

Planning Committee: 14 February 2005
Application No: W 04 / 2251

Principal Item Number: 09

Town/Parish Council: Warwick
Case Officer: Steven Wallsgrove
01926 456527 planning_west@warwickdc.gov.uk

Registration Date: 22/12/2004
Expiry Date: 16/02/2005

**South West Warwick Development, Land Adjacent, Narrow Hall Meadow, Warwick,
CV34 6DQ**

Construction of a 'local centre'. FOR Taylor Woodrow Developments Ltd

SUMMARY OF REPRESENTATIONS

Warwick Town Council - No objection.

W.C.C. (Highways) - No objection.

RELEVANT POLICIES

(DW) ENV3 - Development Principles (Warwick District Local Plan 1995)
(DW) H4 - Preparation of Development Briefs (Warwick District Local Plan 1995)
(DW) IMP1 - Infrastructural and Community Requirements Associated with Major Development (Warwick District Local Plan 1995)
(DW) ENV3A - Sustainable Development and Energy Conservation (Warwick District Local Plan 1995)

PLANNING HISTORY

The Framework Brief for Southwest Warwick identified the development requirements for the area which included (at paras. 3.5, 3.15 and 3.16) the provision of a local centre, the proposed location for which was shown as being in the centre of the site. The Brief anticipated that the retail units would include a medium sized convenience store and a mix of appropriate smaller units. The Brief also required the provision of a community hall, a site for a doctor's surgery/ local clinic and a site for the provision of a church(paras. 3.17 to 3.19). All of the above facilities were to be sited within the local centre with adequate parking to be made available(although elements of this could be shared with the retail units if appropriate).

The site identified for these facilities lay partly in the area covered by outline permission W941410 and partly in that covered by outline permission W20020474, which still awaits the issuing of the decision after completion of a Section 106 Agreement/Undertaking. The Agreement under W941410 provided for the funding of a proportion of the community hall, with the remainder to be provided under the other application.

KEY ISSUES

The Site and its Location

The present outline application is for the whole of the site identified in the Brief and lies between the residential areas and the employment area on the main distribution road.

Details of the Development

The outline application includes an illustrative layout to demonstrate that the site is large enough to enable the provision of 5 small shop units and a larger unit, a small church, a community centre and a health centre, the first three uses sharing a car park of 44 spaces and the health centre a further 32 spaces. The application is supported by a detailed Planning Report and a Retail Need Assessment report.

Assessment

The need for a local centre is made clear in the Framework Brief and has been/is being incorporated into the outline applications already approved, subject to Section 106 Agreements to provide funding for the community centre itself. The present application has been submitted simply to provide a single approval for the (presently divided) site and to give an illustrative layout as guidance for the development of this essential feature.

The issues, therefore, are simply to ensure that the community hall is properly provided and funded in its entirety. It is essential, therefore, that the outline consent is only issued after an appropriate Agreement/Undertaking has been completed, which should be based on that already existing under W940410. That Undertaking provided for the handing over of a site, and the (part) funding of the construction of a community hall on it. To ensure that the retail element is provided for at the earliest opportunity (bearing in mind para 3.16 of the Framework Brief that required the land for a local centre to be made available for development before 550 houses are occupied), the developers have suggested the imposition of 'Grampian' conditions on the remaining outline applications (W2001 0813,W2000 0465 and W2002 0474) to limit the number of buildings occupied until the shops have been completed. I consider that this is a practical way of achieving the provision of these facilities and conditions can be imposed since these outline consents have still to be issued.

REASON FOR RECOMMENDATION

The proposal is considered to comply with the policies listed above.

RECOMMENDATION

GRANT subject to the following conditions as well as an additional "Grampian" type condition on the remaining outline areas (W20010813, W20000465 and W20020474) to ensure the appropriate timing of the delivery of the retail element of this application.

(A) After completion of an Agreement/Undertaking (as above)

- 1 This permission is granted under the provisions of Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995, on an outline application and the further approval of the District Planning Authority shall be required to the under mentioned matters hereby reserved before any development is commenced:-
 - (a) the siting, design and external appearance of the proposed development,
 - (b) details of the access arrangements,
 - (c) details of landscaping.

REASON : To comply with Section 92 of the Town and Country Planning Act 1990.

- 2 In the case of the reserved matters specified above, application for approval, accompanied by all detailed drawings and particulars, must be made to the District Planning Authority not later than the expiration of three years beginning with the date of this permission. **REASON:** To comply with Section 92 of the Town and Country Planning Act 1990.
- 3 The development to which this permission relates must be begun not later than the expiration of five years from the date of this permission or within the expiration of two years from the final approval of all reserved matters, whichever is the later. **REASON :** To comply with Section 92 of the Town and Country Planning Act 1990.
- 4 Prior to the commencement of the development hereby permitted a plan to show the layout and surface treatment of the car parks shall have been submitted to and approved by the District Planning Authority. The car parks shall be constructed, surfaced, laid out and available for use prior to the first occupation of the development hereby permitted, in full accordance with the approved plan. **REASON :** To ensure that adequate parking facilities are available, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.
- 5 Prior to the commencement of the development hereby permitted a plan to show the layout and surface treatment of a cycle parking area for use in association with the development shall have been submitted to and approved by the District Planning Authority. The cycle parking area shall be constructed, surfaced, laid out and available for use prior to the first occupation of the development hereby permitted, in full accordance with the approved plan. **REASON :** To ensure that there are adequate cycle parking facilities to serve the development.
- 6 The development hereby permitted shall not be commenced until a scheme for the provision of adequate water supplies and fire hydrants, necessary for fire fighting purposes at the site, has been submitted to and approved in writing by the District Planning Authority. The development shall not then be occupied until the scheme has been implemented to the satisfaction of the District Planning Authority. **REASON :** In the interests of fire safety.
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Planning Committee: 14 February 2005
Application No: W 04 / 1068

Principal Item Number: 10

Town/Parish Council: Stoneleigh
Case Officer: Martin Haslett
01926 456526 planning_west@warwickdc.gov.uk

Registration Date: 28/05/2004
Expiry Date: 23/07/2004

Stoneleigh Park, Stoneleigh Road, Stoneleigh, Kenilworth, CV8 2LG

The development and refurbishment of Stoneleigh Park to provide exhibition, hotel and conference facilities, showground facilities, a business innovation park, visitor centre, leisure and ancillary retail and catering facilities, a National Equine Centre and livestock facilities, together with a new access road and bridge, landscaping, parking, circulation works, an equine bridge and highway improvements. FOR Royal Agricultural Society of England

SUMMARY OF REPRESENTATIONS

- **Stoneleigh and Ashow PC:** "The Parish Council recognises the changes in agriculture and the need for the Royal Agriculture Society of England to adapt. However the Council raises objection to this planning application, and recommends that it is rejected, on the following grounds:

1. Royal Charter

The Royal Agricultural Society of England operates under a "Royal Charter". It would appear that this new development is vastly outside the agreed remit. Is Warwick District Council prepared to consider this application knowing that it disregards these guidelines?

2. Special Circumstances

On occasions special circumstances can justify a "Change of Use". The applicant claims that this application broadly complies with the spirit and purpose of Green Belt Policy. However, policy ENV1 specifically excludes non-agricultural development in the Green Belts *except in very special circumstances*. What, if any, are the very special circumstances that apply to this planning application?

3. Change of Use

This application proposes a major change of use from an agricultural showground to a general purpose exhibition ground. The application seeks to end the explicit link with agriculture, the very reason the site was created, and to enable the applicant to run the site for any purpose at any time. The aim is to further the commercial interests of the applicant, not the advancement and promotion of agriculture.

4. Retail Outlets

There is great concern about the proposed Village Square comprising retail outlets including bakeries, cafes, bars and restaurants. The annual footfall for this area combined with the visitor attractions is estimated at 1.85 million. Given RASE's track record in allowing non agricultural related activities to proliferate there is no confidence that this aspect of the development would be properly controlled.

