

(6) Application No: PAP/2015/0584

Land at Grimstock Hill, off Trajan Drive, Coleshill

Outline planning application for the erection of up to 30 (Class C3) dwellings with all matters reserved except for access for

Heyford Developments Ltd.

Introduction

This application is referred to the Board for determination at the request of local Members particularly concerned about the highway impact of the proposal on the local network.

The Site

This is a roughly rectangular area of heavily wooded land amounting to some 1.2 hectares bounded to the west by the A446 Lichfield Road; to the north and east by existing residential development at Trajan Hill, Tiberius Close and Norton Road and to the south by the Grimscote Manor Hotel. There are residential and commercial uses on the opposite side of the A446.

The site is more particularly shown at Appendix A.

It used to be a quarry but this used ceased back in the 1960's and since then it has re-generated into an un-managed and overgrown area of woodland. There is a substantial roadside hedge alongside the A446. The quarry was partially filled with inert materials.

Because of this history there is a distinct difference in levels between the eastern perimeter and the A446 to the west. The former quarry slopes are particularly prevalent along the eastern and southern boundaries.

Background

The site is partially covered by three Woodland Tree Preservation Orders dated 1980. The extent of these is shown at Appendix B.

The site is included in the draft Site Allocations Plan of 2014 as being a preferred option for new residential development.

The Proposals

This is an outline planning application for the site's residential redevelopment with up to 30 dwellings. The original submission proposed that all vehicular access would be from the A446, but following an objection from the Highway Authority, an amended scheme was put together involving access from Trajan Hill. It is this revised proposal that is now the subject of this report. All detailed matters are still reserved for later approval except for the means of vehicular access which is now proposed to be from Trajan Hill.

The application site includes one of the existing dwellings on the southern side of this cul-de-sac – number 1. It is proposed to demolish this house in order to gain access into the site. An illustrative layout has been submitted showing a cul-de-sac with the housing concentrated at the northern end of the site. This is attached at Appendix C.

This suggests that the northern half of the site would be cleared of trees and there would be some in-filling in order to achieve a development plateau. The trees to the south would be thinned and managed and the remaining slopes landscaped. This would become an area of open space which would also contain a balancing pond for the collection of surface water.

Foul water would be pumped to Trajan Hill whereas surface water would drain to the pond and thence to the Lichfield Road.

The proposal includes the draft terms for a Section 106 Agreement including up to 30% provision of affordable housing on-site and a financial contribution towards improvement of the Cole End Park.

The application itself is accompanied by other documentation.

A Bat Survey shows that the site is used by two different species of bat for both foraging and commuting. The main focus is in the southern half of the site. There is also potential for bats to be present for roosting. It is recommended that trees are retained wherever possible and particularly in the southern half close to a drainage ponds and swales. Appropriate avoidance measures should be followed where evidence of bats is found where trees are to be removed through the normal Licensing procedures of Natural England

A Badger survey did identify existing setts. Mitigation measures are recommended through the construction of artificial setts. There is sufficient space on site to retain the existing activity level. Natural England should be involved throughout the replacement process.

A Flood Risk Assessment suggests that infiltration might not be the preferred surface water disposal option due to the potential contamination arising from earlier historic landfilling. As a consequence surface water would be captured on site in a series of balancing ponds and swales at the southern end of the site thus discharging at licensed levels agreed with the Environment Agency into the public storm water sewer in the Lichfield Road. Foul water is to be pumped to the existing network in Trajan Hill.

An Arboricultural Report describes the site as being secondary broadleaved woodland which is predominantly of the same age. This structure is not optimal. The trees here are early/semi-mature a mature specimens – sycamore and hawthorn. There are some oaks and ash. The woodland is considered to have a greater amenity benefit because of the number and grouping of trees rather than on their individual merits as they are effectively all poor specimens. This is because they are mostly self-set and there has been no management of the trees cover since the site re-generated. Because of this it is dense and dark and so not particularly valuable for bio-diversity. A re-development proposal for the site offers opportunities for not only arboricultural benefit but also for ecological enhancement. There is sufficient opportunity here to retain and to improve.

A Transport Assessment concludes that the existing local highway network has capacity for the expected traffic to be generated. There are public transport alternatives.

A Design and Access Statement describes the site and its setting illustrating how the indicative layout has been arrived at together with potential appearance and design.

A Planning Statement brings these matters together into a planning context arguing that this is sustainable development on a site identified for residential development by the Council.

Representations

Coleshill Town Council – Objection on traffic grounds and the impacts on bats and badgers

Coleshill Civic Society – Objection on traffic grounds through the use of Trajan Hill.

Twenty seven letters of objection have been received referring to the following matters in connection with the revised proposal:

- Adverse impact on local wildlife
- Loss of privacy to existing occupiers
- Increased noise pollution through the loss of tree cover
- The access would be dangerous – a narrow road with on-street parking
- The Road Safety Audit says that there have been no accidents whereas there have been accidents
- Trip rates are understated.
- Potential ground stability issues
- HGV's using Trajan Hill during construction
- Loss of open space

A letter of support has been received saying the development will supply affordable houses and clear up a derelict area of land that has been prone to anti-social behaviour

Consultations

Warwickshire County Council as Highway Authority – Originally objected to the proposals when access was to be sought onto the A446. It has withdrawn that objection with the amended access scheme off Trajan Hill.

Warwickshire County Council as Flood Authority – No objection subject to a standard condition

Warwickshire County Council (Public Rights of Way) – No objection but in order to mitigate the increase in the Council's maintenance liability a contribution is sought towards improvements to the local footpath network

Environmental Health Officer – No objection subject to standard conditions requiring ground condition surveys and noise attenuation measures in the new houses.

Severn Trent Water Ltd – No objection

Assistant Director (Leisure and Community Development) – The future maintenance of the open space on the site needs to be resolved. The 106 contribution would be welcome.

Assistant Director (Housing) - No objection. The biggest demand on the waiting list in Coleshill is for two- bedroom houses.

Development Plan

The Core Strategy 2014 – NW1 (Sustainable Development); NW2 (Settlement Hierarchy), NW5 (Split of Housing Numbers), NW6 (Affordable Housing Provision), NW10 (Development Considerations), NW12 (Quality of Development), NW13 (Natural Environment) and NW15 (Nature Conservation)

Saved Policies of the North Warwickshire Local Plan 2006 – ENV4 (Trees and Hedgerows); ENV6 (Land Resources), ENV13 (Urban Design), HSG4 (Densities) and TPT1 (Transport Considerations in New Development)

Other Material Planning Considerations

The National Planning Policy Framework 2014 – (the “NPPF”)

The NWBC Draft Site Allocations Plan 2014

The draft Local Plan for North Warwickshire 2016

Observations

a) Introduction

This site is inside the development boundary for Coleshill as defined by the Development Plan. Moreover the town is identified in that Plan as being an appropriate settlement to accommodate a minimum of 275 dwellings within the plan period. The site is also identified as a preferred option in the draft Site Allocations Plan of 2014. Members too will be aware that a few days before this meeting, the Council is anticipating the publication of the new draft Local Plan for North Warwickshire. This site is anticipated to be retained as a housing allocation in that document. Given these matters there is no objection in principle to the residential redevelopment of this land. This position is also supported by the NPPF as this proposal is sustainable development. This is because of its location within a residential area in a Market Town and the accessibility of a full range of local services and facilities as well as alternative modes of transport. The NPPF states that there should be a presumption in favour of supporting sustainable development. The starting point here for the Board is thus a presumption of approval, particularly as this application seeks an outline planning permission – that is permission in principle.

Members will know therefore that for this presumption to be overturned, there have to be material planning considerations of substantial weight sufficient to override it. The report now looks at the two most important of these considerations – traffic and the loss of the woodland – before considering other matters.

b) Material Considerations - Traffic

The most significant of these considerations is that of access, particularly as the application seeks approval for the detail of those arrangements at this time.

The objection from the Highway Authority in respect of the initial access off the A446 has led the applicant to reconsider. The resolution has been to propose access off Trajan Hill through the demolition of an existing residential property and the use of the consequential open land as the preferred access. The Highway Authority has confirmed that a satisfactory access arrangement can be obtained over the land that becomes available through this demolition. That arrangement meets the specification of that Authority with regard to a residential access for the number of houses proposed and for access by larger vehicles – e.g. a refuse lorry. It too is satisfied that the existing local highway network has the capacity to accommodate the traffic generated by the proposed thirty houses arguing that this will disperse throughout that network and therefore in general terms not materially add to traffic movements. This is tempered by the need for conditions requiring off-site works within the immediate highway junctions to enable pedestrian crossings. The Highway Authority is the Statutory Agency and thus its response to the application carries substantial weight. As Members are aware the NPPF states that the traffic impact from a new development following any mitigation has to be “severe” if the presumption in favour of a sustainable development is to be outweighed. Without the support of the relevant statutory highway authority agreeing to that conclusion, the Board would be in a significantly weak position to defend a refusal on highway grounds.

Nevertheless the representations received have raised some significant practical concerns – on-street car parking in Trajan Hill particularly; construction traffic, turning movements and pedestrian safety.

Car parking provision on the development site as a direct consequence of the proposed dwellings will be resolved at the detailed stage when those matters are submitted. Provided that the Council’s standards are adopted there should be limited likelihood of cars parking off site as a consequence. The issue here however is the view that Trajan Hill is already narrow and that there is on-street car parking. Additional traffic passing along the road would thus be considered to be detrimental to pedestrian safety and to turning and manoeuvring cars. Members should be aware that there are some garage spaces and front hard-standings for car parking in Trajan Hill and Tiberius Close and so it is not the case that all of the occupiers here have to park on the road. Moreover the proposed junction of the new access on the site of number 1 Trajan Hill is the best available location on Trajan Hill for two reasons - firstly there is no housing opposite that house and thus there would be no conflicting movements turning in to and particularly out of the new access. Secondly, the majority of houses in Trajan Hill are as a matter of fact beyond this proposed access location – additional traffic therefore would not affect the majority of residents. Parking in the Tiberius Close cul-de-sac would not be affected. It is accepted that there is existing on-street parking in Temple Way, but the Highway Authority considers that the proposed development would not materially add to the traffic already generated by the some 260 dwellings that use Temple Way presently for access. In all of these circumstances the Highway Authority has not raised an objection.

The use of Trajan Hill and Temple Way for construction traffic including landfill operations at the commencement of the development is considered to be of greater concern. There is no alternative route into the site. The applicant considers that there would be an average of eight two-way movements a day (that is four in and four out) within a period of twelve months. This is an average over the whole of that time, clearly with the greater movements likely at the commencement of the period. The twelve months includes landfilling and construction phases.

It is acknowledged that this would cause disruption and inconvenience but that is not considered to be a reason for refusal. Firstly this will be a temporary period of disruption. All construction operations are going to involve disruption and this is not unusual with both large and smaller housing estates throughout the Borough. Most recent developments have involved traffic using residential estate roads and there is not considered to be anything intrinsically worse in this case. Secondly a Construction Management Plan is recommended as a condition. The applicant fully accepts that this is going to be essential. That will look at both delivery and construction hours as well as the operational requirements such as dust suppression and street cleaning measures. Significantly it will have to be agreed by the Highway Authority. That will probably involve temporary Traffic Regulation Orders and/or temporary parking measures (cordoning off areas of highway during delivery periods). The success of such a Management Plan relies wholly on communication between the developer and the residents. Those channels will need to be made explicit within that Plan.

c) Material Considerations - Woodland

A second consideration here is the impact on the existing tree cover in terms of visual amenity and its ecological value.

Taking the second impact first then it is agreed that the ecological value of the site is low because of the density of the woodland cover; that it is all of a similar age which doesn't encourage diversity and that it is wholly unmanaged. The proposal does therefore represent an opportunity for significantly improving this situation. A good proportion of the site can be retained and different habitats introduced as a consequence. In the longer term this will be of real benefit. There are both bats and badgers on the site at the present time. The proposals do not necessarily mean that these species will be materially affected provided proper mitigation is employed under the direct licensing and management systems and procedures of Natural England. These are the appropriate safeguards and Members should have confidence in this other legislation and Natural England's enforcement procedures if required.

The impact of the proposals on the visual amenity of the present woodland and its setting is considered to be greater. This is because of the extent of the woodland cover and that its importance to public amenity is recognised by the making of the Orders. That however is not in itself a reason for refusal, but equally the proposal should not itself result in the loss of this amenity. A compromise situation should be reached. There are several reasons for this. Primarily the woodland here has been unmanaged since it started to regenerate the former quarry and landfill site many decades ago. It is more or less consists of a dominant species – selfset sycamores – which are all of a single age. These trees will eventually naturally dieback at about the same time leaving an unkempt and visually unattractive site. Secondly although the woodland has value as a public amenity, it is mainly its perimeter that performs this function – particularly along the A446 whether approaching from the north or south – and at the rear of existing houses in Trajan Hill, Tiberius Close and Norton Road. Given the low ecological value of the site and the fact that there is permission in principle here, it is considered that every opportunity should be taken to retain the public amenity of the woodland but such that its value is enhanced through new planting, thinning and with retention of the perimeter buffers.

Given these circumstances it is considered that the proposal provides an opportunity for ecological and arboricultural benefit and should thus be supported. An alternative conclusion would be that the proposal adds to its sustainable development credentials because it enhances longer term ecological and arboricultural benefits.

d) Other Matters

It is not considered that there are adverse heritage impacts here and there has neither been objections submitted by the relevant drainage Authorities.

There will be a change of outlook for the occupiers of those houses that back onto the site but as indicated above, this would occur in any event as the tree cover matures and decays. There is currently no known management plan for this woodland either presently or in the future and thus that outlook is uncertain. Members should be aware that this is an outline application and the illustrations that have been submitted are just that – potential indications of layout. The final details of the layout are “reserved” under an outline consent and that is the time to look at the detail of separation distances; final ground levels and boundary treatments. There is however sufficient space on the site to meet the Council’s own guidelines such that the Board can be satisfied that there would be no material loss of residential amenity.

The Council’s policy towards affordable housing provision is set out in policy NW6 of the Core Strategy. In this case that would expect up to 30% provision. The applicant has agreed that this should be the case here and has committed to a Section 106 Agreement in order to deliver this provision. This is very welcome and adds significant weight to support for the scheme as it would deliver much needed provision in Coleshill. This is a public benefit arising from the proposal.

It is noted that the applicant would also consider a contribution towards the enhancement of the Cole End Park some distance to the south. Members are recommended not to endorse this contribution through a Section 106 Agreement as it is not considered to be compliant with the legislation, it having no direct link with the proposals. If the applicant wishes to deliver this then that should be through a Unilateral Undertaking which would carry no weight in the final assessment of the planning considerations in this case.

Recommendation

That subject to the completion of a Section 106 Agreement in respect of affordable housing provision as set out in this report, outline planning permission be **GRANTED** subject to the following conditions:

Standard Conditions

1. Standard Outline condition – reserving all matters except access
2. Standard Outline condition
3. Standard Outline condition
4. Standard plan numbers condition – the Site Location Plan and plan number 1375/10D both received on 17/5/16.

Defining Conditions

5. For the avoidance of doubt this permission is for no more than 30 dwellings

REASON

In the interests of highway safety and visual and residential amenity

6. The bell-mouth junction to the development shall have visibility splays provided to the pedestrian crossing point of 1.5 by 11 metres as measured from the rear edge of the highway footway. These splays shall be kept free of all development and planting at all times.

REASON

In the interests of highway safety

Pre-Commencement Conditions

7. No work shall commence on the development hereby approved until a site investigation report based on a Phase 1 Assessment has first been submitted to and approved in writing by the Local Planning Authority. This report shall contain all necessary remediation measures commensurate with the findings of that investigation, together with a plan to show how completion of those measures can be verified on site.

REASON

In order to reduce the risk of pollution

8. No work shall commence on the development hereby approved until any remediation measures agreed under condition (7) have first been approved and fully implemented through the written agreement of the Local Planning Authority. Only the approved measures shall be undertaken and these shall only take place in accordance with the approved verification plan.

REASON

In order to reduce the risk of pollution

9. No work shall commence on the development hereby approved until a detailed surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall:
 - a) show whether or not infiltration type drainage is appropriate through testing in accordance with BRE 365 guidance;
 - b) demonstrate compliance with the SUDS Manual; CIRIA Reports C753, C697 and C687 together with the National SUDS Standards,

- c) show how the discharge rate generated by all rainfall events up to and including the 100 year plus 30% critical rainstorm, will be limited to greenfield runoff rates,
- d) demonstrate compliance with attenuation in accordance with Science Report SC030219,
- e) include detailed designs and calculations for all details of the scheme and outfall arrangements, and
- f) confirm how the scheme will be maintained in perpetuity

REASON

In order to reduce the risk of flooding and to improve water quality.

- 10. No work shall commence on the development hereby approved until full details of all acoustic bunding and fencing together with the location and specification of all acoustically treated glazing and ventilation have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In order to reduce the risk of noise pollution.

- 11. No work shall commence on the development hereby approved until full drainage plans for the disposal of foul water have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of reducing pollution and risk of flooding.

- 12. No work shall commence on the development hereby approved until a Construction Management Plan has both been submitted to and approved in writing by the Local Planning Authority. The measures in the approved Plan shall apply at all times

REASON

In the interests of the residential amenities of the area and for highway safety reasons.

- 13. No work shall commence on the development hereby approved until a Landfill Operations Plan has first been submitted to and approved in writing by the Local Planning Authority. This Plan shall include a survey of existing ground levels and proposed ground levels. The measures in the approved Plan shall apply at all times.

REASON

In the interests of the residential amenities of the area and for highway safety reasons

14. No work shall commence on the development hereby approved until a Woodland Management and Open Space Plan for the areas to be left after completion has first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of the amenities of the area.

Pre-Occupation Conditions

15. No dwelling hereby approved shall be occupied until public pedestrian dropped kerbed crossings have been laid out and constructed across the junctions of Trajan Hill with Tiberius Close and Trajan Hill with Temple Way, to the written satisfaction of the Local Planning Authority.

REASON

In the interests of highway and particularly pedestrian safety.

Notes

1. The Local Planning Authority has met the requirements of the National Planning Policy Framework in this case through addressing the impacts arising from the development in discussion with the Statutory consultees and through amended plans.
2. Severn Trent Water advises that although their records show no public sewers within the site there may be sewers recently adopted under the Transfer of Sewer Regulations 2011. Additional information and advice should be sought.
3. Attention is drawn to Sections 59, 149, 151, 163, 184 and 278 of the Highways Act; the Traffic Management Act 2004, the New Roads and Street Works Act 1991 and all relevant Codes of Practice.
4. Warwickshire County Council as Lead Local Flood Authority does not consider that oversized pipes or culverts are sustainable drainage solutions. Above ground solutions are advised.

BACKGROUND PAPERS

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

Planning Application No: PAP/2015/0584

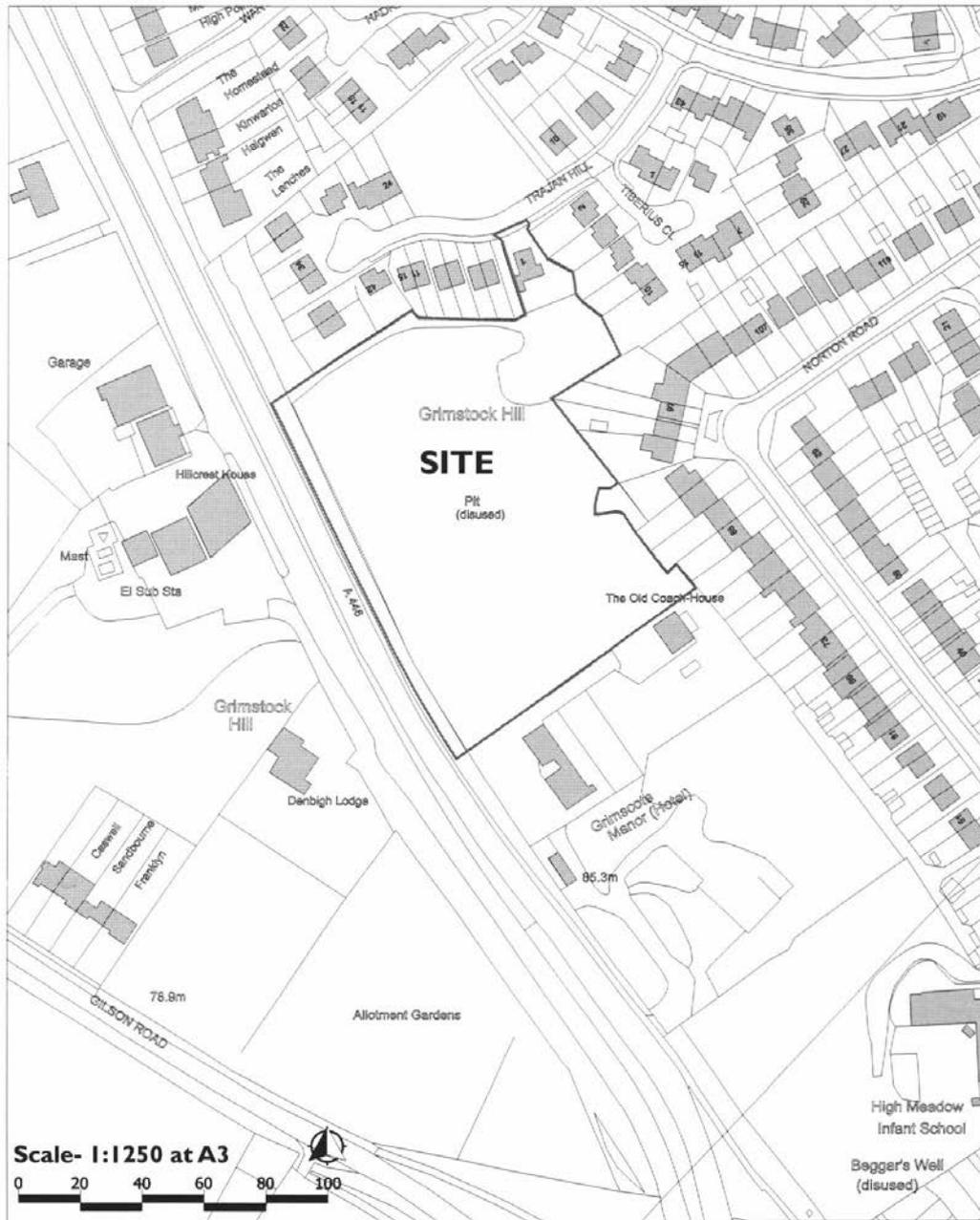
Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	18/9/15
2	WCC Footpaths	Consultation	7/10/15
3	Environmental Health Officer	Consultation	23/10/15
4	Environmental Health Officer	Consultation	13/10/15
5	Coleshill Town Council	Representation	7/10/15
6	Warwickshire County Council Highways	Consultation	22/10/15
7	Assistant Director Leisure and Community Development	Consultation	5/10/15
8	Coleshill Civic Society	Representation	3/11/15
9	Warwickshire County Council Flooding	Consultation	16/11/15
10	Environmental Health Officer	Consultation	14/6/16
11	Coleshill Civic Society	Representation	21/6/16
12	Assistant Director Housing	Consultation	21/6/16
13	Warwickshire County Council Highways	Consultation	23/6/16
14	T Leadbeater	Objection	25/6/16
15	J George	Objection	13/6/16
16	P Freeth	Objection	14/6/16
17	N Meadows	Objection	14/6/16
18	N Speers	Objection	16/6/16
19	K Wyatt	Objection	14/6/16
20	S and K Boffey	Objection	17/6/16
21	K Fallowell	Objection	17/6/16
22	M Wyatt	Objection	21/6/16
23	D Wade	Objection	28/6/16
24	J Grinnell	Objection	27/6/16
25	H Hunt	Objection	26/6/16
26	C French	Objection	26/6/16
27	P Phillips	Objection	26/6/16
28	K Hunt	Objection	23/6/16
29	V and R Jones	Objection	28/6/16
30	L Giffiths	Objection	29/6/16
31	A Core	Objection	28/6/16
32	R Aitkenhead	Objection	24/6/16

33	R Turley	Objection	12/6/16
34	K Pickersgill	Support	18/6/16
35	N Speers	Objection	30/6/16
36	E Lloyd-Kelly	Objection	30/6/16
37	J Jordan	Objection	30/6/16
38	P Carter	Objection	30/6/16
39	L Speers	Objection	29/6/16
40	T Corrin	Objection	3/7/16
41	Mr and Mrs Bould	Objection	29/6/16

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.

