

Planning Committee: 27 May 2015

Item Number: **10**

Application No: [W 15 / 0335](#)

Registration Date: 05/03/15

Town/Parish Council: Beausale, Haseley, Honiley & Wroxall
04/06/15

Expiry Date:

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Former Honiley Airfield, Oldwich Lane East, Wroxall, Kenilworth

Erection of two temporary structures for a limited period until November 2015 comprising a Customer Hospitality Suite (876 sq.m) and a Vehicle Operations Tent (385 sq.m) - in connection with the Jaguar Heritage Driving Experience.
FOR Jaguar Land Rover

This application is being presented to Committee due to an objection from the Parish Council having been received.

RECOMMENDATION

Planning Committee are recommended to grant planning permission, subject to conditions.

DETAILS OF THE DEVELOPMENT

Temporary planning permission is sought for the two structures, a hospitality suite measuring 45 metres by 29 metres and 7.3 metres high and a vehicle operations tent measuring 25 metres by 15.7 metres and 6.5 metres high. The hospitality suite has been located on an existing expanse of hardstanding associated with the former runway, which is located within Green Belt. The vehicle operations tent falls within the 'Major Developed Site in the Green Belt'.

The structures have already been erected under permitted development rights (Part 4, Class A of the General Permitted Development Order), which only permit the buildings to be erected for 28 days (an annual allowance). The applicant initially sought permission for a temporary period of 18 months, however this has since been reduced to approximately 8 months only. The use of the buildings would therefore cease on 31st October 2015, with their complete removal by 23rd November 2015.

The application is accompanied by a supporting statement that notes that JLR will be providing a range of heritage vehicle driving experiences (permitted through planning permission W/02/0726) and guests will be able to drive models from the company's collection, which includes post-war road racers, Le-Mans champions to sporting saloons and E-Types. With various packages available guests can experience the company's history or choose individual models of road going vehicles within the safety and security of the private track at Fen End. The

buildings will support these driving experience days with the vehicle operations tent allowing necessary repairs and maintenance on vehicles being used at the events and the hospitality suite providing guest changing rooms, toilets, a training and function room.

THE SITE AND ITS LOCATION

The application site forms part of the former military airfield within the Green Belt, which has been used for automotive research and development since the 1960's. Parts of the site (not including the runway) fall within 'major developed sites within the Green Belt', where limited infilling and redevelopment for employment uses is appropriate. The site is generally well screened by tree belts and woodland, and by an earth mound behind the hedge by the Honiley Road. Part of the site boundary adjoins Solihull Borough.

PLANNING HISTORY

The application site was originally developed as a wartime airfield and continued in use, to a very limited degree, until the 1950's. Research and testing of jet engines commenced at that time with vehicle testing (tyres, wheels and brakes) commencing in 1961, with planning applications for various buildings and facilities over the next decades. Planning permission for vehicle demonstrations, driver training, etc. was granted in 2002 under W/02/0726. Outline planning permission was granted for development of the site for an 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 and landscaping (including details of the Catalyst building) on 17th October 2007 under W06/0309 and was renewed on 8th December 2011 under W/10/0893. The associated reserved matters application for layout, scale, appearance and landscaping for the development pursuant to outline planning permission Ref:W/10/0893 (Renewal to extend time limit on planning permission Ref: W/06/0309 for "Advanced engineering research and development campus (Use Class B1 - Business) for the automotive and motor sport industries, catalyst centre, new access road and roundabout, infrastructure, parking, landscaping, including details of 'catalyst' building)" was granted on 23rd October 2014 under W/14/1152.