Retail and commercial aspects of this application are not allowed under SSP3, which provides only for development relating to the provision of agriculture and associated activities, equestrianism and the well being of the countryside and its inhabitants.

5. Environmental Impact

(a) Air, Noise and Light Pollution

Air pollution from increased traffic for the RASE site combined with the airport development, and emissions from aircraft.

Noise from outside activities, tannoy systems, and increased traffic flows. This can clearly be heard in the villages and is exacerbated by the fact that many activities take place at evenings and weekends.

Light pollution from new street and security lighting.

The submission sidetracks air pollution problems by stating that it is not a designated area and dismisses the impact of the airport.

(b) Foul Water Sewage

It is understood that this sewage arrives at a Severn Trent Pumping Station situated off Vicarage Road, Stoneleigh. This joins the flow from Stoneleigh Village. Both flows go across an area known as "The Meadows", an area of land within the Conservation Area. At times of heavy use or heavy rain this floods onto "The Meadows" through the manhole covers. There is concern as this proposed development will result in extra flow and will have an adverse effect. This aspect needs to be researched more fully.

(c) Trees

It is noted that there are plans to plant new trees. However there are concerns that so many mature trees will be destroyed.

6. Planning Policies

The application fails to conform to the provision of SSP2, Major Development Sites, and SSP3, Stoneleigh Park. The proposal is for development that far exceeds the provisions of SSP2 that allows only for limited in-filling and redevelopment. The proposal is for major construction on the site. Little of what is proposed can be regarded as in-filling. Most is for new development not redevelopment.

7. Traffic impact

There will be a detrimental impact on Stoneleigh village and a more detailed "Traffic Survey Plan" needs to be considered.

The submission pays lip service to the development of Green Travel Measures. The majority of increased traffic will be via private transport creating additional pressure on already intolerable traffic volumes in the local community.

(a) Ashow

There is concern at the proposal to create a new entrance on the B4115, which together with forecast increases in traffic levels, could have serious consequences for the residents in terms of access to and from the village.

The transport analysis included in the design proposal has only been developed to take account of normal traffic flows (no shows or exhibitions), and traffic flows with small shows and exhibitions based on the number of parking spaces on the site. What's more the traffic data used is based on the road layout before modifications at the Chesford crossroads introduced shortly after the last fatality.

The residents already suffer considerable inconvenience during major shows, which are listed in the report as the Royal Show and the Town and Country Festival. The report states that the plan is to increase the duration of these shows in the future but does not say by how much. No mention is made of other semi-major shows such as the Kit Car Show and other non-agriculture related events.

The proposed entrance on the B4115 and the modifications to the A46 junction mean that traffic from the RASE site exiting in a southerly direction, will, in the words of the report, be likely to access the A46 via the Birmingham Road intersection, but there is no guarantee that it will do so.

According to the traffic flow forecasts the number of vehicles heading south on the B4115 at peak hours will increase from circa 150 vehicles to day to 500 vehicles during small shows. This is a very significant increase.

The report states that the Bericote Island is capable of handling this increased flow but fails to mention that the junction between the B4115 and the A452 (towards Leamington) is incapable of handling the flow today, never mind an increase.

There is considerable concern about difficulties encountered when leaving the village in a southerly direction, particularly in the morning rush hour. The heavy and continuous flow of traffic on the A452 prevents vehicles joining the traffic stream. Typical waiting times experienced by regular users are between two and five minutes per vehicle. This results in risk taking and will lead in time to further accidents on this very dangerous section of road.

The report states that the latest proposal for the A46 junction layout has been designed to save costs but it does not appear to have been designed to mitigate the impact of the new site entrance on the environment and the local residents.

An alternative solution needs to be found so that there is no direct connection between the B4115 and the site, whilst still preserving the unimpeded ability of local traffic going north on the B4115 joining the A46, or continuing on towards Finham.

In addition a study needs to be made to define what is meant by major events and to show that the new design will lessen the impact of these events on local traffic. We see no reason why a new design cannot reduce the impact of major events on local businesses and residents.

(b) Stoneleigh

It is claimed that by moving the main entrance there will be a reduction of 100 vehicles per hour going through Stoneleigh village at peak periods. This could be true if traffic only came via the A46, which handles traffic from the North, South and West of the site but ignores that which comes from the East of the site. Traffic approaching from the East would have to drive through the village in order to reach the new entrance on the West. It has been decided to enable large number of staff who approach from the East to continue to use the existing entrance. Why not use both the new entrances on the B4115 and the existing entrance on the B4113 for both staff and visitors?

The proposed new layout of the road from the village to the A46 needs questioning. The proposal changes the existing crossroad to a T-junction onto the B4115 plus an island junction onto the revised road leading from the A46 to the new Stoneleigh Park entrance. This idea might help the flow of traffic from the A46 to the Park but it complicates the movement of traffic to and from the village. We know how traffic builds at this junction at peak times. This proposal could make it worse. Instead of two junctions, why not just place an island at the crossroads?

There are major reservations with the proposed new traffic island. This will have to take local and visitor traffic both ways on the B4115, traffic through Stoneleigh Village and traffic from the A46.

You are already aware of the impact on Stoneleigh during morning and evening peak hours. At times traffic can be stationary from the Village, past the Gibbet Hill traffic lights through to the University. This traffic island can only cause more problems.

(c) Car Parking

In the Planning Report Section 6.2 Occasional Car Parks are considered. It is recommended that Car Park 5 is not used as this will cause unnecessary problems to the residents in the area.

8. Height of Buildings

There is concern about the height of some of the buildings especially those near to the boundary of the Abbey Housing. The building currently known as Hall 2 is 12.1 metres high and is close to the boundary. In the Sectional Analysis sections A to H it states that buildings in this area should be no more than 5 metres high.

9. Building of Houses

In the document there are references to "Enabling Development" to fund road improvements etc. This development takes the form of new housing at the Eastern Gate. The Parish Council are against this type of development."

Adjoining parishes:

Old Milverton and Blackdown PC: 'Parish Council welcomes the prospect of designed development, since, previously, developments have been sporadic. The Parish Council has concerns, however, about the prospect of increased traffic as a result of additional events, but therefore welcomes the proposals for a new approach from the A46.'

Baginton PC: "The Parish Council received a presentation from RASE executives earlier in the year and it appears that most if not all of the concerns raised by the Council with them have been addressed in the new application.

Only one matter remains and that is staff access to the site once the new developments have been completed. Councillors feel that the existing main entrance in the B4113 Stoneleigh Road should not be used for this purpose as the increased levels of staffing will bring additional traffic that should be routed into the site from elsewhere."

Cubbington PC: When the draft planning brief was considered last year the Parish Council took into account what impact the proposals would have on the parish and surrounding areas. A considerable amount of traffic, both private and commercial, travels through Cubbington on route to the NAC, and so particular attention was given to the proposal to create a new main entrance to the Centre with an access road being linked to the A46. The Parish Council took the view that this would be an essential

condition of any permission granted, and that the new road must be constructed before any development of the site commenced. Also, it was felt that the new access route of the A46 should be fully signposted to encourage as much traffic as possible to travel along that route rather than through Cubbington and the surrounding rural roads. In considering the planning application, the Parish Council would like to repeat these comments. They have agreed to raise no objection to the application on the condition that the access road from the A46, and the other infrastructure roads, are constructed before any other development commences. It is understood that this is what is intended, but the Parish Council would like to stress the importance of this."