GRIMSTOCK HILL: Site Location Plan



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NORTH WARWICKSHIRE
BOROUGH COUNCIL
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17/05/2016
PLANNING & DEVELOPMENT
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Scale 1:2500

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- Site Boundary* (1.19 Ha/2.94 Acres Approx.)
- ⇄ Proposed access point
- ⇄ Surface water drainage channel
- Existing trees (illustrative not surveyed)

30 dwellings = 25 dwellings per hectare gross/46 dpha net on 0.64 ha/1.58 acres developable area approx.

*The red line site boundary follows the OS Boundary. The masterplan base follows the topographical survey features, which accounts for the minor discrepancies.



PROJECT	Grimstock Hill, Colleshill
CLIENT	Hayford Developments

ILLUSTRATIVE MASTERPLAN

Drawing Number	Rev	Date
IM-01a	1	07-05-16

TOWNSCAPE solutions
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 E: alshoven@townscape-solutions.co.uk
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(7) Application No: PAP/2015/0692

Land Rear Of Ansley United Reform Church, Birmingham Road, Ansley,

Erection of 34 dwellings, access onto Birmingham Road and associated infrastructure, for

Cartwright Homes

The Site

This is an area of almost 1.2 hectares of land at the rear of an existing residential frontage on the north-east side of the Birmingham Road at the northern end of Ansley. The frontage includes the former URC Chapel. The site is presently used as pasture and paddock land. There is residential development off St Lawrence Road immediately to the south but there is open arable agricultural land to the north and to the east. There is residential development on the opposite side of the Birmingham Road and the frontage on the application site side of the road extends further to the north.

The site's location is shown at Appendix A.

The southern boundary with the St Lawrence Road houses is marked by a number of hedgerow trees and a mature hedgerow containing hawthorn, holly, ash and elder. This continues around the eastern and partially along the northern boundaries. There is a more substantial group of trees at the sites frontage with the Birmingham Road. There is a small group of stables and sheds on the far northern boundary.

The site is generally flat.

The Proposals

This is a detailed application for the erection of 34 dwellings. All vehicular access would be from the Birmingham Road between the Parish Hall and number 59 Birmingham Road. A cul-de-sac would then extend into the site. The proposals show a mix of detached; semi-detached and mews houses. There too would be a mix of sizes – 4 one bedroom; 9 two bedroom; 17 three bedroom dwellings and 4 with four or more bedrooms. There would be a row of nine properties backing onto the rear gardens of houses in St Lawrence Road and a pair of semi-detached bungalows at the rear of the Chapel (converted to a dwelling) and number 59. Separation distances between the rear elevations of the proposed houses and the existing in St Lawrence Close would be around 30 metres. The arrangement at the rear of the Church and number 59 is for the bungalows to be at right angles to the rear of the church but with a hipped roof unlike the other bungalows which have normal ridgelines and gables.

A small car parking area is included for the Parish Hall directly off the main access.

A balancing pond would be proposed in the north east corner with its outfall to the east linking into existing drainage infrastructure at the rear of houses in St Lawrence Road and thence to an existing outfall further to the east.

The layout is illustrated at Appendix B and a selection of elevations is at Appendix C.

There are a number of supporting documents submitted with the application.

An Affordable Housing Statement shows that 8 of the proposed dwellings would be affordable houses – 6 one and two bedroom socially rented houses/maisonettes and 2 one bedroom maisonettes as shared ownership housing. This is a 23% on-site provision.

An Ecology Report recommends precautionary measures during construction and mitigation measures to be added so as to enhance the value of the site. It welcomes the addition of the balancing pond. At the behest of an objection referring to the newt survey not being undertaken at the right time of year, a supplementary survey was undertaken which produced a negative result.

An Archaeological Assessment concludes that the site has a low to moderate potential for encountering medieval remains of an agricultural nature and for remains of earlier buildings. Further survey work is thus recommended.

A Tree Survey shows that the great majority of the hedgerow trees around the site are low quality with only six trees of medium quality. None were found to be high quality.

The medium quality trees are to be retained.

A Transport Assessment concludes that increased traffic generated by the development would not materially impact on the local highway network as there is capacity. There are also alternative public transport services. An offer is made to fund additional traffic calming measures in Birmingham Road further to the south-east.

A Flood Risk Assessment indicates that the site is in Flood Zone One and the risk of fluvial flooding is thus considered to be low. A combined sewer runs towards the north-west within Birmingham Road. The Assessment recommends that surface run-off from the roofs directly enters the sewer in this road but that all the run-off from the roads will be discharged to a new balancing pond/basin.

A Design and Access Statement describes the site and its setting and how this has affected the choice of layout and appearance of the proposed houses. Additionally it considers the likely visual and landscape character impacts. These are said to be negligible.

A Planning Statement sets out the planning context referring to the Development Plan and to the preferred options of the Draft Site Allocations Plan and the National Planning Policy Framework. This suggests that the development is sustainable development with a presumption of approval.

Representations

Ansley Parish Council – Objection on the following grounds:

- The site is outside the development boundary and whilst included in the Site Allocations Plan this is not yet adopted. Other sites in the boundary are becoming available.
- Too many houses are to be built in the village on larger sites than preferred
- The visibility at the new access is compromised and speeds on the Birmingham Road are in excess of 30mph

- Applications are being submitted without the Site Allocations Plan being taken forward.
- The site does flood and causes flooding on the road
- There is not 40% provision of affordable housing

St Lawrence PCC – The PCC own the village hall. It objects on the following grounds:

- Traffic movement and car parking on the Birmingham Road is already dangerous. This will add to that.
- The new road will be right next to the Hall and will encourage dangerous on-street car parking.
- The visibility splays may encroach onto the Hall's frontage
- There is spring water feeding the existing pond. This must be addressed so that it does not "seep" elsewhere
- New trees close to the hall will block guttering etc.

Nine letters of objection have been received from local residents raising the following matters:

- The destruction of the newt pond
- The removal of trees and hedgerows around the site
- Visibility at the access is poor close to a bend and where there is on-street car parking
- The site floods
- Limited Public Transport
- Loss of village and rural character
- Devaluation of property
- It is a Green Belt settlement
- Lack of local Infrastructure
- Loss of residential amenity for surrounding occupiers

Muller Property Group - There are been a recent refusal of their proposal off Tunnel Road based on adverse impacts on the character of the village. Given the significance of this issue to the Council as a reason for refusal it is surprising that there has not been a Visual and Landscape Appraisal of this Birmingham Road site. It appears that the two sites have not been treated equally.

Consultations

Environmental Health Officer – No objection

Warwickshire Museum - No Objection subject to a standard condition

Warwickshire Police (Architectural Liaison) – No objection

Fire Services Authority – No objection subject to standard condition

Warwickshire (Flooding) – Originally submitted an objection but no objection subject to a standard condition

Warwickshire Infrastructure - Seeks contribution towards library service

Warwickshire Highways – Originally submitted an objection but this has been withdrawn since the submission of amended plans.

Assistant Director (Housing) – The housing need in Ansley is predominantly for one and two bedroom properties.

Development Plan

The Core Strategy 2014 – NW1 (Sustainable Development); NW2 (Settlement Hierarchy), NW5 (Split in Housing Numbers), NW6 (Affordable Housing), NW10 (Development Considerations), NW12 (Quality of Development) and NW13 (Natural Environment)

Saved Policies of the North Warwickshire Local Plan 2006 – ENV12 (Urban Design) and ENV13 (Building Design)

Other Material Planning Considerations

The National Planning Policy Framework 2012 – (the “NPPF”)

The National Planning Practice Guidance 2014 – (the “NPPG”)

The Draft Site Allocations Plan 2014

The North Warwickshire Landscape Character Appraisal 2010

The draft North Warwickshire Local Plan 2016

Observations

a) Introduction

The application site is not in the Green Belt but it is neither within the development boundary of Ansley as defined in the Development Plan. It does however adjoin that boundary.

The Core Strategy sets out how the future housing requirement for the Borough is to be dealt with in a sustainable way. Policy NW1 sets out this general principle. In order to meet the strategic objectives of the Strategy, policy NW2 sets out that growth will be accommodated throughout the Borough in line with a settlement hierarchy. In short, the larger existing settlements have the widest range of local services and facilities and thus are more likely to be able to accommodate a greater proportion of the growth. This provides a sustainable approach to new development - endorsed by the NPPF.

Ansley is required to provide through Policy NW5, a minimum of 30 dwellings in the plan period.

In order to supplement policy NW5, the Council published its preferred options for the draft allocation of sites throughout the Borough in order to provide the overall housing requirement. In the case of Ansley, two sites were identified. One of these is at Village Farm which lies on the other side of the Birmingham Road to the application site. The

second is the current application site. Together they were estimated to be capable of providing around 57 dwellings – 24 at Village Farm and 33 on the application site. Planning permission has already been granted for nine houses on part of the former of the two sites.

The Council is expected to resolve to publish the emerging Local Plan for North Warwickshire for consultation purposes a few days before this Board meeting. If that is the case and there are no amendments, it is anticipated that the balance of the Village Farm site and the application site will be retained. No others will be identified.

In all of these circumstances it is considered that support should be given in principle to this application. This is because the settlement is required by the Development Plan to provide additional housing. To date there has been little increase in new housing permitted in the village. In order to provide the figure in Core Strategy new housing will have to be outside of the current development boundary. Additionally the draft 2014 allocations are likely to be retained and continued within the draft emerging replacement for the Core Strategy. The identification of these sites therefore carries weight.

The representations from the Parish Council and some residents are understood but there has to be some movement in the grant of planning permissions in Ansley. It is considered more appropriate to have these on already identified sites rather than through speculative housing proposals.

b) Detailed Matters – Highways

Access into the application site is from the Birmingham Road. There is no alternative. The representations received have more or less all referred to the character of the existing highway here – on the inside of a bend within a 30mph area and significant on-street car parking. As a consequence the applicant has had to engage with the Highway Authority in order to achieve an arrangement which satisfies its specifications. This has been through several changes but the current arrangement now has the support of the Warwickshire County Council as Highway Authority. Members will know that as a Statutory Agency, the County's support carries substantial weight, to the extent that a highway refusal would be unlikely to be upheld at appeal. The NPPF makes it very clear that adverse highway impact has to be "severe", if a refusal is to carry any weight. Without the backing of the Highway Authority the Board is advised not to consider this course.

Car parking provision within the development site meets the Council's requirements.

There is a concern about the car parking provision for the Parish Hall. However Members should be aware that currently parking is limited to on-street car parking and the arrangement being offered and proposed here now is a significant betterment. The Highway Authority is also comfortable with the new access to this new parking area.

c) Detailed Matters – Drainage

Similarly with the drainage issues raised by the representations, Members will see that the Statutory Lead Local Flood Authority has not objected subject to a standard but very detailed condition. The comments from the representors were put to both the applicant and the Flood Authority so it was fully aware of the site specific circumstances here. Nevertheless it considers that a sustainable drainage solution can be accommodated on

the site. In the absence of a technical challenge to that solution the Board is advised not to consider a refusal here.

d) Detailed Matters – Visual and Landscape Impact

In light of the specific objection from the Muller Property Group, the applicant revised his Design and Access Statement in order to address these matters. This concludes that there would be no adverse impact. The application site is within the Church End to Corley area as defined by the North Warwickshire Landscape Character Appraisal. This is described as being “an elevated farmed landscape of low rounded hills, steep scarps and small incised valleys. There is extensive hilltop woodlands and tree cover creating a small scale character punctuated by numerous farms and hamlets”. The proposal is considered to be unlikely to alter this description and there would be little visual impact given its location at the rear of residential frontages in both the Birmingham Road and St Lawrence Road. There is a public footpath crossing the fields some distance to the northeast but the site’s visibility is very much obscured by field hedgerows. Additionally the scope of visibility is very limited from the B4114 to the north-west. The visual impact is thus considered to be very low. The site is seen in the context of the character of Ansley as a small extension to the existing built form.

Detailed Matters – Other Concerns

The better quality trees and the surrounding hedgerows are to be retained and enhanced with additional planting. The bio-diversity level of the site will improve as a consequence of this particularly with the inclusion of the new balancing pond; the surrounding area of grassland and mitigation measures such as bat and bird boxes. The applicant has undertaken additional survey work as a direct consequence of criticism of the initial work undertaken. This has confirmed the absence of newts on the site.

The separation distances between the properties in St Lawrence Road and the new dwellings would be around 30 metres. This is in excess of the Council’s own guidance.

The former Chapel is now converted to residential use and there is concern about the proximity of the proposed dwelling to the rear elevation of that property. However the proposed dwelling is a bungalow with a hipped roof and only a door and bathroom opening on the facing elevation.

e) Affordable Housing Provision

The Council’s policy for affordable housing provision is expressed through Policy NW6 of the Core Strategy. On a site such as the current one, this would require 40% on-site provision or an equivalent off-site contribution in lieu depending, both dependent upon viability. The applicant has supplied evidence to show why a lower provision is proposed. However the tenure and type of that provision does meet with the recognised Pariah need. In these circumstances it is considered that the benefit lies in supporting the proposal. Not only is there actual on-site provision meeting a recognised need, but there is also new housing delivered on a site promoted by the Council. The delivery of such sites is considered to outweigh the slight reduction in expected affordable housing provision.

Recommendation

That subject to the completion of a Section 106 Agreement for on-site affordable housing provision as set out in this report, planning permission be **GRANTED** subject to the following conditions:

Standard Conditions

1. Standard Three Year Condition
2. Standard Plan Numbers Condition – plan number 12/22/01 and the schedule of house types and plans received on 10/11/15 together with plan number 12/22/06L and the approved Flood Risk Assessment report reference 132158/R1/(2)/FRA prepared by RSK in November 2015 together with the subsequent e-mailed correspondence from RSK of 10/2/16.

Defining Conditions

3. The internal finished floor levels of all of the dwellings hereby permitted are all to be at least 150mm above the adjacent external ground levels.

REASON

In order to reduce the risk of flooding

4. The access on to the Birmingham Road shall have visibility splays measuring 2.4 by 55.9 metres to the north-west and 57 metres to the south-east as measured along the near edge of the public highway carriageway. These splays shall be maintained at all times free of any development or planting.

REASON

In the interests of highway safety

5. The whole of the car parking provision and its access arrangements as shown on the approved plan for the Parish Hall shall be completed in full to the written satisfaction of the Local Planning Authority prior to occupation of any of the dwellings hereby approved.

REASON

In the interests of the community

Pre-Commencement Conditions

6. No development shall commence on site until:
- a) a Written Scheme of Investigation for a programme of archaeological evaluative work has first been submitted to and approved in writing by the Local Planning Authority;
 - b) an Archaeological Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority and
 - c) the work, including any mitigation measures as approved under (b) above, together with the associated post-excavation analysis, report production and archive deposition have all been completed to the written satisfaction of the Local Planning Authority.

REASON

In the interests of the archaeological potential of the site

7. No development shall commence on site until full details for the provision of adequate water supplies and fire hydrants necessary for firefighting purposes have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be provided on site.

REASON

In the interests of public safety.

8. No development shall commence on site until a detailed surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and geo-hydrological context of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- a) Show whether or not infiltration type drainage is appropriate through testing in accordance with BRE 365 guidance;
- b) Demonstrate compliance with the SUDS Manual; CIRIA Reports C753, C697 and C687 together with the National SUDS Standards,
- c) show how the discharge rate generated by all rainfall events up to and including the 100 year plus 30% critical rainstorm, will be limited to greenfield runoff rates,
- d) demonstrate compliance with attenuation in accordance with Science Report SC030219,
- e) include detailed designs and calculations for all details of the scheme and outfall arrangements, and
- f) confirm how the scheme will be maintained in perpetuity.

REASON

In the interests of reducing the risk of flooding

9. No development shall commence on site until full drainage plans for the disposal of foul water have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of reducing pollution and the risk of flooding.

10. No development shall commence on site until full details of the facing and roofing materials to be used on site together with all boundary treatments have first been submitted to and approved in writing by the Local Planning Authority. Only the approved materials shall then be used on site.

REASON

In the interests of the visual amenities of the area

11. No development shall commence on site until full details of the landscaping to be provided on site have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be implemented on site.

REASON

In the interests of the visual amenities of the area

12. No development shall commence on site until details of the tree protection measures to be installed for the root protection areas of all trees and hedgerows to be retained on the site have first been submitted to and approved in writing by the Local Planning Authority. Only the approved measures shall then be installed and these shall remain on site until agreed in writing by the Local Planning Authority.

REASON

In the interests of the visual amenity of the area and the ecological interests of the site.

13. No development shall take place on then development hereby approved until a Construction Method Statement had first been submitted to and approved in writing by the Local Planning Authority. The measures agreed in the Statement shall be adhered to throughout construction. The Statement shall provide for:

- a) the parking of vehicles for site operatives and visitors;
- b) loading and unloading of plant and materials,
- c) storage of plant and materials,

- d) the erection of security hoarding and facilities for public viewing
- e) wheel washing facilities
- f) dust emission measures
- g) a waste recycling scheme
- h) working and delivery hours
- i) a contact for the site manager

REASON

In the interests of the residential amenities of the area and to reduce the risk of pollution.

14. No development shall commence on site until details of all of the ecological mitigation measures to be implemented on site have first been submitted to and approved in writing by the Local Planning Authority. Only those approved measures shall then be undertaken on site

REASON

In the interests of the ecological value of the site

Notes

1. The Local Planning Authority has met the requirements of the National Planning Policy Framework through discussion about the issues arising from the development with the statutory authorities and the submission of amended plans.
2. Attention is drawn to Section 184 of the Highways Act 1980; the Traffic Management Act 2004, the New Roads and Street Works Act 1991 and all relevant Codes of Practice.
3. The Local Lead Flood Authority do not regard oversized pipes and culverts a sustainable drainage.
4. Advice on the ecological mitigation measures and best practice during construction should be sought from Natural England.

BACKGROUND PAPERS

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

Planning Application No: PAP/2015/0692

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	10/11/15
2	H Demeda	Objection	5/5/16
3	N Griffiths	Objection	22/11/15
4	A Nicholson	Objection	22/11/15
5	N Griffiths	Objection	1/2/16
6	G Kelly	Objection	25/11/15
7	D Greedy	Objection	27/11/15
8	A Maddison	Objection	8/12/15
9	J and E Vardy	Objection	2/10/15
10	T Fraser	Objection	7/12/15
11	Environmental Health Officer	Consultation	26/11/15
12	Warwickshire Museum	Consultation	8/12/15
13	Warwickshire Police	No objection	
14	Warwickshire Fire Services	Consultation	9/12/15
15	St Lawrence Parish Church	Objection	7/12/15
16	Ansley Parish Council	Objection	16/12/15
17	WCC Highways	Consultation	14/12/15
18	WCC Flooding	Consultation	5/1/16
19	Warwickshire Infrastructure	Consultation	22/1/16
20	WCC Flooding	Consultation	9/3/16
21	Muller Property Group	Representation	4/5/16
22	Warwickshire Museum	Consultation	1/6/16
23	WCC Highways	Consultation	27/6/16

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.