RELEVANT POLICIES

- National Planning Policy Framework

The Current Local Plan

- 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)
- DP11 - Drainage (Warwick District Local Plan 1996 - 2011)
- DP13 - Renewable Energy Developments (Warwick District Local Plan 1996 - 2011)

- SSP2 - Major Developed Sites (Warwick District Local Plan 1996 - 2011)
- RAP13 - Directing New Outdoor Leisure and Recreation Development (Warwick District Local Plan 1996 - 2011)
- DAP3 - Protecting Nature Conservation and Geology (Warwick District Local Plan 1996 - 2011)

The Emerging Local Plan

- BE1 - Layout and Design (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- BE3 - Amenity (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- NE3 - Biodiversity (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- DS19 - Green Belt (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- MS2 - Major Sites in the Green Belt (Warwick District Local Plan 2011-2029 Publication Draft April 2014)
- CT4 - Extensions to Tourism, Cultural or Leisure Facilities in Rural Areas (Warwick District Local Plan 2011-2029 Publication Draft April 2014)

SUMMARY OF REPRESENTATIONS

Beausale, Haseley, Honiley & Wroxall Parish Council : Objection due to the fact that they were not properly informed of this application by the applicant at the Jaguar Land Rover (JLR) Community Forum. This issue is not a material planning consideration. This Parish Council have identified the following material concerns relating to the hospitality suite building:

The large and intrusive building is effectively at the bottom of the neighbours garden; it can be clearly seen from some distance away, and can hardly be said to be of a 'design and scale appropriate to a rural area' (Policy RAP13 11.). No attempt has been made by JLR to screen the building from view to lessen its impact on the environment, which has been materially altered by its presence.

WCC Highways: No objection, suggestion that Solihull MBC be consulted also.

Solihull MBC: No observations received.

WCC Ecology: No objection, subject to protected species notes.

Environment Agency: No observations received.

Environmental Services: No objection

ASSESSMENT

The main issues relevant to the consideration of this application are as follows:

- The principle of the development;

- Impact upon the living conditions of nearby dwellings;
- Drainage/Flood risk;
- Renewable energy;
- Ecology;
- Health and Wellbeing

The Principle of the Development

The vehicle operations tent falls just inside the Major Developed Site in the Green Belt and may therefore be considered acceptable in principle. A lightweight structure would not usually be acceptable on a permanent basis, however the structure is appropriate on as a temporary structure.

In terms of the hospitality suite the applicant accepts that this is inappropriate development within the Green Belt. The NPPF Paragraph 87 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in *very special circumstances*. Paragraph 88 states that substantial weight should be given to any harm to the Green Belt and 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.

The applicant has identified three very special circumstances that they consider to support the scheme: (i) The structure is closely related to the northern boundary of the Major Developed Site and located on existing hardstanding, meaning impact upon openness has been minimised; the development respects openness; the development does not compromise any of the five purposes of the Green Belt, particularly given its temporary nature. (ii) The building is considered to be in accordance with Policy RAP13 relating to outdoor recreational facilities in that it is essential and ancillary to the use of the land and the design and scale are appropriate to the rural area. (iii) The proposal is in line with the core principles of the NPPF encouraging the re-use of previously developed (brownfield land), where it is not of high environmental value.

In terms of assessing the weight to be given to these very special circumstances the land the hospitality suite is located on does not fall within the definition of previously developed land as set in the NPPF. The land is located outside of the Major Developed Site and is firmly located within the Green Belt. The NPPF states that the most important attribute of the Green Belt is openness, which should be a permanent characteristic. One of the five purposes of the Green Belt is to assist in safeguarding the countryside from encroachment. Officers are mindful that Policy MS2 of the emerging Local Plan accepts that some small scale development may be necessary adjacent to the test track to assist in its operations, however the Council will ensure that openness is maintained. The scale of the hospitality suite is significant and cannot be considered as an essential facility to the use of the land, neither can the building be considered of a design or scale appropriate to the rural area.

Any reduction to the scale or height of the building is impractical as this is a bespoke structure, however it is significant that the building is required for a

temporary period only. Through negotiation this has been reduced from 18 months to 8 months. Officers agree with part of the applicant's very special circumstances that as the proposed structure would be of a temporary nature and would be removed upon expiry it would not permanently affect the openness of the Green Belt.

