**Planning Committee:** 10 November 2015 **Item Number: 13**

**Application No:** W/15/1419

**Registration Date:** 21/08/15

**Town/Parish Council:** Beausale, Haseley, Honiley & Wroxall **Expiry Date:** 20/11/15

**Case Officer:** Liam D'Onofrio
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**Former Honiley Airfield (Jaguar Land Rover), Oldwich Lane East, Wroxall CV8 1NR**

Erection of a building to accommodate the vehicle operations division of Jaguar Land Rover, and ancillary works including car parking, 'work in progress' storage areas for part-prepared vehicles, amendments to the existing vehicle track circuit, track and infield access, site access, landscaping and other ancillary works. FOR Jaguar Land Rover

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This application is being presented to Committee due to the number of objections received.

## RECOMMENDATION

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

## DETAILS OF THE DEVELOPMENT

Planning permission is sought for a new vehicle operations building, which will include workshops, paint booths and offices, not to exceed a floor space of 17,800sq.m. The Vehicle Operations division has responsibility for key vehicles including motor show and press cars, and unique individual models and designs for use around the world. The proposed building includes a workshop block with horizontally laid dark grey profiled cladding and a two-storey office/welfare block clad in an off white flat panelled rain screen system linked to the workshop by a glazed atrium. Both elements of the building will have a low level brick plinth. Glazing will be polyester powder coated, aluminium frames.

The scheme includes the provision of associated fleet, staff and visitor car parking, provision of a storage area for part prepared 'work in progress' (WIP) vehicles, reconfiguration of the existing track circuit and provision of an access to the 'infield' area of the track by means of a tunnel beneath the vehicle test track, a new site access (as previously approved under implemented scheme W/14/1152) and associated landscaping, drainage, lighting and ancillary works. The scheme includes the siting and building footprint details for the proposed security guardhouse, diesel and petrol fuel tanks (to replace existing tanks on the land), a water fire suppression sprinkler tanks and pump house and track control facility. Scale and design are to be controlled by condition.

The application is accompanied by supporting documents, including a Panning Statement; Design and Access Statement; Transport Assessment and Travel Plan; Flood Risk Assessment; Planning and Sustainability Report; Landscape Appraisal; Landscape Management Plan; Ecological Assessment; Environmental Lighting Impact Assessment; Air Quality Assessment; Noise Assessment; Waste Management Strategy; Land Quality Risk Assessment & Outline Geotechnical Assessment; Outline Construction Environmental Management Plan.

The supporting statement notes that Jaguar Land Rover is a major international business which has a network of sites within the West Midlands. The business is an advanced premium automotive manufacturing firm developing leading technologies, including low emissions vehicles, and it is a key economic asset and significant employer within Warwick District, Solihull, Warwickshire and the wider region, in addition to indirect employment within other businesses. Jaguar Land Rover is one of the largest exporters by value in the UK, with 80% of vehicles produced in the UK being sold abroad. In recognition of its outstanding export sales growth, Jaguar Land Rover was awarded the 2014 Queen's Award for Enterprise in International Trade, reflecting on the company's positive contribution to society and the growth of the UK economy. The proposals will generate significant employment both directly on site (a total of approximately 500 full time jobs initially) and indirectly through links with other local employers as well as other Jaguar Land Rover facilities across the West Midlands.

The Vehicle Operations division [which the proposed building will accommodate] is a vitally important division of this internationally renowned business, with vehicles prepared for around the world. In particular, the Vehicle Operations division has responsibility for key vehicles including motor show and press cars, and unique individual models and designs.

The applicant notes that part of the site is outside of the Major Developed Site in the Green Belt and therefore subject to Green Belt policies but notes that paragraph 89 of the NPPF allows "limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development." The applicant acknowledges that whilst elements of the development located within the Green Belt are located on existing previously developed land, the development would nevertheless be considered inappropriate development by way of its impact on the openness of the Green Belt.

The applicant has therefore identified very special circumstances that they consider to outweigh any harm, which include:

- Compliance with the overall objectives of the NPPF Green Belt policies. The application site is well screened and the majority of the proposed built development has been located adjacent to or in close proximity to the existing Major Developed Site (MDS) area, to significantly reduce the impact on the openness of the Green Belt. The development which would have the greatest impact i.e. the Vehicle Operations Building is located within the MDS meaning that development of a lesser impact including site access, parking,

storage and small scale structures are located within the Green Belt, therefore reducing the impact on openness, which is a key consideration. In relation to the principal WIP storage area located within the central area of the test track, this would make use of previously developed land within the former airfield and is a necessity for the operational requirements of the Vehicle Operations division to store part prepared and finished vehicles. The majority of the same area has a planning permission [temporary consent] for vehicle storage, and the proposed use would be transient in nature.

