

Planning Committee: 22 May 2013

Item Number: 15

Application No: W13 / 0558

Registration Date: 26/04/13

Town/Parish Council: Beausale, Haseley, Honiley & Wroxall
Date: 21/06/13

Expiry

Case Officer: Liam D'Onofrio
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Former Honiley Airfield, Oldwich Lane East, Wroxall, Kenilworth

Temporary change of use for storage of vehicles (Class B8) on existing and proposed hard standing for a four year period. FOR Hundred Percent Properties

The planning application has been progressed to the first available Planning Committee to ensure its prompt determination.

RECOMMENDATION

Planning Committee are recommended to grant planning permission, subject to no significant material objections that have not already been considered in the report before the consultation expiry date and subject to conditions.

DETAILS OF THE DEVELOPMENT

Planning permission is sought for a temporary change of use on a four year basis to allow the storage of vehicles (B8 Use Class) on part of the existing hardstanding (former runway area) and the laying of new hardstanding on the grassed area between the runway and taxi areas.

The application includes a Supporting Statement, Transport Note, Ecological Walk-over Survey, and a Flood Risk and Drainage Strategy Note.

The supporting information states that the application seeks a temporary change of use to accommodate the storage of vehicles produced by Jaguar Land Rover, specifically those associated with the release of the new Range Rover Sport model that is scheduled to start production at Jaguar Land Rover's Solihull plant in early May 2013. The need for additional storage has arisen due to the current construction works that are taking place at the Solihull plant, which has resulted in a displacement of the storage and workshop areas that would have been used to prepare cars for release to dealers and export. Consequently Jaguar Land Rover are looking for a conveniently located and equivalent facility that they can use whilst the works at Solihull are completed. The temporary four year consent is sought to ensure that all works at the Solihull plant are completed and to provide adequate time to transfer the facility back to Solihull without any breaks in the level of service provision.

The application site relates only to areas of existing and proposed hardstanding to the southwest of the site comprising 6.21 hectares of existing hardstanding

and 2.15 hectares of new hardstanding. The new hardstanding will consist of motorway planings of sufficient depth rolled to create an even surface for the parking of vehicles. The existing top layer of grass will be removed and banded on site.

Jaguar Land Rover staff will be on site from 6am to 9pm Monday to Friday and 6am to midday on weekends, with an anticipated 12 vehicle transporters visiting the site on each week day (approximately one per hour), although less at weekends. Approximately 40 staff would be employed, split over two shifts.

THE SITE AND ITS LOCATION

The site relates to Honiley Airfield, originally an RAF base, subsequently used for jet engine and vehicle testing and now occupied by a Prodrive Performance Centre, which operate track and associated corporate activities and have associated vehicle workshops. The site is located west of the A4177 Honiley Road and is within Green Belt. The main access is located on Oldwich Lane East to the west of the site.

PLANNING HISTORY

The most recent/relevant history relates to the following:

W/10/0893 Renewal to extend time limit on planning permission W06/0309 for advanced engineering research and development campus (Class B1 Business uses) for the automotive and motor sport industries, catalyst centre, new access road and roundabout, infrastructure, parking, landscaping, including details of 'catalyst' building: Granted 8th December 2011

W/06/0309 Advanced Engineering Research and Development Campus (Class B1 (Business) Uses) for the Automotive and Motorsport Industries, Catalyst Centre, new access road and roundabout, infrastructure, parking, landscaping, including details of Catalyst building: Granted 17th October 2007

W/02/0762 Change of use to extend proving ground for vehicle demonstration, display, promotion, development programmes and driver training/experience: Granted 10th October 2002.

RELEVANT POLICIES

- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP2 - Amenity (Warwick District Local Plan 1996 - 2011)
- DP3 - Natural and Historic Environment and Landscape (Warwick District Local Plan 1996 - 2011)
- DP6 - Access (Warwick District Local Plan 1996 - 2011)
- DP7 - Traffic Generation (Warwick District Local Plan 1996 - 2011)
- DP9 - Pollution Control (Warwick District Local Plan 1996 - 2011)
- DP11 - Drainage (Warwick District Local Plan 1996 - 2011)

- DAP3 - Protecting Nature Conservation and Geology (Warwick District Local Plan 1996 - 2011)
- RAP6 - Directing New Employment (Warwick District Local Plan 1996 - 2011)
- SSP2 - Major Developed Sites (Warwick District Local Plan 1996 - 2011)
- National Planning Policy Framework

SUMMARY OF REPRESENTATIONS

Beausale Haseley Honiley and Wroxall Joint Parish Council: No observations received.

