees will receive a presentation about the route options from the project team and will be given opportunities to ask questions. These webinars will be held on:

Tuesday 20 September at 6pm
Thursday 13 October at 6pm

Engagement van

Our mobile engagement van will also be visiting a number of locations throughout the consultation period.

Or pick up a brochure at:

Dordon Library/Post Office, Whitehouse Road, Dordon, Tamworth, Staffordshire, B78 1QE.

Baddesley Village Hall, Community Hub and Library, 31, 32 Keys Hill, Baddesley Ensor, Atherstone CV9 2DF.

Atherstone Library and Information Centre, Long Street, Atherstone, CV9 1AX.

Baddesley Store & Post Office, 17-19 New Street, Baddesley Ensor, Atherstone CV9 2DW.

Grendon Newsagents, 79 Watling Street, Grendon, Atherstone, CV9 2PQ.

Coleshill Road Post Office and Convenience Store, 90 Coleshill Rd, Atherstone CV9 2AF.

Mancetter Post Office and Mobile Shop, 1A Manor Rd, Mancetter, Atherstone, CV9 1NS.

Esso Petrol Station, A5 Watling Street, Dordon, Tamworth, B78 1SS (eastbound and westbound).

Polesworth Library and Information Centre, Bridge St, Polesworth, Tamworth B78 1DT.

Polesworth Post Office/Spar, 2-4 Bridge St, Polesworth, Tamworth B78 1DT.

Costa Drive Thru, Watling St, Grendon, Atherstone CV9 2PY.

Moto Tamworth Services
M42, Junction 10.

For further details about our webinars or engagement van visit: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

How to respond

Please respond using one of the following channels, set up for the specific purpose of this consultation:

Online: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

Email: A5dordontoatherstone@nationalhighways.co.uk

Post: Please note the address is case sensitive: **Freepost A5 D2A CONSULTATION**

National Highways wants to hear your views.

You can find an online response form at: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone> or post the response form at the centre of this document. National Highways is unable to guarantee that responses sent by channels other than those listed above will be included in the consultation process.

All responses should include your name and postcode and state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear what the organisation is and how the views of members were gathered if applicable.

All responses must be received by **11.59pm on 16 October 2022. Responses after this date may not be considered.**

If you are filling out our physical questionnaire please pull out of the full brochure and put it in an envelope with our Freepost address, there's no need for a stamp. If you need additional room to fill out your comments feel free to use extra paper.



Public Consultation response form

We'd like to understand your views on the options for highways improvements on the A5 between Dordon and Atherstone. Our consultation is running for six weeks from **5 September to 16 October 2022**.

Before completing this response form we recommend you read the consultation brochure which can be found on our webpage at: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

You can also find more information about this consultation and complete this response form online. All information provided is treated in confidence. To return this form by post, please put it in an envelope, write our Freepost address on the front and put it in a post box. There is no need for a stamp. The Freepost address is: **Freepost A5 D2A CONSULTATION** (Please note the Freepost address is case sensitive).

To ensure that your views can be taken into account, please return this form by **16 October 2022**. Please provide your name, address and either your email address or telephone number. If you'd prefer your comments to be anonymous, please just provide your postcode so we can understand where you live in relation to the scheme.

Name:
Address:
Postcode:
Email address:
Telephone number:

We may use your details to contact you in the future about your response or to provide you with updates about the scheme.

Are you happy for us to contact you about your response if required?

Yes
No

Do you want to receive future updates about the scheme?

Yes
No

Are you responding on behalf of an organisation?

Yes
No

If **Yes** please provide the name of your organisation and your role within it.

Organisation name:.....

Role within organisation:.....

Section 1:

Your views on the current road

The following questions relate to your current use of the A5 between Dordon and Atherstone.

1. Which of the following best describes you?

(please tick):

- I'm a local resident
- I'm a local business owner
- I work locally
- I'm an affected landowner
- I travel along the A5 between Dordon and Atherstone regularly using a private vehicle
- I travel along the A5 between Dordon and Atherstone regularly using a commercial vehicle i.e. HGV, van, coach
- Other (please specify):

2. Please tell us why you use the A5 between Dordon and Atherstone?

(please tick):

- Travelling to or from work
- Travelling for business
- Leisure/recreation
- School pick up/drop off
- Long distance journeys (greater than 10 miles)
- I don't use this section of road
- Other (please specify):

3. How do you normally travel along the A5 between Dordon and Atherstone?

(please tick):

- Car
- HGV or LGV
- Bus or coach
- Motorcycle
- Walking / cycling / horse riding
- Other (please specify):

4. How often do you travel along the A5 between Dordon and Atherstone?

(please tick):

- Daily
- Weekly
- Fortnightly
- Monthly
- Quarterly
- Twice-yearly
- Annually
- Never

5. When do you usually travel along the A5 between Dordon and Atherstone?

(tick all that apply):

- Weekday morning peak (typically between 7am to 10am)
- Weekday evening peak (typically between 4pm to 7pm)
- Weekday off-peak (all other times)
- Weekends anytime
- Never

6a. How satisfied or dissatisfied are you with the following elements of the A5 between Dordon and Atherstone as it is now?

(Please tick one answer in each row):

	Very dissatisfied	Dissatisfied	Neither dissatisfied nor satisfied	Satisfied	Very satisfied
Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road layout between Dordon and Atherstone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access for pedestrians, cyclists and horse riders	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6b. Please provide any further comments you may have on the A5 between Dordon and Atherstone as it is now.

Consider commenting on issues like safety, journey times, how it impacts on your livelihood or lifestyle.

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Section 2:

Your views on the options to dual the route

These questions relate to the three options for dualling the A5 between Dordon and Atherstone. These can be seen on pages 7-9 of the consultation brochure.

7. To what extent do you agree that improvements to the A5 between Dordon and Atherstone are needed?

Strongly agree	Agree	Neither disagree nor agree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8a. Which option would you prefer when considering safety?

For more information about each of these factors, see page 12 - 13 of the brochure.

(Please tick):

	Option A	Option B	Option C	No preference
Safety during construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety of completed improvement scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8b. Which option would you prefer when considering journey time?

For more information about each of these factors, see page 12 - 13 of the brochure.

(Please tick):

	Option A	Option B	Option C	No preference
Journey time in construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time of completed improvement scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8c. Which option would you prefer when considering the environment?

For more information about each of these factors, see pages 14 - 16 of the brochure.

(Please tick):

	Option A	Option B	Option C	No preference
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greenhouse gas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land take	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural heritage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landscape	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biodiversity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9a. Out of the three options proposed for dualling the A5 between Dordon and Atherstone, which option do you think would be best overall?

(Please tick):

Option A	Option B	Option C	No preference
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9b. If you have selected a preferred option in question 9a, please tell us your reason(s).

(tick all that apply):

- Reduced congestion
- Improved journey time
- Improved road safety
- Least visual or noise impact
- Shortest construction time
- Least amount of land taken
- Smallest impact on biodiversity
- Don't know
- Other (please specify)

9c. Please expand on your reasons for selecting the answer(s) in question 9a and 9b.

.....

.....

.....

.....

Section 3: Your views on proposed improvements to the A5

10a. How supportive are you of the proposed improvements to the A5?

Please tick the box that best represents your views (details on proposed improvements can be seen on pages 7-9 of the consultation brochure):

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10b. Please provide any further comments you may have on the A5 improvements:

.....

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.....

Section 4: Any additional comments

11. Do you have anything else you'd like to share in relation to the proposed dualling improvements, including how it may improve or impact your lifestyle or livelihood?

.....

.....

.....

.....

Section 5:

Working with you

To help us improve how we consult in future, we'd be grateful if you could answer the questions below.

12. How did you hear about the consultation?

(tick all that apply):

Leaflet received in the post	<input type="checkbox"/>
Local media	<input type="checkbox"/>
Scheme webpage alert	<input type="checkbox"/>
Social media	<input type="checkbox"/>
Word of mouth	<input type="checkbox"/>
Poster	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>

Other (please specify):

13. How helpful did you find our consultation materials and events?

(Please tick):

	Very helpful	Helpful	Neutral	Unhelpful	Very unhelpful
Consultation brochure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Online virtual exhibition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Consultation event(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Online webinar(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14. What is your preferred method of communication for consultation?

(Please tick):

	Preferred communication method
Consultation brochure	<input type="checkbox"/>
Online virtual exhibition	<input type="checkbox"/>
In person consultation event(s)	<input type="checkbox"/>
Online webinar(s)	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>

Section 6: Equality and diversity

We'd be grateful if you could answer the following equality and diversity questions.

We'll use this information to help understand whether our consultation has been useful to people of different backgrounds and with different requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information, you can withdraw your permission for us to use it at any time. To do that, please email DataProtectionAdvice@nationalhighways.co.uk.

I consent to National Highways processing my special category data for the purposes of understanding the accessibility of the A5 Dordon to Atherstone consultation. I have read National Highways' privacy notice on page 30 and understood how it will be processing this data.

15. How would you define your gender?

- Male
- Female
- Transgender
- Other
- Prefer not to say

16. How would you define your ethnicity?

- Asian or British Asian
- White (British)
- White (other)
- Black African
- Black Carribean
- Black (British)
- Mixed or multiple ethnic
- Other ethnic group
- Prefer not to say

17. Age:

- Under 16
- 16 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65+
- Prefer not to say

18. Is your ability to travel limited by a health or disability which has lasted, or is expected to last, at least 12 months?

- Yes, limited a lot
- Yes, limited a little
- No
- Prefer not to say

19. Are you responsible for caring for an adult relative/partner, disabled child or other?

Yes

No

Prefer not to say

20. Are you a blue badge holder?

Yes

No

Prefer not to say



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We collect and handle a variety of personal data so that we can deliver services to our customers and anyone using England's motorways and major A-roads.

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We collect and handle data to:

- provide the service you've asked for - for example, if you have a query that you need a response to, or if you use our crossing on the Dartford Tunnel

- process payments for our crossings
- stay in contact with you - for example, if you sign up to one of our newsletters to get information about traffic updates or are involved in our consultation exercises
- fulfil legal obligations
- provide information to central government, when the law says we need to
- assess our performance, ensure value for money, and set targets for departments
- provide information to the Office of Rail and Road and to Transport Focus, which are our regulatory authorities

For full details of our data protection policy please visit: www.nationalhighways.co.uk/about-us/privacy-notice/ or contact: dataprotectionadvice@nationalhighways.co.uk.



If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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North Warwickshire Borough's response to the three Dordon options and 2 schemes of the Spon Lane, Grendon and Holly Lane, Atherstone roundabouts.

1 **Scheme Objectives**

- 1.1 The Borough Council supports the scheme's objectives and fully supports the implementation of improvements to the A5 which will assist the delivery of the allocations within the North Warwickshire Local Plan (NWLP).

Point of clarification

- 1.2 The Brochure gives the impression that the proposed works will unlock the whole of the NWLP site allocations. This is incorrect. The works being proposed at this stage only deal with part of the issue of the A5 and in order to unlock the remainder of the housing and the employment land along the A5 within the Borough further improvements are desperately required. The current proposed works were identified as Phases 1 and 2 in the North Warwickshire Strategic Transport Assessment prepared by WCC to support the Borough Council's Local Plan. As a result of these works, they will only unlock some of the housing and employment allocations. Future Phase 3 (Grendon Bypass) and Phase 4 (dualling between Atherstone and MIRA on the border with Nuneaton) are required to unlock further homes and at least 42 hectares of employment land.

2 **Consultation Process:**

- 2.1 The Borough Council advised Highways England about the closeness of some of the events to the start of the consultation. A further event was included as a result towards the end the consultation period and this is welcomed. However, due to the embargo of the documents until Monday 5th September the local community did not know of the events being planned during the first week. It has come to light an advert was placed in a Coventry newspaper advertising the events the week before the 5 September – why were the local communities in North Warwickshire, who it will directly affect, not similarly included and afforded more time to know of when events were going to be held? A lesson needs to be learnt for any future consultation that you undertake. It should not be seen as a problem/issue to let people know in advance of the detailed information on events that are taking place.
- 2.2 The Borough Council was pleased to have been invited to a meeting of the Developers and Landowners who have an interest in bringing forward the site allocations from the Local Plan. The group has only met once and had not been actively engaged in the briefing sessions for the consultation. The Local Plan depends on the allocations being delivered by these developers and landowners and

are the reason why these works are even being pursued. Match funding for further A5 improvements may be required in the future, and the Borough Council would encourage National Highways to work openly with these developers and landowners. Since the start of the consultation a meeting has now been included with the developers/landowners which is welcomed.

- 2.3 Both of these instances bring to the fore the need for and the advantages of National Highways to be more open and receptive to actively engaging with both the local community and the developers and landowners along the A5.

3 **Brochure**

- 3.1 The Borough Council is very disappointed at the final brochure for the consultation. There is no consistency in the brochure and does not make it clear exactly what is being asked consulted on. The brochure states:

“This brochure provides a summary of the A5 Dordon to Atherstone project proposals currently under consideration.”

On the second page it states:

“The scheme is located in North Warwickshire between the Dordon roundabout (A5 Watling Street / Long Street / Gypsy Lane), Spon Lane roundabout at Grendon and Holly Lane roundabout (A5 / Holly Lane / B1143 Merevale Lane).”

The map on the 2nd page shows these three locations. However, the remainder of the brochure does not mention Spon Lane other than on the maps for the 3 options for the Dordon dual carriageway. There is no description of these works and what they will entail. A request was made for this information, and it was explained that the works would involve:

“Improvements to the Spon Lane roundabout will increase the size of the roundabout by elongating the circulatory to the east and west. Two lanes are also provided on each approach to the roundabout. The combination of these measures provides additional capacity to cater for the forecast traffic volumes.”

On the page titled “Summary of Options” the map has three options, but the colour of the Holly Lane Roundabout works makes it look like this is Option A. This is misleading and would have been better to have only shown the Dordon Section on this particular map.

Having gone to one information session and read the documents it would appear all the options have been designed and evaluated without reference to where the housing allocation site H4 relief road (a minimum of 2000 homes) will enter the A5 or other road networks). The relief road is not shown even in outline -given that housing development is

the only reason why this stretch of road has been funded (and planned ahead of the rest of the " pipeline " scheme)

Although North Warwickshire Borough Council was a key partner in developing the original scheme this is not mentioned in the document until the last page.

3 Dordon Options:

It is unclear how cycling will be provided for in each of the options.

It is unclear how crossing the A5 will be enabled for residents.

The following looks at each option.

Option A – signalisation junction at Long Street

This scheme is the least desirable scheme as it will keep standing traffic in front of the homes on the A5 to the west of the junction. This area already suffers from air pollution and is being monitored by the Environmental Team of the Borough Council.

Do not see this as being a positive for air quality in the area. Sitting traffic in front of the properties which front on to the A5 is unacceptable and will add to the poor air quality in this vicinity

Option B - Dual carriageway and two new roundabouts

It allows for the new link road through housing allocation site H4 which would be a good alternative to Long Street.

This option appears to keep the old A5 open. If that is correct this could lead to a rat run. If it is incorrect where will the stopping up take place? Encouragement should be to make more people use the new link road through site H4 – how can this be achieved?

Option C - Dual carriageway, new roundabout and new junction

An adverse impact of this option is that the left only turn from the new dual carriageway on to Gypsy Lane makes accessing the public Lower House Farm Recycling Centre difficult. This is an unacceptable consequence.

Spon Lane Roundabout

Details of the suggested work should be made public and should have been part of this consultation.

4 Holly Lane Roundabout

4.1 When the scheme with WCC was being developed and within the Strategic Transport Assessment to accompany the Local Plan it is proposed that the improvements at Holly Lane will include signals. This does not now to be the case as they are not mentioned in the brochure. Please can you provide the evidence as to why they are not being signalised.

The Borough Council would recommend the introduction of signals as this will ensure the full movement of traffic especially taking into account the additional land to be developed for Aldi's National and Regional Depot, the existing Aldi and FedEx's (formerly TNT) Depots along with the housing site allocations of H1 and H2.

4.2 In terms of ensuring that pedestrians and cyclists can cross the A5 there needs to be signals at this junction. Having two lanes at every junction will make the movement of pedestrians and cyclists difficult and dangerous if there is not the opportunity to use signals to get across the lanes.

5 Additional Comments and queries?

5.1 How will traffic be able to leave the laybys currently located to the north of the homes facing on to the A5 to the west of the current Dordon island?

5.2 Is there an opportunity to create any off road car parking if Gypsy Lane is stopped up as in Options B and C?

5.3 Has the strategic housing allocation (Site H4) along with the proposed link road from the A5 to the B5000 be considered at all in the design of the scheme? If not, why not? Do the accesses on to the new island west of Grendon and the slip roads or roundabout take into account the amount of traffic coming on to the A5 in this location. Will the options being proposed allow for the link road and housing to be accessed in a full and proper manner?

5.3 At the webinar there was mention of New Street having a no left turn from the A5. However there does not seem to be any mention of this in the brochure nor on the plans. Please explain what the options are for this junction. How are these being taken into account in the design of the scheme?

**Report of the
Head of Development Control**

1 Subject

- 1.1 Town and Country Planning Act 1990 – applications presented for determination.

2 Purpose of Report

- 2.1 This report presents for the Board decision, a number of planning, listed building, advertisement, proposals, together with proposals for the works to, or the felling of trees covered by a Preservation Order and other miscellaneous items.
- 2.2 Minerals and Waste applications are determined by the County Council. Developments by Government Bodies and Statutory Undertakers are also determined by others. The recommendations in these cases are consultation responses to those bodies.
- 2.3 The proposals presented for decision are set out in the index at the front of the attached report.
- 2.4 Significant Applications are presented first, followed in succession by General Development Applications; the Council's own development proposals; and finally Minerals and Waste Disposal Applications.

3 Implications

- 3.1 Should there be any implications in respect of:

Finance; Crime and Disorder; Sustainability; Human Rights Act; or other relevant legislation, associated with a particular application then that issue will be covered either in the body of the report, or if raised at the meeting, in discussion.

4 Site Visits

- 4.1 Members are encouraged to view sites in advance of the Board Meeting. Most can be seen from public land. They should however not enter private land. If they would like to see the plans whilst on site, then they should always contact the Case Officer who will accompany them. Formal site visits can only be agreed by the Board and reasons for the request for such a visit need to be given.
- 4.2 Members are reminded of the "Planning Protocol for Members and Officers dealing with Planning Matters", in respect of Site Visits, whether they see a site alone, or as part of a Board visit.

5 **Availability**

- 5.1 The report is made available to press and public at least five working days before the meeting is held in accordance with statutory requirements. It is also possible to view the papers on the Council's web site: www.northwarks.gov.uk.
- 5.2 The next meeting at which planning applications will be considered following this meeting, is due to be held on Monday, -5 December 2022- at 6.30pm in the Council Chamber

6 **Public Speaking**

- 6.1 Information relating to public speaking at Planning and Development Board meetings can be found at:
https://www.northwarks.gov.uk/info/20117/meetings_and_minutes/1275/speaking_and_questions_at_meetings/3.