- The use of the site is in line with relevant local planning policy objectives. At the local level, it is clear that there is planning policy support for developments of this scale and type through saved Policy SSP2 - Major Developed Sites in the Green Belt and emerging Local Plan Policy MS2. Both the Local Plan and emerging Local Plan clearly indicate that there may be certain cases where economic development outside the MDS boundary may be appropriate. The applicant considers that the proposal, as a whole, is of a nature and scale that would be in line with the principle of the supporting text of saved Policy RAP6 Directing New Employment. Whilst the weight that can be attached to the provisions of emerging Local Plan Policy MS2 'Major Sites in the Green Belt' is limited, it is clear the Council's most up to date rationale for the former Honiley Airfield is that some development will be appropriate outside the MDS boundary, subject to national Green Belt policy. As such, some of the proposed development is located outside the MDS boundary, which is considered necessary and of a lesser impact/nature such as access and parking/storage, to be in line with the objectives of the emerging planning policy for the site.

- The site is previously developed land, is reasonably well contained, and is well suited to the uses taking place upon it. Although elements of the proposed development are located within the Green Belt, the site comprises the former Honiley Airfield and is made up of large expanses of hardstanding. Within the glossary of the NPPF, 'previously developed land' is defined as: *"land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure".* This proposal will therefore be directly in line with one of the core planning principles of the NPPF alongside ensuring that this largely redundant and underused facility will become a key sub-regional employment location.

- The economic benefits of the proposal. Jaguar Land Rover is a significant employer within Warwick District, Solihull, Warwickshire and the wider region, in addition to indirect employment within other businesses. For instance, Jaguar Land Rover's UK operations take place at five locations, with three vehicle manufacturing plants - two in the West Midlands at Castle Bromwich and Solihull, one near Liverpool in Halewood - and two advanced design and engineering centres at Gaydon (Stratford District) and Whitley (Coventry). These facilities provide approximately 29,000 jobs, with over 19,000 of these provided across the network of sites in the West Midlands. Furthermore, the new Engine Manufacturing Centre site near Wolverhampton, is expected to provide circa 1,400 jobs once at full capacity. This scheme will

deliver substantial employment when completed, and also generate jobs during the construction phases.

The applicant confirms that in line with best practise, extensive public engagement has taken place throughout the preparation of this planning application with key consultees, including: Warwick District Council; Beausale, Haseley, Honiley and Wroxall Parish Council; Warwickshire County Council; Solihull Metropolitan Borough Council; the Neighbourhood Forum and public exhibitions.

## 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 Jaguar Land Rover. The site is located southwest of the A4177 Honiley Road, where a new roundabout main access is has previously been approved as part of an outline grant of planning permission for an advanced engineering research and development campus. The current access is located on Oldwich Lane East to the northwest of the site. The site is within Green Belt, although part comprises previously developed land and identified as a Major Developed Sites in the Green Belt.

The overall site in JLR's ownership is approximately 80 hectares in size housing a 2.5km
test track, and associated offices and car parking. The proposed development area (planning application boundary) covered under this application sits within the overall site and is approximately 32 hectares in size.

## 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. Outline planning permission was granted for the development of the site for an advanced engineering research and development campus (Class B1 (Business) Uses) for the automotive and motor sport industries, including a new access road and roundabout, infrastructure, parking and landscaping on 17th October 2007 under W06/0309, which was renewed on 8th December 2011 under W/10/0893.

The more recent planning history includes:

W/15/0335 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: Granted 21/05/15.

W/14/1152 Reserved matters 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 W/06/0309 Granted 23/10/14. (This scheme has been implemented).

W/13/0558 Temporary change of use for storage of vehicles (Class B8) on existing and proposed hard standing, including a temporary earth bund, for a four year period: Granted 13/06/13.