Kenilworth TC: 'Members noted that they had, over a considerable period of time, been well-briefed on the proposals. Areas of concern raised by the Council had been addressed by the developers, including vehicular access and road safety issues, deletion of the housing development proposals plus the production of a scheme that was sensitive to both its environment and its neighbours. Consequently they had no reason to object to the proposals.'

neighbours: 10 letters have been received, objecting on grounds of:

- concern over traffic, especially that vehicles approaching from the east will not use the new access but will travel through the village, and that with the increased use of the site, traffic problems will be even worse than at present, underlying transport assessments questioned, alternative roads proposed, concern over design of new roundabout, insufficient analysis of traffic flows, concern over future difficulty of access to Stoneleigh Abbey, very poor existing public transport provision;
- noise from events at showground likely to increase, especially from loudspeaker systems,
- visual impact of proposals, especially of the high buildings, visual impact on Stoneleigh Abbey, concern over screening and use of car park 5;
- concern over proposed uses, many unrelated to agriculture, especially the large amount of retailing and the type of products likely to be sold,
- concern over air quality, noise and vibration,
- lack of sewerage capacity,
- danger that activities and types of show will expand in future.

A number of national and regional organisations concerned with rural affairs, tourism and the care of horses have written in support of the application.

WCC(Fire and Rescue): no objection, subject to condition on water supply and fire hydrants.

WCC(Highways): no objection, subject to conditions on the following issues:

- access for construction traffic shall not be permitted through Stoneleigh Village;
 - written approval of the Highway Authorities with regard to the creation of a construction access on the west of the site prior to the commencement of any work and the routing of all construction vehicles shall be to and from the A46;
 - an approved signage scheme agreed by the relevant Highway Authorities;
 - a comprehensive addendum Transport Assessment ;
 - highway alterations to be constructed in accordance with a phasing plan to be produced as part of the addendum Transport Assessment. The phasing plan shall take account of the necessity to implement individual highway alterations in response to (or prior to) reaching identified thresholds or phases of development on the site.
- A legal agreement would also be required to cover highway issues and this is referred to later in this report.

WCC(Archaeology): no objection subject to condition on a pre-commencement archaeological investigation.

WCC(Ecology): broadly agree the concept set out in the master plan, but have raised issues which could be addressed in the detailed applications.

WCC(Footpaths): no objection as there are no public rights of way affected. A new public footpath across the site would benefit residents and is requested.

Ramblers' Assoc: no objection, but the new access and the planting of a line of trees along this road gives an opportunity for a segregated footway linking with local footpaths.

Advantage West Midlands: supports proposals, 'It is considered vital for the well-being of the inhabitants and business community in the countryside regionally and nationally that a centre of excellence investigating and promoting structural changes to the rural economy is established.' '... the Innovation Park is a key component in delivering the broad rural strategies within RPG.' It is the Agency's view that these factors, together with others set out in their letter amount to 'very special circumstances' of sufficient merit to permit the proposed development to be approved contrary to the provisions of the development plan.

English Nature: no objection.

Warwickshire Wildlife: no objection, subject to bridge design to aid wildlife, mitigation for protected species, and native species planting.

English Heritage: 'The expectation that new buildings would provide 'enhancement' to views from the core setting of the Abbey should be rigorously tested. It is important that building mass, height, form and detailing should be satisfactory, without undue reliance on 'screening' and we trust that this will be addressed in any future detailed proposals. We would support proposals for new bridge links as part of the new access strategy, provided that design quality is high, and welcome proposed protection measures for the 'Countryside Zone.'

Highways Agency: no objection, but direct that conditions be imposed concerning junction improvement at Gibbet Hill Road, Thickthorn island and the A46 junction with Stoneleigh Road/B4115.

Coventry City Council: no objection to proposed highway improvements to the Kenilworth Road/Gibbet Hill Road/Stoneleigh Road junction, from the planning or highways viewpoints.

Environment Agency: no objection, subject to conditions on no raising of ground within floodplain, no buildings adjoining watercourse, no storage within floodplain, provision of surface water drainage, scheme for improvement of sewage disposal works, pollution prevention, contaminated land, and watercourse landscaping.

CPRE: objection- contrary to development plan, Green Belt and Special Landscape Area (very special circumstances needed), no justification for a hotel, concern over large business area, leisure and shopping facilities, proposals for National Equine Centre, increased traffic, buildings too high.

Environmental Health:

Noise- some concern over traffic noise, a condition required on construction noise, and it is noted that complaints are regularly received about activities within the showground, particularly public address systems, amplified music and the use of plant and equipment. Fireworks and firearms may also be involved.

Air quality: there may be an increase in the number of occasions when air quality falls.

More information is requested on this topic.

Land contamination: a condition will be required.

RELEVANT POLICIES

(DW) C1 - Conservation of the Landscape (Warwick District Local Plan 1995)
(DW) EMP6 - Design and Landscaping of New Industrial Premises (Warwick District Local Plan 1995)
(DW) EMP9 - National Agricultural Centre, Stoneleigh (Warwick District Local Plan 1995)
(DW) ENV12 - Protection of the Setting of Listed Buildings (Warwick District Local Plan 1995)
(DW) ENV22A - Archaeological Investigations in Advance of Development (Warwick District Local Plan 1995)
(DW) ENV27 - Ecological Development (Warwick District Local Plan 1995)
(DW) ENV3 - Development Principles (Warwick District Local Plan 1995)
(DW) RL10 - The Development of the Local Rights of Way Network (Warwick District Local Plan 1995)
(DW) C2 - Diversification of the Rural Economy (Warwick District Local Plan 1995)
(DW) S2 - Resistance to further Out-Of-Town Retailing (Warwick District Local Plan 1995)
(DW) C8 - Special Landscape Areas (Warwick District Local Plan 1995)
(DW) ENV1 - Definition of the Green Belt (Warwick District Local Plan 1995)
(DW) ENV18 - Historic Parks and Gardens (Warwick District Local Plan 1995)
(DW) ENV22 - Evaluation of the Archaeological Effects of Development Proposals (Warwick District Local Plan 1995)
(DW) ENV26 - The Implementation of Tree Planting Schemes (Warwick District Local Plan 1995)
DP6 - Access (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP7 - Traffic Generation (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP10 - Flooding (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP11 - Drainage (Warwick District Local Plan 1996 - 2011 First Deposit Version)
SC10 - Sustainable Transport Improvements (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP9 - Pollution Control (Warwick District 1996 - 2011 First Deposit Version)
(DW) ENV25 - Development of a Long-Term Tree Management Programme (Warwick District Local Plan 1995)
DP3 - Natural Environment (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP4 - Archaeology (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP2 - Amenity (Warwick District Local Plan 1996 - 2011 First Deposit Version)
RAP10 - Safeguarding Rural Roads (Warwick District 1996 - 2011 First Deposit Version)
DAP1 - Protecting the Green Belt (Warwick District 1996 - 2011 First Deposit Version)
DAP3 - Protecting Special Landscape Areas (Warwick District 1996 - 2011 First Deposit Version)
DAP4 - Protecting Nature Conservation and Geology (Warwick District 1996 - 2011 First Deposit Version)
DAP13 - Protecting Historic Parks and Gardens (Warwick District 1996 - 2011 First Deposit Version)

SSP2 - Major Developed Sites (Warwick District 1996 - 2011 First Deposit Version)
 SSP3 - Stoneleigh Park (Warwick District 1996 - 2011 First Deposit Version)
 RAP7 - Directing New Employment (Warwick District 1996 - 2011 First Deposit Version)
 Warwickshire Structure Plan 1996-2011: policy GD.7- Previously-developed sites.
 Warwickshire Structure Plan 1996-2011: policy T1- Transport Objectives.
 West Midlands Regional Spatial Strategy-

- RR1 (Rural Renaissance)
- PA14 (Economic Development and the rural economy)
- PA15 (Agriculture and farm diversification)
- PA3 (Hi-Technology corridor)
- PA4 (Development relating to Higher/Further education and research establishments and incubator units).

PLANNING HISTORY

Until the early 1960s the Royal Show was held at a different venue each year. A permanent home for the Royal Show and the activities of the RASE outside London became increasingly necessary and the NAC at Stoneleigh was accordingly established with the benefit of planning permission granted in 1963.