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NORTH WARWICKSHIRE
BOROUGH COUNCIL
RECEIVED
10/11/2015
PLANNING & DEVELOPMENT
DIVISION



Cartwright Homes Ltd			
client	proposed residential development	scale	1 : 1250
project	Birmingham Road Anasley, Nuneaton	date	Feb 2012
drawing	location plan	author	JRH
		sheet	A3
		job no	12/22
		drawing no	01

hayward
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PAP/2015/0692

- affordable for rent indicated thus
- affordable for shared ownership shown thus
- 1m high brick wall
- 2m high brick wall
- 0.5m high brick wall with 1.5m high close boarded fence over



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- H - parking amended at the entrance JH - Nov 15
- F - area around Pratch Hill amended ZM - Oct 15
- E - flats amended and boundary condition to east amended ZM - Oct 15
- D - minor amendments to layout ZM - Oct 15
- C - house types amended ZM - Oct 15
- B - affordable mix adjusted - Sept 14
- A - affordable mix incorporated - Sept 14

Cartwright Homes Ltd
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 10 Blenheim Rd
 Ansty, Nuneaton
 CV14 6JW
 Tel: 01455 836666
 Fax: 01455 818877
 www.cartwright-architects.co.uk

proposed residential development
 Pratch Hill, Birmingham Road
 Ansty, Nuneaton

first phase plan

Scale: 1:500
 Date: Jun 2014
 Author: JPH
 Drawing No: A2
 Revision No: 06H

APPENDIX B

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**Nightingale
Plot 24**



10 Station Road
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Fax: 01455 618971
www.haywardarchitects.co.uk

CLIENT
Cartwright Homes Ltd
PROJECT
proposed residential development
of 24 houses on Nightingale Road,
Austley, Nuneaton

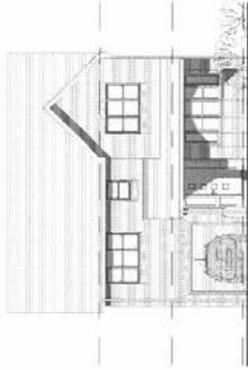
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SCALE: 1:100
DRAWING NUMBER: ZLM
PROJECT NUMBER: 12/22 1

DATE: 22/10/15
SCALE: 1:100
DRAWING NUMBER: ZLM
PROJECT NUMBER: 12/22 1

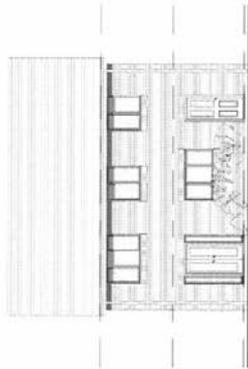
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PROJECT NUMBER: 12/22 1



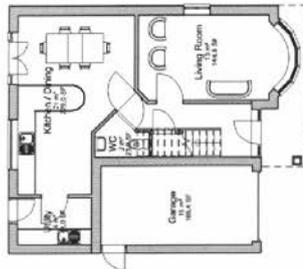
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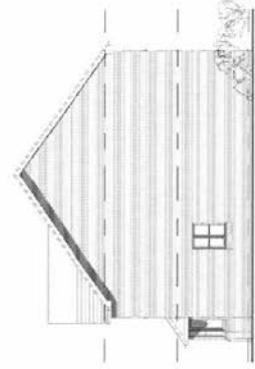
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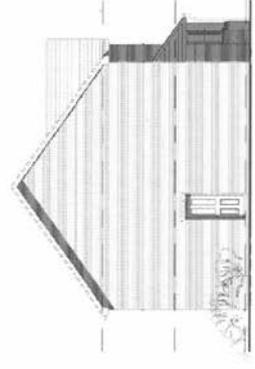
Rear Elevation
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Ground Floor
1:100



Side Elevation
1:100



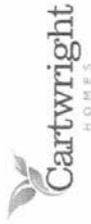
Side Elevation
1:100

GIA = 119.9sqm / 1291.3sqft

PLANNING

PAP/2015/0692

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10/11/2015
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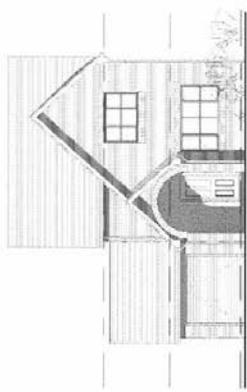
Swallow
Plots 6-8 & 25



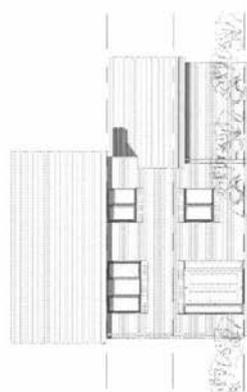
18 Oakley Road
Ardley
Leicestershire
LE19 7JW
Tel: 01455 63666
Fax: 01455 618973
www.hayward-architects.co.uk

CLIENT	Cartwright Homes Ltd
PROJECT	proposed residential development Hemle Field, Birmingham Road, Ardley, Nuneaton
DRAWING	Planning drawing
SCALE (EN)	1:100
DATE	22/10/15
JURISDICTION	ZLM
SHEET SIZE	A2
JOB NUMBER	12/22 1
DRAWING NUMBER	
REVISION	

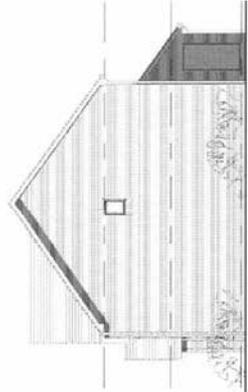
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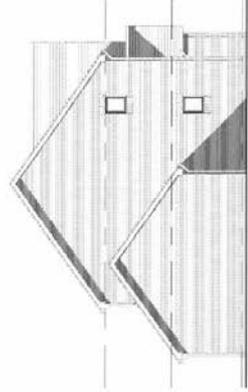
Front elevation
1:100



Rear elevation
1:100



Side elevation
1:100



Side elevation
1:100



First floor
1:100



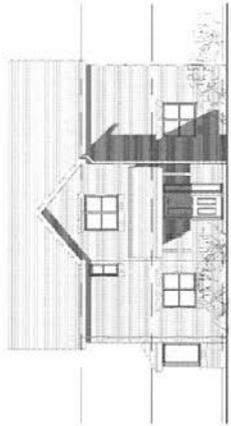
Ground floor
1:100

GIA = 93.7sqm / 1008.7sqft

PLANNING

PAP/2015/0692

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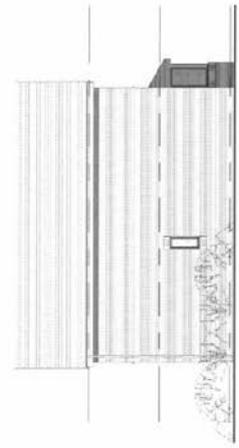
Front / side elevation
1 : 100



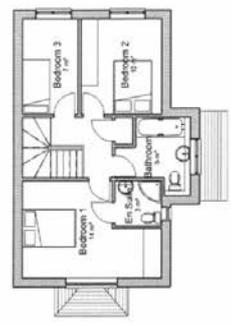
Front / side elevation
1 : 100



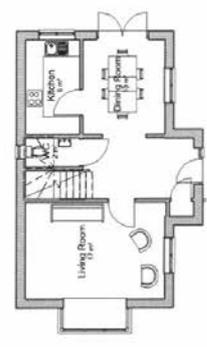
Side elevation
1 : 100



Rear elevation
1 : 100



First floor
1 : 100



Ground floor
1 : 100



Warwing
Plots 9 & 28



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CLIENT	
Cartwright Homes Ltd	
PROJECT	
Huntley Fields, Proposed residential development, Birmingham Road, Anley, Nuneaton	
DRAWING	
Planning drawing	
SCALE (SHEET)	SHEET SIZE
1 : 100	A2
DATE	AUTHOR
22/10/15	ZJM
JOB NUMBER	DRAWING NUMBER
	12/22 1
	REVISION

GIA = 96.9sqm / 1044.0sqft
PLANNING

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PAP/2015/0692

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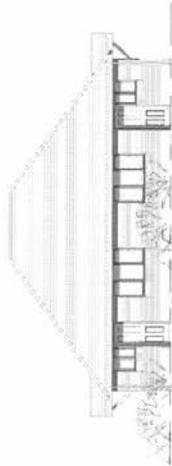
Chaffinch Semi
Plots 29, 30, 33 & 34



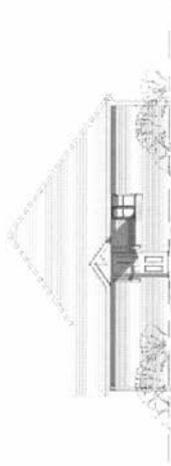
19 Sakejeh Road
Birmingham
B15 2JN
LE19 1AW
Tel: 01455 636605
Fax: 01455 618971
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CLIENT		Cartwright Homes Ltd	
PROJECT			
proposed residential development Hensley Fields, Birmingham Road, Ardley, Nuneaton			
DRAWING		Planning drawing	
SCALE (B/A2)	1:100	SHEET SIZE	A2
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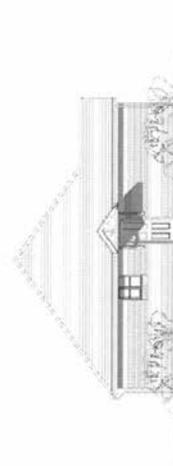
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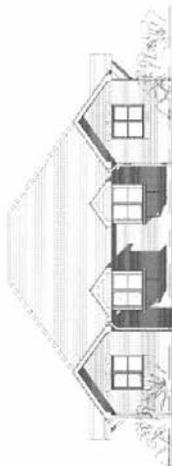
Rear elevation
1 : 100



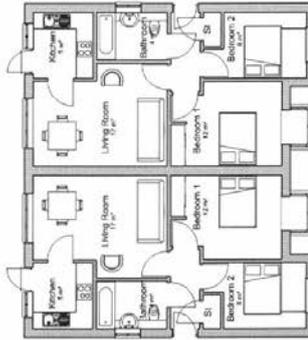
Side elevation
1 : 100



Side elevation
1 : 100



Front elevation
1 : 100



Ground floor plan
1 : 100

GIA = 52.3sqm / 563.4sqft

PLANNING

(8) Application No: PAP/2016/0249

Former Police Station, Park Road/Birmingham Road, Coleshill, Warwickshire, B46 1DJ

Demolition of existing police station building and construction of four storey (including basement) Care Home (use class C2), with associated car parking, for

Restfull Homes Developments Ltd

Introduction

This application was reported to the Planning Board at its June meeting when it resolved to undertake a site visit. This has now taken place and the matter is referred back to the Board for determination. The previous report is attached at Appendix A and a note of the site visit is at Appendix B.

It is not proposed to include matters already referred to in the earlier report again, but it should be treated as an integral part of the overall consideration of this application.

Representations

Coleshill Town Council – The Town Council is concerned that its use as a care home would present difficulties in finding sites elsewhere in Coleshill for the new housing required by the Core Strategy. In respect of other matters then: the parking provision is inadequate; the height is too visible and there are no other buildings of this height in the town and the feature window and rendered panels are not in-keeping. The Council wish to seek Section 106 contributions for Memorial Park improvements; alterations to the access design to make ingress easier, improvements to the allotment access and more landscaping at the front.

Coleshill Civic Society - The Society has no objection in principle to this “ambitious scheme” but has some concerns about its scale and mass in its setting.

Four letters of objection have been received referring to the following matters:

- Lack of car parking space resulting in on-street parking on the access road
- This is a “hospital” not a care home
- Residents will suffer from noise from the A446
- The air quality in the area could affect residents
- The proposal is too “bulky”; too high and doesn’t address the site’s shape
- The speed of traffic on the roundabout
- Will there be delivery hours’ restrictions?
- The style is not in keeping with the town’s character.

One letter of support refers to:

- This will develop an empty site with a much needed service together with providing new jobs

The Coleshill Fire Station Commander has raised a number of issues. In summary these conclude that the development would increase the risk to fire vehicles and crew when they attend an emergency due to the conflicting traffic movements close to the roundabout. The full representation is at Appendix C

Consultations

Warwickshire Police (Architectural Liaison) – No objection

Warwickshire County Highways – No objection subject to conditions

Warwickshire County Lead Local Flood Authority – Originally lodged an objection requiring additional detail. This has been submitted and the objection is expected to be withdrawn. A verbal update will be given at the meeting.

Warwick Museum – No comments to make

Warwickshire Infrastructure - Seeks Section 106 contributions for improvements to the two nearest bus stops in the High Street

Public Health (Warwickshire) – It supports the proposal.

Environmental Health Officer – Noise attenuation measures will be need to added into the construction together with other standard condition.

Observations

a) Introduction

This site is inside the development boundary defined for Coleshill in the Development Plan. Moreover Policies NW2 and NW5 of the Core Strategy direct new development to the Borough's main settlements and Coleshill is identified as a Market Town where a minimum of 275 new dwellings would be appropriate. Moreover in order to assist in the delivery of this provision the Council's draft Site Allocation Plan actually identifies this site as one of a number of preferred locations in the town. Given this background and the range of services and local facilities in the town, it is considered that this proposal is sustainable development within the context of the National Planning Policy Framework and the Core Strategy. As such there is no objection in principle to this proposal.

In respect of the Town Council's observation then technically it is correct by saying that these are not strictly "dwellings", but there are four material considerations that apply here which would weigh heavily against a refusal on these grounds. Firstly new development of whatever kind is supported in principle within a development boundary. Secondly, the proposal is likely to have residents who are already live in Coleshill thus "freeing up" the availability of existing houses in the town. Thirdly the figure quoted in Core Strategy policy NW5 is a "minimum" of 275 dwellings, not a maximum. Finally and most significantly Members will be aware that at the meeting of the LDF Sub-Committee a few days before this Board meeting, a new emerging Local Plan for North Warwickshire was tabled whereby the overall housing figure in the Core Strategy is to be increased substantially.

Normally on a site of this size, location and with this scale of development, the Council would be seeking either an on-site provision or an off-site contribution in lieu, for affordable housing. However this proposal is for a C2 residential care home with a strong focus on occupancy by those suffering from dementia. The Council would not seek affordable provision in these circumstances given the expanding need for this type of care home.

The main issues here are thus going to revolve around detailed concerns, some of which have already been mentioned above in the representations section above. These will be looked at in turn.

b) Highways

There are no proposed changes to the existing access arrangements that were used when the Police Station was fully operational. The Highway Authority raises no objection as it considers that the traffic generation from the proposed use is likely to be no greater than that generated from the previous full use of the site. A number of standard conditions are however recommended. This Highway Authority position has however been challenged.

That Authority was first requested to review this position in light of the concerns expressed by the Fire Commanding Officer. It does however not wish to alter its conclusion. It considers that the fire station access arrangements were in place when the Police Station was in full use and that they continue today. There was in its view therefore always a risk of conflicting movements. The Authority takes the view that that risk is not increased with the proposed development because as indicated above, there is not likely to be an increased traffic generation arising from the proposal. The applicant would also argue that it is not his responsibility to resolve existing highway concerns. However in recognition of the concerns, a set of additional mitigation measures are recommended by the Highway Authority. These relate to a series of road markings and warning notices at the point of egress onto the drive. The applicant is prepared to implement these and has amended the plans accordingly. As a consequence it is considered that these now represent the best balance between all of the different interests on this issue.

The other issue that has been put to the Highway Authority is the matter of parking. In short the concern is that there is inadequate provision. The proposal is for a residential care home including a dementia unit. Traffic generation in these circumstances will be less than if this was a development of 90 residential flats or apartments. The Council has no recognised car parking standard for residential care homes. The Highway Authority confirms however that the provision here accords with other such sites throughout the County and thus it has no objection to the proposal. It would not do so if it considered that there was a significant risk of on-street car parking. The majority of cars visiting the premises are going to be by visitors and staff with the latter being the most significant. The applicant states that on a three shift system the staffing levels would be 30 for the morning shift; 22 for the afternoon and 9 during the night. This would require some 30 staff spaces if there was no car sharing/use of public transport and/or walking and cycling. With a reduction say to 25 for these factors, that would leave between 19 spaces for visitors. However as can be seen above the ratio of staff space to visitor space reduces significantly throughout the day. With the provision of a Travel Plan included as a condition in the grant of any planning permission, and given the explanation above, it is acknowledged that car parking provision is acceptable. Members will know that without the support for a refusal from the Highway Authority or

in this case, evidence from other similar sized establishments where on-street car parking issues are being caused, a refusal could not be recommended.

c) Design

Members will know that the site is not in nor does it adjoin a Conservation Area and neither is it close to a heritage asset. Policy NW12 of the Core Strategy is thus the relevant policy in respect of design issues. This says that the development should “positively improve a settlement’s character, appearance and environmental quality”. It is considered that the proposal does achieve this objective. It is clear that this is a significant improvement over the existing appearance of the site and its buildings. However a number of issues have been raised in the representations.

The first is its height. Members will have seen from their visit and from the submitted plans and sections that the reference to a four storey building is a misrepresentation. The majority of the development is three storey with the fourth – as described in the actual proposed description - being a basement. That is located in the centre of the site where the slopes enable it to be provided easily without affecting the overall height of the whole building. Members are referred to the drawings at Appendix D. The overall impact of the development is as a three storey building – as viewed from the A446 and the Memorial Park, the most public vantage points. This therefore should not be an issue.

The second matter is its massing. However there are several issues here. The development is visible from all sides and thus the massing proposed helps here by promoting a consistent approach around the whole site. Additionally the site “sits” very well into the local setting – using the slopes but not imposing on the Coleshill skyline further to the east (see Appendix E). Moreover the elevations are diverse and the longer elevations have been designed to break up the horizontal line. In these circumstances the potential adverse impact arising because of “massing” is materially mitigated.

The final matter is the appearance of the building. It is true that the approach taken here is not reflective of the Coleshill High Street. There are again several factors that need to be considered. Firstly, the site is not within or adjoining the Conservation Area and thus there is no statutory duty here for the Council to “preserve or enhance” the character or appearance of the locality. Members will agree that “preservation” of the existing is not an approach to be followed. But it is entirely valid for the Board to decide what the character and appearance of the locality is and then assess the impact of the proposal on that description. The setting here is mixed – residential but affected by the A446, the M42 Motorway, the Birmingham skyline and the potential HS2 line. It is considered that the site here is an “outward” looking site on the edge of Coleshill without a strong physical connection with the town’s historic centre. In other words a more contemporary approach is entirely appropriate to the actual setting. A “strong” frontage development here is the key issue – and the proposal performs that task. Secondly, it is not considered that replicating a “Georgian-style” building here would be appropriate given the size and scale of the development actually required. Such buildings would be appropriate for a large house, but this is not what is being proposed here. This is a large building covering a large site – a different approach is required.

Members are reminded that the scope for refusing planning permission on design grounds is limited. In this case the Board is directed back to the wording of the Council's own policy as set out above and assess the appearance of the proposal within its actual setting. It is considered that this development does positively improve this part of Coleshill.

d) Other Matters

It is noticeable that there have not been a number of objections due to the loss of residential amenity. This may well be due to separation distances and to the design of the elevation closest to the frontage residential development along the Birmingham Road. Planning conditions can be included in the grant of any planning permission relating to delivery hours.

Members will have seen the requests made above for Section 106 contributions. The Board is reminded of the statutory background to such contributions and the strict regulations governing their applicability. None of those mentioned are considered to meet these regulations. The requirement for improvements to bus stops has no direct link to the proposal. This work is an existing issue and the development is unlikely to have any impact making it worse. The work is desirable whether or not this development takes place, it is not dependent upon it. Similarly contributions to the improvements at the Memorial Park are not related to the development. These improvements are not consequential to the development. In both cases Members are advised to give no weight to these items. If the Town Council or the County Council wish to make or enter into a private agreement with the applicant for such provisions then that is matter to be dealt with outside of the determination of this application.

Recommendation

That subject to no objection being received from the Lead Local Flood Authority, planning permission be **GRANTED** subject to the following conditions together with any required by that Authority.

1. Standard Three year condition
2. Standard Plan numbers condition – plan numbers 3248/01A; 10B, 11B, 12B, 13B, 14B, 20C, 21C and 22B received on 28/4/16 and plan number 3248/05C received on 22/7/16 together with the Travel Plan received on 28/4/16

Pre-Commencement Conditions

3. No development shall commence on site other than demolition, until full details for acoustically treated glazing, ventilation and extraction together with specifications for all refrigeration and air conditioning units and any other fixed plant have first been submitted to and agreed in writing by the Local Planning Authority. Only the approved details shall then be installed on site.

REASON

In the interests of reducing the risk of noise emissions and for the benefit of the residents.

4. No work shall commence on site other than demolition, until a site investigation of the nature and extent of contamination has first been submitted to and approved in writing by the Local Planning Authority. This shall include a Preliminary Unexploded Ordnance Assessment. This investigation shall make recommendations as to mitigation measures to render the site suitable for the development as well as the verification requirements to be tested upon completion of those measures.

REASON

In the interests of reducing the risk of pollution.

5. No work shall commence on site other than demolition until all mitigation measures and verification procedures as approved in writing consequent to condition (4) have first been undertaken in full to the written satisfaction of the Local Planning Authority

REASON

In the interests of reducing the risk of pollution.

6. No work shall commence on site other than demolition until full details of all facing, roofing and surfacing materials together with all boundary treatments have first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall then be used on site.

REASON

In the interests of the visual amenities of the area

7. No work shall commence on site other than demolition until full landscaping details have first been submitted to and approved by the Local Planning Authority in writing. Only the approved details shall then be implemented on site.

REASON

In the interests of the visual amenities of the area.

8. No work shall commence on site other than demolition until a Construction Management Plan has first been submitted to and approved in writing by the Local Planning Authority. This Plan shall also include management measures for the demolition phase of the development; a phasing plan, an HGV routing plan, details of working and delivery hours, the location of the site compound and details of the contacts for the site managers. There shall also be reference to the measures to be taken in respect of the use of the egress in recognition of its access to the fire station access. The development shall proceed only in accordance with the approved Plan

REASON

In the interests of the residential amenities of the area and in the interests of highway safety.

9. No work shall commence on the demolition of the buildings on the site until the site access and egress have been laid out and fully implemented in accordance with the approved plan number 3248/05C.

REASON

In the interests of highway safety

10. No work shall commence on site other than demolition until details of the hours to be operated for deliveries to the site once completed and occupied have first been submitted to and approved in writing by the Local Planning Authority. Only those hours shall then be used on site.

REASON

In the interests of the residential amenities of nearby occupiers.

Pre-occupation conditions

11. There shall be no occupation of the development hereby approved until the whole of the access and egress measures, car parking arrangements, delivery and turning areas together with the measures included in the adjoining access road have been fully completed to the written satisfaction of the Local Planning Authority.

REASON

In the interests of highway safety.

Other Conditions

12. In respect of condition (8) above, no HGV movements during demolition and construction shall take place during 0730 to 0900 hours and between 1630 and 1800 hours on Mondays to Fridays inclusive.

REASON

In the interests of highway safety.

Notes

1. The Local Planning Authority has met the requirements of the National Planning Policy Framework in this case through responding to consultation responses through the submission of amended plans in order to address the planning issues arising from the proposals
2. Attention is drawn to Section 284 of the Highways Act 1980 in respect of the measures shown on the approved plan.

BACKGROUND PAPERS

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

Planning Application No: PAP/2016/0249

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	28/4/16
2	Coleshill Civic Society	Representation	21/6/16
3	J Smyth	Representation	8/6/16
4	Coleshill Town Council	Representation	1/6/16
5	Mrs Trefine	Representation	27/5/16
6	Mrs Starkey	Representation	2/6/16
7	Mr Axe	Representation	18/5/16
8	Mrs Bond	Representation	15/5/16
9	WCC Highways	Consultation	20/7/16
10	WCC Highways	Consultation	14/7/16
11	Coleshill Fire Station Commander	Representation	1/6/16
12	Warwickshire Infrastructure	Consultation	29/6/16
13	Public Health	Consultation	
14	WCC Flooding	Consultation	22/6/16
15	Warwickshire Museum	Consultation	2/6/16
16	Environmental Health Officer	Consultation	27/5/16
17	Assistant Director (Housing)	Consultation	23/5/16
18	Warwickshire Police	Consultation	19/5/16
19	Environmental Health Officer	Consultation	13/5/16
20	WCC Flooding	Consultation	25/7/16

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.