Planning Applications – Index

Item No	Application No	Page No	Description	General / Significant
6/a	PAP/2022/0423	1	Land to the south of Watling Street, Caldecote Outline planning permission for Extension of 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	General
6/b	PAP/2021/0428	24	4 Square Lane, Corley Erection of agricultural building to be used for storage of agricultural machinery.	General
6/c	PAP/2019/0651	35	Atlantic Nurseries Wholesale, Wishaw Lane, Middleton Retrospective approval for the replacement of a former greenhouse and polytunnels with metal storage sheds	
6/d	PAP/2019/0158	43	Queen Elizabeth Lower School, Witherley Road, Atherstone Erection of two storey teaching building comprising seven general classrooms, circulation and WC's	
6/e	PAP/2022/0294	50	Proposed building plot, rear of 4 to 10 Kingsbury Road, Curdworth Raised garden area to rear	
6/f	PAP/2022/0105	58	Land south of The Croft, Hoggrills End, Nether Whitacre Erection of stable block and change of use from agriculture to equestrian	
6/g	PAP/2022/0128	73	North Court, Packington Park Installation of a new glazed arched entryway to the eastern elevation	

6/h	PAP/2022/0353	144	Heath House, 27 Birmingham Road, Whitacre Heath Change of use from C3 dwellinghouse to "sui generis" (House in Multiple Occupation)	
6/i	PAP/2021/0638	181	Fox And Dogs Inn, Orton Road, Warton, Tamworth, B79 0HT Demolition of existing public house and construction of three dwellings	

General Development Applications

(6/a) 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 Ltd1. Introduction

1.1 This application is referred to the Board at this time as an introductory report recording its receipt, as well as outlining the proposals and their supporting documentation. The main issues to be assessed within a later determination report, will also be identified.

1.2 Members should be aware that the application site as defined by the red line, includes land within both of Hinckley and Bosworth Borough Council's and Nuneaton and Bedworth Borough Council's administrative areas. The respective areas are shown on Appendix A.

2. The Site

2.1 This comprises 59 hectares of agricultural land – comprising four fields - located around 3.5 km to the north-west of the centre of Nuneaton and bounded on two sides by the A5 to the north and the A444 to the south. There is agricultural land bounding the remaining sides.

2.2 On the other side of the A5 – which is dualled at this point – is the MIRA Technology Park. To the east beyond the intervening field is the “Weddington Way” – a public footpath running along the line of a former railway line extending from Weddington Lane (the A444) to the south, to the A5 to the north. This has significant tree cover along both sides. Immediately to the east

beyond this, are significant areas of newly completed residential development. To the south and west is open agricultural land with two clusters of residential development. The first is focussed around the Redgate roundabout with its public house and a former retail unit on the A5. In particular there is a frontage of residential development running along the south-west side of the A444 which is characterised by larger detached houses set some way back from the road within a significant woodland area. The second is the hamlet of Caldecote which is set back some 500 metres south of the A444. This comprises Caldecote Hall, now converted to residential apartments, several new detached houses, barn conversions with some office space and a terrace of smaller cottages. The Hall is set within a parkland setting with significant tree cover. Additionally, there are individual houses and pairs of semi-detached houses fronting either side of the A444. These are to the west of the site, but one group adjoins the western corner of the site, and a further group faces the application site from the south side of the A444.

2.3 The site slopes evenly down from the north with a gradient of around 1 in 40 leading to a height difference of around 14 metres AOD.

2.4 A public footpath – the AE189 - runs from the A444 to the A5 diagonally crossing the eastern part of the site. This is joined by the N7 linking the Weddington Way at its southern end.

A further path – the AE190 runs along the western site boundary.

2.5 A general location plan is attached at Appendix B which identifies these features.

3. The Proposals

3.1 This is an outline planning application seeking consent for the development as described in the header to this report. A total of 213,500 square metres of new development is proposed. All matters of layout, appearance, scale, design, landscaping and access for the development would be “reserved” for later approval. The proposals would require the demolition of the buildings at Elms Farm which currently sits centrally within the site.

3.2 In order to assist in the assessment of this proposal, the applicant has provided a “Parameters Plan” which if planning permission is granted, would become an approved document. It provides a framework for the implementation of any permission. This Plan is attached as Appendix C

3.3 It shows:

- Four development zones illustrating how the proposed floor area could be distributed through the site together with a limitation on building heights of 18 metres to the ridge of any roof.
- A spine road (to be the redirected A444) to pass through the site from the A444 to the existing roundabout on the A5 at the MIRA entrance. The line on the Plan is to be treated as “the most likely route” of this road. The Plan illustrates an arrangement to show how the A444 might be diverted with an off-set roundabout involving the re-alignment of the A444.
- A new cycle route through the site connecting the A444 with the existing cycle route at either end of the Weddington Way where it passes underneath the A5 and where it joins the A444.
- Strategic areas of new landscaping together with drainage attenuation ponds in the south-west of the site.
- The possible route of the diverted footpath at the far western end of the site and
- The possible location of bus stops along the spine road.

3.4 Also submitted is an Illustrative Masterplan, which is not part of the application, but it provides a broad indication of how the layout for the site might be delivered. This is attached at Appendix D.

3.5 The proposals also include significant highway works, including substantial off-site measures.

3.6 Apart from the use of the existing MIRA A5 roundabout to access the site from the north, there are three other areas involved.

3.7 Significantly, the proposals include the removal and redesign of the Redgate roundabout at the A5/A444 junction. Presently this is an elongated arrangement which would be wholly removed and replaced with a traditional four- arm roundabout. This would be located at the far eastern end of the current arrangement and extend into land to the north of the A5. As such, the A444 would be diverted from its present alignment so as to be routed around the north of the Redgate Public House. The A5 between this new roundabout and the MIRA roundabout would be improved to provide continuous dualling, and there would be dual access to the new roundabout from the Atherstone direction.

3.8 This is usefully illustrated on Appendix E.

3.9 Secondly, as part of the new three-arm roundabout on the A444, Weddington Lane would be diverted from its existing alignment just south-east of numbers 17/18 Weddington Lane, some 52 metres into the site. These two properties would then be accessed off the line of a new cul-de-sac which would be line of the A444 as now before re-alignment. This realignment and the roundabout form part of the proposal to direct all through traffic using the A444, to use the new A5/A444 spine road to the A5, thus facilitating the downgrading of Weddington Lane to a local access road. This “downgrading” between the site access and the Redgate roundabout would be supported by a package of traffic calming/management measures to redirect through traffic away from Caldecote. These measures would include signage, reduction in the speed limit from the new Redgate roundabout along Weddington Lane to the new roundabout from 50 to 30mph as well as traffic calming measures within the carriageway.

3.10 The arrangements here are illustrated at Appendix F

3.11 Thirdly, the Transport Assessment submitted with the application points out too that mitigation works at the Woodford Lane and Drayton Lane junctions further to the west of the Redgate roundabout also need to be considered. Both would become signalised junctions.

3.12 This is illustrated at Appendix G

3.13 The Master Plan sets out how the development might finally be implemented. This however will take some time to complete and its progress will depend on the package of highway measures set out above. The applicant is proposing two phases. Phase One in essence would comprise the highway works to the A5 and the new Redgate roundabout together with the development proceeding on the northern portion of the site wholly accessed off the A5 through the MIRA roundabout. This would deliver around half of the proposed floor space. The second phase would then implement the A444 changes to Weddington Lane thus introducing the new roundabout, so as to release the southern portion of the site for development.

3.14 As indicated above, the application is supported by a large amount of documentation.

3.15 An Economic Benefits Statement points out that the site is within the Coventry and Warwickshire Local Enterprise Area and that the development will be linked to the MIRA Technology Park to the north of the A5, providing around 2500 advanced manufacturing and R and D jobs linking into the wider West Midlands engineering network. The Statement describes an existing labour catchment area with a working age population of around 194,000. It says that the proposal will predominantly create jobs in the professional, scientific, technical and manufacturing sectors which currently comprise around 22% of the existing labour force in the catchment area, concluding that the proposal will match the existing employment profile. By way of example, it says that 44% of the jobs presently at MIRA are within the professional, scientific and technical sectors – increased from 28% from 2015 – concluding that the employment profile at MIRA highlights the infusion of employment diversity to the area and focussing on its growth potential. The Statement also compares this with a figure of 8% for these sectors in North Warwickshire, thus offering opportunity for employment diversification. A more detailed outline of the potential economic benefits is at Appendix H.

3.16 The Transport Assessment has been summarised above, but it provides a full technical appraisal and detailed background information which has led to the measures now being proposed. It is not intended to expand on these matters in this report.

3.17 A Landscape and Visual Impact Assessment is submitted. This says that the site is not within any local or nationally designated landscape areas but is representative of the wider predominantly agricultural landscape within which it is located. It thus acknowledges that the site is currently “open”, located in a rural setting and very visible both from the perspective of short and long- distance views. This is particularly so along the A5 frontage, as this corridor is on the highest part of the site. The Assessment identifies a number of consequential concerns – intervisibility from Caldecote; the presence of isolated residential property directly adjoining and very close to the site boundary, long distance views from Hartshill Hayes and the higher ground to the south including from Mancetter Road, Hartshill, the impact on users of the well-used Weddington Country Way running north/south beyond the site and the impact along the A5. The Assessment concludes that the proposed development would have an overall major adverse landscape impact if no mitigation measures are included. In respect of visual impacts, it concludes that there would be major adverse impacts when viewed from around the whole of the site with moderate impacts from more distant views from the south. The Assessment concludes that structural landscaping will have a positive impact but points out that this will take some time to become established, thus concluding that there would be adverse landscape and visual impacts in the short term (up to ten years) and also in the longer term (after ten years). Whilst impacts would reduce over time, the development would remain prominent particularly from the A5 and from the A444.

3.18 The Flood Risk Assessment concludes that the site is at a low risk of flooding from tidal, pluvial, fluvial, groundwater and artificial sources notwithstanding the watercourse that bisects the site. The underlying geology is considered to have low permeability such that infiltration for the disposal of surface water is unlikely. Surface water drainage from the site would thus run to the lowest part of the site in its south-western corner where substantive sustainable drainage systems are proposed – mainly a series of

swales, suppressions and drainage channels. Because of the change in levels across the site, two outfalls would be proposed into the watercourse on the site, one to serve the northern part of the site and the second to the south. There is an existing foul sewer which follows the eastern bank of the watercourse from north to south through the site. This is to be diverted and connected to a new length of trunk sewer to be provided in the new spine road and then connected into the existing sewer in Weddington Lane.

3.19 A Preliminary Ecological Appraisal identified no statutory site directly affecting the site but there was one - the Ensor's Pool SSSI - some 5km distant. No impacts were considered to be likely due to the separation distance and the intervening habitats. There are however 20 non-statutory sites within a kilometre of the site. Direct and potential impacts were identified on one of these – the Weddington Country Walk along the former railway line to the east – because of a proposed pedestrian link to this walk from the site. Protection measures will be needed to avoid adverse impacts on the nature conservation value of the Walk as a result of increased use and these will be provided through “buffer” landscaping between the site and the Walk. Overall, the development would result in a significant reduction in the wildlife value of the site – the loss of hedgerows, ponds and arable habitats. Bio-diversity gain through new measures need to be introduced through the development proposals, not only to replace but also to provide bio-diversity gain. Surveys show evidence of Great Crested Newts and Bats on the site, but no evidence of badgers and reptiles. Appropriate mitigation measures would be needed, and these would have to be licensed by Natural England.

3.20 A Heritage Assessment has also been submitted. This identifies a number of built heritage assets in Caldecote – the Church, the Hall and its garden. It concludes that the application site does not contribute as to how the assets are experienced as part of a Victorian Country Estate and Church. There are also considered to be limited intervening views between the assets and the site as a result of the enclosed character of the Caldecote, the intervening landscape and built form. The proposed landscaping also is said to create a “meaningful” buffer. The Assessment concludes that there would be no heritage harm caused to the settings of the identified assets.

3.21 An Archaeological Assessment finds that the site consists of four large, enclosed fields and a farm. Elms Farm is shown on the Tithe map of Caldecote from 1842 with the land remaining in agricultural use at least from the post-medieval period to today, but with some minor loss of hedgerow boundaries. The site also lies off the A5 Watling Street. Excavations along the line of the road have shown that the actual structure of the Roman road may lie within nearby fields and whilst recent new development was being constructed on the MIRA Technology Park itself, evidence of settlement along the road was also found. There is also a notable concentration of finds of Palaeolithic stone tools in the area. The site also lies close to the medieval village cores of Caldecote and Weddington. The report concludes that there is a moderate to high potential for pre-historic and Roman remains and a low to moderate potential for medieval and post-medieval remains within the site. Further intrusive on-site investigation is thus recommended. The development is said to have a negligible impact on the significance of the chapel at Lindley Park, a scheduled Ancient Monument to the north-west. The Elms Farm buildings are not Listed and are most likely to be 19th Century in date. However, they have historical value and should require recording prior to demolition.

3.22 The loss of Agricultural Land is addressed through a separate Assessment. The site has been farmed since records began, becoming less enclosed over time. It is in two ownerships. The far western end of the site is Graded 2 with the remainder being Grade 3 but no data is available to disaggregate this into 3a and 3b. The authors of the report have looked at soil surveys as well as have spoken to the farmers. These sources indicate that the land requires careful husbandry and is deficient in nutrients but that it “improves” towards the west. It is their conclusion that the majority of the land on the site would be at the poorer end of Category 3 such that the importance of the land is low to medium. Taking into account the better land to the west the report concludes that the quantity and quality of agricultural land taken would have a moderately adverse impact; that the adverse impact of land loss and severance on the agricultural business would be minor and that the impact on farm buildings and infrastructure would be negligible. It is recommended that the soils be re-cycled on site within the proposed green infrastructure.

3.23 A Preliminary Risk Assessment is submitted in order to assess potential ground contamination issues. It concludes that the overall rating for the site is “low” based on the setting of the site, its physical characteristics and the history of its use. This recognises the potential for contamination at the agricultural buildings at Elms Farm, from the historical rail line and an electrical substation. The recommendations set out the need for further intrusive ground investigations by way of planning conditions.

3.24 An Air Quality Assessment looks at both the construction and operational phases of the proposals. This work was conducted in 2019, thus pre-pandemic in timing, and the consultants consider this could be considered as a worst-case scenario base-line. Much of the impact on air quality during construction will arise from dust emissions because of the size of the development and the earthworks involved. The report identifies this as causing a medium risk. Mitigation measures are thus essential and should focus on their operation and management. At operational stage the Assessment concludes that pollutant concentrations will be below standard national thresholds, including those arising from additional traffic. Mitigation measures should include the provision of electric charging infrastructure for all vehicles; significant landscaping and tree planting, together with a monitored Travel Plan to support and encourage public transport access, cycling and pedestrian connectivity.

3.25 A Noise Impact Assessment uses the illustrative Master Plan as the basis for its work. The Report finds that the background ambient noise levels are dominated by the road traffic using the A5 and the A444. The assessment concludes that the construction phase could have potential adverse impacts on the amenity of the surrounding area, but that mitigation measures such as controlled working hours and acoustic barriers would reduce impacts. In the operational phase, the report concludes that there will be adverse impacts due to the reduced effectiveness of the structural landscaping in the initial years.

3.26 The applicant considers that the potential impacts arising from light pollution will be dependent on the final design details arising from the final layout and has thus not submitted an Assessment.

3.27 An Energy Statement concludes that the development can achieve 10% of the energy requirement on site coming from renewable sources – mainly through solar panels on the buildings.

3.28 A Design and Access Statement describes how the layout and appearance of the proposal has been arrived at, given all of the identified impacts and constraints that affect the site and its setting.

3.29 A Statement of Community Involvement sets out the scope of pre-application involvement with the local community and other Agencies and Bodies who will have an interest in the proposal. This included meetings; publication of a project website and communication channels, digital advertisements, letters and “flyers”, on-line public webinars and face-to-face meetings. This work took place in two phases – March 22 and in July 22 – and is described in detail in the submitted document. It also outlines how the proposal as submitted differs from the original pre-application proposals as a consequence of public engagement. The significant ones include the changes to the Redgate roundabout and the diversion of the A444 in response to issues about increased HGV usage on the A444 and increasing the area left free of development together with more woodland and mounding in the southwestern corner of the site and on the northern side of the A444 to reduce impacts on the established residential properties here.

3.30 A Planning Statement brings all of these matters together and assesses the proposal against the relevant local and national planning policy framework so as to address the final planning balance. The reasons for supporting the proposal are outlined whilst assessing this balance.

4. Background

4.1 The application site extends to 59 hectares of land. The North Warwickshire Local Plan 2021 under policy LP35 allocates 42 hectares of this as an employment allocation – around 70% of the current application site. Policy E4 of the Plan says that this allocation is to be used for Use Classes E(g)(ii) (Research and Development) and Use Class B2 (General Industrial Use), with B8 (Warehousing and Distribution) uses permissible only where ancillary or clearly secondary to these primary uses. Other policy requirements of Policy E4 will need to be addressed in the later determination report.

4.2 Appendix G provides illustrations of the extent of the allocated land superimposed on the application plans referred to earlier in this report.

4.3 The Council is currently looking to designate Caldecote as a Conservation Area. An initial Consultation on a draft Designation has commenced with an expiry date of 4 November 2022.

4.4 The draft Conservation Area boundary is shown at Appendix I.

5. Development Plan

The North Warwickshire Local Plan 2021 – LP1 (Sustainable Development); LP2 (Settlement Hierarchy), LP5 (Amount of Development), LP6 (Additional Employment Land), LP14 (Landscape), LP15 (Historic Environment), LP16 (Natural Environment), LP17 (Green Infrastructure), LP23 (Transport Assessment), LP27 (Walking and Cycling), LP29 (Development Considerations), LP30 (Built Form), LP35 (Water and

Flood Risk Management) and E4 (Land to the South of Horiba MIRA Technology Park and Enterprise Zone)

6. Other Material Planning Considerations

The National Planning Policy Framework 2021

National Planning Practice Guidance

The North Warwickshire Landscape Character Assessment 2010

Air Quality and Planning Supplementary Planning Document 2019

Draft Caldecote Conservation Area

The Coventry and Warwickshire Local Enterprise Partnership Strategic Reset Framework

The West Midlands Strategic Economic Plan

The West Midlands Local Industrial Strategy 2019

7. Observations

7.1 The application will be determined against the Development Plan unless material indications indicate otherwise. That Plan in this case is the North Warwickshire Local Plan 2021. This is up to date and it contains policies that are directly relevant to this proposal, in that policies LP39 and E4 allocate some 70% of the application site for employment purposes. The presumption therefore is that the proposal should be capable of support in principle. The hesitation in providing full support rests on the assessment of three matters.

7.2 Firstly, does the proposal accord with the policy requirements set out in the Local Plan for the allocated portion of the application site?

7.3 In order to assist the Board, the content of Policy E4 is attached at Appendix J. The three main elements that will need assessment are:

- whether the employment content of the application reflects the specific requirements of the policy;
- whether the proposals cause harm to significance of local heritage and non-heritage assets in Caldecote and Watling Street, and
- whether the proposal delivers a number of identified requirements including the provision of sustainable transport measures, significant landscape buffers, the control of light pollution and details of any smaller employment uses.

7.4 Secondly, what is the case for supporting the inclusion of the additional land?

7.5 The additional land amounts to an extension of 30% over the allocated site. This is a significant increase. The submitted plans show this to include the proposed surface water drainage infrastructure, a substantial area of landscaping together with the proposed highway arrangements of the southern access onto the A444 such as to divert this road through the site to the north. The applicant is effectively arguing that these are infrastructure works which “enable” the delivery of the allocation. The Board will need to evaluate the evidence behind that claim; whether alternative arrangements could have been introduced and whether the infrastructure now proposed gives rise to any direct or indirect harms.