In view of the growth of the activities at the NAC, a planning permission was sought and granted in 1980 (Planning application W80/73, approved in August 1980). The permission was accompanied by a section 52 agreement (the fore-runner of section 106 agreements), and this approval forms the basis upon which the NAC operates today. It represents the principal means by which the Council can exercise control over the activities of the RASE at the NAC. The planning approval allows for:-

- *The holding of the Royal Show;*
- *The holding of other agricultural shows, demonstrations, conferences and livestock and machinery sales (visitor numbers not to exceed 10,000 people.);*
- *General purpose shows (not to exceed two per year) [It should be noted that there is no restriction on the number of visitors on these two events. At the present time, the event which takes place in accordance with this approval is the Town & Country Show and, until recently, the week-long New Frontiers International Bible conference.];*
- *Site for offices of the Society and associated agricultural and kindred organisations and farm demonstration units;*
- *The holding of technical and special interest shows, exhibitions, demonstrations and conferences (visitor numbers not to exceed 10,000 people.).*

In terms of monitoring activities at the NAC, the permission states that:-

‘within the period of one month after the holding of any show or activity (other than the Royal Show) at which the attendance exceeds 10,000 people on any one day, the Society shall furnish the Council with details of the number of members of the public attending such show or activity and the duration thereof.’

In addition to the main planning permission for the use of the site there have been individual permissions for each of the buildings erected there. Some of the additional events have been accompanied by permissions for caravans and tents for limited periods of time. Presently, these consist of a five year temporary permission for up to 100 caravans (at any time) within designated areas and a range of other permissions which are specifically tied to individual events such as the Royal Show and the Town & Country Show and the annual "Kit Car" show.

The use of adjoining fields for car parking during the Royal Show has been carried out as permitted development for temporary uses.

Large events have caused considerable traffic congestion in and around the site, particularly in Stoneleigh village, and around the district, generally.

It is proposed that the current application, together with the legal agreements which would accompany it, would supersede all current planning permissions and legal agreements for shows.

In 2003, the RASE published a prospectus for their vision for the future of Stoneleigh Park. Following discussions with the Council it was agreed that a planning brief for the site, prepared by them, should be published by the Council as a basis for public consultation only. This public consultation took place in the summer of 2003. Since that time, and following advice from the Government Office, it has been agreed with the RASE that a planning brief is not the most appropriate way of planning the future of the site, but that an outline planning application would be a more appropriate means of doing this. This application is the outcome of that process. It should also be noted for the avoidance of doubt that the application before members today does differ in scale and scope from the proposal presented in the draft planning brief in 2003.

KEY ISSUES

The Site and its Location

Broadly speaking the site of the proposal is the same as the existing Stoneleigh Park (formerly the National Agricultural Centre), with two notable exceptions. Firstly, the site comes up to the River Avon on the north east boundary of the application site, bringing development closer to Stoneleigh village than at present. Secondly, the proposals extend beyond the existing site on the north and north-west side, bringing the Park up to the River Avon and as far as the existing driveway to Stoneleigh Abbey. Both of these areas have few buildings at present and would form 'countryside zones' in the plan, with few buildings.

A further important aspect of the scheme is the construction of a new access into the site. This would start at the A46 junction (about 1km north-west of Stoneleigh) and provide a main access to the western side of the site. This area is undeveloped, with fields and good hedgerows.

Indeed, the surroundings of the site are generally rural, with fields separating the site from Stoneleigh village. The only side where development closely adjoins is to the south, where the site boundary adjoins Stoneleigh Abbey, a grade I listed building and listed parkland. It also adjoins the recent residential development in the grounds of the Abbey, at the Cunnery and Grovehurst Park. This boundary is presently comparatively open.

Details of the Development

The application is in outline, with all matters reserved for future consideration, except access, for which full details are given. Nevertheless, there are extensive indicative plans which show the way it is intended to carry out the development.

The outline planning application proposes the development of Stoneleigh Park as a centre of rural excellence, designed to become a national and international centre for consumers and producers in the agricultural and rural industries. The site would be divided into zones for particular uses which form the basis for the planning application.

The zoning master plan identifies the following key zones.

Innovation Park

This zone would be located to the west of the site and would include the recently approved headquarters for the National Farmers' Union. It would consist of a rural innovation park offering high quality buildings and infrastructure aiming to provide all the necessary assets for rural and agricultural organisations and rural enterprises. These would include an innovation/incubation centre giving innovating smaller businesses access to fully serviced broadband-enabled office accommodation.

The northern part of this zone which already has a good landscape framework, and the detailed plans would aim to build upon this and introduce additional structure planting. In this area building height would not exceed 8-10m. This is important, since this part adjoins the countryside zone, which would remain open. The southern part of the area has less existing landscaping and would therefore become an area of denser development, with building heights being 10-12.5 m. There would be a 'no-build zone' along the boundary with Stoneleigh Abbey.

Countryside and Visitor Area.

This would be a pedestrianised area with buildings, generally 6-8m high, fronting the lanes. This zone would act as the gateway and focal point to visitors. It would include an interpretive visitor centre featuring educational and interactive displays, a market hall with space for farmers' markets and external events and exhibitions. It would also include some catering units, facilities for schools and other educational facilities and an ancillary retail 'village' for rural-related organisations, services and products. There would also be centre facilities such as toilets, information points and ticket offices. This zone would be in the centre of the site, including the main ring of the old NAC.

This part of the site leads onto the start of the countryside area's nature trails, country walks and educational related experiences. The visitor centre will also link into the countryside related retail outlets and restaurants, which will promote rural produce and skills.

Countryside zone.

The Countryside zone will be located around the northern fringes of the site and would be an open area dedicated to wildlife habitats and woodland planting. The only buildings which would be required would be replacement farm buildings to house facilities for outdoor pursuits and interpretation.

Conference and Exhibition Zone.

This zone would be on the southern boundary of the site, adjoining the boundary with Stoneleigh Abbey. In this area there would be full vehicular access so that coaches can bring visitors direct to the exhibition area. The buildings, up to 10m high, would include an exhibition and conference facilities to complement and partially replace the existing established exhibition and conference facilities. This zone would also accommodate the livestock areas associated with Stoneleigh.

National Equine Centre.

This zone would be one of the major 'broadening' features of the proposals and would be located to the east of the site, adjoining and to the north of the existing main entrance. Although substantial parts of this zone would remain open, there would also be a new indoor events arena, two external arenas and associated stabling and veterinary facilities. The zone will also include educational facilities.

Livestock Zone.

The Livestock Zone would provide facilities for exhibiting and demonstrating (to the public and trade) all classes of livestock relevant to animal husbandry for farming, leisure and sport purposes and accommodation for organisations involved in animal husbandry. These would include the marketing and promotion of live animals, meat products and derivatives, regulation, transport, education and training, and export demonstration facilities. Facilities would include covered housing for animals' exercise areas, washing, grooming and dairy areas, parade and collecting rings, service yards, storage buildings, parking, offices and corporate hospitality areas. This zone would be located adjoining, and to the south of the existing main entrance.

Other zones

At the very centre of the site, the existing hotel would remain and be extended.

Additional facilities within the development zones would include a children's nursery and facilities management.

The approximate floorspaces of the various facilities are as follows:

Zone	Approx Floorspace (sq.m.)
Countryside and visitor area	17,175
Conference, exhibition and event	25,000
Enterprise	23,000 + 23,000 redevelopment of existing
National Equine Centre	7,500
Livestock	8,000
Hotel	11,500
Other areas	750
Total	115,925 sq.m.

Phasing. The proposals are to be developed on a phased basis over a 10 year period. The phasing is determined by commercial, logistical and estate management considerations, including a need to ensure minimum disruption to existing businesses and organisations occupying the site. At this stage the phasing can only be indicative and is likely to be subject to change.