Natural England: No objection.

Solihull MBC: No observations received

Environment Agency: No observations received

WCC Ecology: No observations received.

WCC Minerals: No observations received.

WCC Highways: No observations received.

Warwickshire Wildlife Trust: No observations received.

ASSESSMENT

The main consideration in assessing this application are as follows:

- Principle;
- Impact upon visual amenity;
- Impact upon neighbour's amenity;
- Highway safety; and
- Matters of landscaping/ecology/flooding.

Principle

Honiley Airfield is identified in Policy SSP2 of the Local Plan as a major developed site within the Green Belt, however this only includes existing buildings within the site and does not include the application site. The proposal therefore also fails to meet the objectives set out in rural Policy RAP6 - Directing New Employment, of the Local Plan.

The scheme does not meet any of the criteria for appropriate development within the Green Belt, as set in the National Planning Policy Framework 2012 (NPPF) and is therefore inappropriate development within the Green Belt. The NPPF, paragraph 87 states that such development should not be approved, except in very special circumstances. Paragraph 88 goes on to state 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.

In this case the application relates to Jaguar Land Rover, a major national company and regional employer, providing jobs both directly and indirectly through associated manufacturing companies and suppliers. The supporting statement indicates that Jaguar Land Rover currently employs 25,000 people directly and support in excess of a further 170,000 in the UK, including suppliers, dealers and jobs within the wider economy. It is extremely positive that the Solihull plant is undergoing further investment with extensions/improvements and this application is a logistical step in the process to allow Jaguar Land Rover to continue a necessary level of service while the expansion of the Solihull plant is undertaken. The NPPF is clear that *significant* weight should be placed on the need to support economic growth through the planning system.

Indoor storage and the re-use of existing buildings should always be a priority within Green Belt, however in this case given the scale of the storage facility there is considered to be no opportunity to find such buildings on one site that would meet Jaguar Land Rover's requirements. Indeed the scale of the storage facility and security requirements poses difficulties in finding suitable external storage and Honiley Airfield provides a fairly unique and available facility within a convenient distance to the Solihull plant. It is also relevant that the use is required on a temporary basis only, directly in relation to expansion works at the Solihull plant.

It is therefore considered that 'very special circumstances' have been identified sufficient to outweigh the harm to the Green Belt and the application is recommended for approval on a temporary four year basis accordingly.

Impact upon visual amenity

The application site is very well screened by mature landscaping and changing land levels limiting the views into the site from surrounding public highways. How well a site is screened from public view does not override the impact upon openness, neither does it form a very special circumstance to justify inappropriate development within the Green Belt. Nevertheless, as very special circumstances have already been established it is positive that the external storage of new cars will not have any significant impact upon the visual amenities of the surrounding countryside.

Impact upon neighbours' amenity

The site provides existing track day events and on and off road vehicle testing and is an existing and established use. It is considered that associated staff movements and the unloading and loading of Jaguar Land Rover vehicles within the site, particularly given the storage area's distance from surrounding neighbours, is unlikely to raise any disturbance or amenity issues. The scheme will also generate transporter lorry movements, which the applicant estimates in the region of 12 lorries per day (less at weekends). The applicant has provided a set route that transporter lorries will take from the A4177 Honiley Road/Meer End Road, along the Honiley Road and left into Oldwich Lane East. In addition to existing traffic and farm traffic movements on these roads, the associated transporter lorry movements are not considered to result in any significant

disturbance to surrounding residential occupiers to warrant refusal of the application.

Highway Safety

The applicant proposes the most direct route from the A4177 along straight roads. Given the existing and established use of the site the additional movements are unlikely to generate any highway safety concerns. The Highway Engineer's comments are awaited and any suggested conditions would be applied accordingly.

Landscaping/ecology/flooding

The area proposed for new hardstanding is currently a grassed area with no mature landscaping other than some young trees noted as being of negligible value in the submitted Ecological Appraisal. The Appraisal also notes that Great Crested Newts breed in ponds nearby but it is not likely that they would use rough mown grassland within the site. The applicant proposes a precautionary method of working to ensure that a licensed Great Crested Newt handler carries out a hand search of the grassland for newts (in addition to grass snakes and nesting birds) prior to works being undertaken. Natural England would be consulted accordingly for a development license should protected species be found.

Natural England have been consulted on the scheme and do not consider that there are suitable habitats on or in the vicinity of the application site for Great Crested Newts and state that the proposal is unlikely to affect any statutorily protected sites or landscapes.