7.6 Finally, are there any harmful impacts caused by the proposals when treated as a whole, that would clearly outweigh any of the benefits that are claimed for supporting the proposals?

7.7 The application has to be determined as submitted. The Board will need to understand the impacts arising from the proposal and whether these individually or cumulatively could cause harm that outweigh any of the benefits that might arise from the implementation of the proposal. The applicant’s submitted documentation suggests that there would not be, but that will have to be fully assessed once the consultation responses from the various Agencies and Bodies have been received.

7.8 In particular it is considered that there are three areas that will need a thorough assessment.

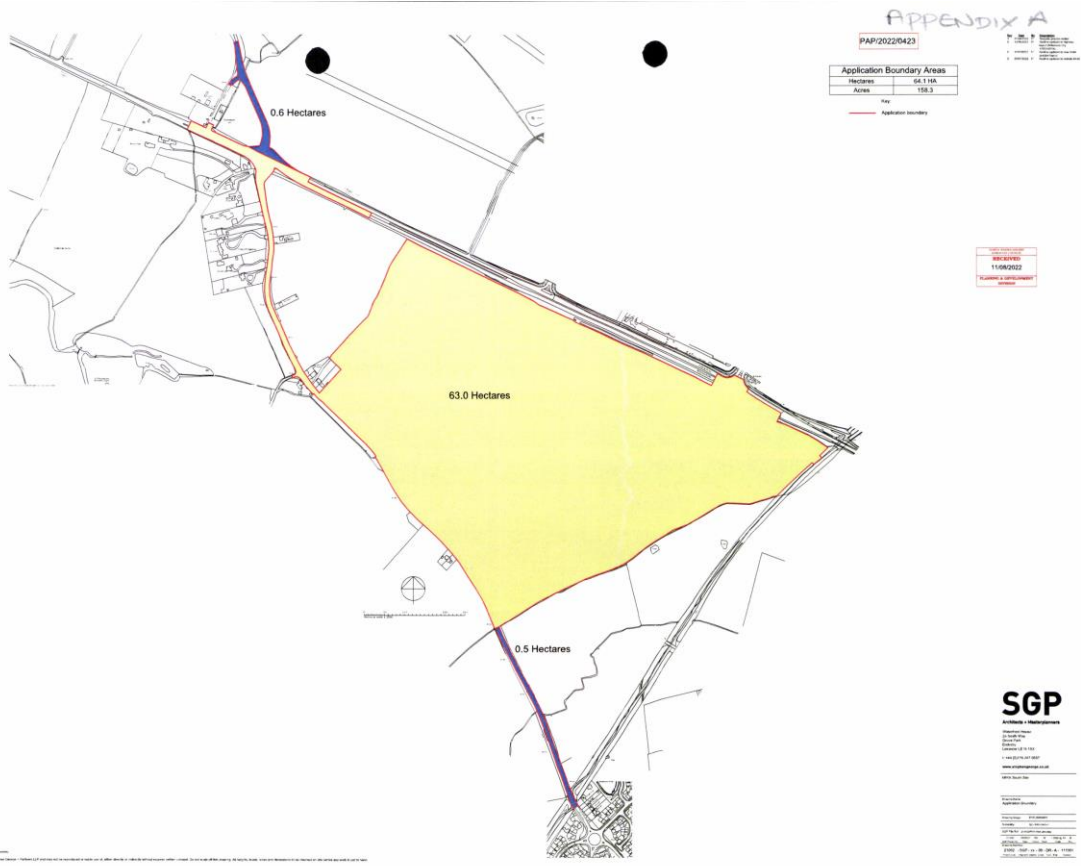
7.9 Firstly, the applicant’s Landscape and Visual Appraisal identified major adverse impacts without mitigation and continuing adverse residual impacts with mitigation. The Board will need to see if further mitigation, or amendments to the proposals should be made so as to reduce these residual impacts.

7.10 Secondly, the applicant’s Heritage Statement suggests that there will be no harm to heritage assets at Caldecote. There was no reference to the active work currently being carried out on the designation of a Conservation Area here. Additionally, there was no explicit reference to noise and lighting impacts bearing in mind the 24/7 activity at the site or to the difference in levels with the A5 boundary being higher, together with the proposed building heights. A more thorough assessment is thus needed.

7.11 Finally, the highway proposals need to be fully justified to the satisfaction of the two Highway Authorities as well as to the Board. The proposals include substantial off-site works which were not identified in the Local Plan policy. In particular, the two main areas of interest are whether the diversion of the A444 through the site will actually achieve the objective of it being a “diversion”, given that it is not a direct route, nor a short route and not on a “desire” line. Alternative routes will need to be assessed. The second is a consequence of this. How can the downgrading of the length of the A444 at Caldecote be guaranteed with the current arrangements bearing in mind that traffic will be travelling in both directions?

Recommendations

- a) That the receipt of the application be noted.
- b) That the Board visits the site prior to determination.
- c) That the applicant be requested to address the matters raised in the observations section of this report.
- d) That further progress reports are brought to the Board and
- e) That engagement with the other two Local Planning Authorities be arranged as and when appropriate.



Appendix C



PAP/2022/0423

Key:

- Application boundary
- Development Zones & parameters
- Existing hedgerows to be retained
- Existing hedgerows to be removed
- Attenuation ponds (indicative subject to detailed design)
- Entrance gateway features
- Link Road
- Link Road & cycle link (limit of deviation)
- Indicative plot access (subject to detailed layout)
- Bus stops
- Cycle route
- Foreshays
- Informal footpaths / 2m trail in landscape areas
- Zone for parking, circulation, servicing and ancillary structures, max height of any structure 10m
- Existing PROW to be closed
- Existing PROW to be diverted
- Existing PROW to be retained
- Ecological Zone (biodiversity area with limited public access)
- Amenity Park (accessible to park occupiers and the local community - seating areas, tree trial, outdoor gym)

Overall Parameters:

- Total Net Developable Site Area - 39.3 Hectares
- Total Gross Internal Floor Area - 213,000 m²
- Use Class - B2 with secondary E (g) (E1) and B8
- Max Height: 10m from FFL to Ridge

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DIVISION

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26 South Way
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100% South Site

Masterplan
Masterplan Option 10B

Scheme Name: PLANNING
Author: E2 - Revision
APP/2022/0423 - 01/08/2022
APP/2022/0423 - 01/08/2022
23982 - SUP - XX - 00 - 08 - A - 11/08/2022

Appendix D



PAP/2022/0423

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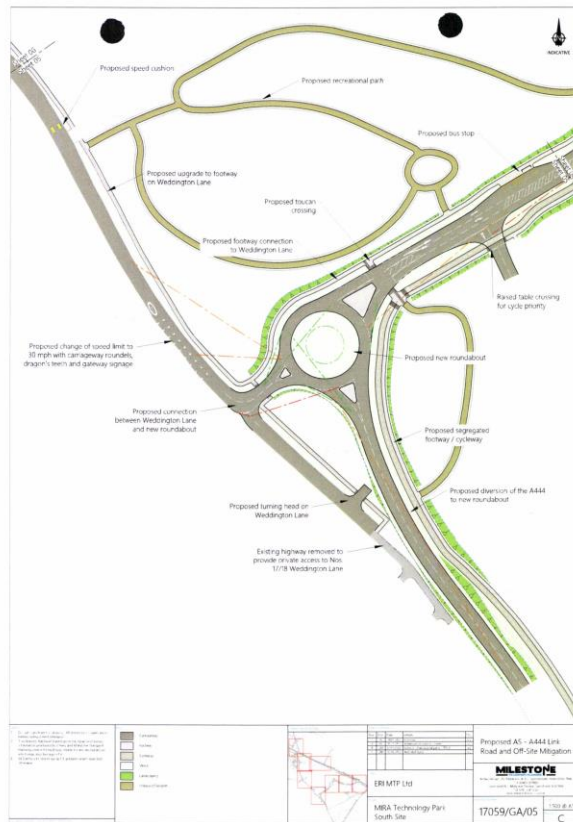
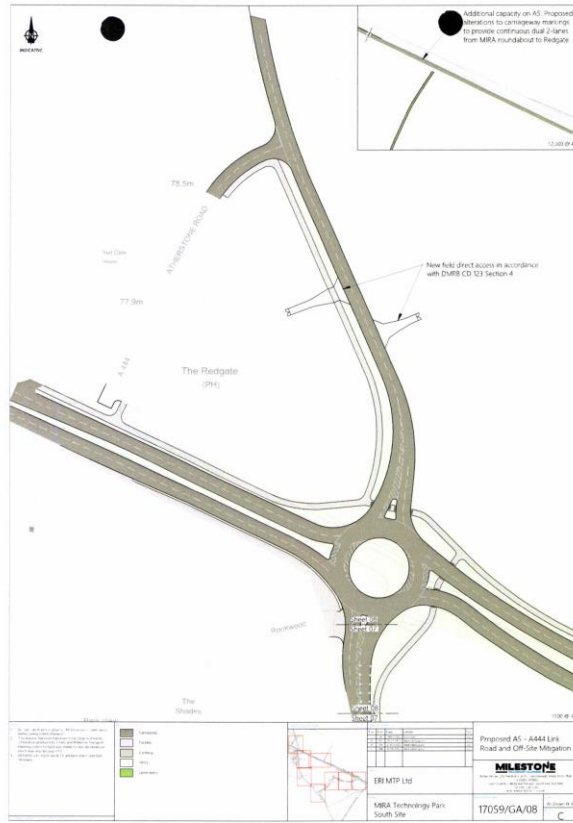
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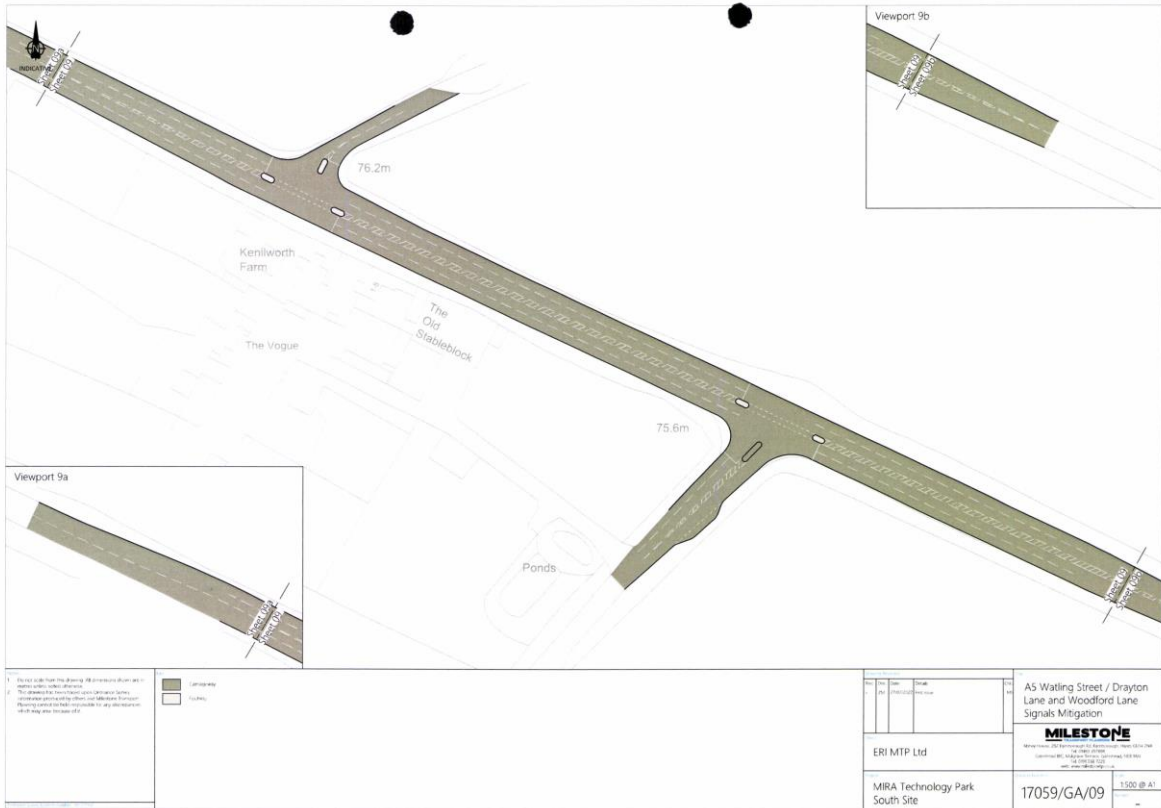
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www.sgpplanning.co.uk

100% South Site

Masterplan
Masterplan Option 10B

Scheme Name: PLANNING
Author: E2 - Revision
APP/2022/0423 - 01/08/2022
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6.0 ECONOMIC BENEFITS

- 6.1 The Proposed Development at MIRA Technology Park South Site, located within North Warwickshire Council, is the 'extension of MIRA Technology Park to comprise advanced manufacturing (Class B2); associated office and service uses (Class E); and storage (Class B8); new spine road; car parking; landscaping; and enabling works'. at the site known as MIRA Technology Park, South Site'. This will comprise a total site area within the red line boundary is 59.5ha of which the total net developable area is 41.9ha and the total floor area proposed is up to 213,500m², equating to a site coverage of 35.9%.
- 6.2 Table 6.1 sets out the indicative area schedule, identify seven individual plots. The illustrative framework masterplan includes an indicative area schedule confirming that any ancillary E(g)(i), E(g)(ii) or B8 will be no more than 10% of the total building floor area.

Table 6.1: Indicative Area Schedule

Unit Ref	B2 Floor Area (m2)	Ancillary Uses Floor (m2)	Total Floor Area (m2)
1	15,793	1,579	17,372
10	16,722	1,672	18,394
20	23,782	2,378	26,161
21	34,373	3,437	37,810
22	29,264	2,926	32,190
30	56,669	5,574	62,243
31	17,187	1,765	18,952
Total			213,122

Construction Phase

a) *Direct Employment and Associated GVA*

- 6.3 The number of direct jobs generated during the construction period is calculated using the Construction Industry Training Board (CITB) Labour Forecasting Tool (LFT). Utilising the value, a start date, duration, and location, the LFT predicts labour demand on a month-by-month and trade-by-trade basis. Forecasts are based on historic data from past projects and updated as new data becomes available, taking account of time and location.

6.4 For the purposes of estimating the number of construction jobs, these have been calculated based on a construction cost provided by the Applicant. A construction period of 60 months has been adopted. The LFT has then been run using the indicative construction cost over the 60-month construction programme. Based on this the LFT estimates that 744 direct construction jobs could be supported each month over this period.

6.5 The LFT accounts for 28 occupation groups, split into the following work types:

- Design - those involved in design process, including senior managers and support staff with design organisations.
- Management of construction - those staff involved with the management of the delivery of the construction or installation. This includes professionals employed for the construction stage or the projects; and
- Construction operatives - those operatives involved in the delivery of the construction or installation.

6.6 Table 6.2 sets out the split across the three groups that make up the occupations assessed within the LFT. It emphasises the varied occupation profile and skill requirements across the sector. Demand for each occupation type will vary throughout the construction period.

Table 6.2: Construction Employment – Skills Profile

Construction Period Employment Sector	Skill Requirement
Design	<ul style="list-style-type: none"> • Senior, executive and business process managers; • Non-Construction professionals, technical, IT and other office-based staff; • Civil Engineers; • Architects; • Surveyors; • Other construction professionals and technical staff.
Management of Construction	<ul style="list-style-type: none"> • Senior, executive and business process managers; • Construction project managers; • Process Managers; • Non-construction professionals; • Construction trade supervisors; • Civil Engineers; • Architects; • Surveyors; • Other construction professionals and technical staff.
Construction Operatives	<ul style="list-style-type: none"> • Wood trades; • Bricklayers; • Building envelope specialists;

Construction Period Employment Sector	Skill Requirement
	<ul style="list-style-type: none"> • Painters and decorators; • Plasters; • Roofers; • Floorers; • Glaziers; • Specialist builders; • Scaffolders; • Plant operatives; • Plant mechanics; • Steel erectors; • Labourers; • Plumbing and heating engineers; • Logistics; • Civil engineering; • Non-construction operatives.

6.7 Direct employment activity throughout the construction phase will generate economic output, measured through the generation of GVA. GVA is a measure of economic output, distributed through retained profit and wages. Based on an average GVA per construction worker of around £67,900 per annum for North Warwickshire Oxford Economics¹², the Development could generate a direct GVA of approximately £52.6m per annum over the construction period (equivalent to £262.9m in total over the construction phase).

b) Indirect Employment and Associated GVA

6.8 In addition to the direct jobs created as a result of the construction and management of the Development, further indirect employment would be created as a result of spin-off and multiplier effects.

6.9 The level of indirect employment generated during the construction period has been calculated by applying the ONS Type 1 Employment Multiplier (2015) for construction (1.97) to the number of direct construction jobs. This could result in a further 751 indirect jobs being supported per month over the construction period. These supply chain jobs could support employment on a local to national scale.

¹² Oxford Economics, April 2021 Global Forecasting and Quantitative Analysis (2015-2020 average)

6.10 The indirect jobs are expected to generate £41.1m in economic output per annum, based on applying the UK average GVA per worker figure of £54,700¹³. This would equate to £205.5m in total over the 60-month construction period.

c) Total Employment and Associated GVA

6.11 Construction of the Development could therefore support 1,525 jobs per month (direct and indirect). This would provide a combined GVA of £93.7m per annum, and £468.4m in total over the construction period.

Operational Phase

d) Gross Employment (on-Site) and Associated GVA

6.12 Based on the current indicative area schedule, the Development will support approximately 2,500 gross FTE¹⁴, incorporating roles associated with advanced manufacturing (Class B2) R&D, along with associated office and service uses (Class E); and storage (Class B8) related employment. The current area schedule allows flexibility for detailed proposals to come forward in a bespoke manner depending on occupier requirements, which will influence the exact level of employment.

6.13 Based on the estimated operational employment profile at the adjacent MIRA Technology Park, this could yield over 1,125 jobs within professional, scientific, and technical related roles.

6.14 2,500 FTE jobs supported on-Site could generate a total GVA of £175.1m per annum based on an average regional GVA per worker (£70,000¹⁵) across the manufacturing sector.

6.15 2,500 gross on-Site jobs could support approximately 3,250 gross indirect jobs across the supply chain network, generating £177.9m in GVA per annum based on a national GVA per worker figure (£54,700).

¹³ Oxford Economics, April 2021 Global Forecasting and Quantitative Analysis (2015-2019 average)

¹⁴ Information provided by the Applicant

¹⁵ Oxford Economics, Global Forecasting and Quantitative Analysis (2015-2020 average)

e) Estimating the Net Direct Employment Effect to North Warwickshire

6.16 Whilst the Development will support at least 2,500 FTE jobs on-site, guidance from the HCA, Additionality Guide¹⁶ ("Additionality Guide") and more recently, HM Treasury Green Book¹⁷ ("The Green Book") establishes that the on-Site jobs created by the Development would most likely be subject to the following factors¹⁸

- **Substitution** - where firms substitute one type of labour for another to benefit from an intervention but do not increase employment or output;
- **Displacement** – the extent to which an increase in economic activity or other desired outcome is offset by reductions in economic activity or other desired outcome in the area under consideration or in areas close by; and
- **Leakage** - the extent to which effects "leak out" of a target area into others. For an intervention designed to increase employment in a particular area, leakage could take the form of increased employment in neighbouring areas.