Footprint. The proposed development is to be phased over 10 years with a blend of infilling and redevelopment. The existing building footprint on site amounts to some 81,250 sq.m. The footprint in the mid 1980s was some 94,900 sq.m. However, the current planning application proposes 82,600 sq.m. which is an increase over the existing footprint of 1.6%.

Access and Parking. The proposed new access forms an important part of the application. Two small roundabouts would be constructed on the junctions of Stoneleigh Road and the two slip roads of the A46 junction. These would assist traffic leaving and joining the dual carriageway, where there are presently traffic queues at peak times.

From the roundabouts, drivers would then proceed along the existing road, but after about 400m a new road would be constructed across the fields leading to a further roundabout, with a left turn to Stoneleigh village (to rejoin the existing road B4115) or a right turn to Stoneleigh Park (also to rejoin the existing B4115). The approach to Stoneleigh village would then be as exists at present, but the route to Stoneleigh Park would involve a further roundabout at the junction of the B4115 and a new access road into the site, and new bridge across the river. The three lane entry into the site would be capable of providing two lanes inbound with one lane outbound in the morning and the reverse in the evening. This would be the only entry into the site for visitors, with the existing access on the B4113 (south of Stoneleigh village) being reserved for staff only.

Car parking would be arranged on a hierarchical basis. Core car parks, macadamed or gravel finished, would provide spaces for the main demand. There would also be a series of peak demand car parks to cope with everyday peak demands, which would take the form of reinforced grass and gravel. These would serve as open space or outdoor display areas when not in use for cars. Finally, there would be occasional car parks, for use only at extreme peaks, which would be grass, possibly with some minor reinforcement.

The total provision is as follows:

main countryside and visitor parking area	350 spaces
Main overflow car park	1100
Equine overflow	750
Exhibition/conference and equine	1550
Exhibitor parking	450
Innovation park	1300
<u>Localised/disabled parking</u>	<u>250</u>
TOTAL	5750

Clearly, a major development such as this will also need to encourage sustainable transport. Any possible approval of the application would need to be accompanied by a Green Transport Plan, which would set targets for sustainable transport use by employees, set a strategy for achieving the targets and monitor progress.

Environmental Statement

The application is accompanied by an Environmental Statement, which examines the effects of the proposals under the headings of land use, ecology, landscape/visual, cultural heritage and archaeology, ground conditions and contamination, water resources, waste management, transport, air quality, noise and vibration, socio-economic issues and sustainability.

The report sets out the nature of each environmental impact and the mitigation measure which would need to be taken to reduce the impact. It then goes on to examine what the 'residual effect' would be, given the mitigation proposed. In each case the residual effect is 'negligible'. Clearly there are many benefits which would follow the proposals- as a result of the more coherent layout of the site, the better quality buildings more in keeping with their surroundings, and the improved surface and foul water facilities and better waste management.

A major component of the proposal from the environmental point of view is the new access, which could have major implications in terms of noise and vibration for dwellings in the vicinity of the junction improvements, but the Statement notes that there are no dwellings on the access route, so the impact is minimised. For those nearest the route there would be a 'noticeable' increase in noise from traffic at times. Air quality is likely to slightly improve as a result of the implementation of the road scheme.

The assessment of socio-economic issues indicates a major contribution to the local economy which would be enhanced by the proposals. The proposals would contribute to the agricultural community generally, not just in the local area.

ASSESSMENT

The assessment of this application has been assisted by two major external contributors. Firstly, the Environmental Statement has been assessed by the Institute of Environmental Management and Assessment, who have advised on the content of the Environmental Statement and the ways in which its aspirations can be carried through to the subsequent detailed decisions.

Secondly, I have commissioned Plincke Landscape Ltd to assess the landscape impact of the proposals and they have made suggestions which have been passed to the applicants. As the proposals are in outline, the recommendations which they make will be helpful in dealing with subsequent detailed applications.

The proposals need to be considered under the headings of **land use and policy**, **visual impact**, and **highways proposals**.

Land use and policy

The land use and policy considerations set out below include consideration of the visual impact of the scheme, including impact upon the setting of the adjoining listed buildings and registered parks and garden.

This is a major application within the Green Belt and raises some significant issues of planning policy. These can be distilled down to two key issues. Firstly, is the broad principle of the proposal acceptable in this location when considered against Green Belt policy? Secondly, are there any particular elements within the application that cause concern?

The principle of this development in the Green Belt

Government policy for development in the Green Belt is set out in Planning Policy Guidance Note 2: Green Belts. Although Green Belt policy is generally very restrictive towards new development, there is provision for "*major developed sites in the Green Belt*". These are "*substantial sites [which] may be in continuing use or be redundant*."

The guidance states that:-

“These sites remain subject to development control policies for Green Belts, and the Green Belt notation should be carried across them. If a major developed site is specifically identified for the purposes of this Annex in an adopted local plan or UDP, infilling or redevelopment which meets the criteria in paragraph C3 or C4 is not inappropriate development.” (PPG2: paragraph C2)

PPG2 dates from 1995, the same year that the current local plan (the Warwick District Local Plan 1989-2001) was adopted. It was published very shortly before the local plan was adopted and after the period when it would have been possible to make changes to the local plan. The local plan therefore was not able to make a specific reference to Stoneleigh Park (then called the National Agricultural Centre) as a “major developed site” (MDS) however policy DW EMP9 sets a clear framework for positively considering suitable proposals at Stoneleigh Park within the context of emerging Government policy. There is no doubt in my mind that this policy gives *de facto* recognition to Stoneleigh Park as an MDS in accordance with Government policy. Since that time, smaller proposals for Stoneleigh Park that have come forward have been considered against this policy.

The advent of the new local plan (the Warwick District Local Plan 1996-2011) has given the opportunity to formalize the designation of Stoneleigh Park as an MDS, and this is done in policy SSP2. This policy makes clear cross references to PPG2. Furthermore, Stoneleigh Park now has its own policy which states:-

“Development will only be permitted at the Stoneleigh Park where it consists of uses related to the promotion of agriculture and associated activities, equestrianism and the well-being of the countryside and its inhabitants.” (Policy SSP3 – Warwick District Local Plan 1996-2011 (First Deposit Version))

It is therefore entirely appropriate that this application should be considered as a major developed site in the Green Belt in accordance with Government policy as set out in PPG2.

Status as a “major developed site” allows for infilling or redevelopment within certain constraints. As noted above, these are set out in other paragraphs of PPG2. This application clearly involves the redevelopment of the site. As such, to comply with PPG2 redevelopment should:-

- (a) *have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less;*
 - (b) *contribute to the achievement of the objectives for the use of land in Green Belts;*
 - (c) *not exceed the height of the existing buildings; and*
 - (d) *not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity).*
- (From PPG2: paragraph C4)

The question to consider here is whether the application accords with the spirit and wording of these criteria. Each one is now considered in turn.

a) *Redevelopment should have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less.*

The visual impact of the application is a key issue with this application. The applicant acknowledges that there will be an increase in the built form of the site once the phased redevelopment is completed. The application has, however, been accompanied by an illustrative masterplan, which seeks to establish a layout that respects the setting of the site in its Green Belt context and its openness.