The site is within flood zone 1, at little or no risk of fluvial flooding. Given the scale of the hardstanding proposed it will still be necessary to manage surface water run-off. In this case the airfield is very flat and storage areas on the existing runway and access-ways will drain into the existing land drainage system. The new hardstanding is an unbound material allowing surface water to permeate through and there is not therefore considered to be any increased, localised, flood risk created by the development. The Environment Agency have been consulted and any suggested conditions would be applied accordingly.

SUMMARY/CONCLUSION

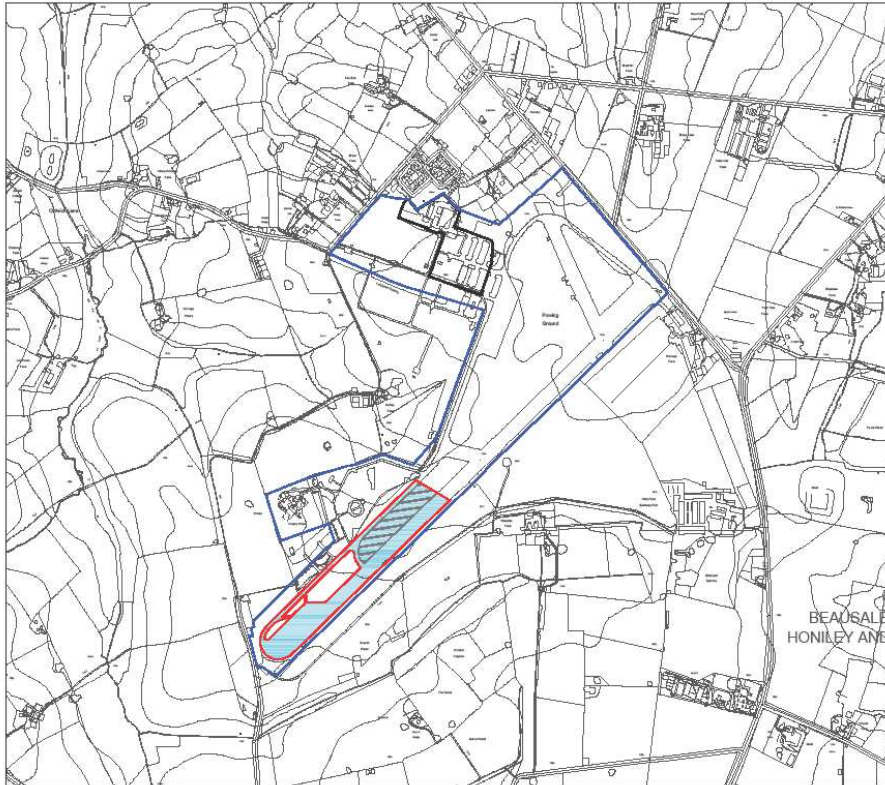
In the opinion of the Local Planning Authority, the development does not comply with the policies listed that aim to protect the Green Belt location, however given the particular circumstances of the temporary scheme *very special circumstances* are considered to exist sufficient to outweigh any harm to the openness of the Green Belt.

CONDITIONS

- 1 The use hereby permitted shall be discontinued and the land restored to its former condition (or any other condition as agreed in writing by the

local planning authority) on or before the 1st June 2017 in accordance with a schedule of works which have been submitted to and approved in writing by the local planning authority. **REASON:** That the use of the site for storage by Jaguar Land Rover is granted on very special circumstances whilst expansion works are undertaken at the Solihull plant. The granting of a permanent planning permission could therefore prejudice the aims and objectives of Green Belt policies.

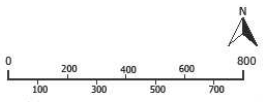
- 2 The application site shall only be used for the storage of vehicles manufactured by Jaguar Land Rover and shall not be used for any other purpose. **REASON:** That the use of the site for storage by Jaguar Land Rover is granted on very special circumstances whilst expansion works are undertaken at the Solihull plant. The granting of a permanent planning permission could therefore prejudice the aims and objectives of Green Belt policies.
- 3 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan and approved drawing(s) SL02, SL03, and specification contained therein. **REASON :** For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies DP1 and DP2 of the Warwick District Local Plan 1996-2011.



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Revision	Date	Dim	Clad

- Legend
- Application sites
 - Land within the applicant's control
 - Proposed area of new hardstanding
 - MDS / Area of continued workshop and ancillary storage use



Project:
**Former Honiley Airfield,
 Fen End**
 Drawing Title:
Proposed Vehicle Storage Area

Date: 22.04.13	Scale: 1:10,000(A3)	Drawn by: M.S.	Check by: G.S.
Project No: 21124	Drawing No: SL02	Revision: A	

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