**RELEVANT POLICIES**

- 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)
- DP4 - Archaeology (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)
- DP12 - Energy Efficiency (Warwick District Local Plan 1996 - 2011)
- DP13 - Renewable Energy Developments (Warwick District Local Plan 1996 - 2011)
- DP15 - Accessibility and Inclusion (Warwick District Local Plan 1996 - 2011)
- RAP6 - Directing New Employment (Warwick District Local Plan 1996 - 2011)
- RAP10 - Safeguarding Rural Roads (Warwick District Local Plan 1996 - 2011)
- SSP2 - Major Developed Sites (Warwick District Local Plan 1996 - 2011)
- The Emerging Local Plan
- HE6 - Archaeology (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- FW2 - Sustainable Urban Drainage (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- CC2 - Planning for Renewable Energy and Low Carbon Generation (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR1 - Access and Choice (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR2 - Traffic Generation (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR3 - Transport Improvements (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR4 - Parking (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)
- EC1 - Directing New Employment Development (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- PC0 - Prosperous Communities (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- NE2 - Protecting Designated Biodiversity and Geodiversity Assets (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)

- National Planning Policy Framework

**SUMMARY OF REPRESENTATIONS**

**Beausale, Haseley, Honiley & Wroxall Parish Council:** Support.

**Natural England:** No objection.

**Coventry Airport:** No aviation safety issues.

**NATs (air traffic control):** No aviation safeguarding issues.

**The Coal Authority:** No objection.

**Warwickshire Wildlife Trust:** Object, due to insufficient information.

**WCC Ecology:** Holding objection subject to further information.

**WCC Flood Risk:** No objection, subject to condition.

**WCC Landscape:** Landscaping details including the use of native species and should be agreed by condition.

**WDC EHO:** No objection, subject to condition.

**Public Response:** Four objections have been received from local residents raising the following concerns:
- Disregards safety and comfort of local residents.
- Traffic, highway safety concerns/unsuitable rural roads.
- New access/roundabout only for benefit of JLR.
- Noise/disturbance.
- Loss of 'Forest of Arden' trees originally funded by Lucas.
- Impact upon Ecology.

*Leamington and Warwick Friends of the Earth and Cycleways Kenilworth, Leamington and Warwick* (the same author for each objection) has objected, not to principle, but to the Transport Strategy of this application and the negative impacts of significant additional vehicle movements in the area and failure to improve cycle routes, which will outweigh the benefits of the proposals.

*Ecoline* have raised concern with the ecological survey that has been carried out and considers there to be insignificant information.

The proposals the subject of this application facilitate the continuing growth and development of a major local, regional and national employer with clear and widespread economic benefits. Considerable and substantial elements of the scheme comprise appropriate development within the Green Belt whilst the remainder are clearly considered to be justified by very special circumstances and appropriately mitigated within the surrounding area.

One comment regarding not having been consulted on the scheme. No material objection has been raised to the scheme itself.

**ASSESSMENT**

The main consideration in assessing this application are as follows:
- Principle/Green Belt;
- Siting/design;
- Impact upon neighbour's amenity;
- Highway safety;
- Landscaping/Ecology;
- Flood Risk;
- Health and Wellbeing;
- Renewables.

Principle/Green Belt

Local Plan Policy RAP6 - 'Directing New Employment' states that new employment development will be permitted for proposals on identified major developed sites within the Green Belt in accordance with Local Plan Policy SSP2. Honiley Airfield is identified in Policy SSP2 as a major developed site within the Green Belt, although this excludes the existing track (former runway) area, which also forms part of this scheme.

In terms of the proposed workshop and office building this will be located within the boundary of a major developed site in the Green Belt, which Local Plan Policy SSP2 identifies as appropriate for limited infilling and redevelopment for employment uses. The principle for the major redevelopment of the Honiley Airfield site has previously been established under the outline planning permission W/10/0893. This element of the scheme therefore accords with Policy and is acceptable in principle.

Although part of the development site is located outside of the boundary of the identified major developed site in the Green Belt elements of the scheme are considered to be located on previously developed land, as defined in Annex 2 of the NPPF, which states that: "*limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development".* Although each case must be considered upon its own merits the applicant has provided an Appeal decision also relating to a former airfield which confirms that the typically open land associated with an airfield (runway, taxi ways and perimeter roads) can be considered as previously developed land, as such hardstanding constitutes an engineering structure. This is consistent with Officers' views on previously developed land.