General Development Applications

(#) Application No: PAP/2016/0249

Former Police Station, Park Road/Birmingham Road, Coleshill, Warwickshire, B46 1DJ

Demolition of existing police station building. Construction of four storey (including basement) Care Home (use class C2), with associated car parking, for

Restfull Homes Developments Ltd

Introduction

This application is reported to the Board at the present time in order to bring the proposal to the attention of Members given its prominent location. A determination report will be brought to the Board in due course.

The Site

These single and two storey premises are located in the north-east quadrant of the roundabout junction of the A446 Coleshill By-pass and the Birmingham Road to the east of Coleshill. To the east are the Fire Station and the former Leisure Centre building along with seven or eight houses that front the south side of the Birmingham Road. There are other houses too on the north side. To the south are allotments and the Town Council's Memorial Park recreation ground. There is open countryside on the opposite side of the A446.

The present building dates from the 1970's and generally comprises office space. It is set back a little from the roundabout with parking space for around 50 cars. Vehicular access is from two points onto the roundabout and from an access road which serves both the existing fire station and the former police station running parallel with the Birmingham Road.

The site slopes from west to east with a difference in levels of 5.5 metres between the A446 and the fire station. This slope then continues up towards the east and the junction with Park Road and the Morrison's supermarket.

The general layout is illustrated at Appendix A.

The Proposals

It is proposed to demolish the existing buildings; clear the site and to construct a new 91 bedroom care home with associated facilities and car parking.

This would be spread over four levels within a "T" shaped single block, but because of the ground levels, the fourth floor would in effect be a lower ground floor extending only over part - the central section - of the site. It would be set back from the A446. All vehicular access into the site would be from the A446 with the exit being onto the access drive from serving the Fire Station. A total of 44 car parking spaces are

included. Facing materials would be concrete roof tiles; red brickwork and rendered panels.

The site layout is illustrated at Appendix B with elevations at Appendices C, D and E.

The main block would be 13.5 to 15.5 metres tall over the range of its various ridge lines. Separation distances between the rear elevations of the houses along the Birmingham Road and the proposed block vary from 25 to 68 metres because of the line of that road being at an angle to the block

A number of sections and a plan illustrating these separation distances are at Appendices F, G, H and I.

The applicant suggests that up to 70 full time and 20 part time jobs would be created.

The application is accompanied by a number of supporting documents.

A Design and Access Statement describes how the proposed built form has been arrived at as well as describing why the particular appearance has been selected.

An Energy Statement states that the proposal will exceed Building Regulation requirements in order to reduce energy consumption.

An Ecology Report recommends that appropriate bat surveys are to be undertaken prior to any demolition.

A Ground Investigation Survey recommends that a geo-technical and geo-environmental ground investigation is carried out in advance of the development commencing.

A Transport Statement concludes that the traffic generation from the proposed development is likely to be less than that arising from the former lawful use and thus there would be no detriment to the local highway network.

A Travel Plan proposes how traffic generated by the proposal might be further reduced through shared staff car schemes and promotion of public transport as an alternative to the car.

A Noise Assessment concludes that with the configuration of the accommodation there should be no adverse noise impacts arising from the development in respect of emissions from fixed plant.

A Planning Statement draws all this documentation together and places it in the context of both national and local planning policy.

Development Plan

The Core Strategy 2014 – NW1 (Sustainable Development); NW2 (Settlement Hierarchy), NW5 (Split in Housing Numbers), NW6 (Affordable Housing Provision), NW10 (Development Considerations), NW11 (Renewable Energy), NW12 (Quality of Development), NW14 (Historic Environment), NW17 (Economic Regeneration) and NW20 (Services and Facilities)

Saved Policies of the North Warwickshire Local Plan 2006 – ENV12 (Urban Design); ENV13 (Building Design), ENV14 (Access Design), ENV15 (Conservation), COM2 (Protection of Existing Community Facilities), TPT3 (Sustainable Travel) and TPT6 (Vehicle Parking)

Other Material Planning Considerations

The National Planning Policy Framework 2012 – (the “NPPF”)

The Coleshill Conservation Area Designation Report – May 1969

Observations

The site lies within the development boundary of Coleshill and thus the principle of the development proposal is supported. Indeed new residential development is anticipated within Coleshill by the Development Plan and the site is identified in the Council’s draft pre-submission Site Allocations Plan as an appropriate residential site. The issues here are therefore going to be with more detailed considerations and the potential impacts on the surrounding area.

A determination report will be brought to the Board in due course once consultation responses have been received and any consequential amendments agreed.

In the interim it is suggested that Members should visit the site in view of the prominence of the location and the possible impacts on neighbouring property.

Recommendation

That the report is noted at this time and that a site visit be arranged

BACKGROUND PAPERS

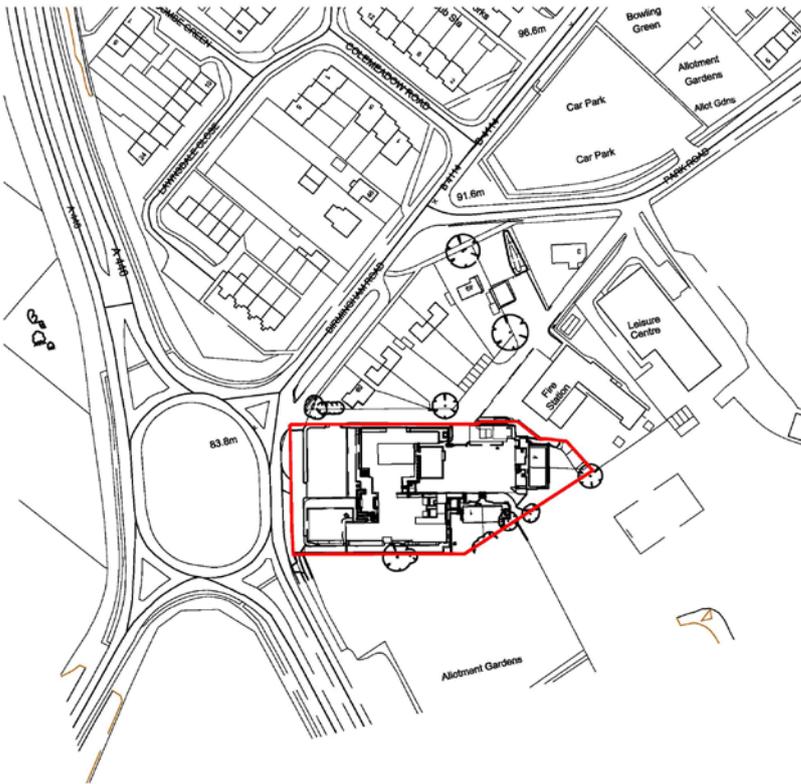
Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

Planning Application No: PAP/2016/0249

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	28/4/16

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.



NORTH WAPLEWICK
BOROUGH COUNCIL
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28/04/2016
PLANNING & DEVELOPMENT
DIVISION

A	PLANNING ISSUE	28.04.16	WT	DJS
REV	DESCRIPTION	DATE	DRN	CKD

Robothams Architects
The Old Library
12 Church Street
Worcester, CV4 4JG
T 01292 488443
F 01292 488414
enquiries@robthams.co.uk
www.robthams.co.uk



PROJECT TITLE
Proposed Care Home Development
Coleshill

DRAWING TITLE
Site Location Plan

STATUS PLANNING			
SCALE	1:1250	SHEET NO	A3
DATE	APRIL 2016	CHECKED	DJS
DWG NO.	3248-01	REVISION	A



1	PROPOSED DEVELOPMENT PLANNING CODE	28/04/16	WT	DJS
2	REVISION	DATE	DRN	CKD

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www.robthams.co.uk



PROJECT TITLE
Proposed Care Home Development
Coleshill

DRAWING TITLE
Proposed Site Plan

Legend

[Red line]	Site Boundary
[Dashed line]	Existing Level
[Solid line]	Proposed Levels



NORTH WAPLEWICK
BOROUGH COUNCIL
RECEIVED
28/04/2016
PLANNING & DEVELOPMENT
DIVISION

STATUS PLANNING			
SCALE	1:200	SHEET NO	A1
DATE	SEPT 2015	CHECKED	DJS
DWG NO.	3248-05	REVISION	B



APPENDIX B PAP/2015/0249

A 4 4 6

1	WORK APPROVED PLANNING NOTICE	20/04/16	1/14
2	PROPOSAL	20/04/16	1/14
3	NOTIFICATION	20/04/16	1/14



PROJECT TITLE
Proposed Care Home Development
Coleshill

DRAWING TITLE
Proposed Site Plan

RECEIVED
28/04/2016
PLANNING & DEVELOPMENT SERVICE

Legend
 [Red Line] Site Boundary
 [Dashed Line] Existing Level
 [Dotted Line] Proposed Levels



STATUS	PLANNING	DATE	SEPT 2015	CHECKED	DJS
SCALE	1:200	SHEET	A1	DRAWN	WT
DWG NO.	3248-05	REVISION			B



View from allotments



View from Birmingham Road A446

Materials Key

- ① Facing Brickwork, Type 1 - Colour Red/Orange. Brick to be 'half' slip to give contrasting colour and texture to Type 1 facing brickwork.
- ② Facing Brickwork, Type 2 - Blue brickwork with coloured mortar.
- ③ Render (Colour: Cream)
- ④ Contrasting grey polymer powder coated aluminium cladding.
- ⑤ Plain Concrete Roof Tile (Colour: Grey)

Rev	Description	Date
1	Issue for Planning	10/04/2018
2	Issue for Planning	10/04/2018
3	Issue for Planning	10/04/2018

PROJECT: Proposed Care Home Development, Colwell
 DRAWING: Elevations (Sheet 1 of 3)
 SCALE: 1:100
 DATE: APRIL 2018
 DRAWN: EJS
 CHECKED: SJS



View from rear gardens & playing fields.



View from Car Park.

Materials Key

- ① Facing Brickwork, Type 1 - Colour Red/Orange. Brick to be 'half' slip to give contrasting colour and texture to Type 1 facing brickwork.
- ② Facing Brickwork, Type 2 - Blue brickwork with coloured mortar.
- ③ Render (Colour: Cream)
- ④ Contrasting grey polymer powder coated aluminium cladding.
- ⑤ Plain Concrete Roof Tile (Colour: Grey)

Rev	Description	Date
1	Issue for Planning	10/04/2018
2	Issue for Planning	10/04/2018
3	Issue for Planning	10/04/2018

PROJECT: Proposed Care Home Development, Colwell
 DRAWING: Elevations (Sheet 2 of 3)
 SCALE: 1:100
 DATE: APRIL 2018
 DRAWN: EJS
 CHECKED: SJS



View from service road towards main entrance.



View towards A446

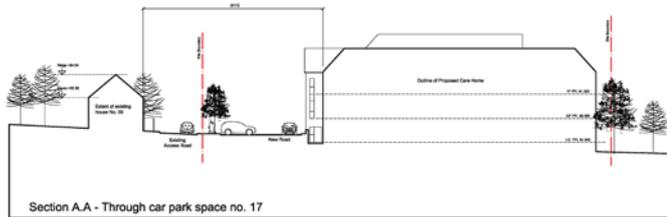
Materials Key

- ① Facing Brickwork, Type 1 - Colour: Red/Orange brick to be 'full' size to give contrasting color and texture to top / facing brickwork.
- ② Facing Brickwork, Type 2 - Blue brickwork with colored mortar.
- ③ Render (Colour: Cream)
- ④ Contrasting grey polymer powder coated aluminium cladding.
- ⑤ Plain Concrete Roof Tile (Colour: Grey)

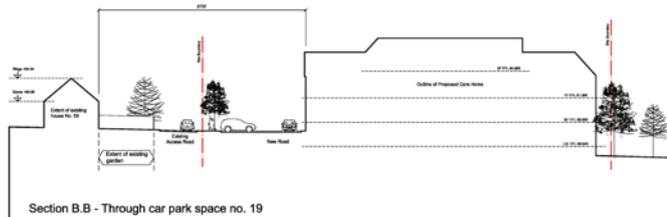
PLANNING
RECEIVED
08/05/2016
PLANNING & DEVELOPMENT DIVISION

PROPOSED CARE HOME DEVELOPMENT COLASHILL

PROJECT TITLE
PROPOSED CARE HOME DEVELOPMENT COLASHILL
DRAWING TITLE
Site sections (Sheet 1 of 2)
A.A & B.B
STATUS
PLANNING
SCALE
1:200
DATE
MAY 2015
DRAWN
WT
CHECKED
DJS
REVISION



Section A.A - Through car park space no. 17



Section B.B - Through car park space no. 19



Key Plan

PLANNING
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08/05/2016
PLANNING & DEVELOPMENT DIVISION

PROPOSED CARE HOME DEVELOPMENT COLASHILL
PROJECT TITLE
PROPOSED CARE HOME DEVELOPMENT COLASHILL
DRAWING TITLE
Site sections (Sheet 1 of 2)
A.A & B.B
STATUS
PLANNING
SCALE
1:200
DATE
MAY 2015
DRAWN
WT
CHECKED
DJS
REVISION



Section C.C - Through car park space no. 30



Section D.D - Through car park space no. 31



Key Plan

RECEIVED
09/05/2016
PLANNING & DEVELOPMENT
DIVISION

robotisms

PROJECT TITLE
Proposed Care Home Development
Coleshill

DRAWING TITLE
Site sections (Sheet 2 of 2)
C.C & D.D

STATUS: PLANNING

SCALE: 1:200 (2"=1')

DATE: MAY 2016 DRAWN: WT

CHECKED: DJS

DESIGN NO: 3248-31 REVISION:

APPENDIX H
PAP20160249



Section E.E - Site section through Birmingham Rd



Key Plan

RECEIVED
09/05/2016
PLANNING & DEVELOPMENT
DIVISION

robotisms

PROJECT TITLE
Proposed Care Home Development
Coleshill

DRAWING TITLE
Site section through Birmingham Rd

STATUS: PLANNING

SCALE: 1:200 (2"=1')

DATE: MAY 2016 DRAWN: WT

CHECKED: DJS

DESIGN NO: 3248-31 REVISION:

**PAP/2016/0249
The Former Coleshill Police Station
Members Site Visit**

5th July 2016 at 6.30pm

Present: Councillors Davey, L and N Dirveiks, Henney, Jenns, Jones, Phillips, Simpson and Smitten with J Brown

1. Members parked in the Morrison's car park in order to better understand the wider setting of the site, particularly the rise of the land from the west up towards Coleshill.
2. The group then approached the site by walking down the existing access to the fire station at the rear of the frontage houses and next to the former Leisure Centre.
3. From here they looked at the rear of the site.
4. In particular the bend in the road was pointed out together with the double yellow lines and the location of the fire station access and the route that the tenders take when leaving in emergency.
5. Members took time at the junction of this road with the A446 noting the position of the existing egress from the site; the visibility at the A446 junction and the frontage along the roundabout.
6. At this point the elevation and layout plans were shown so that Members could see the access positions and the general location of the new block. Its height was discussed and Members could assess impacts on the adjoining houses and the main road frontage.
7. Members then walked along the frontage to see the site from the south – the allotments.
8. Members returned via the same route.
9. The visit concluded at around 7.20pm

Jeff Brown
NW Planning

Warwickshire Fire and Rescue Service
North Warwickshire
Coleshill Fire Station
Park Road
COLESHILL
Warwickshire
B46 3LA

Christopher Thompson
Station Commander

Tel: 01675 462007 Fax: 01675 466856
Email: christopherthompson@warwickshire.gov.uk
www.warwickshire.gov.uk

Date: 01.06.16

Ref: Meeting at Coleshill Fire Station 24.05.16 to
discuss the development of the former Coleshill Police Station Site

Dear Jeff,

Listed below are the road/pedestrian safety concerns that we raised during the site visit on the 24.05.16. I have also included a summary of the shift patterns/duty systems in operation at Coleshill Fire Station and how they impact on the way the access road is used and why it so important to restrict usage to emergency service personnel and the residents of Birmingham Road.

All concerns must also be considered during the construction phase of the development, and access and egress for emergency service vehicles and staff must be maintained 24 hours a day, 7 days a week.

Areas of risk and conflict

Pedestrians

Pedestrian visitors to the care home will need to cross the access road.

- Crossing control/pedestrian management to be installed at the bottom of the road/junction to facilitate safe pedestrian access to the site and to stop pedestrians walking up the access road.
- Improved visibility for road users and pedestrians in this area.
- Signs to stop pedestrians walking up the access road, potentially coming into conflict with emergency vehicles or Firefighters vehicles responding to incidents.

Traffic, vehicles and parking

We also voiced our concerns that the developers are only providing 44 parking spaces;

- 28 for staff
- 2 disabled
- 14 visitor spaces



Awarded for excellence

14 visitor parking spaces does not appear adequate for a development of this size, taking into account peak visiting times such as public holidays, weekends and evenings after work. There are no alternative parking spaces near to the site and measures need to be taken to stop overflow care home visitors parking along the access road. Parking on the access road would significantly raise the risk of injury, collision and emergency appliance mobilising delays.

Fire and Rescue Duty Systems at Coleshill Fire Station

Coleshill Fire Station runs two Duty Systems: Day Crewing Duty System and Retained Duty System.

The station is crewed by Day Crewing Firefighters between 09.00hrs and 18.00hrs, 7 days a week 365 days a year – these timing are subject to change and may move to 07.30 to 19.30hrs. Outside of these hours the Day Crewing Firefighters are paged when required. They attend/respond on pagers to the station and have to be mobile in the Fire appliance within 5 minutes. Firefighters make their way to the station in a variety of ways running, cycling and the majority driving into the station via the access road. Retained Duty System personnel are on station for 3 hours on a Monday evening for training, but they also attend/respond to the Station when paged in the same manner as the Day Crewing personnel. Bearing all these factors in mind; the shift patterns and the way personnel attend/respond to the station, time pressures, the potential for between 4 and 10 cars arriving at the station and up to 3 fire appliances leaving within the 5 minutes at any time day or night, the risk associated with pedestrian access and traffic/parking on the access road is clear.

Also, the station is used as a training venue for Fire and Rescue courses and is home to a group called Midlands Emergency Responders (MER). Both the training course attendees and MER use the access road.

Environmental

The environmental study makes reference to the former fuel dispensing point as a potential source of contaminants. The fuel pumps were owned and operated by Warwickshire Police and were not used by the Fire Service. Further investigation and consultation will be required to ascertain responsibility and ownership.

I hope I have explained fully the importance of maintaining the full access/egress to the station and the need to reduce pedestrian and traffic risk to an absolute minimum.

Yours Sincerely

Chris Thompson
Station Commander
North Warwickshire



Awarded for excellence

(9) Application No: PAP/2016/0274

Land at, Hall End Farm, Watling Street, Dordon, B78 1SZ

Approval of reserved matters of appearance - pursuant to outline permission PAP/2013/0269 for erection of storage and distribution warehouse building (use class B8) with ancillary offices, service yard, parking, access from site road, gatehouse, sprinkler tanks, plant, landscaping and drainage, for

Application No: DOC/2016/0046

Hall End Farm, Watling Street, Dordon

Approval of details required by conditions 7 and 8 of planning permission PAP/2013/0269 relating to drainage details

Application No: DOC/2016/0045

Hall End Farm, Watling Street, Dordon

Approval of details required by conditions 7 and 8 of planning permission PAP/2013/0272 relating to drainage details

Application No: DOC/2016/0048

Hall End Farm, Watling Street, Dordon

Approval of details required by conditions 11, 12 and 16 of planning permission PAP/2013/0269 relating to oil and petrol interceptors; lighting details and habitat management strategy

all for Hodgetts Industrial Developments (Tamworth) Ltd

Introduction

These applications are referred to the Board in light of the concerns expressed about noise emissions from recent occupation of plots on the adjoining Birch Coppice estate.

The Site

The site of these applications is not on the Birch Coppice Estate. It comprises the Hall End Farm premises which front the south side of the Watling Street and lie between that road and the northern boundary of that estate. The site is illustrated at Appendix A.

Background

Planning permissions were granted in 2013 for the redevelopment of this site so as to provide six development plateaux for the erection of a number of B1, B2 and B8 buildings with all vehicular access to and from the A5 via improved access arrangements.

The general layout agreed under these permissions is set out in Appendix B.

The Proposals

The current applications are to discharge pre-commencement conditions relating to the 2013 permissions. In this case the applications are seeking details to be approved for only one of the buildings. This is for the largest of the buildings as shown on Appendix B – the one set back from the A5.

The applications above relate to the specific conditions to be discharged from the two 2013 permissions. These require details of drainage, lighting and habitat management on the plot of the building as well as the general layout and appearance of that building. The details now submitted follow the parameters already set out in the 2013 permissions – a development plateau set some 1 to 2 metres below the frontage levels; an 18 metres tall light and dark grey metal clad building set close to the northern boundary of the plot with its service yard and associated balancing and drainage ponds to the south.

The general layout is shown at Appendix C and the elevations are at Appendix D

Representations

Two representations have been received from local residents referring to the details of the new building:

- Additional traffic and reduction in air quality
- Additional Noise pollution
- Another “ugly grey warehouse building”.

Consultations

Warwickshire Highway Authority – No objections

Warwickshire Lead Local Flood Authority – Originally submitted an objection requiring additional detailed information to be submitted. This has been forwarded and it is anticipated that the objection will be withdrawn. The Board will be updated at the meeting.

Warwickshire County Rights of Way – No objection

Tamworth Borough Council – No objections

Environment Agency – No objections

Severn Trent Water Ltd – No objections

Development Plan

The Core Strategy 2014 – NW10 (Development Considerations)

Saved Policies of the North Warwickshire Local Plan 2006 – ENV12 (Urban Design) and ENV13 (Building Design)

Other Material Planning Considerations

The National Planning Policy Framework 2012 – (the “NPPF”)

Observations

Members should be aware that planning permissions have already been granted for this development with an agreed layout, ground levels and access provision. The present applications look at the finer detail of the building proposed for one of the approved development plateaux. That detail replicates the illustrations submitted with the 2013 applications. As such the objections received relating to the general principle and impacts of the current applications carry very little weight. The issues for Members here are the actual details submitted and these are quite specific as they are governed by the 2013 conditions.