It is also noted that Jaguar Land Rover is a major national company and regional employer, providing jobs both directly and indirectly through associated manufacturing companies and suppliers. Although this application is not directly linked to the manufacturing process it does support part of the company's marketing and promotional events, that are clearly an integral part of the business. The NPPF is clear that *significant* weight should be placed on the need to support economic growth through the planning system.

On balance the scheme is therefore acceptable, subject to a condition requiring the use of the structures to cease by 31st October 2015 and their complete removal by 23rd November 2015.

The impact on the living conditions of nearby dwellings

The site has an existing lawful use granted back in 2002 to use the track (former runway) for vehicle demonstrations, displays, promotions, development programmes and driver training/experience days. This existing use and associated vehicle movements does not therefore form part of the consideration of this planning application.

The concerns raised by the Parish Council are noted, however the hospitality suite is located 430 metres from the neighbouring property Nunley Farm. Despite being visible from that distance it would be unreasonable and unnecessary of the LPA to require further landscaping of the boundary to improve screening, especially as this is a temporary consent. It is understood that JLR are in separate discussions with the occupiers of Nunley Farm with regard to improving landscape screening to the boundary, however this is a private matter between neighbours.

The vehicle operations tent is located within the 'major developed site in the Green Belt' where there are existing buildings and a robust screen of mature trees.

The temporary buildings are not therefore considered to result in any significant impact upon the amenities of the occupiers of surrounding properties.

Drainage and Flood Risk

The buildings sit on existing large expanses of hardstanding associated with the former runway where surface water run-off will go back onto porous grassed areas surrounding the hardstanding. No issues are therefore raised in this regard.

Renewable Energy

The buildings are temporary structures required for a relatively short period of time and renewables would not therefore be appropriate.

Ecological Impact

The County Ecologist has confirmed that the application site lies within Ecosite 49/27 'Nunley Wood, Honiley Airfield'. Parts of this Ecosite have been selected as potential Local Wildlife Site (pLWS) 'Honiley Airfield'. The Ecologist notes that the temporary structures will impact on existing hardstanding and bare ground and that no vegetation will be impacted on, however as reptiles may use bare ground to bask it is recommended that a note relating to amphibians and reptiles, as protected species, is attached to any approval granted.

Health and Wellbeing

There are no specific benefits linked to this scheme, nor are there any disbenefits to health and well-being.

SUMMARY/CONCLUSION

In the opinion of the Local Planning Authority, the development is acceptable as a temporary scheme and does not adversely affect the amenity of nearby residents. Whilst not complying with Green Belt policies very special circumstances are considered to exist that outweigh the harm to the Green Belt, i.e. the fact that these buildings are required on a temporary basis only for a relatively short period of time and will assist the existing employer.

CONDITIONS

- 1 The development hereby permitted shall be retained over the temporary consent period strictly in accordance with the details shown on the site location plan and approved drawing(s) 16031 A0010-P4, 150115, 150127 JLR, and specification contained therein, submitted on 04/03/15. **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.
- 2 The use of the temporary buildings hereby permitted shall be discontinued on or before 31st October 2015 and the buildings shall have been completely removed and the site restored to its former condition by 23rd November 2015. **REASON:** The hospitality suite structure is located in the Green Belt where strict policies of restraint apply. The structure represents inappropriate development within the Green Belt, however its retention on a short temporary basis is considered to be a very special circumstance in accordance with the NPPF. In terms of design and materials both structures are of a temporary nature where, which in the absence of special care and attention are liable to rapid deterioration which may cause the buildings

to become injurious to the amenities of the area by virtue of an unsightly appearance and therefore their retention on a longer or permanent basis would be unsatisfactory and inappropriate in accordance with Policies DP1 & DP2 of the Warwick District Local Plan 1996-2011.





Structure Elevations

Elevations