6.17 The above factors applied are based on the nature of the uses envisaged, professional judgement and having regard to published data and or guidance in the Additionality Guide and Green Book. Based on this, the following assumptions have been made:

- The nature of the proposed uses is not likely to result in one type of labour being substituted for another (e.g., a full-time employee substituted for a government funded trainee) therefore substitution is not considered relevant.
- Given the importance of the sector to the area and future growth plans, it is assumed that displacement will be low and therefore the Additionality Guide's low displacement factor of 25% has been applied.
- Commuting data drawn from the 2011 Census has identified that around 34% of North Warwickshire's workplace population commute from within North Warwickshire. Based on this, leakage is considered to be a relevant factor and it assumed that 66% of the jobs created by the Development will be taken by people travelling in from places outside of North Warwickshire

¹⁶ HCA, Additionality Guide, 4th edition, 2014

¹⁷ HM Treasury, The Green Book: Central Government Guidance on Appraisal and Evaluation, 2020

¹⁸ HM Treasury The Green Book: Central Government Guidance on Appraisal and Evaluation, 2020, Page 95, Paragraph A2.9

f) Estimating the Net Indirect Employment Effect

- 6.2 The direct employment effect described above addresses a series of potential discounts to the jobs created total, in this case to arrive at an estimate of the number of jobs created that will be filled by North Warwickshire residents.
- 6.3 The indirect effect addresses employment opportunities that will be created elsewhere in North Warwickshire or beyond, for example, in convenience or food and drink induced by employee expenditure, or, through businesses supply chain expenditure.
- 6.4 Indirect employment effects result from jobs created in 'tradable' sectors only. Tradable is defined as a sector that produces goods and services which are produced locally but mostly sold and consumed outside the local area. Conversely, the outputs of 'non-tradable' sectors, are mostly delivered locally and do not create indirect employment effects.
- 6.5 The Development will deliver entirely tradable uses, maximising the indirect employment effect across both tradeable and non-tradeable sectors. High, central, and low place-based employment multipliers are provided by The Green Book to reflect a different extent of supply-chain 'spin-off' employment effects which are detailed in Table 6.3. For calculating the multiplier effect of the Development, it is considered appropriate to use the central multipliers.

Table 6.3: Place Based Employment Multipliers

Direct Employment Category	Tradable	Tradable	High Tech Tradable	High Skilled Tradable	Public Sector
Effect on Employment Sectors	Non-tradable	Tradable	Non-tradable	Non-tradable	Private Sector
Central	0.9	0.4	1.9	2.6	0.25
Low	0.1	0.3	0.7	2.5	-0.7
High	1.6	0.6	4.9	3.0	1.3

Source: HM Treasury the Green Book 2020, Annex A2: Place Based Analysis, Box 26

g) Bringing it All Together: The Total Employment Effect and Associated GVA

- 6.6 The factors described above (substitution, displacement, leakage, and multipliers), are collectively referred to as 'additionality' factors. Table 6.4 details the application of the additionality factors to the Development's creation of 2,500 FTE gross jobs on-Site to derive a

net direct and indirect employment effect.

- 6.7 Of the 2,500 gross FTE created on-Site by the Development, it is calculated that 625 of these jobs will have been displaced from elsewhere within North Warwickshire and therefore net direct job creation of the Development is 1,875 FTE jobs to North Warwickshire.
- 6.8 It is calculated that 1,238 of the net direct jobs created by the Development will be filled by people who live outside of North Warwickshire and therefore the net direct employment effect to North Warwickshire residents is 638 FTE jobs, generating £44.7m per annum.
- 6.9 A further 829 net indirect FTE jobs will be created by the Development as a result of spin-off in the supply chain, generating £45.4m in GVA per annum.
- 6.10 The total net employment effect to North Warwickshire of the Development is 1,466 FTE jobs, generating a GVA of £90.0m annum.

Table 6.4: Total Net Employment Effect of the Development

	FTE
JOB CREATION, LOSS AND DISPLACEMENT	
Gross Jobs Created	2,500
Substitution	0
Displacement (25%)	625
Net Direct Job Creation	1,875
DIRECT EMPLOYMENT EFFECT	
Leakage (66%)	1,238
Direct North Warwickshire Employment Effect	638
INDIRECT EMPLOYMENT EFFECTS	
Multiplier	
Non-tradable sector, central effect (x 0.9)	574
Multiplier	
Tradable sector, central effect (x 0.4)	255
Indirect North Warwickshire Employment Effect	829
TOTAL NET EMPLOYMENT EFFECT	
North Warwickshire Employment Effect	1,466

Numbers subject to rounding

Business Rates

- 6.11 The Development will generate annual business rates contributing to the funding of local public services. Rateable values are provided by the Valuation Office and taking into consideration rateable values for comparable facilities within the local area, it is estimated that the current indicative floorspace could generate around £5.1m in annual business rates payments. This does not consider proposed car parking.

Summary

- 6.12 In conclusion, based on the current indicative area schedule MIRA Technology Park South Site will support approximately 2,500 jobs on-site. According to existing commuting patterns within North Warwickshire, of the 2,500 jobs, 638 jobs will be additional and support North Warwickshire residents, generating £44.7m in GVA per annum. The remaining 1,863 jobs will predominantly be taken by employees commuting from neighbouring areas. Given the Site's location this is not unrealistic.
- 6.13 The North Warwickshire Local Plan seeks to improve outward commuting levels. The wage profile of the Borough also suggest residents are currently commuting out of the area to access higher paid jobs. The MIRA Technology Park South Site development has the potential to draw back residents who currently commute out of the area. By contributing to a broader employment offer across the Borough, providing advanced manufacturing and R&D roles, the Development could support increased containment levels.
- 6.14 A brief review of the commuting pattern by those working within the existing MIRA Technology Park study area (MSOA Hinckley and Bosworth 008), suggests that around 70% of employees live within North Warwickshire, Hinckley and Bosworth and Nuneaton and Bedworth. This indicates that a high proportion of the 2,500 jobs created on-site at MIRA Technology Park South Site would support residents within the Labour Catchment Area, which encompasses the majority of those three local authority areas.

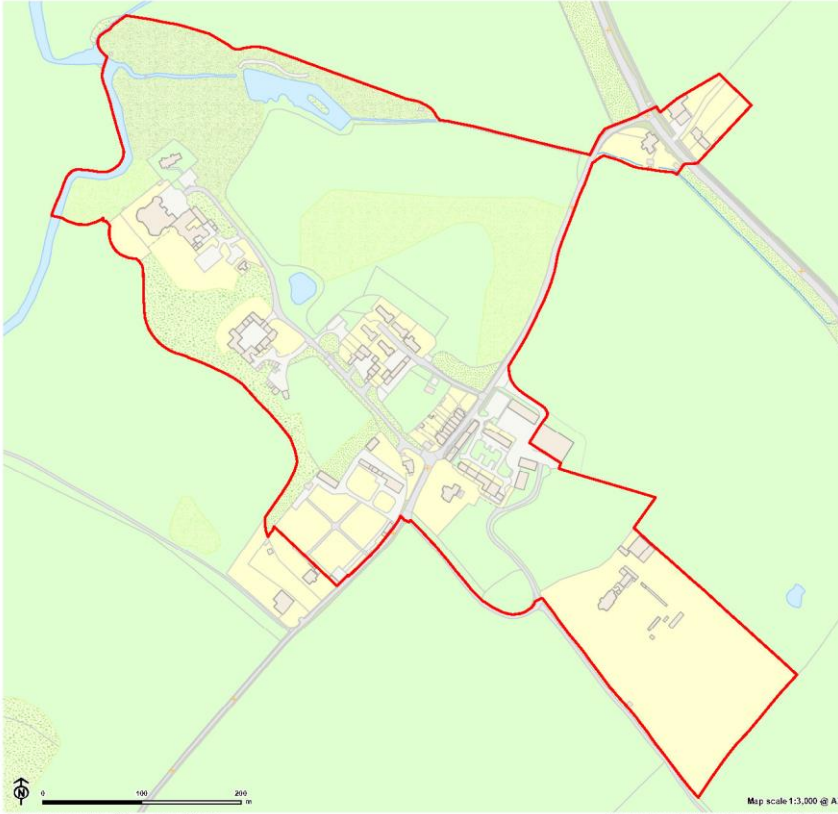
APPENDIX I

Caldecote Proposed Conservation Area
North Warwickshire Borough Council



Figure 2.2: Proposed Conservation Area Boundary

 Proposed Conservation Area boundary



General Development Applications

(6/b) Application No: PAP/2021/0428

4, Square Lane, Corley, CV7 8AX

Erection of agricultural building to be used for storage of agricultural machinery and hay, for

Miss D Startin

Introduction

This application was referred to the Board's last meeting, but determination was deferred such that Members could visit the site. That took place after the date of publication of this report and thus a note of that visit will be circulated at this meeting together with a verbal update.

A copy of the last report is attached for convenience at Appendix A.

Also attached are the application plans at Appendices B and C.

Recommendation

As set out in Appendix A

General Development Applications

(6/e) Application No: PAP/2021/0428

4, Square Lane, Corley, CV7 8AX

Erection of agricultural building to be used for storage of agricultural machinery and hay, for

Miss Diane Startin

Introduction

The application is reported to the Planning Board at the request of local members concerned with the impacts of the proposals.

The Site



Fig 01. Site Location Plan

The application site comprises 6.53ha of open agricultural fields, demarcated by hedgerows interspersed with field trees, which extends laterally from residential properties at Tamworth Road to further pastureland on the western side of Square Lane. Through the course of the application, the application site has been increased from 4.13ha to 6.53ha by incorporating an adjoining field also owned by the applicant.

6E/66

6b/25

The holding is in mixed agricultural/equestrian use and contains a large u-shaped stable block (permitted under application PAP/2014/0119), a menage (PAP/2014/0480), a mobile field shelter and a timber-clad shipping container. The field shelter and shipping container do not have planning permission, although the field shelter, a moveable structure, may not need permission.

This is a largely rural, countryside setting save for a loose scattering of residential development along Square Lane and a small concentration of properties centred around the junction of Tamworth Road and Highfield Lane. Open land extends beyond the site to the north and east, and public footpath M345 bisects the site adjacent to its main entrance.

The Proposal

Planning permission is sought for the erection of agricultural building used for the storage of agricultural machinery and hay, located to the south of the menage. The building measures 9.15m by 7.5m and stands 3.05m high to the eaves and 4.5m high to the apex of a shallow pitched gabled roof. Walls comprise timber boarding laid under an insulated, brown coloured metal roof.

Currently, the existing stable block lies unused, and no livestock or machinery is present at the site. The applicant asserts that when consent is granted, four donkeys and a handful of sheep will be purchased. Donkeys are to be housed in the stable block and machinery is to be brought onto land once a building is available for safe, secure storage.

The list of machinery to be purchased is as follows:

A Compact Tractor, Gator, Flail mower, Harrow, Roller and Trailer.

Background

Planning PAP/2014/0119	FAPG 23-06-14	4 Square Lane Corley Warwickshire	Erection of building for livestock, equestrian with associated building uses and mixed use of site as agricultural and equestrian
Planning PAP/2014/0165	NTD 15-04-14	4 Square Lane Corley Coventry Warwickshire	Erection of building for livestock, equestrian with associated building uses and mixed use of site as agricultural and equestrian
Planning PAP/2014/0480	FAPG 15-10-14	4 Square Lane Corley	Creation of a menage as a change of use from agricultural land

Development Plan

North Warwickshire Local Plan 2021 - LP1 (Sustainable Development); LP2 (Settlement Hierarchy), LP3 (Green Belt), LP14 (Landscape), LP16 (Natural Environment), LP29 (Development Considerations), LP30 (Built Form) and LP32 (New Agricultural, Forestry and Equestrian Buildings)

Fillongley Neighbourhood Plan 2018-2034 - FNP01 (Built Environment) and FNP02 (Natural Environment)

Other Relevant Material Considerations

National Planning Policy Framework 2021 – (the “NPPF”)

National Planning Practice Guidance - (the “NPPG”)

Consultations

Warwickshire Fire Service – It requires the inclusion of an advisory note drawing the applicant's attention to the need for the development to comply with Approved Document B, Volume 2, Requirement B5 – Access and Facilities for the Fire Service

NWBC's Environmental Health Officer – There is a comment that if animals are to be housed in the building, noise concerns can be negated by fixed glazing on the building's southern elevation. A set of conditions is also recommended, should planning permission be granted.

Agricultural Consultant – The response was dated 16/3/21. This concluded that, based on 4.14ha of land, a building of approximately one-third of the size originally proposed (133.58m²) would be justified. This equates to 44.53m². No objection was raised to the principle of a new building.

Representations

19 letters of objection have been received across the consultation periods from 7 properties, citing the following concerns:

- Building is too close to residential property (other locations on the holding should be considered).
- Housing livestock could give rise to environmental health-related issues – noise, smells, disturbance etc., particularly noise from donkeys
- Other buildings on site could be used for storage
- Grazing livestock and horses are not an accurate reflection of land usage by the owner. The land has been used for haymaking in this and each previous year
- The previous planning officer deemed a single building to be more appropriate than a range as suggested here
- There is no large equipment or animals at the site so no need for the building
- Building is not large enough for machinery or hay storage
- Building not fit for its intended purpose – why is lighting through windows required?

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6b/27

- Hay yield from the site will not give rise to the need for the size of the building proposed.
- Hay yield suggested by applicant is questionable given the suggested livestock grazing and limited activity to date.
- There is already a haybarn within the stable block.
- Rotational grazing will be required, reducing the land available to grow hay.
- What is the applicants experience of animal care, are licenses required, who is going to use the machinery?
- Does the shipping container on-site have planning permission?

Representations in respect of the latest proposals

- Still no justification for the additional structure
- Building location will give rise to smell and fumes
- Storage of hay and machinery is a fire risk
- New building is a blot on the landscape
- Why are windows required
- No activity has taken place on the site in the last year, except two weeks of grazing by sheep not owned by the applicant
- Building is too close to residential property
- Drainage is inadequate

Corley Parish Council objects to the application, commenting that two large buildings exist at the site already allocated for the use of storage, and the stable block is unused. They further that the site has a personal use restriction and therefore any additional storage space is not required.

Fillongley Parish Council raise no objection.

Observations

This application will be determined in accordance with the aforementioned development plan policies, unless material considerations indicate otherwise, pursuant to section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990.

a) Principle of Development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that for all decisions made under the 'Planning Act's' the determination must be in accordance with the development plan in force, unless material considerations indicate otherwise. North Warwickshire's development plan comprises the recently adopted North Warwickshire Local Plan (2021) – (the "NWLP") - and the Fillongley Neighbourhood Plan 2018.

i) Settlement Hierarchy

North Warwickshire Local Plan (NWLP) policy LP2 sets out a settlement hierarchy for the Borough, through which new development will be distributed. LP2 does not afford policy support for new agricultural buildings in category 5 locations; however, policy LP34 does (discussed in more detail later on in this report) and provides specific policy guidance for such buildings.

6E/69

ii) Green Belt policy

The application site falls within the Green Belt. NWLP Policy LP3 sets out the Council's objective of protecting Green Belt land within the Borough, affirming that inappropriate development is harmful by definition, and should not be approved except in situations where very special circumstances are considered to exist.

The NPPF provides further Green Belt guidance, defining the construction of new buildings as inappropriate development, save for a closed list of exceptions set out within paragraphs 149 and 150. Paragraph 149(a) deems buildings for agriculture and forestry as appropriate development. Accordingly, the proposals draw support in principle under paragraph 149(a) of the NPPF.

b) Agricultural Building policy – LP32

NWLP policy LP32 (New Agricultural, Forestry and Equestrian Buildings) provides support for new agricultural buildings in all locations, subject to compliance with a series of 'tests'.

Reasonably necessary in scale, construction and design for the efficient and viable long-term operation of the holding

Lengthy discussions have taken place between the Council and the applicant, and advice has been received from an agricultural consultant. Due to these negotiations, the proposal has been revised with the building size reduced from 133.59m² to 68.6m². Furthermore, initially, it was proposed to also house sheep and donkeys alongside the hay and machinery. The applicant has now indicated that no livestock will be housed within the building, which could be conditioned. Additionally, the application site has been increased from 4.13 hectares to 6.53 hectares, incorporating a further field owned by the applicant along Square Lane.

Council officers sought advice from an agricultural consultant on the earlier proposals with the consultant indicating that a building of approximately 44.5m² would be justified based on 2ha of the land being used for haymaking. As the application site has been increased to 6.53ha and around 4.4ha will be used for hay-making, the hay yield will be greater and thus a building of around 70m² could be considered justified here. The building proposed measures 68.6m². In principle, therefore, officers consider that the new agricultural building is reasonably necessary in scale and construction for the long-term operation of the holding. Design matters are discussed in the subsequent sections.

Availability of other buildings

The applicant states that the existing stable block will be used to house donkeys once purchased and that the stable block is not suited for hay storage given the limited ventilation. The applicant also advances that the building's doors are too small for machinery and cannot be modified without harming the structure of the building.

The unconsented, clad storage building along the boundary of the site is allegedly used to store fencing materials which are used on the land, together with wheelbarrows and implements (fork, broom, shovel etc.) that are used in the stables. The applicant sets out that the doorway of the container is not sufficiently large for machinery and would not have any ventilation for the storage of hay.

Despite the absence of general activity at the site and under utilisation of the stable block and shipping container, neither appear well-suited to house either hay or machinery.

Siting and Materials

The overall design is deemed suitable with ventilation for the hay storage provided at eaves level with a 2.7m high door allowing for the storage and manoeuvring of small agricultural machinery. The material selection and colour are appropriate, reflecting the general appearance of the stables and shipping container.

With respect to siting, the building would occupy an area of hardstanding to the south of the menage, close to the shipping container and stable block. Clustering of built form is recommended under policy LP32 to minimise visual intrusion and that is demonstrated here. In addition, the densely vegetated roadside boundary (shown below) largely conceals the structure from views along Square Lane. Lighting, shadowing, and general outlook implications for nearby residential property would not be unacceptable considering the limited scale and height of the building (4.5m) and the screening available. Positioning a standalone building elsewhere within the site, in potentially a more exposed location, would represent a much greater landscape intrusion.



Fig 02. Aerial Imagery of the application site, illustrating the existing buildings on site, the dense roadside boundary to the northern side of Square Lane and properties to its southern side

Residential Amenity

Notwithstanding neighbour concerns, NWBC's environmental health officer offers no objection to housing livestock within the building, subject to fixed or no openings on the building's southern elevation. The applicant has since revised the proposals, and livestock would not be housed in the building. This is an existing mixed (agricultural and

6E/71

equestrian) holding and, therefore, any agricultural activity, including the introduction of donkeys and sheep, is lawful and would not require planning permission. Animal licensing provisions sit outside of the planning system, and public health concerns are addressable under Environmental Health related legislation.

c) Other matters

Fire Risk - Warwickshire Fire and Rescue commented on the earlier proposals, simply requiring the inclusion of an advisory note drawing the applicant's attention to the need for the development to comply with Approved Document B, Volume 2, Requirement B5 – Access and Facilities for the Fire Service.