The layout and appearance of the first of the buildings on this development are very close to that already developed on the adjoining Birch Coppice estate. There is no objection to that detail.

In terms of the specific matters to be dealt with by the conditions then it is noteworthy that there have been no objections from the technical consultations. As indicated above the surface water situation is very likely to be resolved as the objection from the Lead Authority is not one of principle but one of seeking clarification of technical design details. The recommendation below reflects this position.

The referral to the Board is because of the on-going concerns that have arisen in the operations carried out in some of the Birch Coppice units resulting in noise emissions. These are under investigation by the Council’s Environmental Health Officer in association with a local resident’s group. There is thus concern that similar difficulties might arise with this new development.

There are several responses to this concern and it is suggested that they should give comfort to Members. The first three are general matters but the final two are the significant ones in relation to the current applications. Firstly planning permission already has been granted for this new building in principle along with the layout for its plot. Secondly, that layout has been replicated in the current detail. This is significant as it places the service yard on the plots’ southern side well away from the closest residents along the A5, with the building between them and the yard. Thirdly, the details required by the conditions giving rise to the current submissions are not related to noise matters and so noise assessments do not need to be submitted or assessed. This therefore begs the question as to when they are to be assessed. Therefore the fourth matter and perhaps the most significant here is that the 2013 permissions have a bespoke noise condition attached. It requires submission of noise assessments and management plans before occupation of a building. In other words once the occupier is known, his operations can be defined and an appropriate bespoke noise assessment and management plan submitted. This is a slightly different wording to the equivalent Birch Coppice conditions which required a more generic noise assessment. In this case therefore, once the occupier of this building is known, any noise concerns can be addressed at that time in the full knowledge of that occupier’s actual operations. Finally and fifthly, that condition is still in force subsequent to the grant of any planning permission for the current application for the details of the building. That condition can be re-emphasised on any Notice. It is in all of these circumstances that the recommendations are made as set out below.

Recommendations

That subject to there being no objection from the Lead Local Flood Authority, planning permissions are granted as set out below and to include any conditions recommended by the Flood Authority.

a) PAP/2016/0274

That the details submitted on 12/5/16, 20/7/16 and 23/7/16 be approved in partial discharge of conditions 1(i) and 18 of planning permission PAP/2013/0269 dated 11/4/14.

Notes

1. This consent is a partial discharge because it relates to only one of the plots granted permission under PAP/2013/0269.
2. Attention is drawn to condition 22 of PAP/2013/0269 which requires a full noise assessment of the occupiers operations prior to that occupation.

b) DOC/2016/0046

That the details submitted on 12/5/16, 20/7/16 and 23/7/16 be approved in partial discharge of conditions 7 and 8 of planning permission PAP/2013/0269 dated 11/4/14.

Notes

1. This discharge is a partial discharge because it relates to only one of the plots granted permission under PAP/2013/0269
2. Severn Trent Water Ltd advised that there is a public sewer located in the site. These have statutory protection. You are advised to seek advice and guidance from Severn Trent Water.

c) DOC/2016/0045

That the details submitted on 12/5/16, 20/7/16 and 23/7/16 be approved in partial discharge of conditions 7 and 8 of planning permission PAP/2013/0272 dated 11/4/14.

Notes

1. This is a partial discharge because it relates to only one of the plots granted permission under PAP/2013/0272
2. Severn Trent Water Ltd advises that there is a public sewer located in the site. These have statutory protection. You are advised to seek advice and guidance from Severn Trent Water.

d) DOC/2016/0048

That the details submitted on 24/5/16 be approved in partial discharge of conditions 11, 12 and 16 of planning permission PAP/2013/0269 date 11/4/14

Notes

1. This is a partial discharge of these conditions as it relates to only one of the buildings granted permission under PAP/2013/0269

BACKGROUND PAPERS

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

Planning Application No: PAP/2016/0274

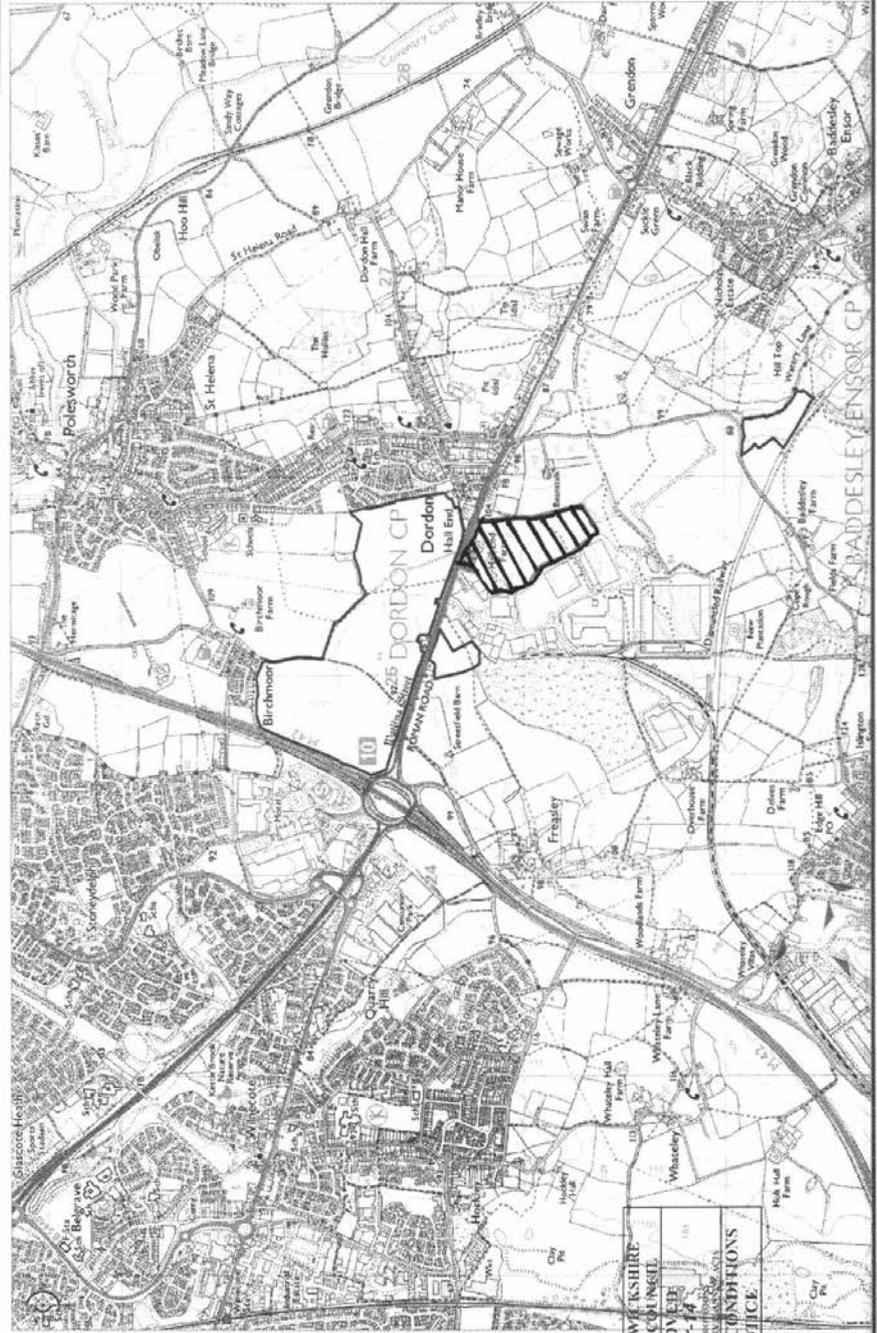
Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Applications	4/5/16 and 12/5/16
2	Mrs Murray	Objection	23/5/16
3	A Watson	Objection	22/5/16
4	Tamworth Borough Council	Consultation	20/5/16
5	Environment Agency	Consultation	20/5/16
6	Environmental Health Officer	Consultation	2/6/16
7	WCC Highways	Consultation	7/6/16
8	WCC Footpaths	Consultation	9/6/16
9	Environmental Health Officer	Consultation	20/6/16
10	WCC Flooding	Consultation	1/7/16
11	Severn Trent Water	Consultation	7/7/16
12	WCC Footpaths	Consultation	12/7/16

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.

2013/0272

LOCATION PLAN - SCALE 1:20,000
 HALL END BUSINESS PARK, WATLING STREET, DORDON, TAMWORTH, STAFFS, B78 1SZ



NORTH WARWICKSHIRE
 BOROUGH COUNCIL
 APPROVED
 11-Apr-13
 UNDER THE PROVISIONS OF
 THE TOWN AND COUNTRY PLANNING ACTS
 SUBJECT TO CONDITIONS
 ON NOTICE

NORTH WARWICKSHIRE
 BOROUGH COUNCIL
 RECEIVED
 3-Jun-13
 PLANNING & DEVELOPMENT
 DIVISION

CHASE & PARTNERS C&P
 SOLICITORS & ESTATE AGENTS

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(10) Application No: PAP/2016/0358

Morrisons, Park Road, Coleshill, B46 1AS

Variation of Condition 13 of planning permission PAP/2011/0529 relating to delivery hours for

Wm Morrison Supermarkets PLC

Introduction

This application is reported to the Board in view of its on-going interest in the site.

The Site

This supermarket is to the south of Birmingham Road and to the east of the A446 Bypass within the built up area of the town. It is a triangular shaped site bounded by Birmingham Road and Park Road. There is a residential apartment block to the east and other residential property on Park Road and on the opposite side of Birmingham Road.

The general location is illustrated at Appendix A.

All vehicular access is off the Birmingham Road. The delivery area for the building is at its south-east corner as illustrated at Appendix A.

The Proposals

The planning permission for the supermarket is the subject of conditions, one of which deals with delivery hours.

The current approved delivery hours are between:

0700 and 1900 hours on Mondays to Fridays;
0700 to 1300 hours on Saturdays and
0700 to 1600 hours on Sundays.

Planning permission was refused in June 2012 to vary these hours so that there could be full 24 hour deliveries. The reason for refusal was essentially the potential for adverse noise impacts and disturbance to nearby residential occupiers.

A planning application to vary the condition with a 0500 hour start time was withdrawn earlier this year in the absence of any noise impact assessment report.

That report has now been undertaken and is submitted with this latest application. The proposal is to vary the hours such that deliveries can take place between 0600 and 2300 hours on any day.

Representations

Five letters of objection have been received referring to the following matters:

- Noise disturbance is already occurring ; this would be extended
- This is a residential area
- Morrison's should stay with their permitted hours as agreed by the Council

Coleshill Town Council - The Town Council continues to object on noise grounds.

Consultations

The Environmental Health Officer – There are still concerns. There have been objections from local residents and the suggested 0600 hours start may still cause sleep disturbance as will the 2300 hour end time. Moreover the impact is likely to be greater at weekends when the ambient noise level will be lower.

Development Plan

The Core Strategy 2014 – NW10 (Development Considerations)

Other Material Planning Considerations

The National Planning Policy Framework 2012 – (the “NPPF”)

The National Planning Practice Guidance 2014 – (the “NPPG”)

Observations

The Council has set out delivery times for this site in light of its setting within a residential area. These were agreed by the applicant at the time. Previous applications to extend these hours have not been supported by the local community or the Council's Environmental Health Officer. As a consequence given the current advice of that officer on the current proposals, the Board should consider retaining a consistent approach.

Recommendation

That planning permission be **REFUSED** for the following reason.

1. The extension of delivery hours at this site is likely to cause noise disturbance and inconvenience to nearby residents. The area is residential in character and there have been objections on noise grounds during the current delivery times. It is considered that the proposals therefore would not accord with Policy NW10(9) of the Core Strategy 2014 and the National Planning Policy Framework.

BACKGROUND PAPERS

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

Planning Application No: PAP/2016/0358

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	17/6/16
2	Gascoignes	Objection	4/7/16
3	Miss Vickers	Objection	25/6/16
4	Coleshill Town Council	Objection	6/7/16
5	Mrs Alt	Objection	30/6/16
6	Mrs Trefine	Objection	10/7/16
7	Mrs Pearson	Objection	12/7/16
8	Environmental Health Officer	Consultation	20/7/16

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.

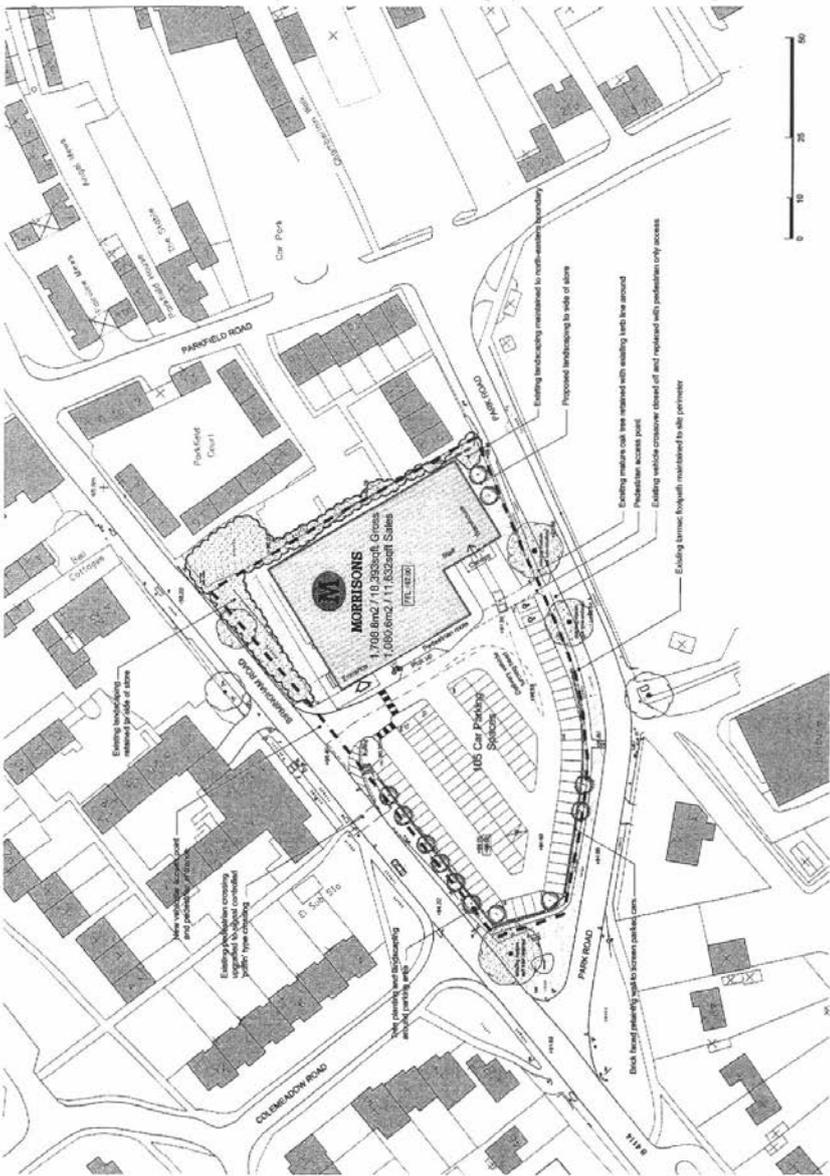
A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.

20/11/0524

NOTES:
 Drawings based on Morrison's Rights Land Management Planning Scheme 2003/3 and subject to V.A.R.
 Council's consent.
 All dimensions are in meters unless otherwise stated.
 All dimensions are to the center of the road unless otherwise stated.
 North is shown on drawings only. Do not rely on this.
 All Rights Reserved.

- Legend:**
- Planning Application line
Site area approx. 6,150sqm +/-
Site 20/11/0524
 - Existing trees retained
(as per survey)
 - Existing landscape retained
(as per survey)
 - New tree planting / landscaping
 - Existing level
(refer to site survey for full details)
 - Proposed level
- Schedule of Accommodation**
- Foodstore:**
 1,708 sqm / 18,303sqft Gross
 1,080 sqm / 11,632sqft Sales
- Parking:**
 Total 105 Spaces + 1 Trolley Bay (TB)

WINMORRISON SUPERMARKETS
 PARTNERSHIP
 20/11/0524
 SUBJECT TO CONDITIONS
 OUTLINED



APPENDIX A

Ref	Date	Description	By	Drawn	Checked
A	25/11/17	Assessment in the response to the LA requirements	CF		

Client:	DAVIS WEATHERILL PARTNERSHIP
Project:	Win Morrison Supermarkets plc
Site:	Proposed New Foodstore
Address:	Park Road
Town:	COLESHILL
Proposed Site Layout/Access:	
Site No.:	2 8 107 201
Local Authority:	North Warwickshire Council
Reference:	11236 / PA01

(11) Application No: PAP/2016/0399

Former B Station Site, Faraday Avenue, Hams Hall, Coleshill,

Demolition of existing buildings and redevelopment of site for industrial/distribution uses (Use Class B2/B8) including ancillary offices and associated parking, highway infrastructure, ground engineering works, drainage and landscaping, for

Prologis UK and E.ON UK Plc

Introduction

This is a major application for inappropriate development within the Green Belt. It will be reported to the Board for determination but presently this report acknowledges receipt and enables Members to have an early appreciation of the proposals.

The application is accompanied by a substantial amount of supporting documentation including an Environmental Statement. For convenience the applicant has attached a Non-Technical Summary and this is appended at Appendix A. It also includes a set of plans.

It is accepted by the applicants that the development is not appropriate in the Green Belt and thus that they have to evidence those material planning considerations which in their view would amount to the very special circumstances necessary to outweigh the harm caused by that inappropriateness. Those considerations will be outlined below.

Because of this and the scale of the development, the requirements of the 2009 Direction come into play. The Council can therefore refuse planning permission, but if it is minded to support the scheme, the matter will need referral to the Secretary of State to see if he wishes to call-in the case for his own decision following a Public Inquiry.

Members will be aware that a site visit is to be arranged so that they can better visualise the site and the proposed development.

The Site

The "B" Station site extends to around 20 hectares and is the last remaining part of the former Hams Hall Power Station site that has not been redeveloped following closure of the power station in 1992. It lies to the north of Faraday Avenue and west of Canton Lane. The north-west boundary is formed by the Birmingham-Derby railway line which is in a deep cutting. To the east are playing fields; a church and woodland. The main Hams Hall estate adjoins the site to the south-east and to the south. A national grid 132kv substation compound is located immediately to the west.

Lea Marston village is about a kilometre to the north and Whitacre Heath is about 1.5km to the east.

The site comprises the remaining concrete foundations and basements of the former "B" Station and cooling towers which have been left in situ; a disused tarmac car park and a number of other hardstanding areas. The majority of the site is fenced by wooden, chain link and palisade fencing.

There are two remaining buildings on the site. Keeper's Cottage is a residence owned by E.ON on the eastern edge of the site and is currently used as accommodation by E.ON's security staff. The other is a small maintenance building on the eastern part of the site. A third building - The Round House – which is a domed brick building in the south-west corner is excluded from the site and no changes are planned for this building.

A substantial landscaping belt and grassed earth bund runs along the boundary of the site with the railway line. There is also a landscaped bund along the southern boundary with Canton Lane and an adjoining warehouse.

The former power station was located on two development plateaux with the former towers on the northern portion and the power station and coal handling and storage areas to the south. There is thus a level difference of around 1.6 metres between the two sections of the site – the northern section being at the higher level.

Access to the site is from the existing estate network off Faraday Avenue. This avenue links to the A446 and thence to Junction 9 of the M42 to the north (1.5km away) and Junction 4 of the M6 (about 6km away) to the south.

The existing estate is to the south and east of the site and is occupied by a number of large sheds and premises used by manufacturing and distribution uses – BMW and BEKO being two of the nearest. The Hams Hall multi-modal rail interchange is to the south where there are also the Coleshill Parkway Station and bus connections. The rail interchange provides daily services to the country's ports.

The landscape to the north and east is far more rural in character including the River Tame and Whitacre Heath Nature Reserve. The Hams Hall Environmental Studies Centre and the Tame Valley Wetlands offices are also based to the east.

The application site is close to the proposed HS2 line. This is to the west of the railway line and would involve the re-alignment of Faraday Avenue between the A446 and the Hams Hall estate. During the construction of this line a temporary rail head will be built off the Kingsbury Road to the north of Lea Marston As part of this there will be significant new drainage infrastructure off Hams Lane to the west of the application site.

The application site is illustrated on the plans within Appendix A.

Background

Planning permission was granted in 1994 for the Hams Hall Manufacturing and Distribution Park seen today – including the rail freight terminal. The “B” station site was not included in that consent as at that time, Powergen, the predecessor of E.ON considered that the site should be retained for possible future energy generation activity.

A consequence of the 1994 consent was the removal of the development area covered by that permission from the Green Belt. The “B” Station site however remains in the Green Belt.

In 2004 planning permission was refused for the redevelopment of the “B” station site for warehousing and distribution uses, essentially on the grounds that there were not the planning considerations of such weight to override the presumption of refusal for the inappropriate development proposed. A second similar application in 2006 was also refused. In 2012 an application for a temporary wood processing facility for a period of five years was refused by the Warwickshire County Council. The site has therefore remained unused for some length of time.

The Proposals in Outline

The proposal is effectively for an extension to the existing Hams Hall estate. It is an outline application for demolition of the existing buildings and the redevelopment of the site for industrial and distribution uses including ancillary offices, infrastructure and works. Agreement in principle is also sought for access from Canton Lane and Faraday Avenue. The proposals would be for up to 85,000 sq.m of floor space. The maximum overall height of any building would be 22 metres.

The key parameters of the proposal are set out in a Parameters Plan. This shows a core development zone where the buildings would be located; an outer development area accommodating car parking and service areas and a Structural Landscaping Area along the site boundaries including retained and new landscaping on the northern and eastern edges together with areas of surface water attenuation.

This Plan together with an illustrative layout plan and an indicative landscaping strategy are included at Appendix A.

The application is supported by an Environmental Statement. It is not proposed to replicate that here but as indicated earlier there is non-Technical Summary attached at Appendix A. This explores a range of potential impacts arising from the proposals both during construction and when in full operation. Mitigation measures are outlined. In short the Summary suggests that the construction phase will result in limited impacts principally on landscape and ecology but that these are likely to be short to medium term until the full extent of the landscaping proposals mature. In terms of the operational impacts then a number of mitigation measures are proposed and these are set out on pages 8 and 9 of the Summary at Appendix A – e.g. landscaping and bunding; sustainable drainage arrangements, a noise barrier and off-site highway improvements. The applicants accept however that there will be some residual impacts but these are concluded as being minor or negligible – see page 10 of the Summary.