The visual impact of the application is considered elsewhere in this report. The application is accompanied by a landscaping strategy that considers the location and form of both the planting and built form mass and height. Aside from this, I conclude that the application offers to provide a high standard of landscaping, and has been designed in a way that seeks to understand the key visual and landscape constraints and plan for the future of the site in a way that best protects the openness of the site in accordance with Green Belt principles. One of the proposed conditions to be attached to the application is that all reserved matters should comply with the principles contained in the documents submitted as part of this outline application. In particular, drawing 1925LO/14 (landscape scheme proposal) is followed.

b) *Redevelopment should contribute to the achievement of the objectives for the use of land in Green Belts.*

PPG2 outlines six uses of land in Green Belts. I accept the applicants' contention that the application helps meet five of the six objectives in that it:-

- Provides opportunities for access to the countryside for the urban population through the visitors' facilities, nature trails and country walks that are proposed.
- Provides opportunities for outdoor sport and recreation through some of the activities that will take place there including falconry and riding.
- Retains and enhances an attractive landscape through the measures outlined in (a) above.
- Secures nature conservation interest through nature trails and country walks, and
- Retains land in agricultural, forestry and related uses through the range of activities that will take place at Stoneleigh Park in pursuance of the RASE's Royal Charter. (The RASE's Royal Charter is given in the appendix to this report.)

c) *Redevelopment should not exceed the height of the existing buildings*

The existing floorspace of buildings on the site is approximately 94,320 sq.m. The proposal is to replace this with 115,925 sq.m. of floorspace for the range of uses set out earlier in this report. This represents an increase of 23% in the built area of the site. As is shown below (section d), this is achieved within an overall building footprint that is almost the same as that of the existing buildings. Clearly therefore, there will inevitably be an increase in the overall height of buildings to accommodate this floorspace.

The applicant recognises this, but has asked that the following factors be taken into account.

- No building will be taller than the tallest building presently on the site (the JCB building with a height of 13.3m). The large exhibition buildings will have a height of up to 12-13m and the two-storey office buildings will have a height of 9-10m.

By comparison, the applicant points out that the recently approved NFU building has a maximum height of 12.5m.

- The location, height and scale of building footprints is set out in one of the plans within the overall masterplan. The analysis that has underpinned this has been assessed for the Council by Plincke Landscape and found to be satisfactory.
- A number of mitigation measures have been proposed to maintain the openness of the Green Belt and protect the landscape setting of the site and its most sensitive neighbours.

d) *Redevelopment should not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity).*

The footprint of the existing buildings on the site today is 81,250 sq.m. This has fallen from 94,900 sq.m. in the 1980s, since which time a number of the older buildings on the site have been demolished. The application proposes development on the site with a total footprint of 82,600 sq.m. This is only 1.6% greater than the footprint today.

I consider a proportionate increase of this scale to be negligible, however when set against the increase in overall floorspace proposed by this application (see (c) above), it cannot be argued that any increase in footprint is seeking to achieve a reduction in the overall height of buildings.

When taking all these factors together, I have concluded that the application has done much to demonstrate how it is seeking to comply with the spirit of PPG2 as a major developed site. It cannot be considered, however, to comply with the Government guidance in every respect, in view of the increase in floorspace proposed on the site. Accordingly, the application must be considered as a being “inappropriate development” in the Green Belt in accordance with the definition of this in PPG2 and therefore a departure from the policies of the development plan.

The question therefore that needs to be answered is what view the Council should take towards this application, and how should it consider the “inappropriate development”? Again, PPG2 provides a framework for how local planning authorities should consider “inappropriate development”.

“Inappropriate development is, by definition, harmful to the Green Belt. It is for the applicant to show why permission should be granted. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the harm to the Green Belt when considering any planning application or appeal concerning such development.” (PPG2: paragraph 3.2)

There are a number of factors that should, in my view, quite properly be taken into consideration as very exceptional circumstances that need to be weighed against the fact that the proposed development must be considered inappropriate.

1. Stoneleigh Park is a unique facility of national importance. It has been, and will continue to be, governed by its Royal Charter and all of its activities there are in fulfillment of this charter. The application has received strong support from Advantage West Midlands (the regional development agency). AWM has prepared an economic strategy “Delivering Advantage” and believes that the application can help fulfill a number of the priorities set out there.

2. The application can be seen as assisting the implementation of key policies within the West Midlands Regional Spatial Strategy. Since the commencement of the Planning & Compulsory Purchase Act this document now has statutory weight. Particular relevant policies include RR1 (Rural Renaissance), PA14 and PA15 (the rural economy) and PA3 (Coventry, Solihull and Warwickshire Hi-Tech corridor). The Innovation Park supports policy PA4 (research establishments).
3. As noted above, the application has sought to comply with the requirements of PPG2 for development on major developed sites. Whilst I recognise that the application cannot be considered to comply with the letter of PPG2 (and therefore is properly considered a departure from the development plan), it nevertheless in my view seeks to meet the spirit of that guidance. In this context (and bearing in mind the four criteria for appropriate redevelopment of MDS's discussed above), it is considered that the "harm by reason of inappropriateness" described in PPG2 is not significant.
4. As a major existing institution within the District, Stoneleigh Park has a long history of use and has been subject of many previous planning applications, both large and small. This application is, however, the first time that an opportunity is available to take a holistic view of the site and to view as a whole what has previously been a piecemeal development. The opportunities this application has created to gradually demolish less attractive buildings and improve the landscape management of the site as a whole should be weighed against the fact that as a single application, the application goes beyond government planning guidance in PPG2.
5. A good example of the holistic approach being taken to this application is the opportunity it has presented to alter the way in which vehicles moves into, through, and out of the site. The opportunity for a new main access to the site, together with the off-site highway improvements proposed, will make a significant contribution to easing traffic problems in the area.

For these reasons, I believe that very special circumstances do exist for justifying approving this "inappropriate development".

Are there any particular elements of the application that cause concern?

A schedule of all the various elements of the application is set out earlier in this report. Most of these can be understood fairly easily as part of the core activity of Stoneleigh Park as a national centre for agriculture and rural activities in compliance with the Royal Charter. Two land uses, however, require more detailed comment; the potential retail activity that is proposed, and the hotel accommodation.

A) The retail element

National and local planning policy, expressed in Warwick District in both the adopted and emerging local plans seeks to focus retail activity in town centres wherever possible. Warwick District Council has devoted much effort in recent years to understanding the level of demand for more retail floorspace and in seeking how this can be directed to best support our town centres.

The application includes the provision of up to 7,000 sq.m. of new retail (A1) floorspace and 3,725 sq.m. of catering (A3) floorspace. Under normal circumstances, the Council would require that a retail impact assessment be carried out to support such a proposal, and would be very unlikely to grant approval to such a scheme in a rural location. The applicant recognises this and makes a case that:-

- There is a long history of retail activity on the site in association with the major events (such as the Royal Show). The proposal is looking to sustain and consolidate these activities.
- If Stoneleigh Park is to achieve its mission of promoting wider understanding of the countryside, then it needs to develop a viable visitor destination capable of attracting a mass audience. People expect a retail offer as part of such a visitor attraction.
- The Stoneleigh Park project as a whole cannot be achieved without a range of economically rewarding activities including the sustainability that is provided by making permanent the retail offer of the site.
- The retail activity will only work alongside Stoneleigh Park's wider role as a visitor destination. It will not act as retail destination in its own right.

I recognise the applicants' legitimate desire to seek to offer some retailing alongside, and as part of, the overall visitor attraction at Stoneleigh Park. This will only be acceptable, however, if it can be done in a way that clearly differentiates any retailing here from that which could take place in another "stand alone" retail location. The applicant has agreed that conditions should be made on any grant of planning permission to:-

1. Ensure that any retail activity is ancillary to those activities needed to support Stoneleigh Park,
2. Limit the range of goods that can be sold there, and
3. Limit the size of any individual unit. A key feature of the proposals is for a market hall which would provide permanent retail space for activities such as farmers markets, etc. This is a large space (2000 sq.m.) however it must be kept permanently available to a range of smaller occupiers to offer the market environment that is envisaged by the proposals.

I am persuaded that provided these appropriate conditions are put in place, then the application is acceptable in retailing terms.

B) The Hotel

There is presently a 60 room hotel on the site (the Stoneleigh Park Lodge). The application would allow for this capacity to increase to 250 rooms.

Planning policy in both adopted and emerging local plans seeks to direct new hotels to urban and in particular town centre locations. Policy RAP16 in the deposit draft local plan permits only the conversion of appropriate rural buildings where these are of a small scale or a low intensity that would not harm the character of the rural area.