The former Honiley Airfield is made up of large expanses of hardstanding and can still be readily identified as a (former) airfield. An element of the proposed staff car parking will be located on a large existing concrete pad (part of a former aircraft parking apron off a taxiway), which will be extended to provide additional parking spaces. Parked cars, despite their transitional nature, are considered to have a greater impact upon the openness of the Green Belt than the existing development and, along with other elements of the scheme falling

outside of the major developed site in the Green Belt, would therefore constitute inappropriate development within the Green Belt.

The NPPF, paragraph 87 states that inappropriate 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.

The applicant has set out several 'very special circumstances' which are considered below:

Employment benefits

In this case the applicant is 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's UK operations currently employ approximately 29,000 jobs, with over 19,000 of these provided across the network of sites in the West Midlands and a new Engine Manufacturing Centre near Wolverhampton expected to provide circa 1,400 jobs once at full capacity. The applicant advises that the proposed development will generate significant employment both directly on site (a total of 500 full time equivalent jobs initially) and indirectly through links with other local employers as well as other Jaguar Land Rover facilities across the West Midlands. The NPPF is clear that *significant* weight should be placed on the need to support economic growth through the planning system. As the UK's largest automotive manufacturing business and the recognised contribution it has made to the growth of the UK economy significant weight should therefore be placed upon providing support to the further expansion and development of the business.

Harm to openness

It is noted that the elements of the scheme falling outside of the major developed site in the Green Belt (MDS) are largely secondary to the main building, but are intrinsically linked to the use of the main building and its function.

Although there will be harm to the openness of the Green Belt the extent of this harm is reduced by the nature and context of the site. The site is extremely well screened from public view and the applicant seeks to maintain and enhance this screening to ensure the press/public cannot view new cars on the proving track. This will clearly limit the visual impact from outside of the site. The elements of the scheme falling outside of the MDS are of a lesser impact/nature, including minor ancillary structures, such as a security gatehouse and track control facility, which have been located as close to the MDS as possible to limit encroachment. Conditions are required to secure the final design/materials of these structures. Given that the existing site outside the MDS is already characterised by large expanses of hardstanding formed by the runway, taxi ways, aprons etc. the additional hardstanding proposed for parking, the re-alignment of the existing track and engineering works associated with the tunnel (to allow car transporters to access the proposed 'work in progress' vehicle

parking at the centre of the track) are not considered to significantly change the existing character of the site and are not therefore considered to result in a significantly greater impact upon the openness of the Green Belt.

Parked cars utilising the hardstanding do impact upon the openness of the Green Belt and the vehicles' bright colours and reflecting glass can be visually detrimental. It is however noted that parked vehicles are transitional and will come and go, although the parking areas proposed are likely to be well used. It is also noted that extra parking spaces are required due to the staff hand-over process between shifts creating a limited peak in parked cars on site. The parking areas are well screened from public view and Officers are mindful that in supporting the development and growth of Jaguar Land Rover and the wider regional and national economy, Honiley Airfield provides a unique and available site that can be easily adapted to the needs of the business within a convenient distance to the existing JLR plants and facilities.

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 accordingly.

Other elements

Landscaped bunding between 4 metres and 5 metres high is to be provided as part of the scheme partly to provide screening of the site from Honiley Road but also to assist in forming a barrier to engine noise from the existing track. NPPF paragraph 90 notes that engineering operations, which would include bunding, are not inappropriate, provided that they preserve the openness of the Green Belt. The bunding will be landscaped and given the context and scale of the wider site are not considered to form inappropriate development.

A condition is suggested restricting the use of the site to B1(b) research and development, specifically for the automotive and motorsport industry, reflecting the use that has historically been undertaken on the site, following its demise as an airfield. This reflects the very special circumstances identified for the applicant and is consistent with the previous approval W/06/0309.

Siting/design

The proposed workshop and office building despite its large size will be a relatively low rise structure that will be well screened by the existing coniferous plantation that screens much of the MDS. The building is considered to provide an appropriate scale and design solution for an industrial building and will be clad in sympathetic materials.

Other structures within the MDS and Green Belt are minor in nature. A condition will be required to secure a final solution and ensure that they are appropriate in terms of their scale, design and use of materials.

Impact upon neighbour's amenity

Officers note that the site has an existing approval for an advanced engineering research and development campus for the automotive and motor sport

industries, which has been implemented. This scheme will overlay part of the previously approved scheme within the MDS with a building to suit the specific needs of the business. Bearing in mind the existing lawful use of the site and previous approval the impact upon local residents and the local highway network is not considered to be significantly greater than the proposed scheme. Although the proving track will be re-aligned its use for vehicle testing and events is existing and established and is not considered further as part of this application.