The Summary also outlines the perceived benefits of the proposals – job opportunities (over 1000 jobs) and ecological enhancement.

Additionally the applicant has submitted:

- A letter from E.ON confirming that it does not propose to pursue energy generation proposals for the site and thus that it is surplus to E.ON’s requirements.
- A Planning Statement pulls together all the supporting documentation and puts it into a planning context concluding that the employment need outweighs any harm that might be done to the Green Belt.
- A Statement of Community Involvement describes the scope of pre-application discussions but particularly describes the public consultation undertaken by way of an exhibition held in March 2016 at the Nether Whitacre Village Hall. There 87

visitors. The main support for the scheme focussed on new job opportunities; redevelopment of brownfield land, on-site HGV parking and high quality landscaping. The main concerns were the impact of more HGV's; "rat running" through the local villages, and that HGV parking problems would be exacerbated and potential noise pollution.

- A Design Statement explains how the Parameters Plan has been drawn up and includes examples of the design and appearance of some of the applicant's other sites.

Members are invited to read the full documentation supporting the application.

The Applicant's Case

The applicant agrees that the proposals are inappropriate development in the Green Belt. As such there is "de facto" harm to the Green Belt.

In looking at the actual harm to the Green Belt the applicant explores the likely impact on the five purposes of including land within the Green Belt. Because of the previously developed nature of the site and that it is well contained by clear and permanent boundaries, the applicant considers that there would be no conflict with these five purposes and that the impact of the proposals on them would be "extremely limited".

In terms of other harm then the applicant relies heavily on the conclusions of the Environmental Statement which suggest to him that there would be "very limited harm".

The cumulative harm is therefore said to very limited, and in his view is outweighed by the employment need and the lack of alternative suitable strategic sites.

The full case is copied at Appendix B which is taken from the Planning Statement.

Development Plan

The Core Strategy 2014 – NW1 (Sustainable Development); NW2 (Settlement Hierarchy), NW3 (Green Belt), NW9 (Employment), NW10 (Development Considerations), NW11 (Renewable Energy and Energy Conservation), NW12 (Quality of Development), NW13 (Natural Environment), NW14 (Historic Environment), NW15 (Nature Conservation), NW17 (Economic Regeneration), NW21 (Transport) and NW22 (Infrastructure)

Saved Policies of the North Warwickshire Local Plan 2006 – ENV4 (trees and Hedgerows); ENV6 (Land Resources), ENV8 (Water Resources), ENV9 (Air Quality), ENV12 (Urban Design), ENV13 (Building Design), ENV14 (Access Design), TPT1 (Transport Considerations), TPT2 (Traffic Management), TPT3 (Sustainable Travel) and TPT6 (Vehicle Parking)

Other Material Planning Considerations

The National Planning Policy Framework 2012 – (the "NPPF")

The Draft Site Allocations Plan 2014

The Coventry and Warwickshire Joint Green Belt Study 2016

Growth Options for North Warwickshire 2016

The Coventry and Warwickshire Employment Land Use Study

The West Midlands Strategic Employment Sites Study

The Draft Local Plan for North Warwickshire 2016

Observations

The starting point for consideration of this application will be the fact that the site is in the Green Belt and that the proposals are not appropriate development by definition and thus harmful to it. There is thus a presumption of refusal here by virtue of this inappropriateness. The Board will have to come to a conclusion on the actual level of harm caused to the Green Belt. It will also have to address all of the other potential impacts and conclude what level of harm there might be as a consequence. This will then give a cumulative level of harm – Green Belt harm plus other harm.

In these circumstances the next stage would be to understand the planning considerations that the applicant is putting forward in support so as to undertake a final balanced assessment to see if those considerations are of such weight to override the cumulative level of harm that it has already identified.

At this stage however Members are asked to acquaint themselves of the detail of the proposals and the issues involved.

Recommendation

That the receipt of the application be noted at this stage

BACKGROUND PAPERS

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

Planning Application No: PAP/2016/0399

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	7/7/16

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.

'B Station' site, Hams Hall, Coleshill
Proposed Employment Development

VOLUME
2C

ES Non Technical Summary



June 2016

prologis.co.uk



Prologis and E.ON

**Proposed Employment
Development**

**'B Station' site, Hams Hall,
Coleshill**

**Environmental Statement
Non-Technical Summary**

June 2016



www.deltaplanning.co.uk

Environmental Statement – Non-Technical Summary

1. This Environmental Statement (ES) has been produced on behalf of Prologis and E.ON to support an outline planning application for the redevelopment of the former 'B Station' site at Hams Hall for industrial/distribution uses.

Scope and Methodology of the EIA

2. The proposed development has been subject to a formal process of Environmental Impact Assessment (EIA) undertaken in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended).
3. The EIA has been undertaken as an aid to the planning and design of the development proposals, to identify any potentially significant impacts and to allow appropriate mitigation measures to be incorporated into the proposals. The ES reports the findings of the formal EIA for the project.
4. At the outset of the project the range of potential environmental impacts to be covered by the EIA was agreed with North Warwickshire Borough Council. These were:
 - Landscape and Visual Impacts;
 - Ecology;
 - Traffic and Transportation;
 - Air Quality;
 - Noise and Vibration;
 - Flood Risk and Drainage;
 - Ground Conditions;
 - Socio-Economic Impacts.
5. Prologis appointed a team of specialist consultants to assess the proposals against each subject area and undertake the EIA. The team has consulted widely on the assessment with the Council and various statutory and non-statutory agencies and organisations. The assessment process considered the existing site conditions, the range of potential impacts, what mitigation measures are needed to address those impacts and any residual effects that will remain after mitigation.

Site and Surroundings

6. The site at Hams Hall, known as the 'B Station' site, is located in North Warwickshire at the western edge of the Borough. It lies in a highly accessible location close to the motorway network and within easy reach of the West Midlands conurbation. It adjoins the existing Hams Hall Manufacturing and Distribution Park immediately to the north. The general location of the site is shown at Figure 1.1.
7. The 'B Station' site extends to approximately 20 hectares and is the last remaining part of the former Hams Hall Power Station that has not been redeveloped following the final closure of the power station in 1992. The site boundaries are formed by a railway line to the north, playing fields, a woodland area and a church to the east and the Hams Hall Manufacturing and Distribution Park to the south and west. The application boundary is shown at Figure 1.2.
8. The site is brownfield and comprises the remaining concrete foundations and basements of the former 'B Station' and cooling towers which have been left in situ, a disused tarmac car park and a number of other hardstanding areas associated with the former power station use of the site. There are two remaining buildings, Keepers Cottage and a small former maintenance building. The Round House at the north-western edge of the site has been excluded from the application site boundary. There are existing landscaping belts along the northern and southern site boundary. Areas of shrub and grassland as well as scattered trees can be found on the eastern part of the site.
9. The former 'B Station' site was located on two main development plateaus. There is a level difference of approximately 1.5 metres with the northern development plateau located at approximately 79.5 AOD and the southern development plateau at approximately 78.0 AOD.
10. Access to the site is gained from existing roads within the Hams Hall Manufacturing and Distribution Park from Canton Lane to the south and an access road from the Faraday Avenue/Edison Road roundabout to the west.
11. In terms of the surrounding area, the Hams Hall Manufacturing and Distribution Park dominates the area immediately to the south of the site. The town of Coleshill is located towards the south of the Hams Hall Manufacturing and Distribution Park. Other main settlements close by include Water Orton and Curdworth approximately 2km to the south-west and north-west of the site. The landscape to the north and east of the site is more rural in character. The village of Lea Marston is located approximately 1km to the north of the site. The villages of Whitacre Heath and Nether Whitacre are located approximately 1.5km and 2.5km respectively to the east of Hams Hall.

Development Proposals

12. The proposal is for an extension to the Hams Hall Manufacturing and Distribution Park. The description of development is as follows:

Demolition of existing buildings and redevelopment of site for industrial/distribution uses (Use Class B2/B8) including ancillary offices and associated parking, highway infrastructure, ground engineering works, drainage and landscaping.
13. The application is submitted in outline. Although final access design will be controlled by condition, agreement in principle is sought for access from Canton Lane and off an upgraded (unnamed) estate road from Faraday Avenue.
14. To enable the development to be properly tested for its environmental impacts, a Development Parameters Plan has been prepared and included as Figure 3.1 to this ES. The Development Parameters Plan sets out the core development area, the structural landscaping areas, the use classes required and the maximum scale of development.
15. In addition, the application is supported by an illustrative masterplan (Figure 3.2), which demonstrates how the site could be developed within the scope of the principles established by the Parameters Plan. A detailed analysis of the site and the design principles which will be followed is set out in the Design and Access Statement which accompanies this application.
16. The principal activities associated with the construction stage of the proposed development are the demolition of the existing buildings and site stripping and earthmoving, excavation and site re-profiling to establish base levels for the buildings, service yards, access roads and car parking areas. Following this there will be the construction of road and services infrastructure, foundations, construction of buildings and landscaping. During construction a large proportion of the existing trees and vegetation within the site will be removed, although the landscaped bund along the northern boundary will be retained.
17. Delivery of the development will be market driven and the site will therefore be built out depending upon occupier requirements and market conditions. However, for the purposes of this EIA it is assumed that enabling works and site remediation would start towards the middle of 2017 with construction activity on the main development commencing in 2018 and taking 12 months to complete the first building. The development is expected to take approximately three years to build out in its entirety.
18. In assessing the impacts of the development, two other major developments have also been considered alongside this proposal in order to identify any cumulative impacts on the environment. These are HS2 and the proposed employment scheme at Peddimore.

Planning Policy Context

19. The planning policy context relating to the development consists of the National Planning Policy Framework (NPPF), the North Warwickshire Core Strategy (2014) and saved policies of the North Warwickshire Local Plan (2006).
20. The former 'B Station' site at Hams Hall is located in the West Midlands Green Belt. National and local planning policy states that the construction of new buildings in the Green Belt should be regarded as inappropriate other than for limited, specified exceptions. The proposed development does not meet any of the listed exceptions and in this regard constitutes inappropriate development in the Green Belt. To justify the proposed development it needs to be shown that the potential harm to the Green Belt and any other identified harm is clearly outweighed by other considerations and that very special circumstances exist.

Impacts and Mitigation

21. The impacts of the development are best summarised by distinguishing between the generally short term effects arising from the construction phase, and the medium to longer terms effects of the built (operational) phase.

Construction Phase Mitigation and Adverse Impacts

22. The construction phase of any strategic development has the potential to have significant adverse effects, albeit short term, on the environment. The construction phase will involve clearance of much of the existing vegetation, large scale earthmoving, new service trenches, construction of access roads, new foundations and buildings and major landscaping works. Possible impacts include the removal of vegetation and ecological habitat, construction traffic, noise, vibration, dust and risk to controlled waters.
23. Although it is not possible to completely avoid the impacts of such large scale construction, much can be done to manage and reduce those impacts to acceptable levels through the adoption of a range of mitigation measures, principally falling under the remit of a Construction Environmental Management Plan (CEMP). A site specific CEMP will be prepared by Prologis and its chosen contractor and approved by the planning authority prior to any construction commencing. This will form the basis of the agreed working methods with the Local Authority under Section 61 of the Control of Pollution Act 1974. It will be implemented by all contractors and sub-contractors associated with the development and will ensure the development is carried out using best practice construction methods and working procedures. These will include:
 - Implementation of a Construction Traffic Management Plan (CTMP). This will include a construction phase delivery strategy to control the timing and routing of delivery vehicles, and a construction travel plan, to encourage construction workers to car share or use sustainable modes of travel where possible;

- A considerate contractors' scheme, covering matters such as wheel washing facilities, hours of working, considerate screening, location and operation of plant and construction compounds, etc.;
 - Adherence to a range of working practices and controls to address the potential for excessive noise or vibration effects;
 - Adherence to environmental management controls and procedures as set out by the Environment Agency, such as the use of bunding around fuel tanks, siting of fuel storage away from watercourses, implementation of erosion control measures, the use of silt traps and dust suppressant techniques;
 - Implementation of measures to protect on-site habitat and species including the fencing of retained habitat and sensitive areas with high visibility fencing, undertaking site clearance works outside the bird breeding season or under supervision and passive displacement of reptiles prior to the start of site works;
 - Implementation of measures to protect retained trees in accordance with British Standard 5837:2012 – Trees in Relation to Design, Demolition and Construction;
 - Adherence to all other necessary regulations and guidelines on protecting the health of site workers, the environment and local communities during the construction process.
24. In addition to the CEMP other key mitigation measures to be undertaken both immediately prior to, and during the construction phase, will be as follows:
- Installation of infrastructure landscape and any perimeter earthworks as part of the first phase of the project;
 - Treatment and removal of the existing stand of invasive Japanese knotweed;
 - Construction of energy efficient buildings which aim to exceed the latest carbon reduction standards. Adoption of measures to avoid, reduce and mitigate greenhouse gas emissions including local sourcing of materials, the use of low carbon and responsible sourcing of the main materials such as steel, stone/aggregates, concrete and brickwork, the use of modern methods of construction and satisfying BREEAM 'Very Good' standards.
25. Following the mitigation described above, the main residual adverse impacts of the construction phase of the development are identified to be:
- Immediate short-term impacts on landscape character and landscape features ranging from minor to major adverse impact resulting from the removal of a large proportion of trees and other vegetation, demolition works, earthworks and re-profiling of existing topography, temporary plant and storage areas, construction activities and associated lighting;

- Immediate short term major adverse visual impacts arising from the gradual appearance of large built structures and the limited initial mitigating effect of new landscaping;
- Short term minor adverse impacts on the ecology of the site as a result of the loss of oak trees and suitable habitat for a number of bird species;
- Short term negligible impact on the local and strategic road network from construction vehicles;
- Short term intermittent negligible risk of construction dust affecting near-by properties;
- Short term intermittent negligible impact from construction noise and vibration on residential and commercial properties closest to the site;
- Short term negligible risk of construction activities increasing flood risk or impacting water quality of receiving watercourses via increased run-off and releases of contamination and sediment;
- Short term negligible risk of exposure of construction workers and the general public to contamination in soil, groundwater and surface water;
- Short term negligible risk of release/migration of contamination (uncontrolled discharges/accidental spillage) to controlled waters;
- Short term negligible effect from hazardous ground gas and/or vapours (explosive and asphyxiate) generated by potential sources on and off-site to construction workers.

26. The construction phase of the development will result in very limited impacts, principally on landscape and ecology. However, these impacts will only be experienced in the short to medium term until the proposed landscaping matures.

Operational (Developed) Phase Mitigation and Adverse Impacts

27. Once developed, the site will be characterised by a range of industrial/logistics buildings and their associated offices, service yards, car parking, roads and landscaping.

28. A strategic employment development of this nature will inevitably have some adverse impacts on the environment in terms of the change to the character to the area, views into the site and increased traffic. However, the impacts of the proposed development can be limited and controlled through a series of mitigation measures including the following:

- Implementation of comprehensive landscape scheme to include retention of existing bunds and landscaping to site boundaries (where possible) and new structural planting. The existing 2 metre high bund along the north-western boundary will be retained and planted with native trees and shrubs. The area

north-east of the development zone will be used to provide a landscape buffer, ecological mitigation and for water treatment and drainage attenuation. New planting will include native trees and shrubs to the boundaries and aquatic/marginal planting and species rich grass seeding to the water bodies. Overall, 40 to 50 trees will be planted at advanced nursery stock size and 1 hectare of native woodland and thicket planting will be provided including a further 1,200 trees planted at smaller sizes. A combination of plant stock and sizes will be used to maximise the effectiveness of the new planting within a minimum period. Throughout the development period and thereafter a maintenance and management regime will be adopted to ensure the longevity of the new landscape and ecological habitat;

- The new landscaping scheme to be designed and maintained in the long-term to achieve a balance between biodiversity benefits, landscape enhancement and recreation. The landscaping scheme will include native trees (including fruit-bearing trees) and shrub species including broad-leaved woodland planting, new species-rich areas of shrub, and an appropriate mosaic of flower-rich grassland, ruderals, pools and areas managed to provide loose bare substrate. The proposed planting will provide shelter and a food source for insects, birds, reptiles and some mammals;
- A belt of new planting comprising a mix of woodland and shrub will be provided along the boundaries with the Roundhouse to provide connectivity from the known bat roost to the surrounding area with shielding from lighting sources;
- Provision of a third lane to Lichfield Road (A446) southbound approach at the Hams Hall roundabout to mitigate the traffic impacts of the proposed development;
- Implementation of a Travel Plan to encourage use of sustainable transport modes and reduce single occupancy car journeys to and from the completed development;
- Provision of 2.4 metre noise barrier along eastern service yard should this form part of final site layout;
- Raising the ground levels of the proposed development above the surrounding ground level, or sloping external ground levels away from the building to ensure that proposed buildings are not affected in the event of flooding from on-site sources and surcharging of on-site sewers;
- Attenuation of surface water to greenfield run-off rates through provision of on-site detention basin/attenuation pond as outlined in Drainage Philosophy Statement. Impermeable surfaces (external pavements and roof areas) within the core and outer development zones will drain into a below ground drainage system which will convey water to an attenuation pond on the north-eastern part of the site (providing approximately 10,856 m³ of attenuation). The pond will be lined to minimise infiltration into the ground. The pond will have a

controlled outfall to the existing 900mm diameter surface water drain limiting the flow to the River Tame outfall to a Greenfield runoff rate.

29. Following the mitigation described above, the main residual adverse impacts of the operational phase of the development are identified to be:

- Negligible to minor adverse impact on local landscape areas to north and east of the site given proximity to the application site and loss of area of woodland;
- Minor/moderate adverse visual effect from adjacent playing fields, Hams Lane and footpath M23 adjacent to Blackgreaves Farm. Minor adverse effects from the public footpaths to north of Nether Whitacre, from the railway bridge on Birmingham Road east of Lea Marston and from the footpath adjacent to KSD Recycling. Negligible/minor adverse effect from Church Lane;
- Negligible effect on bats through disturbance to known off-site bat roost and foraging and commuting routes;
- Negligible to minor adverse impact on surrounding highway network as a result of development traffic;
- Moderate adverse impacts on unnamed estate road leading into site and Marsh Lane in terms of severance and fear/intimidation arising from increased use of roads by HGVs;
- Negligible impacts on air quality from site operations and traffic movements;
- Negligible impacts from on-site noise sources.

Beneficial Impacts of the Proposed Development

30. The EIA has identified a number of beneficial impacts of the proposed development. These can be summarised as follows:

- Major beneficial impact on the local economy during the construction of the proposed development including the creation of a significant number of job opportunities in the construction project. Good proportion of construction jobs created by the proposed development likely to be taken up by the local workforce in the construction industry. The construction of the proposed development will also have a number of positive indirect impacts as it generates additional jobs in the supply chain and leads to an improvement in economic activity. CBI reports suggest that construction projects send ripples of economic activity through the wider economy generating £2.84 in total economic activity for every £1 spent on construction projects. The proposed development presents a direct capital investment of £70 million and could generate a total economic output of £198.8 million.

- Major beneficial impacts on the local economy in the medium to long term following the completion of the development as a result of the substantial number of permanent new jobs generated; at least 1,000 jobs are likely to be created. A development of this nature is likely to provide a wide range of job opportunities requiring both skilled and non-skilled labour. This could include managerial positions, IT, customer services, sales, engineering, warehouse staff, assembly/operators, technicians, administrative roles and drivers. In addition, there will be significant indirect employment impacts arising from the development with additional jobs created locally and in the wider region.
- Minor beneficial impact on the character area of the site itself and adjacent wetland area as a result of the replacement of the disturbed former industrial land with a more structured designed landscape and inclusion of waterbodies and wetland habitats;
- Minor beneficial impact on pedestrian amenity and delay following the widening of the unnamed estate road and provision of pedestrian footways;
- Negligible to minor beneficial impact on water environment following the implementation of the proposed ground remediation and drainage strategy.

Conclusion

31. The assessment has identified that there would be a range of both adverse and beneficial impacts associated with the construction and operational phases of the development. The majority of the adverse effects are minor adverse at worst, but there would remain some minor/moderate adverse effects relating to the visual impact of the development from viewpoints within close proximity to the site and a moderate adverse impact on the unnamed estate road leading into the site and to Marsh Lane resulting from an increase in HGV traffic.
32. A major benefit at both local and regional level is that the development can be expected to support the sustainable growth of the Borough and the wider sub-region. It will bring significant positive effects in the form of at least 1,000 direct jobs together with a direct capital investment of £70 million, in addition to substantial indirect and induced socio-economic benefits during both the construction and operational stage of the development. The development also provides benefits in the form of a high quality landscaping scheme, upgrading of the unnamed estate road and provision of pedestrian footways and on the water environment through the implementation of a sustainable drainage strategy.

'B Station' site, Hams Hall, Coleshill

Proposed Employment Development

Figures





NOTES

1. THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY OTHER DESIGN OR CONTRACT.

2. THE DESIGNER ACCEPTS NO LIABILITY FOR ANY LOSS OR DAMAGE OF ANY KIND ARISING FROM THE USE OF THIS PLAN.

3. THE DESIGNER HAS NOT CONDUCTED A VISUAL IMPACT ASSESSMENT AND HAS NOT CONSIDERED THE EFFECTS OF CLIMATE CHANGE ON THE DESIGN.

4. THE DESIGNER HAS NOT CONDUCTED A CULTURAL HERITAGE ASSESSMENT AND HAS NOT CONSIDERED THE EFFECTS OF CLIMATE CHANGE ON THE DESIGN.

5. THE DESIGNER HAS NOT CONDUCTED A LANDSLIDE ASSESSMENT AND HAS NOT CONSIDERED THE EFFECTS OF CLIMATE CHANGE ON THE DESIGN.