I recognise, however, that in the context of this wider proposal, the request for additional hotel accommodation is not unreasonable. At times of peak demand (such as the Royal Show) the present hotel is full to capacity and is booked for many years to come. With the growth, and the intensity of use, of the site envisaged by this proposal, an increase in hotel accommodation is considered appropriate and should serve to reduce travelling for those visitors and exhibitors staying there.

The visual impact of the proposals

The visual impacts are one of the most important aspects of the proposal and have been considered above, in so far as they impact on the policy considerations. The land lies in the Green Belt and adjoining the Special Landscape Area, and the development could affect the setting of the grade I listed buildings and grade II* registered parkland at Stoneleigh Abbey.

The application is supported by a landscape report which analyses the existing situation and considers the impact of the proposed development on various aspects of the local landscape. The work includes a series of sections designed to test the impact of proposed building heights on views from the surrounding area. The master plan includes a height zoning plan which, taking account of the local topography, indicates maximum heights for different parts of the site. The applicants' consultant's opinion of the impact of the proposals is that the magnitude of effect on landscape and associated issues would be slight to moderate, with localized minor to moderate effects, which would reduce to minor over time. The quality of the built development within the site would be greatly improved and the setting of the listed buildings could be protected by careful landscaping during the development process.

The analysis of the application by Plinck Landscape has raised this as an important issue and concern has been expressed about the treatment of the boundary with Stoneleigh Abbey. English Heritage were involved in the previous decision about the NFU building, when the view was taken that a strong planting screen along the boundary was the correct approach in that case. In considering the current proposals, Plinck Landscape have pointed out that the previous approach is not necessarily the correct one for dealing with the whole length of the boundary between the two sites. There is an alternative approach, that there should be glimpses through the boundary from the Abbey site onto the adjoining land. This approach would recognise the historical linkage of the two pieces of land- in that the showground site was formerly the deer park of Stoneleigh Abbey. These are important considerations and will need to be addressed in the detailed applications.

Highway issues

Highway issues are critical. The considerable delay since the site visit last year has been brought about by negotiations between the applicants' representatives and the Highways Agency. These have involved work to find the correct highway improvement works to ensure the highway network can safely accommodate the additional traffic. The works as finally agreed will include, apart from the new link road described previously, the installation of traffic lights on the Thickthorn roundabout and minor junction improvements at the junction of Gibbet Hill Road and Kenilworth Road, in Coventry. With these works in place, both the County Council and the Highways Agency are satisfied that the proposals, and Coventry City Council has no objection. Not only will these proposals deal with future anticipated traffic, but will also effectively accommodate the current flows and reduce traffic on existing roads in the vicinity. These works are essential to the whole scheme and the new access road will also need to be used for construction traffic, so will need to be completed before building work is commenced. In this way, not only will existing traffic in Stoneleigh village be reduced, but construction traffic can be routed away from the village.

Legal agreement

A grant of planning permission would need to be accompanied by legal agreements to cover various aspects of the proposals. The applicants have submitted a statement of draft heads of terms in which they indicate that they would be prepared to enter into agreement to control the following issues:

- occupiers of the rural innovation park to be businesses within classes B1 (a) and (b) involved in agriculture and other uses associated with food production, equine activities and for rural purposes;
- occupiers of the retail space to be restricted;

- applicants will enter into a Green Travel Plan for employees and visitors;
- the applicants will use the park for shows, exhibitions, demonstrations, conferences, livestock and machinery sales and events, including equine, educational/training and visitor events and facilities;
- no public events in the nature of pop concerts, discos, folk, rock or other festivals will be held without prior approval;
- the applicants will submit a long-term landscape management plan for approval;
- the previous legal agreement will be superseded.

In addition I consider that the previous planning permission needs to be 'revoked' by agreement.

The County Council as Highway Authority has requested the following additional items:

- the detailed design and construction of the proposed signalisation of Thickthorn roundabout on the A46;
- proposed highway alterations at the C32/A46 Stoneleigh interchange;
- proposed highway alterations at the Gibbet Hill Road/Stoneleigh Road/Kenilworth Road signal junction (in Coventry);
- proposed new access road from the A46 to the development site and new access arrangement in to the site;
- proposed down-grading of Stoneleigh crossroads to a priority junction;
- comprehensive directional signage scheme to be carried out further to the development with, and written agreement of, all the relevant Highway Authorities;
- the production, implementation and monitoring of an agreed Green Travel plan in accordance with the County Council's adopted Practice Note;
- the implementation of measures to support targets and commitments set out in the agreed Green Travel Plan in the form of:
 - improvements to and inclusion of public transport services, facilities and infrastructure;
 - improvements to and inclusion of facilities for cyclists and pedestrians.

CONCLUSION

The application is considered to provide a firm basis for the future development of Stoneleigh Park which will address the existing visual inadequacies of the development, and provide a means for the RASE to respond to the changed circumstances of agriculture and to reflect the wider economic base of rural areas. The improved access to the site will help address the current traffic problems.

In view of the timetable for intended phasing which has been submitted, it would be appropriate to grant an outline planning permission within a timeframe longer than normally given. This is reflected in the recommendation given below.

REASON FOR RECOMMENDATION

The proposal is a departure for the Development Plan which it is considered should be granted for the reasons given above.

RECOMMENDATION

After Reference to the Secretary of State as a Departure from the development plan, and the completion of a legal agreement to cover the issues referred to above,

GRANT subject to the following conditions :

- 1 This permission is granted under the provisions of Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995, on an outline application and the further approval of the District Planning Authority shall be required to the undermentioned matters hereby reserved before any development is commenced:-

 - (a) the siting, design and external appearance of the proposed development,
 - (b) details of the access arrangements,
 - (c) details of landscaping.

REASON : To comply with Section 92 of the Town and Country Planning Act 1990.
- 2 In the case of the reserved matters specified above, application for approval, accompanied by all detailed drawings and particulars, must be made to the District Planning Authority not later than the expiration of eight years beginning with the date of this permission. **REASON**: To comply with Section 92 of the Town and Country Planning Act 1990.
- 3 The development to which this permission relates must be begun not later than the expiration of ten years from the date of this permission or within the expiration of two years from the final approval of all reserved matters, whichever is the later. **REASON** : To comply with Section 92 of the Town and Country Planning Act 1990.
- 4 The reserved matters referred to in conditions 1 to 3 above shall closely follow the principles set out in the illustrative drawings nos. 1925LO/06a and 1925LO/14 and in all other respects shall be in broad accordance with all the other plans, specifications and documents which were submitted with the outline application. **REASON** : To ensure that the development is in conformity with the outline details submitted and does not, therefore, have an unacceptable impact on issues of acknowledged importance.
- 5 The occupants of the retail space shall be limited to retail activity which is ancillary to the main purpose of the food, farming and countryside visitor centre and educational/training and leisure facilities. In particular, no motorcars, bulky electrical goods, carpets, bulky DIY goods and building materials, flat pack furniture, kitchen units and bathroom equipment shall be sold from the retail space. **REASON** : To ensure that the development is in conformity with the outline details submitted and does not, therefore, have an unacceptable impact on issues of acknowledged importance.
- 6 The market hall shall not exceed 2,000 sq.m. and shall only be let to individual traders in units of space not exceeding 50 sq. metres, unless otherwise agreed in writing by the District Planning Authority. No other individual retail unit (outside the market area) shall exceed 465 sq.m. unless otherwise agreed in writing by the District Planning Authority. **REASON** : To retain control over the retail use of the

site in accordance (principally) with policies GD1, GD6 and TC1 of the Warwickshire Structure Plan 1996-2011 and ENV1, S1 and S2 of the Warwick District Local Plan, 1995.