In general, the planning system is not tasked with assessing, inspecting, or approving fire safety, which is primarily the responsibility of building control and, planning does not have powers to assess the fire safety of building materials or most elements of building design.

Future use of the building – Speculation over future uses is not a material planning consideration. The justification and design of the building has been discussed earlier in this report.

Drainage – there is no evidence to suggest that drainage from the small building, or the site in general, would have a detrimental impact on the local drainage and highway networks, nor residential property.

Unlawful buildings – The planning authority will investigate the allegedly unlawful buildings on the site as a separate matter.

Recommendation

That planning permission be GRANTED subject to the following conditions:

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

REASON

To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and to prevent an accumulation of unimplemented planning permissions.

2. The development hereby approved shall not be carried out otherwise than in accordance with the Location Plan (101A), the Location Plan (100B), the Proposed Site Plan (150E), and the Proposed Plans and Elevations (250H), all received by the Local Planning Authority on 28 July 2022.

REASON

To ensure that the development is carried out strictly in accordance with the approved plans.

6E/72

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, as amended, or any order revoking and re-enacting that Order with or without modification, the building shall be used for the storage of machinery and hay in connection with the farming of the agricultural land within the mixed agricultural and equestrian unit only.

REASON

In the interests of the amenities of the area and to prevent unauthorised use of the building.

Notes

1. 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.
2. 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.
3. The applicant's attention is drawn to the need to comply with Approved Document B, Volume 2, Requirement B5 – Access and Facilities for the Fire Service. Full details including the positioning of access roads relative to buildings, the arrangement of turning circles and hammer heads etc regarding this can be found at;
www.warwickshire.gov.uk/fireguidance-commercialdomesticplanning
4. Public footpath number M345 passes close to the site. Care should be taken, particularly during construction works, to ensure that this route is kept open at all times.
5. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through seeking to resolve planning objections and issues, suggesting amendments to improve the quality of the proposal and through regular dialogue. As such, it is considered that the Council has implemented the requirement set out in paragraph 38 of the National Planning Policy Framework.

6E/73

6b/32

BACKGROUND PAPERS

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

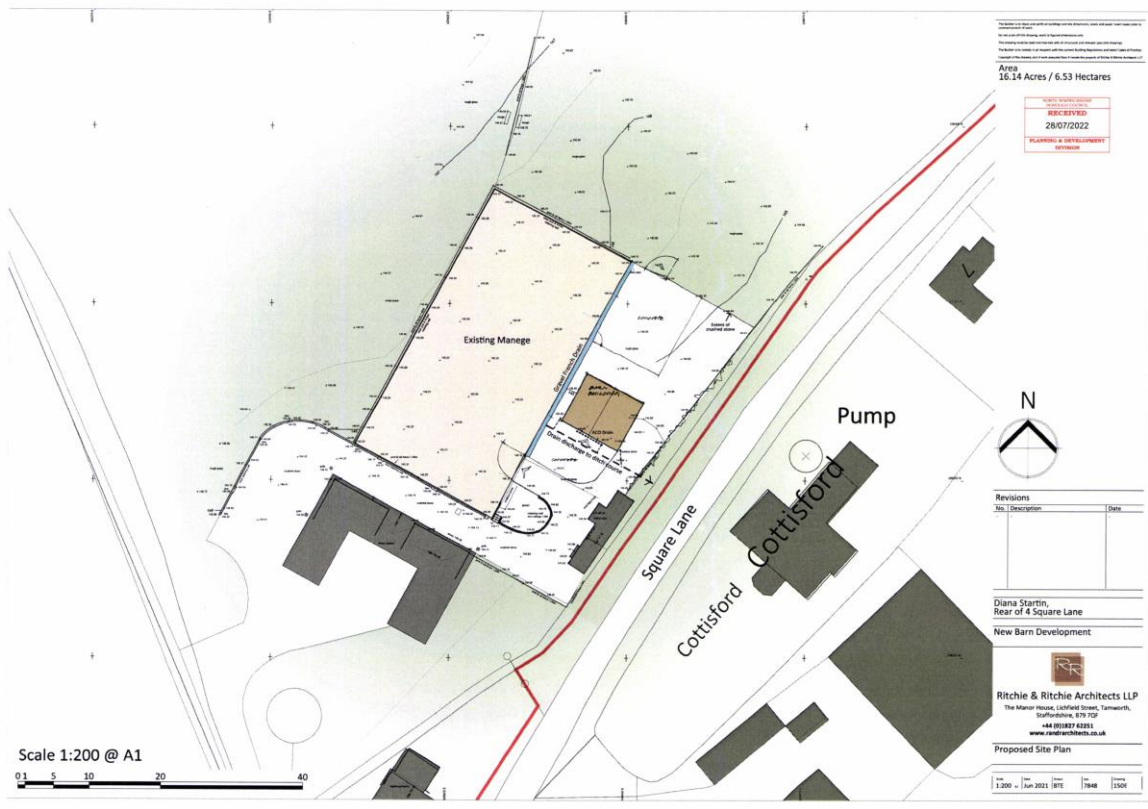
Planning Application No: PAP/2021/0428

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	15/07/2021 to 28/08/2022
2	Third Parties	Representations	04/08/2021 to 08/09/2022
3	Agricultural Advisor	Consultation Response	16/03/2021
4	WCC Fire and Rescue	Consultation Response	15/09/2021
5	NWBC Environmental Health	Consultation Response	10/11/2021
6	Corley Parish Council	Representation	08/08/2022
7	Fillongley Parish Council	Representation	22/08/2022

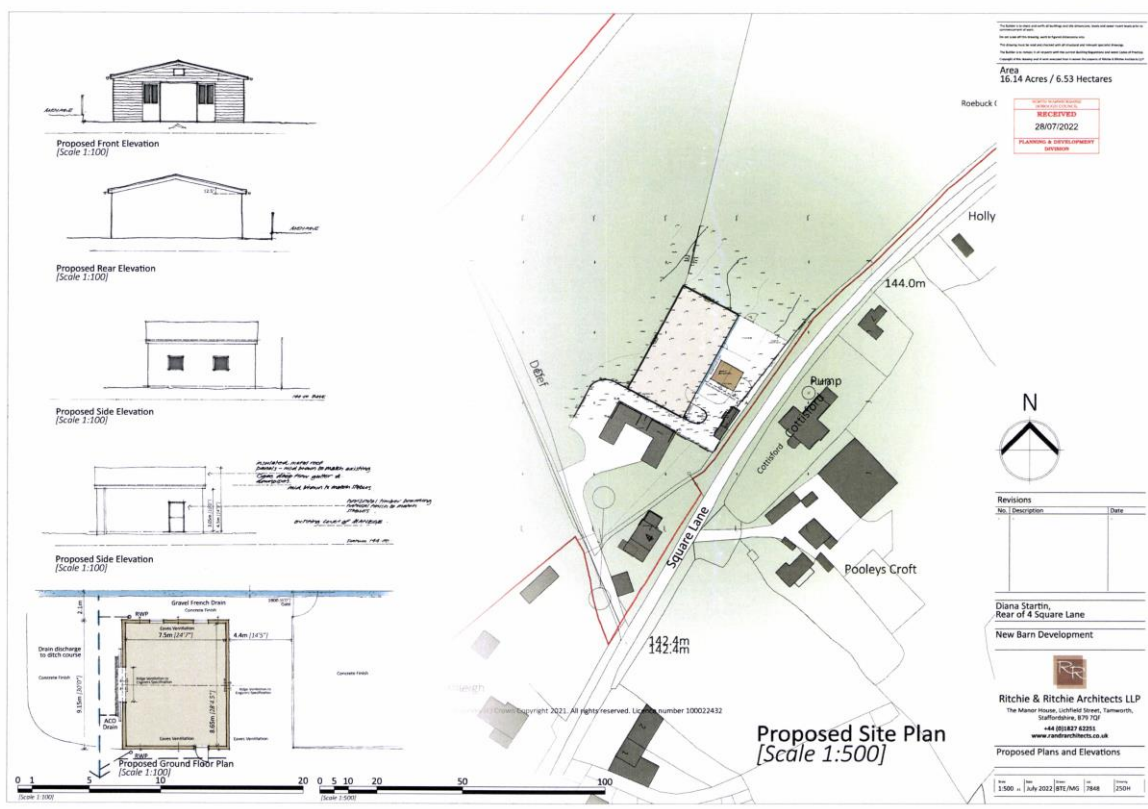
Note: This list of background papers excludes published documents which may be referred to in the report, such as The Development Plan and Planning Policy Guidance Notes.

A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.

APPENDIX B



APPENDIX C



General Development Applications

(6/c) Application No: PAP/2019/0651

Atlantic Nurseries Wholesale, Wishaw Lane, Middleton, B78 2AX

Retrospective approval for the replacement of a former greenhouse and polytunnels with metal storage sheds, for

Atlantic Nurseries- Mr Alan Weatherer

Introduction

This application is being reported to the Board as the recommendation is contrary to an objection from the Warwickshire County Council as Highway Authority

The Site

The nursery occupies a site of over 3.5 hectares, including a staff cottage adjoining the entrance. The built accommodation, including related parking, turning and storage covers around a third of this at the northern end of the holding, with the remainder being used as horse paddocks. The buildings on site presently comprise five large greenhouses, a garage/store room, the storage use and six propagation buildings.

The site adjoins one of the Belfry's golf courses to the west and there are a few scattered houses along Wishaw Lane to the north and south, otherwise the site is in open countryside. Middleton is around a kilometre to the north.

The site is relatively flat and bounded by hedgerows and trees on all sides.

Access is directly onto Wishaw Lane about 200 metres north of its junction with Brick Kiln Lane. It is a single carriageway lane, some distance from the main highway network.

The general location plan is at Appendix A

Background

Atlantic Nurseries has traded from here as a commercial wholesale and retail nursery for several decades. Planning permissions for polytunnels, glasshouses and other related structures have been in place since the 1980's. In recent years and in response to commercial pressures, the polytunnels at the far western end of the holding dating from 1987 to 1990 and a double bay greenhouse at the eastern end, dating from June 1995 have gradually become less viable and they were being used from time to time for miscellaneous storage, unconnected to the nursery.

This other use gave sufficient confidence to the owners to demolish the former buildings and to undertake their replacement as described below. The storage uses continued in these new buildings alongside the original but scaled back nursery uses in the remaining buildings. This prompted the submission of the current planning application to retain all of the new structures and to retain a storage use for them.

However, the owners have now removed the storage uses from the six new buildings at the western end of the site and these are currently in use for horticultural purposes. The remaining new building retains its storage use.

A property on the other side of the road, at Hunts Green Farm, benefits from a planning permission granted in 2017 for a replacement building to be used for self-storage purposes – ref PAP/2018/0749.

The Proposal

The application for the new buildings and their storage use was never withdrawn. It was however varied in order to reflect the situation now on site, as described above.

It is thus a retrospective application for the replacement of buildings. There are two parts to this. The replacement of a former greenhouse and polytunnels, with six metal sheds. These are sited at the western side of the site and each measures 9.1 by 4.3metres with a ridge height of 3.8 metres. They are sited in two sets of three buildings and shown as “H” on the plan in Appendix B. Together they have a footprint of 233 square metres and a volume of 766 cubic metres. The former greenhouse and polytunnels had a floor area of 1218 square metres and a volume of 1860 cubic metres. The single replacement building is sited at the eastern side of the development and measures 27.4m x 13.7m with a ridge height of 4.1metres. Its footprint is 375 square metres and its volume is 1296 cubic metres. The former building had an identical floor area and an equivalent volume. This is illustrated as “J” on the plan at Appendix B.

All of the new buildings are constructed in dark brown cladding with translucent sheeting to the larger shed.

The six are now used for horticultural use including heated plant propagation beds as well as for the storage of compost, plant and equipment.

Development Plan

The North Warwickshire Local Plan - LP1 (Sustainable Development), LP2 (Settlement Hierarchy), LP3 (Green Belt), LP11 (Economic Regeneration), LP13 (Rural Employment), LP14, (Landscape), LP16 (Natural Environment), LP29 (Development Considerations), LP30 (Built Form)

Other Material Planning Considerations

National Planning Policy Framework 2021 – (the “NPPF”)

Consultations

Environmental Health Officer – No objections

Warwickshire County Council as Highway Authority - It has submitted an objection. In full this says that,

“The development will be accessed from public highway Wishaw Lane, a single carriage road with a speed limit of 60mph. The Highway Authority requires visibility splays for accesses onto roads with a design speed of 60mph to have an ‘x’ distance of 2.4 meters and ‘y’ distances of 215 meters. While it is possible that a lower ‘y’ distance may be justified in accordance with the guidance set out in the design manual for roads and bridges (DMRB) by the submission of speed survey data, no such data has been provided in this application.

The Highway Authority considers the development to be an intensification of use of the access. During the site visit it was noted that large holes were present at the access that have been filled with loose stone, this loose stone is being transferred to the public highway, therefore the Highway Authority would require the existing access to be resurfaced with a bound material for a minimum distance of 7.5 metres from the near edge of the public highway carriageway.”

Representations

Objections have been received from two neighbours referring to the following:

- The access is poor with road not being adequate.
- Large vehicles use this on the road.
- This should not be an industrial estate.
- There will be noise, smell and disturbance.

Observations

a) Green Belt

The site lies in the Green Belt. The erection of new buildings is defined by the NPPF as being inappropriate development here and therefore harmful to the Green Belt. There is thus a presumption of refusal. However, the NPPF does outline a number of exceptions to this and two are relevant here.

The first is when the building is for an agricultural building. This is the case here for the six new sheds – all now being in horticultural use.

The second is where the new building is a replacement for an existing building. This however is conditional. The new building has to be in the same use as the one it replaces, and it also has to be not materially larger. This exception would not apply to the other single building here as the replacement is in a different use class - B8 as

opposed to horticulture - but the size is virtually the same. So, in terms of this exception, the single building would amount to inappropriate development.

Therefore, when the proposal here is considered as a whole, it does amount to inappropriate development.

Whilst this definitional harm carries significant weight, it is also necessary to assess what the actual Green Belt harm might be. This assessment will be confined to the impact of the single new building, as it is this one that is inappropriate here. The assessment will be to establish the level of harm caused to the openness of the Green Belt hereabouts. There is no definition of “openness” in the NPPF, but Planning Guidance suggests that there are four elements that should be assessed in any analysis. Firstly, there is a spatial element. Here the building would be erected amongst and within a much larger range of very similar buildings of the same design, appearance and dimensions. There would thus be no further loss of openness. Secondly, there is the visual element. The site is really only visible from within the site and then the new building would be perceived as part of a larger whole. It is not the most prominent building and neither does it dominate the site or its neighbours. The third element is the activity associated with the development. It is not considered that there would be a material intensification of activity given the scale of the existing use and its own related activity – both vehicular and pedestrian. Indeed, the storage use may well result in less frequent traffic movement than the horticultural use. Moreover, the use of the building could revert back to horticultural use without the need for a planning application. Finally, the development would be permanent rather than temporary, although as indicated above the storage use might be temporary. Putting all of these matters together, it is considered that the single new building would preserve the openness of the Green Belt hereabouts as it would have no impact. This conclusion is given added support from looking at the aerial photography at Appendix C.

In conclusion therefore it is considered that the proposal when looked as a whole, would cause no Green Belt harm.

b) Other harms

i) Highways

The Board will be aware that the NPPF says that development should not be refused on highway grounds unless there would be an unacceptable impact on highway safety, or the residual cumulative impacts would be severe.

The Highway Authority is concerned about intensification, visibility at the junction onto Wishaw Lane and damage to the highway. The Board can consider the imposition of conditions in order to mitigate the latter two points here – visibility to be maximised (in this case with splays measuring 3.5 by 60 metres) and the access track to be hard surfaced. The County Council also has its own powers to deal with damage that are outside the scope of this planning application. These matters are not considered to amount to a “severe” impact.

The concern of the Highway Authority about intensification is entirely valid from a highway perspective and one that should be fully assessed. It is not within the remit of the County Council to consider its concern within a planning remit or within the final

planning balance. That is the role of the Board. Here the planning context is of substantial weight. The overall site has a lawful use for horticultural activity and this use has been present on a wholesale and retail basis for at least forty years. This use brings a high level of vehicular activity – both commercial and private. Secondly, the storage use is a minor part of the site and the overall level of activity. Thirdly that storage use could revert to an agricultural/horticultural use without the need for any reference to the Borough Council and finally the site has more than adequate space for vehicle parking and turning. It is in this context that officers could not agree that the current proposal would give rise to severe highway impacts.

ii) Residential Amenity

The buildings are sited sufficient distance away from any residential property. They are visible but at some distance so as not to cause significant harm. The majority of the buildings would remain in nursery/horticultural use with all of the activity – both vehicular and pedestrian – associated with this use. As a consequence, it is unlikely that there would be a material intensification of potential adverse impacts arising from traffic movements, noise or general disturbance. It is significant that the Environmental Health Officer has not commented.

c) The Balance

Given the conclusions from the sections above, it is not considered that there are significant impacts here that would give rise to demonstrable harm.

Recommendation

That planning permission be GRANTED subject to the following conditions:

1. The development hereby approved shall not be carried out otherwise than in accordance with the site plan 8824.10, site layout plan 8824.10C, storage sheds 88.24.11 received on the 26 November 2020 and the planning justification dated 20th July 2020.

REASON

To ensure that the development is carried out strictly in accordance with the approved plans.

2. The large shed marked J on the plan 8824.10C site layout plan hereby approved shall not be used for any purpose other than storage of goods within Class B8 of the Town and Country Planning (Use Classes) Order 1987, (as amended 2020 and 2021), or in any statutory instrument revoking and re-enacting that Order with or without modification. It shall not be subdivided or split into a separate use without first obtaining permission.

REASON

To prevent unauthorised use of the property. To ensure that the proposal does not lead to an intensification of the use.

3. The six small sheds marked H on the plan 8824.10C site layout plan hereby approved shall only be used for horticultural purposes in connection with the main use of Atlantic Nurseries.

REASON

The use of the buildings as part of another agricultural enterprise or for other uses could lead to the intensification in the use of a substandard access, contrary to the best interests of highway safety.

4. Within 3 months of the permission hereby approved the existing access to the site shall be resurfaced with a bound material for a minimum distance of 12 metres as measured from the near edge of the public highway carriageway.

REASON

In the interests of highway safety

5. Clear and unobstructed visibility splays of 3.5 by 60 metres shall be maintained either side of the access onto Wishaw Lane.