The Council's Environmental Health Officer (EHO) has assessed the proposed scheme and following an initial review of the submitted noise assessment has asked for further information/clarification, which has been supplied by the applicant accordingly. Based on the updated information the EHO has raised no objection to the scheme but has advised that a condition be imposed requiring a Noise Management Plan.

In terms of lighting the EHO has reviewed the lighting impact assessment and additional information on light spillage and is satisfied that light will be directed appropriately within the site and will not adversely affect any surrounding occupiers.

The EHO has raised no objection in respect of potential contaminated land issues, subject to a condition requiring an asbestos management/mitigation plan and also an unexpected contamination/remediation condition. A Construction Management Plan is also suggested.

In respect of Air Quality Assessment it is considered that an appropriate level of proposed mitigation to achieve the Low Emission Strategy guidance should make provision for 10% of parking spaces to have electric vehicle charging points. The EHO considers that this could be phased with 5% at the outset and a trigger within the development of the site for a further 5%, as required. It is considered that this can be successfully secured by condition.

The EHO notes that, despite a request, HGV delivery hours cannot be restricted as this condition was not imposed on the original condition and it would therefore be unreasonable to impose such a condition on this scheme. Furthermore this restriction could not be imposed on the remainder of the wider site. Traffic and noise and disturbance were considered under the original application W/06/0309, in which a new safer access point was agreed into the site via a roundabout off the Honiley Road. This scheme replicates that roundabout access and should be conditioned to be available prior to the first use of the proposed development.

The scheme is not therefore considered to result in any significant harm to the outlook, light, privacy or amenities of the occupiers of the occupiers of surrounding properties.

Highway safety

The highway safety concerns raised by local residents are noted. Warwickshire County Council Highway Authority have assessed the scheme and supporting information and consider the development proposals will have minimal impact

upon the operation of the Highway Network in Warwickshire. The Highway Authority have raised no objection, subject to conditions.

The Highway Authority note that whilst the site is located in Warwickshire it will access the highway network within Solihull. Solihull Metropolitan Borough Council have been consulted on the application and to date have not provided any comments on the scheme. Officers nevertheless are mindful that the principle of the development of the site has been established and also implemented under the previous permission, which included the roundabout access, and there is therefore considered to be no justification to object to this proposal on highway grounds.

Landscaping/Ecology

The County Ecologist has commented that the application site is within a potential Local Wildlife Site (pLWS) but raises no objection as no works are proposed in ecologically sensitive areas of the site.

The County Ecologist has also commented that the Biodiversity Impact Assessment (BIA) shows a loss of biodiversity on the site, which should be mitigated through on site compensation or offsetting measure, which along with a Landscape/Ecological Management Plan and appropriate landscaping details will be secured by condition.

Flood Risk

The site is within Flood Zone 1, where there is the lowest risk of flooding. The proposed scheme includes a large attenuation pond for surface water run off adjacent to the track. The WCC Flood Risk Team have raised no objection to the scheme, subject to a condition to agree further details.

Health and Wellbeing

It is considered that the proposals include sufficient safeguards to ensure that the amenities of nearby residential properties and users of the highway will not be compromised by this development.

Renewables

The supporting information states that the main building's design will promote reduced CO2 emissions from delivered energy consumption by minimising operational energy demand through passive and best practice construction measures. This will be supplemented by PV panels, which are proposed to be allocated at roof level. The full details of the scheme can be secured by condition.

**Summary/Conclusion**

The proposals subject of this application facilitate the continuing growth and development of a major local, regional and national employer with clear and widespread economic benefits. Considerable and substantial elements of the scheme comprise appropriate development within the Green Belt whilst the

remainder are clearly considered to be justified by very special circumstances and appropriately mitigated within the surrounding area.

The proposed development will be brought forward in a manner which is acceptable in design terms and which does not unacceptably impact upon highway safety or residential amenities and it is therefore considered that planning permission should be granted.