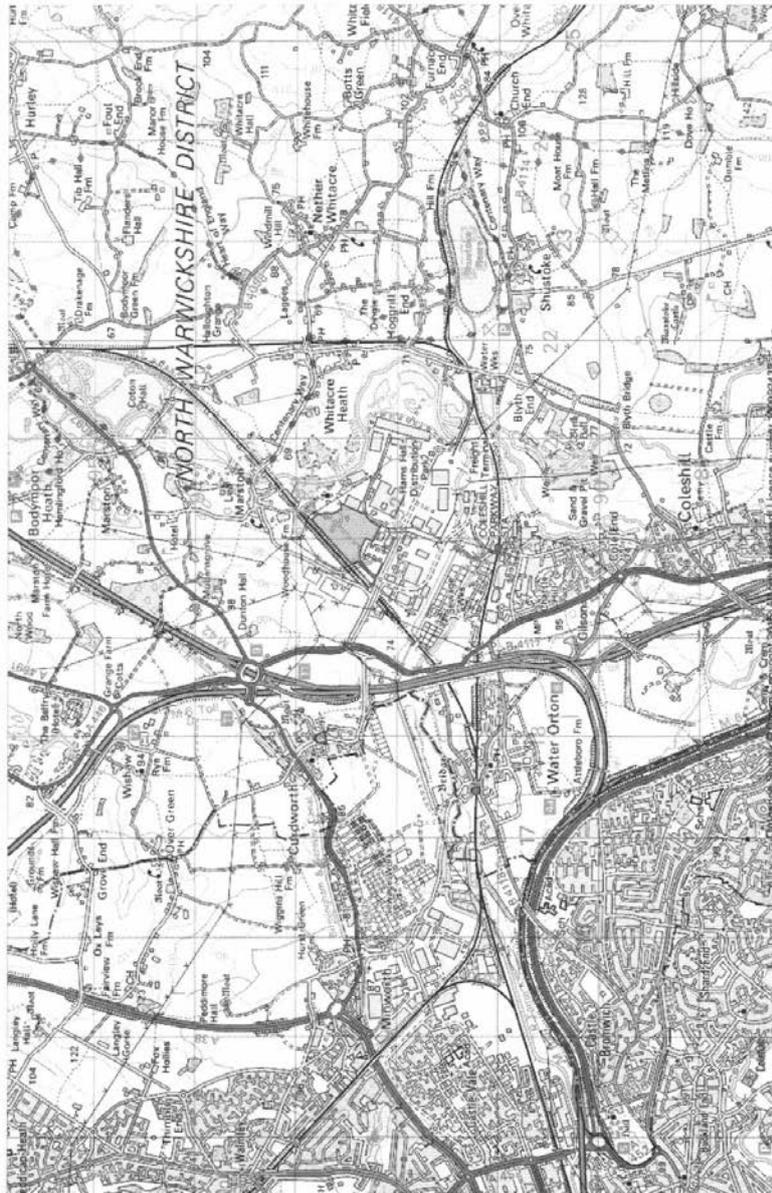
6. THE DESIGNER HAS NOT CONDUCTED A FLOOD RISK ASSESSMENT AND HAS NOT CONSIDERED THE EFFECTS OF CLIMATE CHANGE ON THE DESIGN.

7. THE DESIGNER HAS NOT CONDUCTED A POLLUTION ASSESSMENT AND HAS NOT CONSIDERED THE EFFECTS OF CLIMATE CHANGE ON THE DESIGN.

8. THE DESIGNER HAS NOT CONDUCTED A NOISE ASSESSMENT AND HAS NOT CONSIDERED THE EFFECTS OF CLIMATE CHANGE ON THE DESIGN.

9. THE DESIGNER HAS NOT CONDUCTED A SOCIAL ASSESSMENT AND HAS NOT CONSIDERED THE EFFECTS OF CLIMATE CHANGE ON THE DESIGN.

10. THE DESIGNER HAS NOT CONDUCTED A TRAFFIC ASSESSMENT AND HAS NOT CONSIDERED THE EFFECTS OF CLIMATE CHANGE ON THE DESIGN.



01
103
SITE LOCATION PLAN
1:20,000

DATE	BY	REV
12/11/2018	JM	1
12/11/2018	JM	2
12/11/2018	JM	3



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HANS HALL, COLESHILL
FIGURE 1.1
SITE LOCATION PLAN
DATE
PROLOGIS UK LTD

DATE	SCALE	STATUS	BY
12/11/2018	1:20,000 @ A1	REV	JM
12/11/2018	1:20,000 @ A1	REV	JM
12/11/2018	1:20,000 @ A1	REV	JM

PROJECT NUMBER
30659-PL-103

NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
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10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.



scale 1:5000
30659-FE-18C

FIGURE 3.2
ILLUSTRATIVE MASTERPLAN

HAMS HALL B, COLESHILL

MICHAEL SPARKS ASSOCIATES ARCHITECTS 11 PLATO PLACE, ST DIONIS ROAD, LONDON, SW6 4TU T. 020 7736 6182 F. 020 7736 3896 E. INFO@MSA-ARCHITECTS.CO.UK



8. Assessment of Green Belt Harm

- 8.1. The former 'B Station' site at Hams Hall is located in the West Midlands Green Belt. Paragraph 89 of the NPPF states that the construction of new buildings in the Green Belt should be regarded as inappropriate other than for limited, specified exceptions. The proposed development does not meet any of the listed exceptions and in this regard constitutes inappropriate development in the Green Belt.
- 8.2. Paragraph 87 of the NPPF notes that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 8.3. To demonstrate very special circumstances it needs to be shown that the potential harm to the Green Belt and any other identified harm are clearly outweighed by other considerations.
- 8.4. This Planning Statement firstly seeks to define what harm to the purposes of the Green Belt the proposed development would result in. The five purposes are identified at Paragraph 80 of the NPPF as follows:
- check the unrestricted sprawl of large built-up areas;
 - prevent neighbouring towns merging into one another;
 - assist in safeguarding the countryside from encroachment;
 - preserve the setting and special character of historic towns; and
 - assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 8.5. The Planning Statement then seeks to determine what other harm might arise from the proposal, before outlining considerations that weigh in the proposed development's favour.

Coventry and Warwickshire Joint Green Belt Study

- 8.6. A Joint Green Belt Study was commissioned by six local planning authorities in the West Midlands including Coventry City Council, North Warwickshire Borough Council, Nuneaton and Bedworth Borough Council, Rugby Borough Council, Stratford-on-Avon District Council and Warwick District Council. The study was undertaken by Land Use Consultants (LUC).
- 8.7. The study was split into two stages. During the first stage of the study, the Green Belt in four of the local planning authority areas (Coventry, Nuneaton and Bedworth, Rugby and Warwick District) was assessed against the five purposes of

Green Belts. The study findings were published in June 2015. The second stage of the study has considered the Green Belt in North Warwickshire and Stratford-on-Avon. The report findings were published in April 2016.

- 8.8. The Green Belt Assessment has divided each local authority area into smaller land parcels and broad areas and has then undertaken an assessment of these against the five purposes that Green Belts serve.

Study Findings

- 8.9. With regard to North Warwickshire, the Green Belt Assessment notes that the Borough contains high-performing and low-performing land parcels, with most parcels considered to be mid-performing against the five Green Belt purposes.
- 8.10. The application site has been included in Land Parcel CH1, which is defined by the Birmingham-Derby railway line to the north, the River Tame to the east and the existing Hams Hall Manufacturing and Distribution Park to the south and west. It includes the application site, as well as the adjoining playing fields and woodlands and the church, residential property and Hams Hall Environmental Studies Centre to the east of Church Lane.
- 8.11. Land Parcel CH1 is considered to be one of the low-performing Green Belt parcels, with the Green Belt Assessment giving it a score of 9 out of 20. The assessment considers that this land parcel makes no contribution towards two of the five purposes; it plays no role in safeguarding the countryside from encroachment or preserving the setting and special character of historic towns. The assessment, however, considers that this land parcel makes some limited contribution towards checking the unrestricted sprawl of large built-up areas. The land parcel is also considered to make a significant contribution towards preventing the neighbouring settlements of Coleshill/Hams Hall and Lea Marston merging into one another. All land parcels are given the maximum score with regard to the fifth purpose.
- 8.12. A summary of the Joint Green Belt Review assessment scores is provided below.

Green Belt Purpose	Assessment Score
1. Check the unrestricted sprawl of large built-up areas	1 / 4
2. Prevent neighbouring towns merging into one another	4 / 4
3. Assist in safeguarding the countryside from encroachment	0 / 4
4. Preserve the setting and special character of historic towns	0 / 4
5. Assist in urban regeneration, by encouraging the recycling of derelict and other urban land	4 / 4
Total Score	9 / 20

Site-Specific Green Belt Assessment

- 8.13. The Joint Green Belt Study has included the application site in the same land parcel as adjoining land (playing fields, church and woodland area), which is very different in land use and character from the application site. It is therefore considered that a site specific assessment is required to fully assess the role the application site plays in preventing urban sprawl by keeping land permanently open (the principal purpose of the Green Belt).
- 8.14. The application site has been assessed against the five purposes Green Belt serve as set out below.

Purpose 1: To check the unrestricted sprawl of large built-up areas

- 8.15. The site is a previously developed site which is visually and physically connected to the existing Hams Hall Manufacturing and Distribution Park. It is bounded by existing employment developments to the south-east, south and west and a railway line to the north. Immediately to the east are playing fields, a church and a woodland area beyond which is the River Tame.
- 8.16. Although the former power station buildings have been demolished, substantial areas of hardstanding and the substructures remain. The site is also largely fenced and a number of light columns are clearly visible on the site. It therefore continues to appear 'previously developed' in character.
- 8.17. Given the above and the fact that the site and the adjoining Green Belt land are clearly contained by physical features (a river, railway line and the existing Hams Hall Manufacturing and Distribution Park), the development of the site would not constitute or risk the further urban sprawl of the built up area of Coleshill/Hams Hall into the open countryside to the north and east.
- 8.18. Contrary to the Joint Green Belt Study's conclusion that the parcel has some sense of openness, it is considered that the previously developed nature of the application site and existing site characteristics substantially compromise its openness and that it therefore makes little contribution towards this Green Belt purpose.

Purpose 2: To prevent neighbouring towns merging into one another

- 8.19. The site lies outside the settlement boundary of the Green Belt Market Town of Coleshill and the adjoining existing industrial estate of Hams Hall (as defined on the North Warwickshire Local Plan Proposals Map), but immediately adjoins it to the north. It therefore plays no role in preventing the merging of Coleshill with Hams Hall.

- 8.20. The other closest settlements to the site are the villages of Lea Marston and Whitacre Heath. At the closest point there is a gap of approximately 1km between the site and these settlements. Other parts of the existing Hams Hall Manufacturing and Distribution Park lie in closer proximity to Whitacre Heath. However, the whole of the employment park is separated from Whitacre Heath by the River Tame and from Lea Marston by the railway line and playing fields/woodland. The site therefore plays a very limited role in maintaining the boundaries between Hams Hall and Whitacre Heath/Lea Marston.
- 8.21. The Joint Green Belt Assessment considered that the development of all the countryside between Coleshill/Hams Hall and Lea Marston would give the appearance of merging at the landscape scale. The Study therefore concluded that the land parcel plays an important role in preventing the merging of these two settlements.
- 8.22. This application largely comprises previously developed land and does not contain any land that could be described as open countryside. Although the proposed development will result in a reduction in the gap between the built-up areas of Coleshill/Hams Hall and Lea Marston, the development will continue to be clearly separated from Lea Marston by woodlands and fields as the eastern part of Land Parcel CH1 will remain in the Green Belt.

Purpose 3: To assist in safeguarding the countryside from encroachment

- 8.23. The site is a previously developed site that still retains its urban character as large areas of hardstanding and the substructures of the now demolished power station buildings remain on the site.
- 8.24. The site is surrounded by urban development including the Hams Hall Manufacturing and Distribution Park to the south-east, south and west and a railway line to the north. In addition to these man-made features, the River Tame to the east severs any connections between the site and the wider countryside. The site therefore does not contain and is not well connected to land with the characteristics of open countryside. It is not well contained by permanent features and therefore plays no role in protecting the countryside from encroachment. This conclusion is also supported by the findings of the Joint Green Belt Study.

Purpose 4: To preserve the setting and special character of historic towns

- 8.25. As the site does not adjoin or lie in close proximity to a historic town, it plays no role in preserving the setting and special character of historic towns. This conclusion is also supported by the findings of the Joint Green Belt Study.

Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land

- 8.26. North Warwickshire is a largely rural borough with limited derelict and other urban land available for development. As demonstrated in the Employment Land Assessment submitted in support of this application, there are no previously developed sites available within the Borough or immediately adjacent urban areas that could accommodate a development of this size. The site's redevelopment will therefore not inhibit the recycling of derelict and other urban land.
- 8.27. It is also important to note that the site itself is a previously developed site which retains its urban character. Its redevelopment would secure the recycling of derelict land in an already urbanised location.
- 8.28. The Joint Green Belt Study has applied a blanket approach to this Green Belt purpose arguing that all parcels make an equally significant contribution by incentivising development on derelict and other urban land within settlements. We disagree with this conclusion for the reasons set out above and maintain that this site plays a very limited role in assisting urban regeneration.

Summary and Conclusions

- 8.29. The previously developed nature of the site together with the fact that there are very strong visual and physical links with the surrounding employment park wholly compromise the openness of this parcel of Green Belt land.
- 8.30. Given its previous use and the fact that it is well contained by clear and permanent boundaries, it is considered that the proposed development would not significantly conflict with the purposes of including land within Green Belts. The Green Belt harm is therefore considered to be extremely limited. Indeed the only harm on the Green Belt is, in accordance with Paragraph 87 of the NPPF, its definition as inappropriate development.
- 8.31. The conclusion that the site performs a limited role with regard to the five Green Belt purposes is supported by the findings of the Joint Green Belt Study.

9. Assessment of Other Harm

- 9.1. In addition to assessing the proposal's harm on the Green Belt by reason of its inappropriateness or conflict with the purposes of Green Belts, it is also necessary to assess whether the development would result in any other harm.
- 9.2. An Environmental Impact Assessment (EIA) has been undertaken to identify any potentially significant effects and to allow appropriate mitigation measures to be incorporated into the proposals. The scope of the Environmental Impact Assessment (EIA) was agreed with North Warwickshire Borough Council. An Environmental Statement (ES) has been prepared and submitted in support of the application. It clearly outlines what residual impacts the development would have following mitigation.
- 9.3. Based on the findings of the ES, the following section identifies any residual impacts or harm that would arise as a result of the proposed development.

Landscape and Visual Impacts

- 9.4. A Landscape and Visual Impact Assessment has been undertaken by BCA as part of the Environmental Impact Assessment. It has considered the impact of the proposed development, both during the construction and operational phase, on the landscape and key visual receptors including public rights of way and near-by residential properties.
- 9.5. The assessment shows that the site is identified as developed land in both the Regional Landscape Character Assessment and the North Warwickshire Landscape Character Area Assessment. Because the site is well contained, the impact of its redevelopment and changes to its landscape character are limited to the site itself and the local landscape.
- 9.6. The greatest effect on the landscape character will be experienced on the site itself where the presence of buildings, service areas, car parking, drainage attenuation and landscape infrastructure will replace areas of hardstanding, woodland and tree planting. With regard to local landscape areas, the most noteworthy effects will be experienced in close proximity to the assessment site (particularly to the rural landscape to the north around Lea Marston) where the proposals will have a direct effect on existing landscape features or the general character of the landscape.
- 9.7. The visual assessment shows that from the identified visual receptors, there is currently very limited visibility of the site given the topography of the area and existing vegetation and buildings at the Hams Hall Manufacturing and Distribution Park. The most noteworthy visual effects will be experienced in close proximity to the development to the north-west of the site from Hams Lane and from the existing playing fields directly east of the site.

- 9.8. To mitigate the visual and landscape impacts of the proposed development, it is proposed to implement a landscape scheme comprising the following key elements:
- Structural landscaping areas to the northern and eastern boundaries including the retention of existing trees and landscaping (where possible) and provision of significant new tree planting;
 - Retention of earth bunds along the northern and southern boundary, which will be planted with woodland;
 - Landscaping areas on eastern part of the site to include water treatment ponds and drainage attenuation areas.
- 9.9. In landscape terms, the development will have a minor beneficial impact on the site itself as this derelict land is replaced with a more structured designed landscape and the inclusion of waterbodies will complement the wetland areas further to the east. The main residual impact will be on the rural landscape to the north around Lea Marston, which is considered to be a minor adverse impact following the implementation and maturing of the proposed landscaping scheme.
- 9.10. As the landscape mitigation proposals and the existing vegetation mature, and the development becomes a more familiar feature in the landscape, the presence of the development will become less prominent in visual terms.
- 9.11. The resulting visual effect is generally predicted to be negligible from public footpaths. From residential properties in the vicinity of the site very little visibility is available and the residual visual effect is assessed to be negligible. The main impact will be on views from the playing fields immediately to the east of the site and from Hams Lane to the north, which will experience minor/moderate adverse effects at worst.
- 9.12. Given the limited impact of the proposals and the retention/inclusion of significant areas of landscaping, which will provide a substantial element of mitigation, it is considered that the proposed development complies with Core Strategy Policy NW12 and Local Plan Policy ENV4. There is very limited harm caused by way of landscape and visual impact.

Ecology

- 9.13. An Ecological Appraisal has been carried out by FPCR as part of the Environmental Impact Assessment.
- 9.14. It shows that the majority of the site is covered by hardstanding areas associated with the former power station use of the site including the remaining concrete foundations and basements of the former 'B Station' and cooling towers, a disused car park and areas formerly occupied by the switch houses and electricity sub-station.
- 9.15. The majority of the habitats within the application site are considered to be of low ecological value, and the site is not covered by any habitat designations.
- 9.16. A series of surveys have been carried out to assess the presence/absence of a number of protected species including:
- Bats;
 - Great Crested Newts; and
 - Reptiles.
- 9.17. Although a bat roost is present in the Roundhouse (outside the application site boundary), the bat surveys recorded relatively low levels of bat activity across the site. Despite some historic records of Great Crested Newts within the area, none were recorded on the site or the surrounding area during the surveys. Grass snakes were recorded on the site.
- 9.18. The development will not affect any designated ecology sites and mitigation measures will be put in place with regard to protected species on the site and existing limited features of nature conservation value to ensure they will be protected and enhanced as part of the wider landscaping strategy. Accordingly it is submitted that the proposed development accords with Core Strategy Policy NW10, NW12 and NW15 and saved Policy ENV4 of the North Warwickshire Local Plan, and there is very limited harm to ecology and nature conservation.

Traffic and Transportation

- 9.19. A Transport Assessment (TA) has been prepared by White Young Green (WYG) in consultation with the local highways authority and Highways England and an assessment of the transport impacts has been carried out as part of the Environmental Impact Assessment.
- 9.20. The TA demonstrates that the application site lies in an accessible location, which forms part of a wider employment area, and can be reached by sustainable transport modes.

- 9.21. It is proposed that individual development plots will be accessed from Faraday Avenue via an upgraded estate road or from Canton Lane. The TA shows that the vehicular and pedestrian access proposals are appropriate to serve the proposed development.
- 9.22. With regard to traffic generation, the TA demonstrates that the proposed development will lead to an increase in traffic using the local and strategic road network, particularly along the estate roads at the Hams Hall Manufacturing and Distribution Park and the Hams Hall roundabout. Mitigation will be required in the form of a third lane to Lichfield Road (A446) southbound approach to the Hams Hall roundabout in order to accommodate the development's traffic flows. As shown by the transport assessment in the Environmental Statement, the provision of this third lane will reduce the traffic impacts of the proposed development to minor adverse at worst.
- 9.23. A Framework Travel Plan has been submitted with the application. The purpose of the Framework Travel Plan is to encourage the use of sustainable travel modes including walking, cycling and public transport and thereby reduce traffic generated by the development over time. The Framework Travel Plan requires future occupiers of the proposed employment buildings to appoint a Travel Plan Coordinator, to prepare a detailed Travel Plan and to implement and monitor the agreed provisions.
- 9.24. The TA and transport assessment in the ES demonstrate that the proposed development will maximise opportunities for sustainable travel, suitable and safe provision can be made for vehicular and pedestrian access and mitigation measures can be put in place to accommodate the traffic generated by the proposed development. It is therefore concluded that the proposal accords with Core Strategy Policy NW10 and NW21 and saved Local Plan Policies ENV14, TPT1, TPT2, TPT3, TPT5 and TPT6, and that the harm caused by traffic flows associated with the development is limited, and not severe.

Noise and Vibration

- 9.25. The impacts of potential noise and vibration from the development during the construction and operation of the proposed development has been assessed in detail within the Environmental Statement.
- 9.26. The assessment has considered the potential impact arising from the development on key receptors in the area, specifically near-by residential properties and also the adjacent BMW plant (with regard to vibration).
- 9.27. The assessment shows that during the construction the most notable impacts will arise during earthworks and the construction of site infrastructure. During the operation of the development, noise sources include building services, deliveries and development traffic including cars and HGVs.

- 9.28. The assessment demonstrates that the proposed development will lead to a minimal increase in noise and vibration levels at the sensitive receptors both during the construction and operation of the development. Although the potential for impacts are not considered to be significant, a number of mitigation measures are nevertheless recommended including the careful selection of equipment, working methods, monitoring and programme. Specifically with regard to noise, the inclusion of a 2.4 metre high noise barrier along the eastern boundary of the development zone is recommended in circumstances where HGV docking facilities are located along this boundary.
- 9.29. Given that the proposed development will not give rise to any unacceptable impacts in terms of noise or vibration, it is considered that the proposals comply with Core Strategy Policy NW10 and saved Policy ENV9 of the North Warwickshire Local Plan. There is very limited harm caused in terms of noise and vibration.

Air Quality

- 9.30. An Air Quality Assessment has been undertaken by WYG as part of the Environmental Impact Assessment.
- 9.31. The assessment considers the impact of the proposed development on local air quality on a number of sensitive receptors in the area.
- 9.32. The main impact on air quality during the construction phase of the development relates to dust and particulate emissions arising from on-site activities including demolition, earthworks, construction and associated vehicles movements.
- 9.33. During the operational phase of the development, local air quality effects would arise from changes in traffic flows associated with the completed development.
- 9.34. No significant air quality impacts are expected from the construction or operation of the proposed development, and the proposal therefore complies with Core Strategy Policy NW10 and saved Policy ENV9 of the North Warwickshire Local Plan, and accordingly no significant harm is caused in terms of air quality.

Flood Risk and Drainage

- 9.35. Issues relating to flooding and surface water drainage are also dealt with in detail in the Environmental Statement and accompanying Flood Risk Assessment and Drainage Strategy prepared by RPS.
- 9.36. The FRA shows that the nearest watercourse to the site is the River Tame, approximately 300 metres east of the site at its nearest point. The site is located in Flood Zone 1 with a low risk of flooding from rivers. Small areas of the site are currently at risk of surface water flooding.