REASON

In the interests of highway safety

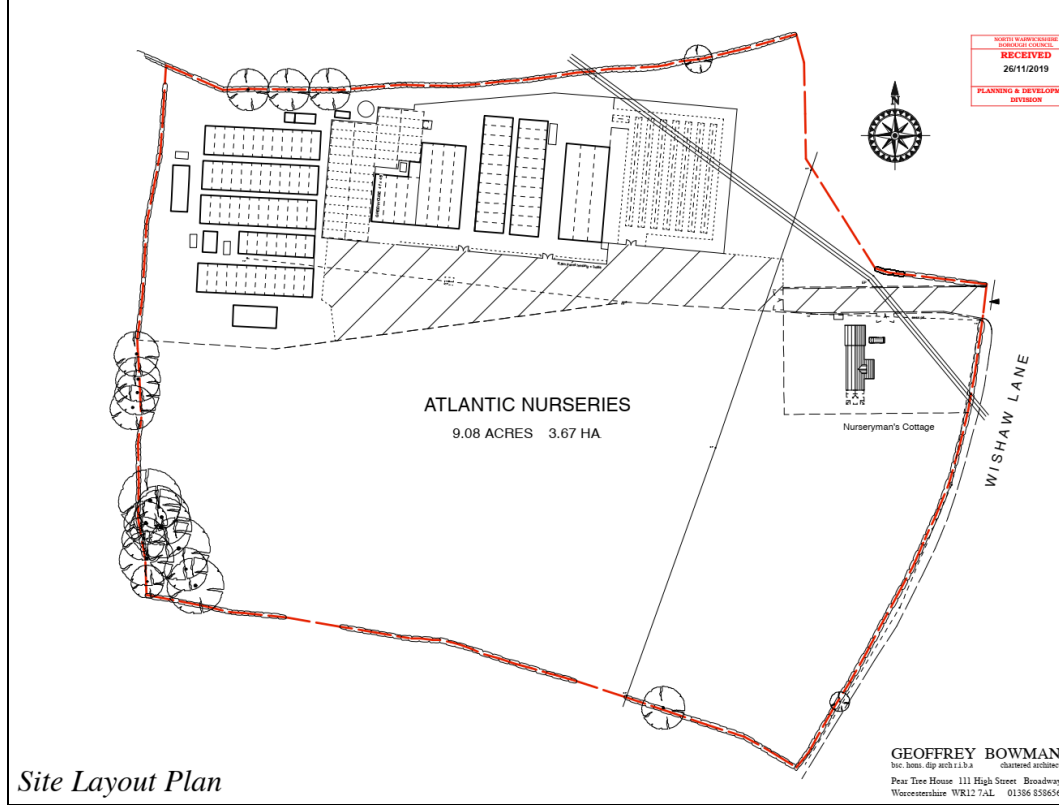
5. At no point shall any outdoor storage be permitted.

REASON

In the interests of the amenities of the area and safety on the public highway.

Appendix A

ATLANTIC NURSERIES WISHAW LANE MIDDLETON



Site Layout Plan

Appendix B

ATLANTIC NURSERIES WISHAW LANE MIDDLETON



Appendix C



Figure 1 Photograph 1999



Figure 2 Photograph 2013

General Development Applications

(6/d) Application No: PAP/2019/0158

Queen Elizabeth Lower School, Witherley Road, Atherstone, CV9 1LZ

Erection of two storey teaching building comprising seven general classrooms, circulation and WC's, for

Mr Watts - Queen Elizabeth Academy

Introduction

This application is being reported to the Board as it would involve a Section 106 agreement if the recommendation to grant planning permission is agreed.

The Site

The site is located to the east of Atherstone, roughly 500 metres to the south-east of the town centre off the Witherley Road (B4116) which forms the southern site boundary. The nearest residential properties to the south of the site are on Witherley Road and would be approximately 80metres from the proposed school building which would sit behind the sports hall. This is at a lower level than the road and the residential properties, with considerable planting and open space separating them.

A location plan is at Appendix A

The Proposal

The proposal is for a flat roofed two-storey teaching block at the rear of the existing sports hall. The building will measure 17.4 by 19.3 metres and be 7.4 metres tall. It would include three classrooms, toilets and a store on the ground floor, with four classrooms on the first floor. Solar panels are proposed for the roof. Once completed, existing temporary classrooms at the school would be removed.

The proposal would expand the school capacity from its original level of 600 pupils to around 750 pupils. This equates to one additional class across each year group. With recent approvals for temporary buildings on the site, the school is presently accommodating around 690 children, and so the increase in capacity of the school is around a further 50/60 pupils. The capacity of the school will increase incrementally over two years once the new block is completed. It is anticipated that work on the building will commence in January 2023.

Plans of the proposed block are at Appendix B.

Background

Planning permission was granted in 2015 for the redevelopment of this school site, involving complete demolition of the original buildings and their replacement with the new building and sports hall presently on site.

Permissions have been given and renewed since then for temporary classrooms at the site, whilst this current application has been assessed.

Development Plan

The North Warwickshire Local Plan 2021 - LP1 (Sustainable Development); LP2 (Settlement Hierarchy), LP5 (Amount of Development), LP14 (Landscape), LP15 (Historic Environment), LP16 (Natural Environment), LP21 (Services and facilities), LP29 (Development considerations), LP30 (Built form), LP33 (Water Management), LP34 (Parking) and LP35 (Renewable Energy and Energy Efficiency)

Other Relevant Material Considerations

National Planning Policy Framework 2021 – (the “NPPF”)

Consultations

Environmental Health Officer - No objection subject to conditions relating to construction management.

Sport England - No objection

Warwickshire County Council as Highway Authority – It objected as “the impact of the proposed development on the highway network could be significant or worse. A suitable assessment of the potential impact of the development on the public highway network should be submitted for consideration including any mitigation required.” However, it has been engaged with the Academy Trust in order to assess a number of mitigation measures which could lead to the removal of the original objection.

Warwickshire Fire and Rescue Service- No objection subject to a standard condition

Representations

Atherstone Town Council – No objection

Observations

a) Principle of the development

Local Plan Policy LP1 outlines that where planning applications accord with policies, the proposal should be approved without delay, unless material considerations indicate otherwise. Policies LP2 and LP21 provide support for additions to secondary schools. The aim of the NPPF is to achieve sustainable development and in particular it outlines the need to support the delivery of services which the community needs and emphasises that great weight that should be given to expanding schools. It reiterates that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. It indicates that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education.

In this case, the proposal is seeking to provide an additional seven classrooms. The siting is within the school grounds and it is therefore considered to be a conforming land use. Indeed, the proposal would improve the delivery of education services for the benefit of the wider community. The proposal therefore fully accords in principle with the Development Plan and national planning policy. It is however necessary to undertake an assessment of the application to see if it would give rise to any significant and demonstrable harm.

b) Loss of part of the playing field

Significantly, Sport England has not objected after considering the impact of the proposal on playing fields. They say that the proposed development only affects land that is incapable of forming part of a playing pitch and neither does it reduce the size of any playing pitch.

c) Impact in terms of Highways

Section 9 of the NPPF indicates the need for planning to balance land uses within an area so people can minimise journey lengths for employment, shopping, leisure, education and other activities. A transport statement has been submitted with the application. It says that 'Higher and further education establishments, schools and hospitals are major generators of travel and should be located so as to maximise their accessibility by public transport, walking and cycling. Similarly, proposals to develop, expand or redevelop existing sites should improve access by public transport, walking and cycling. Where related accommodation is to be provided, it should have ready access to the site by non-car modes'.

Warwickshire County Council aims to implement school travel plans at every school and has produced a sustainable school travel strategy. The Queen Elizabeth Academy has already adopted a travel plan which was included within the statement referred to above. As pupil numbers increase as part of this application, in terms of travel arrangements there will be a requirement to condition a green travel plan and for it to include a monitoring regime and the means of enforcing its requirements.

Additional traffic generated by the site will be modest during off-peak hours and the School already operates "staggered" drop off times during the morning, which reduces the impact on the local transport network. The biggest issue relates to the increase in traffic in the afternoon at the end of the school day. To this end and in order to increasing cycling, walking and public transport to the school, it has been agreed that the Academy Trust would provide contributions for the following improvements:

1. £33K towards the creation of a continuous segregated pedestrian route along Witherley Road past the school entrance and car park entrance to join the traffic-free section of path.
2. £28K towards resurfacing and widening of the traffic-free tarmac path between the school and new A5 footbridge, removing all trip hazards.
3. £35K to provide a School Safety Zone fronting the site with an advisory 20mph speed limit, interactive signs and associated signing and lining
4. The Academy also intends to re-instate cycle storage on site, which had been removed by the temporary classrooms.

The Academy has agreed to provide this mitigation to overcome concerns about the pedestrian and cycling connectivity to the school.

At the time of writing the report, the County Council is reviewing information in respect of parking. Subject to the removal of its objection, it is considered that the application should be approved. However, the Board will know that there is adequate space on the school site to provide for both staff and parent parking. This is not the problem. The issue is the capacity of the access onto the Witherley Road and how that can be best managed from an operational and from a safety point of view. It is therefore recommended that this matter is included as one of the outcomes of the School's Green Travel Plan – in other words a Car Park Management Plan.

a) Visual Amenity

The proposed building would be a two-storey structure but would only be 7.4 metres in height and would be set some distance away from residential properties behind the current sports hall. It is not therefore considered that there would be any detrimental loss of light, aspect or privacy.

The visual appearance of the proposed two storey free standing building has been designed to be sympathetic with the adjacent school buildings and the Sports hall next to it. The height at 7.4 metres is the same height as the main school buildings on site, however the sports hall adjacent is much taller with a pitched roof (approximately 9 metres high). It is therefore considered that there would be no detrimental impact on visual amenity resulting from the proposed development.

The application site is not within a Conservation Area and contains no listed buildings or does it directly affect the setting of such a building. However, the Atherstone Conservation Area is approximately 95 metres from the site boundary. In addition, the nearest listed buildings are the grade II listed numbers 5 and 7 Witherley Road which are located within the Conservation Area, some 135 metres from the application site. It is not considered that the development proposal would have any adverse impact on the significance of the character or appearance of the Conservation Area or on the setting of the nearest listed buildings, due to the distance between them and intervening built developments.

Conclusion

Overall, there are significant community benefits in favour of granting planning permission for this school from a social, economic and environmental perspective. These would outweigh the limited harms. It is therefore considered that the proposed development would achieve sustainable development and should therefore be approved.

Recommendation

That subject to there being no objection from the Warwickshire County Highways that cannot be overcome by conditions, particularly within a Green Travel Plan, or through the obligations within a Section 106 Agreement, the Council is minded to support the application subject to the completion of that Agreement relating to highway mitigation measures as outlined in the report above, and the following conditions.

1. The development shall be started within three years of the date of this permission.

REASON

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

2. The development shall not be carried out other than in accordance with the approved plans received on the 2nd October 2020 contained in the following schedule:

QEA1-NZB-01-00-DR-A-0102-S3-P06-Site Location Plan small

QEA1-NZB-01-00-DR-A-0103-S3-P06-Block Plan

QEA1-NZB-01-1F-DR-A-0106-S3-P06-First Floor Plan

QEA1-NZB-01-GF-DR-A-0104-S3-P06-Car Park Plan small[1]

QEA1-NZB-01-GF-DR-A-0105-S3-P06-Ground Floor Plan

QEA1-NZB-01-RF-DR-A-0107-S3-P06-Roof Plan

QEA1-NZB-01-ZZ-DR-A-0108-S3-P06-Elevations and Perspective

QEA1-NZB-01-ZZ-DR-A-0109-S3-P06-Sections

REASON

For avoidance of doubt.

3. No development shall commence until full details and samples of materials proposed to be used in the external parts of the building have been submitted to and approved in writing by the Council. The development shall not be carried out other than in accordance with the approved details.

REASON:

To protect the visual amenities of the area.

4. No development shall commence until details of the finished floor levels of the building have been submitted and approved in writing by the Borough Council. The development hereby approved shall be carried out in accordance with the approved details.

REASON:

To protect the visual amenities of the area.

5. No development shall commence until the Construction Management Plan has been updated then submitted to and approved in writing by the Local Planning Authority:

- Deliveries
- Hours of works

The approved Statement shall be adhered to throughout the construction period.

REASON

In the interests of highway safety and residential amenity. To ensure that the construction period of the development is managed in an efficient way and to reduce the likelihood of vehicles queuing on the adopted highway as recommended by the Highway Authority.

6. The development hereby permitted shall not be commenced until a scheme for the provision of adequate water supplies and fire hydrants, necessary for fire fighting purposes at the site, has been submitted to and approved in writing by the Borough Council. The development hereby approved shall not be brought into use until the approved scheme has been implemented to the satisfaction of the Borough Council.

REASON: To ensure adequate fire hydrants for the public building

7. Notwithstanding the submitted details no development shall commence until details of facilities for the covered secured parking of bicycles for use in connection with the TQEA have been submitted to and approved in writing by the Borough Council. The development hereby approved shall not be brought into use until the parking shelters have been provided in accordance with the approved details.

REASON: In the interests of highway safety and ensure sustainable transport modes by pupils, parents and teachers.

8. Prior to the commencement of the development hereby approved, a Green Travel Plan shall be submitted to and approved in writing by the Borough Council. The travel plan, as submitted, shall follow the guidance in the Planning Practice Guidance notes (Travel plans, transport assessments and statements in decision-taking) and shall be generally in accordance with the submitted Transport Statement accompanying the application and will include:

- (1) Targets for sustainable travel arrangements.
- (2) Effective measures and enforcement for the on-going monitoring of the travel plan.
- (3) A Car Parking Operational and Management Plan
- (3) A commitment to delivering the travel plan objectives for a period of at least ten years from the start of development.
- (4) Effective mechanisms to achieve the objectives of the travel plan by both present and future occupiers of the development.

REASON: In the interests of highway safety and ensure sustainable transport modes by pupils, parents and teachers.

PAP/2019/0158

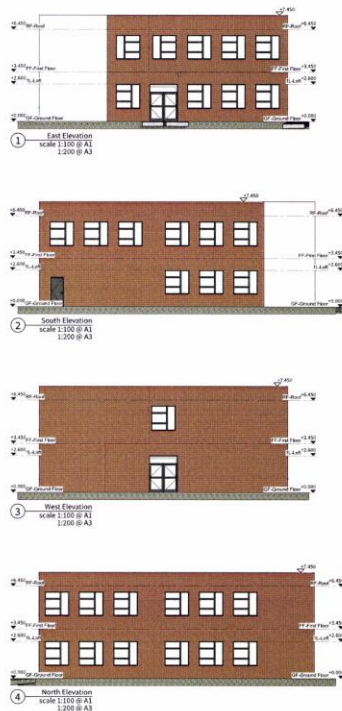


SITE LOCATION PLAN
1:2500
SITE AREA 925 m²

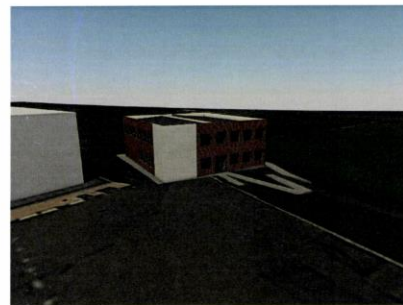
SOUTH GLoucestershire
RECEIVED
19/03/2019
PLANNING & DEVELOPMENT
DEPARTMENT

SITE LOCATION PLAN	PROPOSED TEACHING BLOCK THE QUEEN ELIZABETH ACADEMY Wilberley Road, Atherton, Warwickshire CV9 1LZ		NET ZERO BUILDINGS Ltd. 114 Southamption Row, Bloomsbury, London, WC1B 5AA www.netzerobuildings.co.uk	DATE	15.03.2019	SCALE	© A3 1:2500	
				CHECKED	-	PASSED	-	
DRAWN				WH	DRG. No.	0100	REV	-

PAP/2020/01



- Proposed Materials**
- Walls**
Solid Brick (Standard) external
solid masonry
 - Windows & Door**
Secondary and PVC uPVC
double glazed units
 - Outlets, Downpipes & Trims**
Dark Grey metal
 - Roof**
Pitched composite decking
with full coverage of PVC



5 Exterior Perspective 1
SCALE 1:100 @ A1
1:200 @ A3

SOUTH GLoucestershire
RECEIVED
02/10/2020
PLANNING & DEVELOPMENT
DEPARTMENT

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	PROJECT The Queen Elizabeth Academy New Teaching Block	DRAWN DRG Contractor's Proposal Option 01 Elevations and Perspective			
		DATE	DRAWN	CHECKED	
DRG No.	0100	DATE	02/10/2020	REV	-
PROJECT COMPANY USE ONLY THIS SHOULD REMAIN UNALTERED		PROJECT NUMBER			
The Queen Elizabeth Academy		QEAL-NZB-01-ZZ-DRG-A-0108-S3-P06			

General Development Applications

(6/e) Application No: PAP/2022/0294

Proposed Building Plot Rear Of 4-10, Kingsbury Road, Curdworth,

Raised garden area to rear, for

Miss Holly Thompson

Introduction

This application is being reported to the Board at the request of Local Members concerned about local impacts. A site visit has been arranged in this regard prior to the meeting.

The Site

The site lies within the Curdworth Development Boundary, as identified on the North Warwickshire Local Plan and is at the rear of 10A. It is accessed via a 2.1 metre (7 feet) wide track between 10A and 10B (Skyfall) Kingsbury Road and the footpath M10 to Kingsbury Road.

The site location is shown in Appendix A.

The Proposal

The proposal is for a raised terrace/patio area to rear of the property which is presently under construction. This would project by 3.75 metres from the rear elevation. The land will be 1 metre higher than the retained land below it and will include steps down to the lower levels of the garden area shown in Appendix B.

Planning permission is required for the raised area because the dwelling does not have any permitted development rights until the property is occupied.

Background

Planning permission was granted in 2017 for this dwelling to the rear of properties on Kingsbury Road under reference PAP/2017/0216.

Development Plan

North Warwickshire Local Plan 2021 - LP29 (Development Considerations) and LP30 (Built Form)

Other Material Planning Considerations

The National Planning Policy Framework 2021

Supplementary Planning Guidance: - A Guide to the Design of Householder Developments, adopted September 2003.

Consultations

Curdworth Parish Council – It objects on the basis that the application is misleading and that the building is higher than originally approved. Works to the garden are now considerably higher.

Representations

Neighbouring occupiers have been consulted in respect of the proposal and the following representations have been received:

One objection has been received referring to:

- The property has been built too high.
- Disabled access is indicated on the application forms.
- Red Lion Cottage has been hugely impacted by the proposal
- There is a boundary issue in respect of the access road.
- Overlooking and privacy issues to neighbouring properties

Three letters of support have been received referring to:

- The land slopes naturally here and will need a supporting wall in the garden to make it usable.
- The difference in property height in this area is nearly 10 metres.
- Other properties have created decked areas to deal with the difference in levels.
- Construction is minimal, unobtrusive and in character with the area.
- It's discreet compared to other properties in the area.

Observations

a) Levels of the land

Firstly, the underlying issue and the cause of the representations expressing concern, relates to the contested view that the new house has been built at a higher level than approved. This has been investigated and levels have been taken of the land. These confirm that the property has been built to the correct datum levels and height Above Ordnance Datum (AOD) as shown on the approved plan. The finished floor level (FFL) of the approved plans (Appendix C) indicates 91.2 AOD and the ridge height should therefore be 6.9 metres high. A measurement of 98.1 AOD to the ridge level has been measured as well as 91.2 AOD FFL. Despite contrary views, this measurement on site is correct. It is likely that the contested view has not considered heights AOD. As a consequence, officers do not consider that there has been a breach of planning control in the construction on the new house.

The Board is thus advised that its consideration of this application revolves solely around the impact of the proposed raised area.

b) Amenity

Local Plan Policy LP29(9) states that development should avoid and address unacceptable impacts on neighbouring amenities, such as through overlooking, overshadowing or forms of pollution (emphasis added).