- 7 The development hereby permitted shall not be commenced until a scheme for the provision of adequate water supplies and fire hydrants, necessary for fire fighting purposes at the site, has been submitted to and approved in writing by the District Planning Authority. The development shall not then be occupied until the scheme has been implemented to the satisfaction of the District Planning Authority. **REASON** : In the interests of fire safety.
- 8 No development shall be carried out on the site pursuant to this permission, until details of the proposed method of attenuating surface water run-off (including full design details and all necessary calculations) have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : To ensure that satisfactory provision is made for surface water run-off.
- 9 There shall be no development or raising of ground levels within the floodplain of the River Avon. **REASON** :To ensure no loss in floodplain storage or interruption to flood flow routes.
- 10 There must be no new buildings, structures (including gates, walls and fences) or raised ground levels within 8 metres of the top of any bank of watercourses, inside or along the boundary of the site, unless agreed otherwise in writing by the Local Planning Authority. **REASON** : To maintain access to the watercourse for maintenance or improvements and provide for overland flood flows.
- 11 There shall be no storage of any materials including soil within that part of the site liable to flood as shown on the attached plan on drawing no. EA1. **REASON** : To ensure that there will be no increased risk of flooding to other land/properties due to impedance of flood flows and/or reduction of flood storage capacity.
- 12 No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works has been submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the details and timetable agreed. **REASON** : To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal.
- 13 No development approved by this permission shall be commenced until a scheme for the improvement and/or extension of the existing sewage disposal works has been agreed with the Sewerage Undertaker to the satisfaction of the Local Planning Authority. No buildings (or uses) hereby permitted shall be occupied (or commenced) until such improvements and/or extensions have been commissioned to the reasonable satisfaction of the Local Planning Authority. **REASON** : To prevent pollution of the water environment.
- 14 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor. **REASON** : To prevent pollution of the water environment.

- 15 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, vessel or the combined capacity of interconnected tanks or vessels plus 10%. All filling points, associated pipework, vents, gauges and sight glasses must be located within the bund or have separate secondary containment. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank/vessels overflow pipe outlets shall be detailed to discharge downwards into the bund. Please refer to the Oil Storage Regs 2001. **REASON** : To prevent pollution of the water environment.
- 16 Development approved by this planning permission shall not be commenced unless:-
- (a) Desk top study has been carried out which shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information, and, using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced.
 - (b) A site investigation has been designed for the site using the information obtained from the desk top study and any diagrammatical representations (Conceptual Model). This should be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on the site. The investigation must be comprehensive enough to enable:
 - a risk assessment to be undertaken relating to receptors associated with the proposed new use, those uses that will be retained (if any) and other receptors on and off the site that may be affected, and
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.
 - (c) The site investigation has been undertaken in accordance with details approved by the Local Planning Authority and a risk assessment undertaken.
 - (d) A Method Statement detailing the remediation requirements, using the information obtained from the Site Investigation has been submitted to the Local Planning Authority. This should be approved in writing by the Local Planning Authority prior to the remediation being carried out on the site
- REASON** : To ensure that the proposed site investigations and remediation will not cause pollution of the environment or harm to human health.
- 17 No development shall be carried out on the site pursuant to this permission, until details of a phasing scheme (showing the intended date for commencement and completion for all parts of the site) have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : To ensure that the phasing of the work does not harm issues of acknowledged importance.
- 18 No development shall take place pursuant to this permission until the applicant has secured the implementation of a written programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the District Planning Authority. **REASON** : To ensure any items of archaeological interest are adequately investigated, recorded and if necessary, protected, in order to satisfy the requirements of Policy ENV22 of the Warwick District Local Plan.

- 19 No development shall be carried out on the site pursuant to this permission, until details of the route to be used for all construction traffic (which shall not be through Stoneleigh village) have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : To protect the amenity of the occupiers of properties in the vicinity, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 20 No development shall be carried out on the site which is pursuant to this permission, until details of a satisfactory construction access route on the west of the site have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** :To protect the amenity of the occupiers of properties in the vicinity, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 21 No development shall be carried out on the site which is pursuant to this permission, until details of a satisfactory signage scheme have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** :To protect the amenity of the occupiers of properties in the vicinity, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 22 The highway alterations (as listed in the note below) shall be constructed in accordance with a phasing plan to be produced as part of the addendum Transport Assessment to be approved by the relevant Highway Authorities. The phasing plan shall take account of the necessity to implement individual highway alterations in response to (or prior to) reaching identified thresholds or phases of development on the site. **REASON** : In the interests of highway safety, and in accordance with the requirements on policy ENV3 of the Warwick District Local Plan, 1995.
- 23 No external lighting or sound amplification or public address system shall be installed on any external wall or roof of any building or in any open-air location comprised in the application site other than in accordance with details first submitted to and approved in writing by the District Planning Authority. **REASON** : To protect the amenity of the occupiers of nearby properties, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 24 No development shall be carried out on the site which is pursuant to this permission, until details of a traffic noise mitigation scheme have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : To protect the amenity of the occupiers of nearby properties, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 25 No development shall be carried out on the site which pursuant to this permission, until details of a method of working to minimise the environmental impact of construction and development works have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : To protect the amenity of the occupiers of nearby properties, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.

- 26 No fireworks shall be displayed or firearms used or demonstrated anywhere within the site other than in accordance with details first submitted to and approved in writing by the District Planning Authority. (The details shall include the types of firework or firearm to be used, the location of the use and their hours of use.) **REASON** : To protect the amenity of the occupiers of nearby properties, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 27 No use of any part of the site for purposes of events, displays or other types of public occasion shall take place, until details of a noise control protocol have been submitted to and approved by the District Planning Authority. The use shall not take place otherwise than in full accordance with such approved details. **REASON** : To protect the amenity of the occupiers of nearby properties, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 28 All public events held pursuant of this permission shall be related to agriculture and other uses associated with livestock, food production, equine activities or other rural pursuits, unless otherwise agreed in advance (in writing) by the District Planning Authority. **REASON** : To ensure that the development is in conformity with the outline details submitted and does not, therefore, have an unacceptable impact on issues of acknowledged importance and to retain control over the use of the site in accordance (principally) with policies GD1, GD6 of the Warwickshire Structure Plan 1996-2011.
- 29 No building work shall commence on site prior to the implementation of junction improvement at the C32 Stoneleigh Road junction with the A46, generally in accordance with drawing number Cz-8014 (Issue 5 by ARUP) and subject to detailed design to the satisfaction of the Highways Agency. **REASON** : To enable the A46 trunk road to continue to be an effective part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980 by avoiding disruption to flow on that route by traffic expected to be generated by the development, and to protect the interests of road safety on the trunk road.
- 30 No development hereby permitted at Stoneleigh Park shall be first occupied until the applicants have secured implementation of junction improvement at the A46/A452 "Thickthorn Junction", generally in accordance with drawing number Cz-8002a, (Issue 1 by ARUP) and subject to detailed design to the satisfaction of the Highways Agency. **REASON** : To enable the A46 trunk road to continue to be an effective part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980 by avoiding disruption to flow on that route by traffic expected to be generated by the development, and to protect the interests of road safety on the trunk road.
- 31 No development hereby permitted at Stoneleigh Park shall be first occupied until the applicants have secured implementation of junction improvement at the A429/Stoneleigh Road/Gibbett Hill junction, generally in accordance with drawing number Cz-8013 (Issue 1 by Arup) and subject to detailed design in consultation with the Highways Agency and the local Highway Authorities. **REASON** : To enable the A46 trunk road to continue to be an effective part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980 by avoiding disruption to flow on that route by traffic expected to be generated by the development, and to protect the interests of road safety on the trunk road.

- 32 No building work shall commence on site prior to the implementation of the junction improvement at the B4115/ Stoneleigh Road Junction (which links the A46 road) generally in accordance with drawing number Cz-8011, (Issue 2 by Arup) and subject to detailed design in consultation with the Highways Agency and the local Highway Authorities. **REASON** : To enable the A46 trunk road to continue to be an effective part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980 by avoiding disruption to flow on that route by traffic expected to be generated by the development, and to protect the interests of road safety on the trunk road.
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