- 9.37. During the construction of the proposed development surface water run-off from the site could potentially increase due to stockpiled materials on the site with consequential impacts on the water quality of the River Tame. However, through the implementation of a Construction Environmental Management Plan appropriate controls can be put in place to protect the water environment.
- 9.38. Once the development is operational, there is a risk that silt-laden run-off from hardstanding areas and oil/chemical contamination enters the surface water drainage system and ultimately the River Tame. A concept drainage strategy has been developed which includes a large attenuation basin, which will limit run-off from the site to greenfield run-off rates, thereby providing an improvement on the current situation, and also water quality benefits.
- 9.39. It is therefore considered that from a flood risk and drainage perspective, the proposals comply with Policy NW10 of the Core Spatial Strategy and will not result in any harm.

Ground Conditions

- 9.40. Site Investigations have been undertaken by WSP and an assessment of the impacts on ground conditions has been carried out as part of the Environmental Impact Assessment.
- 9.41. The site surface is generally a mix of hardstanding and grass over topsoil. Areas of hardstanding correspond with former footprints of the turbine hall and cooling towers. Beneath the areas of hardstanding, Made Ground comprising concrete and demolition-fill of bricks and concrete was recorded up to 8m deep. Localised deposits of pulverised fuel ash were found in the south of the site. Superficial River Terrace Deposits comprising gravelly sand were encountered up to 3.0m bgl, across the site, overlying the Mercia Mudstone comprising bedrock of weathered clay and mudstone. There were no visual or olfactory evidence of contamination on site.
- 9.42. Preliminary observations during the fieldwork did not indicate the presence of gross contamination on site. Detailed chemical analysis of soil and groundwater samples recorded asbestos fibres in Made Ground across the site. It also showed that shallow groundwater is impacted by PAH and TPH in the east of the site, which could indicate a localised soil impact or a point source. The Site Investigation concluded that potentially localised contamination can be found elsewhere on the site within shallow soils, particularly where below ground infrastructure remains in situ.
- 9.43. It is expected that a remediation strategy will need to be put in place and implemented to ensure that any contamination present on the site is adequately addressed to fulfil the requirements of Core Strategy Policy NW10 and saved Policy ENV6 of the North Warwickshire Local Plan. It is anticipated that there will

be no harm caused to local ground conditions and indeed the remediation of the site will provide positive benefits to ground water quality.

Summary and Conclusions

- 9.44. An Environmental Impact Assessment has been carried out, which considers the potential impacts of the proposed development on landscape, ecology, transport, noise/vibration, air quality, flood risk/drainage and ground conditions. The submitted Environmental Statement shows that the proposed development would not have any significant detrimental impacts on the site and its surrounding area. It would therefore result in very limited harm.

10. Need for Employment Land and Benefits of the Proposed Development

- 10.1. Paragraph 88 of the NPPF stresses that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 10.2. This section outlines the factors that weigh in the proposals favour looking at the following four considerations:
- There is a significant demand for employment land in the market area. Satisfying such demand is a key aim of the economic growth aspirations of the area.
 - There is a critical shortage of high quality land for manufacturing and distribution uses in the market area and a lack of strategic sites that can meet needs in the short term.
 - The site is highly suitable for the proposed uses given its location, site characteristics and the existing infrastructure already in place at Hams Hall such that it would constitute sustainable development.
 - The site would bring significant economic benefits in terms of employment generation and capital investment in the local area.

Need for Employment Land

- 10.3. An Employment Land and Market Assessment has been prepared by Cushman & Wakefield and submitted in support of this planning application.
- 10.4. It shows that there is significant market demand for new industrial and distribution buildings in the West Midlands, particularly within the area within which the application site is located. The demand is fuelled by a resurgent manufacturing industry, led by the automotive sector, and the requirements of retailers and third party logistics providers for additional distribution space. Given the high occupier demand, the West Midlands market has seen high take-up rates of industrial and distribution floorspace over recent years and an increase in rents.
- 10.5. The application site lies within two overlapping market areas, the Birmingham M42 corridor and the Coventry and Warwickshire market area, and is covered by three employment land studies that have been carried out to assess the demand and supply of employment land within the respective study areas as follows:

- North Warwickshire Employment Land Review (GL Hearn, September 2013). This is currently being updated.
 - Coventry and Warwickshire Employment Land Use Study (CBRE, August 2015); and
 - West Midlands Strategic Employment Sites Study (PBA/JLL, September 2015).
- 10.6. All three of these recent studies conclude that there is a substantial need for additional employment land and specifically for strategic sites. They constitute the most up to date evidence base for employment land in the area.
- 10.7. The North Warwickshire Employment Land Review identifies demand for between 212 hectares (economic forecasts model) and 410 hectares (past trends) of employment land. It concludes at Paragraph 8.5 that *"The evidence identifies that there is likely to be relatively significant demand for employment land in the borough; driven particularly by demand for B8 distribution space"* and goes on to state at Paragraph 8.6 that *"forecasts demonstrate that the land would be required not only by local business growth but also the continuing desire for national companies to locate within the 'Golden Triangle'".*
- 10.8. The Coventry and Warwickshire Employment Land Use Study identifies an employment land requirement of 353 to 660 hectares (using different Government recommended methodologies) and concludes that *"In particular there is a need for additional strategic sites that are capable of accommodating the largest B8 requirements, as well as sites for development as R&D sites"*.
- 10.9. The West Midlands Strategic Employment Sites Study identifies the M42 belt as one of the areas of highest demand. It notes at Paragraph 4.87 that *"this area is experiencing strong levels of demand from both distribution specialists and a resurgent manufacturing sector"*.
- 10.10. One of the key priorities for North Warwickshire Borough Council and the two Local Enterprise Partnerships (Greater Birmingham and Solihull LEP; Coventry and Warwickshire LEP) covering the market area is to retain, grow and attract businesses to this area. It is widely recognised that failing to provide sufficient sites of the right quality and in the right location will restrict the economic growth potential of North Warwickshire and the wider West Midlands region.
- 10.11. In its Strategic Economic Plan, the Coventry and Warwickshire LEP acknowledges that the availability of employment sites is fundamental to attracting new investors, retaining local businesses and reshoring of manufacturing. The Coventry and Warwickshire Employment Land Use Study concludes that *"Not only is a significant level of employment land required over the plan period, but this has to be of a suitable quality to meet sectoral needs, and be in the right location within*

the LEP area to respond to demographic and market driven demand". Similarly, the West Midlands Strategic Employment Sites Study highlights that unlocking supply in the areas of highest demand will support economic growth and employment in the manufacturing and distribution industries in the West Midlands by attracting inward investment, encouraging firms already based in the region to grow, expand and diversify in the region, thereby also supporting the suppliers that serve both sectors.

- 10.12. Increasing pressures are being placed on North Warwickshire to assist neighbouring authorities to meet their local employment land needs. Both Tamworth Borough Council and Coventry City Council do not have sufficient capacity within their own administrative boundaries to meet their local employment land needs and have therefore asked North Warwickshire Borough Council to deliver part of their requirements within the Borough (a total of 43 hectares) as outlined in the report to the North Warwickshire LDF Sub-Committee on 25 April 2016. It is also clear that Birmingham will not be able to accommodate all its development requirements within the City's boundaries and will therefore be looking to adjoining authorities including North Warwickshire to meet some of its needs. The level and distribution of this growth will be subject to further discussions and negotiations between Birmingham and the adjoining authorities.
- 10.13. In summary, the employment evidence base for North Warwickshire and the wider sub-region identifies significant demand for new industrial and distribution space, particularly within the market area within which the application site is located.

Shortage of Supply and Lack of Strategic Sites

- 10.14. The two sub-regional/regional studies that have recently been completed identify a severe lack of immediately available sites to meet the identified demand for new industrial and distribution space.
- 10.15. The Coventry and Warwickshire Employment Land Use Study concludes that even if all deliverable sites (sites with immediate capacity for B2/B8), secondary potential sites (sites with infrastructure requirements or other constraints restricting deliverability) and potential new strategic sites (sites capable of meeting large scale needs across all employment uses) are taken into account, at 307 hectares the employment land supply is still insufficient to meet the 'objectively identified need' in the LEP area and less than half the required land to meet the 'take-up' based assessment.
- 10.16. The West Midlands Strategic Employment Sites Study shows that the Hams Hall 'B Station' site is located within the area of highest demand (Area A: M42 Belt) where land supply is particularly tight with only 3.7 years of supply identified.

- 10.17. The findings of these two studies have been updated by Cushman & Wakefield and an up-to-date analysis of employment land supply is provided in the submitted Employment Land and Market Assessment. This shows that there has been significant activity in the market since the West Midlands Strategic Employment Sites Study was completed and that the supply of immediately available land has further reduced. Cushman & Wakefield consider that there is now only 1.4 years of supply of immediately available land (over 8 hectares/20 acres). There is therefore an urgent need to release further land that can meet employment land needs in the short term.
- 10.18. The longer term supply looks healthier with Cushman & Wakefield estimating that there are 11.5 years of potential development land available in Area A (Birmingham M42 Belt). This 'supply' assumes the 'B Station' site at Hams Hall is brought forward. A further 11.1 years of potential supply can be found in Area B which includes Coventry, Rugby and large parts of Warwickshire (outside the M42 Belt).
- 10.19. Apart from Hams Hall, none of the other potential strategic development sites within Area A can be brought forward quickly as Cushman & Wakefield's analysis shows:
- Peddimore – This 72 hectare Green Belt site is allocated in the emerging Birmingham Development Plan, which was recently found sound by an Inspector and is likely to be adopted in summer 2016. This development will require significant infrastructure improvements including a new junction off the A38.
 - Birmingham International Gateway – This Green Belt site adjoins the allocation at Peddimore. It has no current development plan status and no planning applications have been submitted for this site. The infrastructure requirements are currently unknown.
 - Land east of M42 Junction 10 – This 25 hectare greenfield site is located in the 'Meaningful Gap' between Tamworth and Polesworth with Dordon/Birch Coppice. A planning application for an employment development on the site was refused in August 2015. An appeal against the decision by North Warwickshire Borough Council to refuse planning permission will be considered at a Public Inquiry in September 2016.
- 10.20. There is a significant shortage of sites that are immediately available for development and the potential future supply is largely constrained and cannot be brought forward quickly to address demands in the short term. This is recognised by the West Midlands Strategic Employment Sites Study, which notes that *"the immediately available component of land supply is inadequate and the potential component is risky, being concentrated in two very large Green Belt sites [Peddimore and Birmingham International Gateway]"*.

- 10.21. Only one site within Area B, Redditch Gateway, could meet some of the short term demand for employment land within this market area. However, the site's development will do little to meet the demand for new industrial and distribution space along the Birmingham M42 Belt as it serves a different market area. All the other sites within Area B identified by Cushman & Wakefield as potential development land in the Employment Land and Market Assessment are constrained by policy designations (Green Belt), physical or locational characteristics or infrastructure requirements.
- 10.22. The Coventry and Warwickshire Employment Land Use Study and the West Midlands Strategic Employment Sites Study identify a significant shortage of supply in the short term. The Cushman & Wakefield Employment Land and Market Assessment shows that this situation has already got worse since these studies were published and there is now only 1.4 years of immediately available supply left in the market area (sites of at least 8 hectares/20 acres).
- 10.23. The supply is critically low and there is therefore an urgent need to bring forward additional sites. It is considered that the 'B Station' site at Hams Hall is the only identified strategic site within the market area that can be brought forward quickly helping to address demands for new industrial and distribution floorspace in Area A in the short term.
- 10.24. In summary, there is a clear recognition that sites of the right quality and in the right location are urgently needed to meet market demand and support the economic growth objectives of the area. Failing to unlock further supply will hold the West Midlands region back from achieving its economic potential.

Suitability of Site

- 10.25. The 'B Station' site is located immediately adjacent to the existing Hams Hall business park, an established manufacturing and logistics location with excellent connections to the strategic road network via the M6, M42, M6(Toll), A38, A446, A5 and A45. Hams Hall benefits from access to a rail freight terminal located at the southern end of the park, which provides daily freight services and currently has capacity to accommodate additional rail freight. The site also lies in close proximity to passenger rail facilities at Coleshill Parkway. Access to the site can be taken off the existing highway infrastructure within Hams Hall.
- 10.26. The submitted Employment Land and Market Assessment highlights that the site's excellent accessibility by road and rail and its location at the eastern edge of the West Midlands conurbation make it particularly attractive to potential industrial and/or logistics occupiers seeking to locate or expand their operations in this market area.

- 10.27. The 'B Station' site is a large regularly shaped site that could accommodate a large industrial/distribution building of up to 85,000 square metres, but it could also be brought forward for a number of smaller buildings (perhaps 2 or 3) to respond to market demands. As the Employment Land and Market Assessment shows there are very few sites that can satisfy market requirements for large buildings and none of the other strategic sites can meet demands in the short term.
- 10.28. The application is accompanied by a Parameters Plan, which sets out the key principles for the future development of the site. A Design and Access Statement has also been submitted which demonstrates that based on the principles established by the Parameters Plan, a high quality employment development can be brought forward on the site with strong visual and physical links to the existing manufacturing and distribution park, but well screened from the more rural surroundings to the north and east.
- 10.29. The site does not immediately adjoin any residential areas and, as shown in the Environmental Statement, the proposal will not give rise to any amenity issues. A development that operates on a 24/7 basis, a requirement by industrial/distribution occupiers, could therefore be brought forward on the site without raising any significant amenity concerns.
- 10.30. In terms of the site infrastructure constraints, there is nothing that cannot be dealt with as part of the site redevelopment process. As a previously developed site, some remediation will be required to deal with historic contamination. Appropriate drainage infrastructure will also have to be delivered as part of the development and additional planting will be put in place to reinforce existing landscaping, particularly along the northern and eastern site boundary. Mitigation will also be required to address the traffic impacts of the proposed development. It is however considered that these infrastructure requirements can be satisfactorily addressed as part of the development proposal. There are therefore no significant infrastructure constraints which would hold up the redevelopment of the site.
- 10.31. The 'B Station' site is a previously developed site immediately adjacent to an established manufacturing and distribution location and within easy reach of a large potential workforce drawn both from within the Borough and the wider West Midlands region. As evidenced by the Environmental Statement, the development of this site will not result in any significant residual adverse impacts, but bring substantial economic benefits by helping to meet the pressing demand for strategic employment sites and by providing significant investment and job opportunities as further outlined below.

Economic Benefits

- 10.32. The socio-economic impacts of the proposed development have been assessed in detail at Chapter 12 of the Environmental Statement. The assessment shows that the proposal will result in significant economic benefits both during the construction and operational phase of the development.
- 10.33. During the construction phase, it is estimated that the proposed development would generate the following socio-economic benefits:
- Support for significant numbers of jobs in the construction industry with a large proportion of the construction jobs likely to be taken up by the local workforce;
 - An estimated £70 million of direct expenditure on the construction of the proposed industrial/distribution development;
 - Wider economic benefits and jobs through the impact on the supply chain including for example manufacturing, real estate, transport, planning and survey services;
 - Total economic output of £198.8 million.
- 10.34. Once the development is fully operational, it will create a significant number of new job opportunities. The estimates presented in the Environmental Statement suggest that at least 1,000 jobs could be created at the site. The proposed development will also indirectly support further jobs through the additional local income, expenditure and local supplier purchases.
- 10.35. Although no end occupier(s) have at this stage been identified for the 'B Station' site, a strategic site of this nature is likely to attract large manufacturing companies or logistics providers. Such companies often have well established employee development schemes and offer opportunities for job related training and career progression. Opportunities also exist to work with education providers in the area to improve and extend skills and enable future occupier(s) to recruit appropriately skilled employees in North Warwickshire.
- 10.36. In addition to creating job opportunities at the site itself and the proposal's indirect effects on the local economy (its multiplier effect), the proposed development will bring other benefits. It will result in additional business rate income, which the local authority will be able to spend on local people and services. It will also help to reduce crime as it will lead to improvements in the economic activity rate and by making the area more prosperous.

10.37. The application proposals will support the local and regional economic growth agenda by making a previously developed site in a sustainable location available to the market thereby helping to attract new investors to the area and/or enabling local businesses to grow and expand.

11. Planning Balance – The Case for Very Special Circumstances

- 11.1. As set out in the NPPF the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 11.2. The proposed development is inappropriate development in the Green Belt and, by definition, is therefore considered to be harmful to the Green Belt.
- 11.3. However, as demonstrated in this Planning Statement, it is considered that the redevelopment of this site would not be in conflict with any of the five purposes for including land in the Green Belt and the harm to the Green Belt is very limited. The site is clearly contained by permanent physical features (the Hams Hall Manufacturing and Distribution Park and the railway line) that prevent any sprawl of the built-up area of Coleshill/Hams Hall into the open countryside to the north and east. Given its location and well contained nature, the site also plays no role in maintaining the boundaries between neighbouring settlements or protecting the countryside from encroachment. As the site does not adjoin or lie in close proximity to a historic town, it plays no role in preserving the setting and special character of historic towns. There are no previously developed sites available within the Borough or immediately adjacent urban areas that could accommodate a development of this size in the short term. The site's redevelopment will therefore not inhibit the recycling of derelict and other urban land, but would secure the recycling of a previously developed site on the edge of an existing industrial location. The low value of the site to the Green Belt has also been independently verified through the Council's own Green Belt Study. In conclusion, the proposed development would result in very limited Green Belt harm.
- 11.4. In terms of 'any other harm', an Environmental Impact Assessment has been carried out to identify any significant effects that would arise as a result of the proposed development looking at potential visual and landscape impacts, ecology, transport, air quality, noise, flood risk/drainage and ground conditions. The Environmental Statement shows that the proposed development would not give rise to any significant residual adverse impacts.
- 11.5. In its favour, the proposed development would help to meet the significant identified demand for new industrial and distribution space thereby supporting the economic growth objectives of the area. As there is a severe shortage of supply to meet market demands and a clear lack of alternative strategic sites in the market area that can be brought forward in the short term, substantial weight should be attached to the proposal's ability to satisfy the need for high quality employment land.

- 11.6. Furthermore, the development will result in significant socio-economic benefits in terms of capital investment and job creation both during the construction and operational phase of the development. These benefits are also of significant weight.
- 11.7. The proposed development is also considered to meet the environmental dimension to sustainable development outlined at Paragraph 7 of the NPPF. It is a previously developed site immediately adjacent to an established manufacturing and distribution location and within easy reach of a large potential workforce drawn both from within the Borough and the wider West Midlands region. A high quality sustainable employment development can be delivered on the site based on the principles established by the submitted Parameters Plan and Design and Access Statement. Full account has been taken of environmental issues through the preparation of an Environmental Impact Assessment. The implementation of mitigation measures identified as part of the application will ensure that an environmentally sustainable development is brought forward.
- 11.8. The NPPF states at Paragraph 83 that Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. Although a review of the North Warwickshire Local Plan has commenced this is still at a very early stage with consultation on a draft Local Plan likely to be undertaken later this year. As demonstrated in this Planning Statement there is an urgent need for additional strategic employment sites to be delivered in the short term to address a severe lack of supply.
- 11.9. It is considered that the benefits of the proposal clearly outweigh the very limited harm to the Green Belt and any other harm and as such amount to very special circumstances sufficient to justify a grant of planning permission in advance of the Local Plan Review.

12. Summary and Conclusions

- 12.1. This Statement accompanies an outline planning application for the redevelopment of the former 'B Station' site for industrial/distribution uses (Use Class B2/B8) including ancillary offices and associated parking, highway infrastructure, ground engineering works, drainage and landscaping.
- 12.2. The application is submitted in outline. It is accompanied by a Parameters Plan which sets out key development principles including the maximum floorspace proposed (85,000 square metres) and maximum building height (22 metres to ridge).
- 12.3. The application site extends to approximately 20 hectares and is the last remaining part of the former Hams Hall Power Station that has not been redeveloped. It comprises the remaining concrete foundations and basements of the former 'B Station' and cooling towers which have been left in situ, a disused tarmac car park and a number of other hardstanding areas associated with the former power station use of the site.
- 12.4. Whilst the remainder of the Hams Hall Power Station was removed from the Green Belt in the 1990s and subsequently redeveloped for employment uses, the 'B Station' site was not removed as at that time PowerGen (now E.ON) wished to reserve the land for future power generation use. For some time, however, E.ON have considered the site to be surplus to requirements and have promoted it for alternative employment uses through the development plan. It has now been sold to Prologis to promote the site for employment uses.
- 12.5. The 'B Station' site remains in the Green Belt and its redevelopment for employment would therefore constitute inappropriate development. This Planning Statement has therefore sought to demonstrate that 'very special circumstances' exist to justify the proposed development.
- 12.6. It has been shown that the proposed development would result in extremely limited Green Belt harm. The site's openness is already compromised by its previously developed nature together with the fact that there are very strong visual and physical links with the surrounding employment park. Given the site's previous use and the fact that it is well contained by clear and permanent boundaries, the proposed development would not significantly conflict with the purposes of including land within Green Belts. The low value of the site to the Green Belt has been independently verified by the Council's own Green Belt Study.
- 12.7. Based on an assessment of the proposal's environmental impacts, it is considered that the proposed development would also result in very limited other harm. An Environmental Statement has been prepared, which shows that a high quality and sustainable employment development can be delivered and that the proposed

development will not have any significant long term detrimental impacts on the site and its surrounding area.

- 12.8. The Planning Statement also shows that the proposed development would help to meet the significant identified need for new industrial and distribution space thereby supporting the economic growth objectives of the area. As there is a severe shortage of supply to meet market demands and a clear lack of alternative strategic sites in the market area that can be brought forward in the short term, substantial weight should be attached to the proposal's ability to satisfy the need for high quality employment land.
- 12.9. Moreover, the proposed development performs well against all three dimensions to sustainable development outlined at Paragraph 7 of the NPPF. It will:
- Provide substantial economic benefits in terms of capital investment and job creation both during the construction and operational phase of the development.
 - Make an important contribution towards the well-being of the Borough's community through investment in the local economy and provision of employment opportunities.
 - Protect and enhance the local environment by focusing development in a sustainable location, adjoining the existing Hams Hall Manufacturing and Distribution Park, and delivering a sustainable employment development in line with local and national sustainability priorities.
- 12.10. The Planning Statement considers that, taken together, the benefits of the proposal clearly outweigh the very limited harm to the Green Belt and any other harm and as such amount to very special circumstances sufficient to justify a grant of planning permission.