The impact on the adjoining properties is something that should be considered. In regard to any representations submitted, loss of view is not a material planning consideration – planning concerns itself with matters related to land use and development within the public interest. However, whether the development would result in a loss of outlook is a material consideration. The assessment in this respect is whether the patio/terrace would create an adverse overbearing effect, resulting in an oppressive living environment for existing and future residents. Officers do not consider the development to be overbearing for the reasons outlined below.

The terrace is to the west of the development site along its rear elevation. The retaining structure is set against the back-drop of the existing bungalow away from the rear boundary with an intervening hedgerow, although the land is elevated it will not lead to an overbearing privacy issue to neighbours. To the north of the application residential properties are sited some 40 metres from the platform. Although, elevated above the ground level the 1 metre terrace and will not be easily visible (shown in Appendix D). Outbuildings and other structures are found within the rear gardens of properties in the area. The outlook from the rear elevations of properties in Coleshill Road is that of already 'developed' land due to such outbuildings and the associated built form. This, combined with the distance to neighbouring dwellings ensures that outlook would not be adversely, and ultimately unacceptably, diminished with any overbearing implications limited.

The residential development of the land has changed the character of the area. However, this was considered at the time the application was granted for the house. The proposal for the raised terrace/patio has limited implications in terms of amenity on neighbouring residential properties. Loss of light, sunlight and overshadowing impacts are considered to be negligible. Overall, it is considered that the development would not lead to an unacceptable impact on the amenities of neighbouring occupiers. As such, the requirements of Local Plan policy LP29(9) have been met.

c) Design

Local Plan policy LP30 requires all development to 'respect and reflect the existing pattern, character and appearance of its setting' and reflect predominate materials and characteristic architectural styles, taking into account scale and proportion. The raised terrace to the rear is in keeping with traditional brick and stone engineering additions to properties. There is no objection to the materiality or form of the structure within the context of the surrounding area. Additionally, this not a conservation area and therefore, the proposal accords to policy LP30.

d) Other considerations and balance

The other considerations are not sufficient to outweigh the consideration above and some of which are not material to the consideration of the application. This includes the ownership of the access which is subject to a private court case, or the height of the building. The proposal is in accordance with the Development Plan. It is considered that there is no impact on neighbours more than would be reasonably acceptable, and the design and materials are in keeping with the character of the host dwelling and the immediate vicinity. Therefore, it is recommended that the proposal be approved.

RECOMMENDATION

That the application be: **GRANTED**, subject to the following conditions:

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

REASON

To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and to prevent an accumulation of unimplemented planning permissions.

2. The development hereby approved shall not be carried out otherwise than in accordance with the side elevation - terrace, rear elevation – terrace, plan and site location plan received by the Local Planning Authority on 23rd June 2022.

REASON

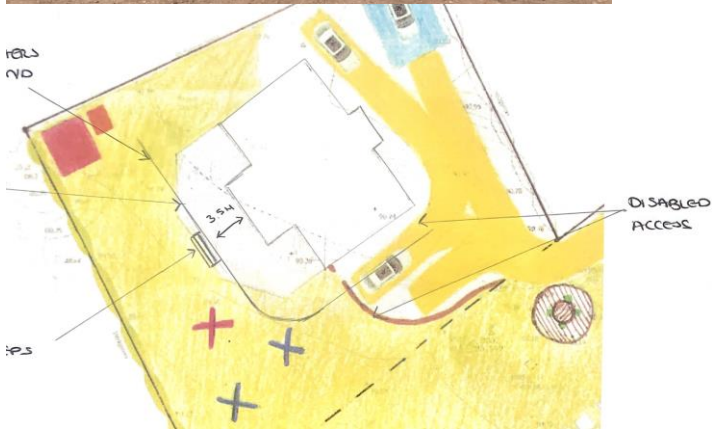
To ensure that the development is carried out strictly in accordance with the approved plans.

Appendix A

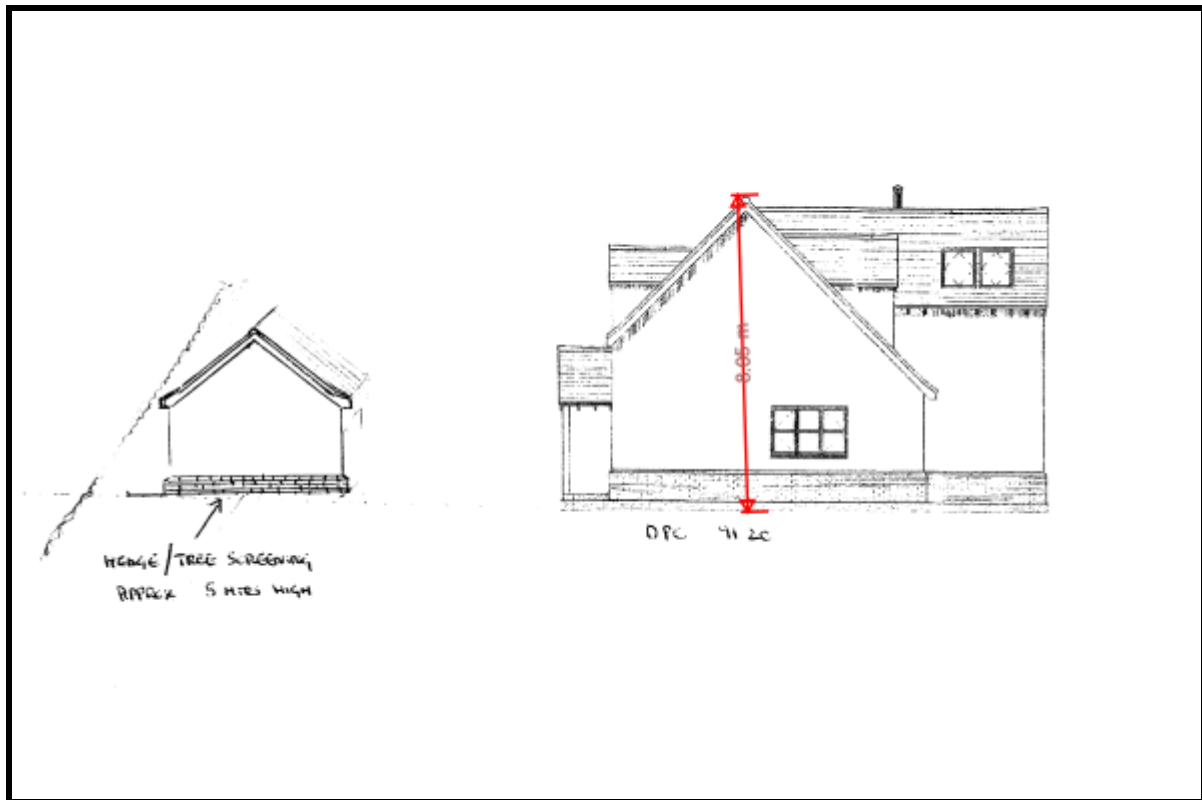


Appendix B

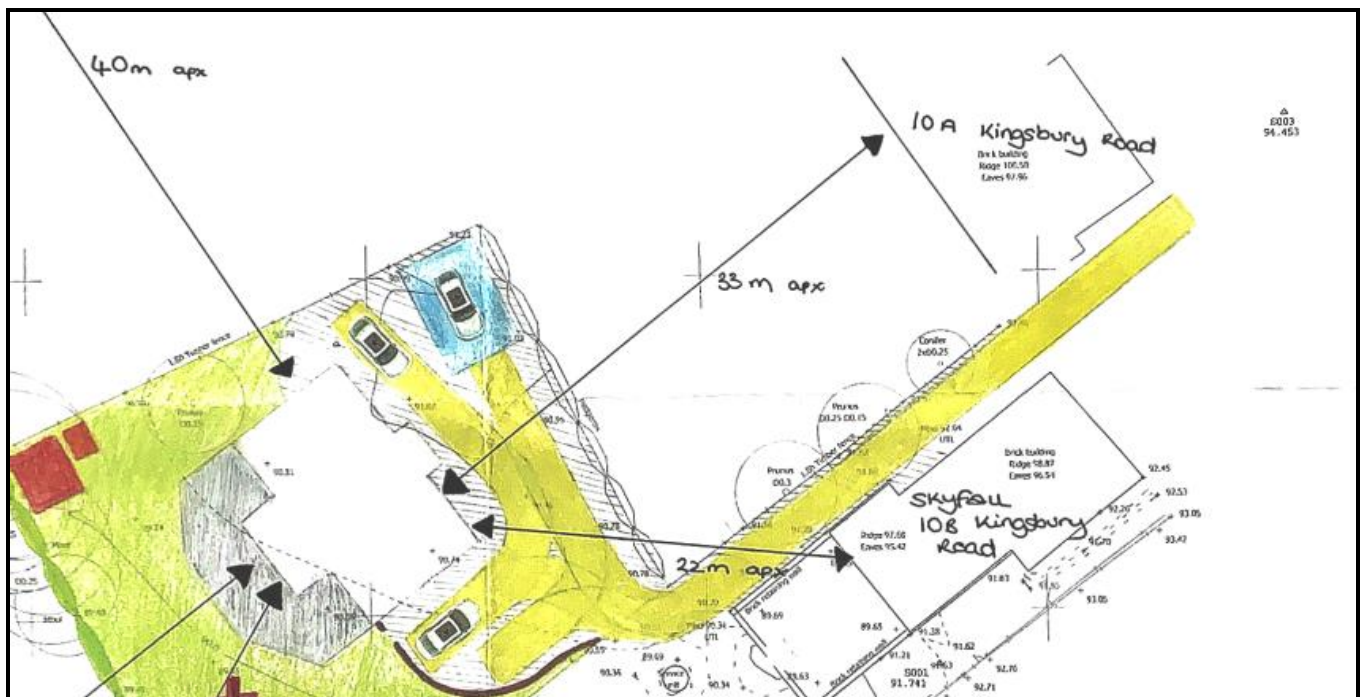




Appendix C



Appendix D





General Development Applications

(6/f) Application No: PAP/2022/0105

Land South Of The Croft, Hoggrills End Lane, Nether Whitacre,

Erection of stable block and change of use from agriculture to equestrian, for

Mr Andrew Turner

Introduction

This application is referred to the Board at the request of local Ward members concerned about potential adverse impacts

The Site

This is 2.7 hectares of land south of Hoggrills End Lane lying between it and the Birmingham/Nuneaton railway track. It comprises agricultural/pasture land divided by post and rail fencing into paddocks, together with a small mature woodland which contains a marl-pit, towards its south-eastern corner and an overgrown area at its southern end. Access is via a private track leading from the Lane and there are two residential properties either side of the track where it joins the lane. The track is also used by others who own land that adjoins it, as well as by Network Rail to gain access to the line. There are other scattered individual houses to the north of the site.

A public footpath – the M394 - crosses the site from north to south

The land has a noticeable slope towards the railway line.

The site's location is shown at Appendix A

The Proposals

These are as set out in the header to this report.

A single storey stable building is proposed in the south-western boundary to the site alongside the track and the site boundary. It would measure 24.7 by 4.8 metres and have a shallow pitched roof with a ridge height of around 3 metres. It would be constructed in treated timber cladding with a tin roof. There are three stables in the building with the other space being for hay storage, a tack room and for the storage of equipment. The applicant has indicated that the stables are for personal use.

A caravan and shed are presently on site used for storage.

The overall site would be used for equestrian use.

There is a gate across the access track close to its northern end and there is space here on the paddock to turn vehicles as well as in front of the building.

Rainwater would be “harvested” from the building and re-used on site.

The applicant has submitted a Preliminary Environmental Appraisal together with an Environmental Management Plan. The Appraisal is confidential in that it refers to protected species, but its Executive Summary is at Appendix C, with the Plan at Appendix D.

The proposed layout is at Appendix A with the stable illustrated at Appendix B.

Representations

Nether Whitacre Parish Council – It objects referring to the following matters:

- The site is in the Green Belt – no very special circumstances exist
- The building is far too big – equivalent to one and half houses – thus impacting on openness
- The building would encroach into the countryside thus conflicting with Green Belt purposes
- Far smaller shelters could be placed on the land.
- Trees have already been removed and hedgerows taken down to make space for the proposals
- Other actions have disregarded the ecological value of the – bluebells trampled and the spreading of manure
- No proposals for the disposal of foul water

15 representations have been received objecting to the proposals referring to the above matters together with the following matters. Several representors have written more than once.

- There is a badger sett close by.
- This could be a riding school and/or put to another commercial use
- The applicant is submitted by a Company not an individual
- The application form has not been fully or truthfully completed.
- Clearance had already commenced on the site and the equestrian use has commenced with a caravan and shed here.
- The Council has refused stables elsewhere in the Parish
- Planning decisions elsewhere have refused new stables in the Green Belt

Consultations

Warwickshire County Ecologist – No objection subject to conditions

Warwickshire County Council as Highway Authority – No objection subject to conditions

Warwickshire Wildlife Trust – It objects because of the potential impacts on wildlife

Warwickshire County Council (Rights of Way) – No objection subject to advice to be given to the applicant.

Warwickshire Forestry Officer – Offers advice on the woodland

Development Plan

The North Warwickshire Local Plan 2021 – LP3 (Green Belt); LP14 (Landscape), LP16 (Natural Environment), LP29 (Development Considerations) and LP30 (Built Form)

Other Material Planning Considerations

The National Planning Policy Framework – (the “NPPF”)

National Planning Practice Guidance

Observations

a) Green Belt

The site is in the Green Belt. Here the construction of new buildings is defined by the NPPF as being inappropriate development and thus harmful to the Green Belt, carrying a presumption of refusal. However, the NPPF does identify exceptions to this presumption. For instance, one is where the construction is for an agricultural building. This however is not the case here. A second is where the construction is for the “provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, recreation, cemeteries, and burial grounds and allotments, as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.” It is considered that this exception may well apply here as the stables could be seen as providing a facility for outdoor recreation – albeit for the personal enjoyment of the applicant. This has been the general approach taken in respect of the numerous stables that have been constructed in the Green Belt within the Borough and indeed in this particular Parish.

However, the exception is conditioned – to preserve openness and not to conflict with the Green Belt purposes. It is thus necessary to review the proposal against these two matters.

In respect of openness, then there is no definition within the NPPF, but Planning Guidance suggests that there are four elements that should be assessed in any analysis. Firstly, there is a spatial element. Here the building would be erected in an area of land where there are no other buildings and so there would be some loss of openness. However, because of the slope of the land, the presence in the setting of established houses, the degree of woodland and tree cover in the area, the relatively small scale and the low height of the building, that loss would be very limited and local in extent. Secondly, there is the visual element. The site is visible from a public footpath, but that experience would be transitory and agricultural and equestrian buildings can be expected to be seen in the countryside. Moreover, the building is not large in scale. Again, the impact would be very limited and local in extent. The third element is the activity associated with the development. That would increase because of the need to attend to the horses and to maintain the land and building. But this would not be excessive and to be expected in a rural area if there were other livestock on the land. Additionally, the track is used lawfully by other parties. There would be some increase in activity but overall, the impact would be very limited and local in extent. Finally, the development would be permanent rather than temporary although the building could be removed without the use of an unusual amount of resources. Putting all of these matters together, it is considered that the proposal would not preserve the

openness of the Green Belt hereabouts, but that the degree of actual harm caused would be very limited and local in extent.

In respect of the possible conflict with the purposes of including land within the Green Belt, then the only relevant one to this case of the five identified in the NPPF, is “to safeguard the countryside from encroachment”. It is considered that the proposal does not conflict with this purpose – it’s a small proposal, it would have limited spatial and visual harm and agricultural buildings and shelters are commonplace throughout the countryside. There is nothing to identify this proposal as being any different.

Drawing together these matters, then although the proposal is for the construction of a new building, it is considered that it does fall in principle within the NPPF’s exception of it being an appropriate facility for outdoor recreation, but that it does not accord with one of the conditions attached to this exception, namely that it would not preserve openness. However, the degree of actual harm caused is very limited and local in extent.

b) Other Harms

In considering other harms, then the first to assess is the impact on the local highway network and the access arrangements. Local Plan policy LP29(9) says that development should provide safe and suitable access for all users. The Board will know too that the NPPF says that refusals on highway grounds should only be based on unacceptable impacts on highway safety or on severe residual cumulative impacts to the local highway network. It is of weight here that the access is already lawfully used by other parties and that if an agricultural building were erected on the land then that too would attract some additional traffic. It is also highly significant that there is no objection from the Highway Authority in respect of the access and in respect of the public footpath here. As such it is considered that the proposal would accord with the Planning policy. Under Local Plan policy LP29(6) all proposals should avoid and address unacceptable impacts upon neighbouring amenities. It is not considered that there is a case for refusal under this policy as the land can lawfully be used for agricultural purposes without reference to the Local Planning Authority and as already indicated there is other lawful activity associated with the use of the access track. Moreover, the stable block is some distance from the nearest residential property. The representations received neither focus on this matter. The proposal thus accords with this planning policy.

Local Plan policy LP30 says that all development should respect and reflect the existing character and appearance of its setting. Here the stable block is to be located at the lowest part of the site and be constructed in appropriate materials similar to many other stables within the Parish. As there are no other buildings on the site then it is reasonable to include space for the storage of equipment and also for hay. There are three stables included which is in proportion to the size of the holding. Moreover, an agricultural building could be erected here without the need for a formal planning application. In these circumstances it is considered that the proposal does accord with this planning policy.

Local Plan policy LP 16 says that the quality, character, diversity and local distinctiveness of the natural environment will be protected and enhanced as appropriate relevant to the nature of the development proposed. This is the issue that has given rise to the majority of the representations received because of the clearance of the area close to the woodland and in front of where the stables are proposed. It is

important to stress that this work did not require the consent of the Local Planning Authority – any trees on the land were not protected either by being in a Conservation Area or directly through a Preservation Order and any clearance would not in itself require the submission of an application. There has been reference to the trampling of bluebells and to the deposit of waste. These are not matters for the Local Planning Authority and are for the Police and/or the County Council to investigate and follow through if appropriate. Similarly, the fact that a badger sett may be nearby, does not prevent development. The appropriate approach here is for the applicant to contact Natural England and seek appropriate advice and guidance on mitigation measures through its Licensing procedures.

The woodland and marl-pit here have been designated as a Potential Wildlife Site and are also within the impact zones of two SSSI's – the River Blythe (around 1.2km to the south-west) and Whitacre Heath (1.2km to the northwest). This is why the Wildlife Trust objected upon receipt of the application. The applicant responded through the submission of the Preliminary Environmental Appraisal and the Management Plan (Appendices C and D). The County Ecologist has viewed that Plan. He is satisfied that the Appraisal was undertaken in accordance with the appropriate guidance. He has also considered the Management Plan and is satisfied that it can be conditioned if planning permission is granted for the stable block. Of note the Plan recommends that an ecologist is appointed to supervise and advise on any further clearance work, that mitigation measures are agreed with that ecologist, that the lighting specification is agreed and that additional appropriate buffer planting is agreed to protect the woodland and marl pit. As a consequence, the proposal would accord with the relevant Local Plan policy.

Much of the concern that has been raised results from the immediate and direct action taken by the applicant on site, perhaps without knowledge of the wildlife value of the site or indeed without the relevant advice. There is now an opportunity to properly manage the implementation of the application proposals through the Management Plan which has the support of the County Ecologist.

It would thus be usual for this case to be recommended for approval with the imposition of an appropriate planning condition requiring full compliance with the Management Plan. However, it is unclear as to whether those who have submitted representations were aware of the submission of the Ecological Appraisal and the Management Plan. The Wildlife Trust's comments pre-date their submission too. The recommendation below reflects this situation.

c) The Harm side of the Planning Balance

As a consequence of the matters raised above, it is considered that the harm side of the planning balance amounts to the very limited and local harm to the openness of the Green Belt hereabouts.

d) Other Material Planning Considerations

The applicant has not put forward planning considerations which need to be weighed against the harm identified above. However, the Board should be aware of the following two matters.

Firstly, the NPPF points out that within the Green Belt, Local Planning Authorities should provide opportunities for outdoor sport and recreation. This is reflected in the “exception” referred to above in section (a) and is the reason why stables and the equestrian use of land has been supported throughout the Green Belt in the Borough and indeed, throughout this Parish.

Secondly, this is agricultural land. If it was used for livestock or indeed as arable land, then agricultural buildings would be lawful here and in some cases could be erected without reference to the Planning Authority.

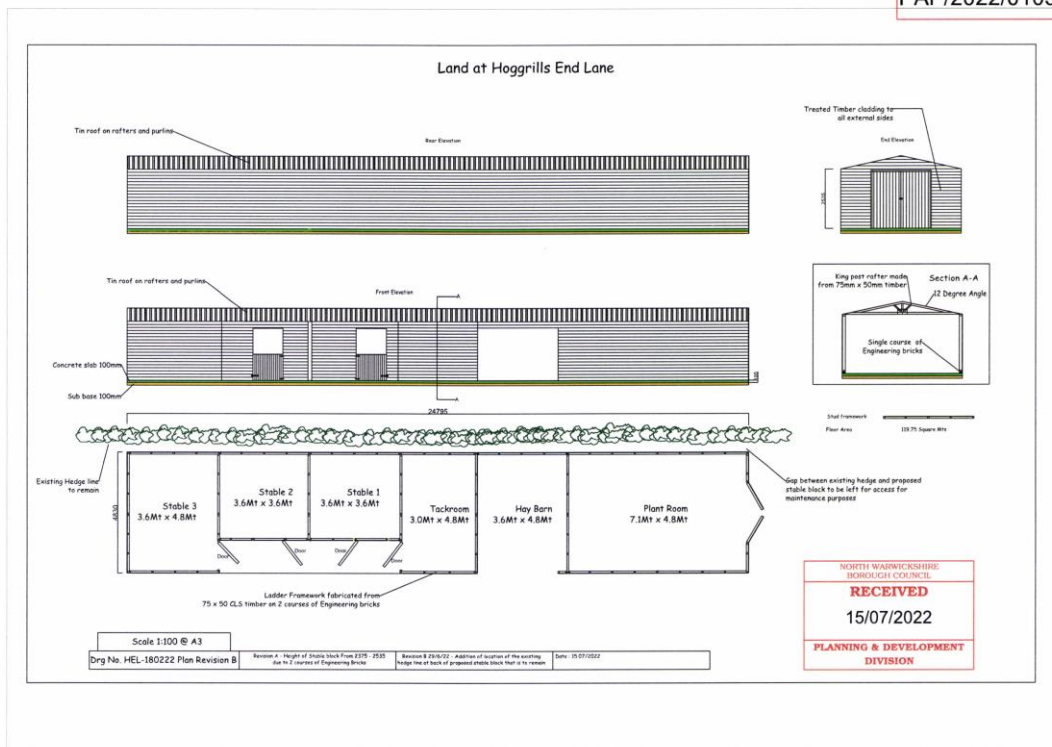
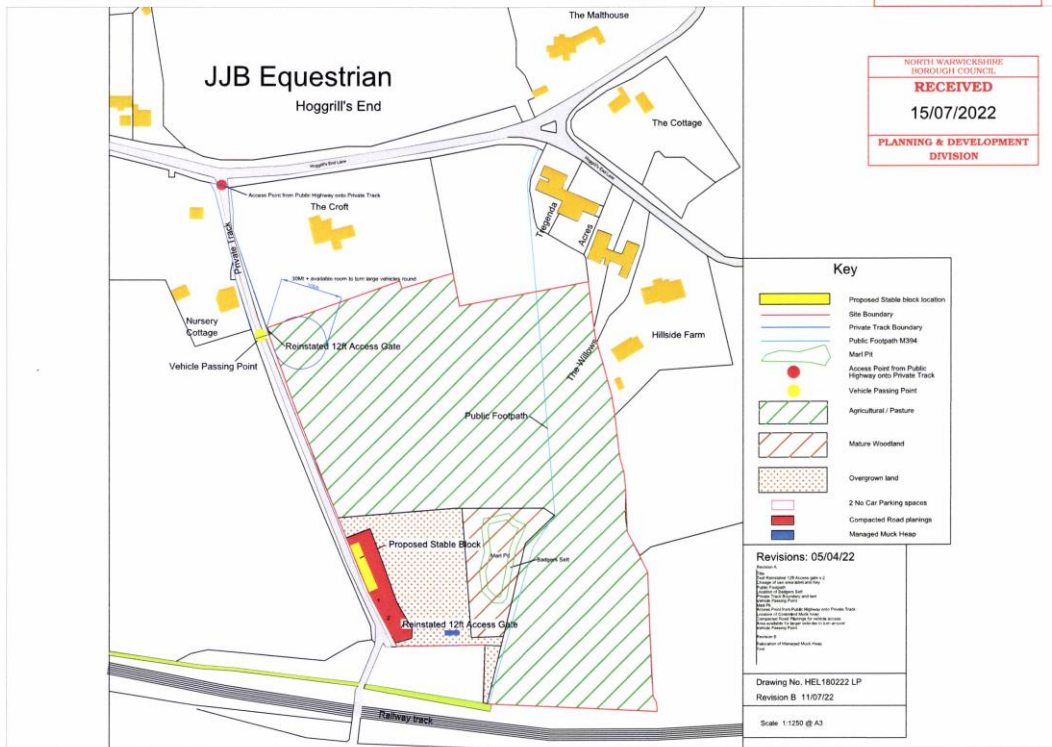
These matters together carry significant weight.

e) Conclusions

It is considered that the balance here lies with supporting the proposal in principle, given the two matters outlined above which outweigh the very limited and local Green Belt harm. However additional comfort is needed in respect of the content of the Environmental Management Plan before full support can be given.

Recommendation

- a) That the Board is minded to support the grant of planning permission, but that further consultation takes place on the proposed Environmental Management Plan and
- b) The Board takes the opportunity to visit the site



LAND AT HOGGRILLS END LANE, HOGGRILLS END, BIRMINGHAM

Executive Summary

Midland Ecology Ltd. undertook a Preliminary Ecological Appraisal of a site known as 'Land at Hoggrills End Lane, Hoggrills End, Birmingham, B46 2DB'. This included an extended Phase 1 Habitat Survey (P1HS). Preliminary Ecological Appraisals are used during the site development process to gather data on existing conditions, with the intention of conducting a preliminary assessment of likely impacts of development schemes or establishing the baseline for future monitoring. As a precursor to a proposed project, evaluation can be made within these appraisals of the ecological features present, as well as scoping for notable species or habitats, identification of potential constraints to proposed development schemes, and recommendations for mitigation.

The development proposals briefly comprise construction of a stable building and change of area use to equestrian, and soft landscaping. The development proposals are included in Appendix 2.

Baseline Conditions	
Designated Sites	The survey area is not on or adjacent to any statutory or non-statutory sites designated for nature conservation. The site falls within the Impact Risk Zones (IRZ) of two Sites of Special Scientific Importance (SSSI); River Blythe SSSI approx. 1.2km southwest and Whitacre Heath SSSI approx. 1.2km northwest and the proposals are of a type that do not require further consultation with Natural England. Direct impacts on designated sites are unlikely to arise as the works would be a sufficient distance to avoid dust, noise and visual effects on the reasons for designation. The works are also small-scale, providing no impacts on the nearby local wildlife site, Shustoke Reservoir.
Habitats	The P1HS identified a range of habitats within the survey area, including: improved grassland, scrub, woodland, bare ground, hedgerows and scattered trees. The woodland is defined as 'deciduous woodland' on the Priority Habitat Inventory (Natural England, 2014) and is therefore assessed as being habitat of principal importance: 'Lowland Mixed Deciduous Woodland'.
Species	The survey area was suitable for protected species/assemblages. Notably, the site is known to support badgers and has the potential to support other protected species such as bats, nesting birds, great crested newts, reptiles, small mammals and hedgehogs.
Invasive and non-native species	The schedule 9 invasive plant species variegated yellow archangel was confirmed as present within the survey area.

Discussion of Impacts and Recommendations	
Discussion of Impacts and mitigation	<p>Bats: Based on the proposed site design, no impacts on roosting or foraging/commuting bats are anticipated. Should plans change however, such that the trees with potential roosting features (discussed above) are to be pruned or felled, then there is potential to disturb a bat roost, with potential to harm any bats present.</p> <p>Breeding birds: Loss of trees, scrub and hedgerows may affect birds that use the site for breeding and foraging by causing a decrease in nesting sites and food resources. Loss of these habitats may directly harm nesting birds if carried out during the breeding season (March to August inclusive).</p> <p>Badger: A badger sett and potential badger sett were identified within the site and its boundaries, and so badger activity could therefore be affected. If any works occur within close proximity of the sett entrance(s), tunnels could be affected by ground works and vegetation removal, and badgers could be harmed.</p> <p>Hedgehog: In the event that hedgehogs are present hibernating on site, then there is potential for disturbance and/or direct harm if works are carried out during their hibernation season (September - March). They would also suffer loss of habitat and any hibernation site(s) present.</p> <p>Great Crested Newts: Should any great crested newts be present within the works area, then there is a risk of direct harm during works. The potentially suitable habitat for this species is limited to the areas proposed to not be affected, however.</p> <p>Reptiles: Should reptiles be present on site, then there is a risk of direct harm during works. The potentially suitable habitat for this species is limited to the areas proposed to not be affected, however.</p> <p>Small Mammals: Rabbits or any other small mammals present on site during the works could be at risk of direct harm.</p> <p>Habitats: Deciduous woodland is a habitat listed on the UK BAP, and so the local authority is likely to look for measures to avoid any reduction in this habitat.</p>
Recommendations	<p>There are no proposed works to impact the woodland on site. However, if plans change, any reduction in woodland area would constitute loss of a UK BAP habitat. The total area of woodland that would drop below 50% canopy cover (if not already below this level) should be calculated, and an equal area of new woodland created immediately adjacent.</p>

LAND AT HOGGRILLS END LANE, HOGGRILLS END, BIRMINGHAM

	<p>Contractors must be briefed regarding the presence of an invasive plant directly adjacent to the site, and specialist waste removal services employed.</p> <p>Recommendations are made in section 4.2 regarding appropriate lighting on site, timing of works to avoid impacts on nesting birds, and reasonable avoidance measures to prevent impacts on great crested newts, reptiles, hedgehogs, badgers and other small mammals.</p> <p>Recommendations for enhancement are included in section 4.3. Should some of these recommendations be included in the finished design, then it should be possible to secure a net gain for biodiversity from this development.</p>
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PAP/2022/0105

Construction Environmental Management Plan

For
Stable Block

Site Address:

JJB Equestrian
Hoggrills End Lane
Hoggrills End
Nether Whitacre
B46 2DB.

Prepared By Andrew Turner:



Introduction.

This Construction Environmental Management Plan (CEMP) is for the construction phase of a Block of Stables Including, Tack/Feed Room, Hay Barn and Plant room, it sets out the intended activities and methods of effectively managing potential environmental impacts arising from its construction.

CEMP Overview.

This CEMP identifies the processes which will be involved during the construction phase and their possible impact on the environment.

A Preliminary Environmental Appraisal (PEA) was undertaken during the planning process which identified and assessed the aspects of construction that could have an environmental impact. All proposed mitigation measures described in the PEA will be applied and are specifically described in the following sections of this CEMP.

The overall environmental objectives that will be applied to the project are:

- All practicable steps shall be taken to minimise the environmental effects of the construction works.
- Any Environmental licenses, permits and consents and other statutory requirements will be obtained prior to works commencing.
- Regularly reviewing of the environmental requirements of the project and ensuring that environmental controls remain adequate throughout the duration of the project.

Contact Details.

Owners / Contractors.

Mr A Turner and Miss J Hutton

Description of works

The site is located on land that lies to the South of Hoggrills End Lane, it falls within the Post Code area of B46 2DB.

During the construction phase the following activities will be taking place:

1. Clearing of site area of debris where stables are to be located.
2. Cutting back of branches that overhang the stable block site location.
3. Excavation of ground to a depth of 200mm to receive base layer and concrete slab to the required size for the stable block.
4. Installation of base layer to prepared area to a depth of 100mm.
5. Pouring of ready mix concrete to a depth of 100mm.
6. Laying of 2 courses of engineering bricks to form the stable block plan base.
7. Installation of pre-built partitions onto installed engineering brick to form the stable block walls.
8. Installation of purlins for the roof.
9. Installation of roof covering.
10. Installation of 12v lighting.
11. Installation of stable doors.
12. Levelling off of area in front and around the stable block in preparation to receive planings.
13. Laying of planings.

Site Specific Environmental Issues: for Actions 1.2.3.10 and 12.

All other actions are expected to have either a negligible or zero impact on the environment.

The construction area is not on or adjacent to any statutory or non-statutory sites designated for nature conservation. The site falls within the Impact Risk Zones (IRZ) of two Sites of Special Scientific Importance (SSSI); River Blythe SSSI approx. 1.2km southwest and Whitacre Heath SSSI approx. 1.2km northwest.

Habitats:

The P1HS identified a range of habitats within the area, including: improved grassland, scrub, woodland, bare ground, hedgerows and scattered trees. The woodland is defined as 'deciduous woodland' on the Priority Habitat Inventory (Natural England, 2014) and is therefore assessed as being habitat of principal importance: 'Lowland Mixed Deciduous Woodland'.

Species.

The area is suitable for protected species/assemblages. Notably, the site is known to support badgers and has the potential to support other protected species such as bats, nesting birds, great crested newts, reptiles, small mammals and hedgehogs.

Invasive and non-native species.

The schedule 9 invasive plant species variegated yellow archangel has been confirmed as present within the area.

Classification showing criteria considered when assessing the likelihood of occurrence of protected species. Present Species are confirmed as present or recent confirmed records.

High: The site is of high quality for a given species/species group, due to the presence of e.g. Habitat and features of high quality for species/species assemblage. Species known to be present in wider landscape (desk study records). Good quality surrounding habitat and good connectivity.

Medium: The site is of moderate quality for a given species/species group, due to the presence of e.g., Habitat and features of moderate quality. The site in combination with surrounding land provides all habitat/ecological conditions required by the species/assemblage. Within known national distribution of species and local records in desk study area. Factors limiting the likelihood of occurrence may include small habitat area, habitat isolation, and/or disturbance.

Low: Habitats within the site are of poor to moderate quality for a given species/species group. Few or no records from data search. Despite above, presence cannot be discounted as within national range, all required features/conditions present on site and in surrounding landscape. Limiting factors could include isolation, poor quality landscape, or disturbance.

Negligible: Whilst presence cannot be absolutely discounted, the site includes very limited or poor quality habitat for a particular species or species group. No local records from desk study; site on edge of, or outside, national range. Surrounding habitats considered unlikely to support species/species assemblage.

Impacts and mitigation.

The construction processes are of a type that do not require further consultation with Natural England.

Direct impacts on designated sites are unlikely to arise as the works would be a sufficient distance to avoid dust, noise and visual effects on the reasons for designation. The works are also small-scale, providing no impacts on the nearby local wildlife site, Shustoke Reservoir, River Blythe SSSI or Whitacre Heath SSSI

Habitats:

Woodland Site:

Any reduction in woodland area would constitute loss of a UK BAP habitat. The total area of woodland that would drop below 50% canopy cover (if not already below this level) should be calculated, and an equal area of new woodland created immediately adjacent.

- There are no proposed works to impact the woodland site.

Hedgerows:

Loss of trees, scrub and hedgerows may affect birds that use the site for breeding and foraging by causing a decrease in nesting sites and food resources. Loss of these habitats may directly harm nesting birds if carried out during the breeding season

- The preparation of the construction site will involve removal of overhanging branches only. therefore the presence of any nesting birds is low. It will also not be started until the end of bird nesting season, March – August Inclusive,

Scrub:

- The area where the stable block is to be located is currently scrub, visual inspections for any species will be carried out prior to any clearing or excavation works.

Grassland:

- There are no proposed works to impact the grassland on site.

Bare Ground:

- Visual inspections for any species will be carried out prior to any preparation and subsequent work to bare ground.

Scattered Trees:

- There are no proposed works to impact any of the scattered trees on site.

Species:

Bats:

Should trees with potential roosting features be pruned or felled, then there is potential to disturb a bat roost, with potential to harm any bats present.

- No trees with potential roosting sites will be pruned or felled, impacts on roosting or foraging/commuting bats will be negligible.

Breeding birds:

Loss of trees, scrub and hedgerows may affect birds that use the site for breeding and foraging by causing a decrease in nesting sites and food resources. Loss of these habitats may directly harm nesting birds if carried out during the breeding season.

- The preparation of the construction site will involve removal of overhanging branches only. The chance of the presence of any nesting birds is low. It will also not be started until the end of bird nesting season, March – August Inclusive.

Badger:

A badger sett was identified within the site and its boundaries, and so badger activity could therefore be affected. If any works occur within close proximity of the sett entrance(s), tunnels could be affected by ground works and vegetation removal, and badgers could be harmed.

- The Badger sett that is present on the land is of sufficient distance (Over 60 Mts) away from the construction site, any potential impact on the sett would be negligible.

Great Crested Newts:

Should any great crested newts be present within the works area, then there is a risk of direct harm during works

- The potentially suitable habitat for this species is limited to the areas proposed to not be affected. Impact Negligible.

Reptiles:

Should reptiles be present on site, then there is a risk of direct harm during works.

- The potentially suitable habitat for this species is limited to the areas proposed to not be affected. Impact Negligible.

Small Mammals:

Rabbits or any other small mammals present on site during the works could be at risk of direct harm.

- Visual inspections for small mammals will be carried out prior to any preparation and subsequent work. Impact Negligible.

Invasive and non-native species.

Contractors must be briefed regarding the presence of an invasive plant directly adjacent to the site.

- There are no Invasive and non-native species adjacent to the construction site.

Lighting:

Lighting with potential to spill onto tree-lined boundaries and woodland should follow the protocols outlined in the Institute for Lighting Engineers document "Guidance Note 08/18: Bats and artificial lighting in the UK".

- All construction works will be carried out during daylight hours.
- Stable lighting will 12Volt Led, to be powered by 12v battery. Only localised down lighting will be used. The potential for the Spillage of light onto treelined boundaries will be low.

Biodiversity Net Gain:

In addition to the actions carried out above during the construction phase, the points below are actions that will be carried out by the owners over the whole site including the scrub land, Woodland area, hedgerows, bare ground and grassland, during and after the construction phase of the stables.

- Bat friendly lighting:
- Measures to protect trees from construction activities
- Inclusion of bird and bat boxes.
- Hedgehog houses.
- Inclusion of plant species of known value to present wildlife.
- Design and implementation of measures to improve ecological connectivity; such as strengthening the tree-lined boundaries.

These activities should secure a net gain for biodiversity from this development.