**CONDITIONS**

1 The development hereby permitted shall begin not later than three years from the date of this permission. **REASON:** To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan and approved drawing(s) 103 Rev D, BEA 1524-12 Rev C, 6756-GA-301 Rev B, 6756-LE-400 Rev C, 16032 A0903 - P1 16032 A0904 - P1, 16032 A0905 - P1, 16032 A0906 - P1, 16032 A0907 - P1, 16032 A0908 - P1, 16032 A0909 - P1, 16032 A0910 - P1, 16032 A0911 - P1, 16032 A0912 - P1, 16032 A0913 - P1 and specification contained therein, submitted on 21/08/15, except as required by conditions 3-18 below. **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.

3 The development hereby permitted shall not be commenced unless and until a scheme showing how either a). at least 10% of the predicted energy requirement of the development will be produced on or near to the site from renewable energy resources, or b). a scheme showing how at least 10% of the energy demand of the development and its $CO^2$ emissions would be reduced through the initial construction methods and materials has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until all the works within the approved scheme have been completed and thereafter the works shall be retained at all times and shall be maintained strictly in accordance with manufacturer's specifications. **REASON**: To ensure that adequate provision is made for the generation of energy from renewable energy resources or to achieve carbon savings in accordance with the provisions of Policy DP13 in the Warwick District Local Plan 1996-2011.

4 The development hereby permitted shall be carried out in strict accordance with details of surface and foul water drainage works that shall have been submitted to and approved in writing by the local planning authority. **REASON:** To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with Policy DP11 of the Warwick District Local Plan 1996-2011.

5 No development shall take place unless and until a Low Emission

Strategy has been submitted to and approved in writing by the local planning authority. The Low Emission Strategy shall thereafter be implemented in strict accordance with the approved details. **REASON:** To ensure mitigation against air quality impacts associated with the proposed development, in accordance with Policy DP9 of the Warwick District Local Plan and the aims and objectives of national guidance within the NPPF 2012.

6 No development shall commence unless and until a scheme ("the scheme") to ensure that there is no net biodiversity loss as a result of the development has been submitted to and agreed in writing by the Local Planning Authority. The net biodiversity impact of the development shall be measured in accordance with the DEFRA biodiversity offsetting metric as applied in the area in which the site is situated at the relevant time and the scheme shall include:
1. Proposals for on-site mitigation (full details of which will be provided in relation to each phase of development) and/or for off-site offsetting;
2. A methodology for the identification of any receptor site(s) for offsetting measures;
3. The identification of any such receptor site(s);
4. The provision of arrangements to secure the delivery of any offsetting measures (including a timetable for their delivery); and
5. A management and monitoring plan (to include for the provision and maintenance of any offsetting measures in perpetuity).
The written approval of the Local Planning Authority shall not be issued before the arrangements necessary to secure the delivery of any offsetting measures have been executed. The scheme shall be implemented in full accordance with the requirements of the scheme or any variation so approved. **REASON:** To ensure net biodiversity gain through on-site compensation and/or bio-diversity offsetting in accordance with the aims and objectives of the National Planning Policy Framework (NPPF) and Policy DAP3 of the Warwick District Local Plan 1996-2011.

7 The development hereby permitted shall not commence until a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. In discharging this condition the LPA expect to see details concerning pre-commencement checks for protected and notable species with subsequent mitigation and monitoring, as deemed appropriate. In addition appropriate working practices and safeguards for other wildlife dependent of further survey work, that are to be employed whilst works are taking place on site. The agreed Construction and Environmental Management Plan shall thereafter be implemented in full. **REASON:** To ensure that protected species are not harmed by the development in accordance with National Planning Policy Framework (NPPF), ODPM Circular 06/2005 and Policy DAP3 of the Warwick District Local Plan 1996-2011.

8 The development hereby permitted shall not commence until a detailed schedule of great crested-newt mitigation measures (to include timing

of works, protection measures, enhancement details, monitoring and further survey if deemed necessary) has been submitted to and approved in writing by the Local Planning Authority. Such approved mitigation measures shall thereafter be implemented in full. **REASON:** To ensure that protected species are not harmed by the development in accordance with National Planning Policy Framework (NPPF), ODPM Circular 06/2005 and Policy DAP3 of the Warwick District Local Plan 1996-2011.

9 No work to start until a reptile presence/absence survey has been carried out at the appropriate time of year and during appropriate weather conditions, by a suitably qualified ecologist. Appropriate mitigation measures as recommended following results of the survey to be submitted to and agreed in writing by the Local Planning Authority. Approved details shall be carried out in full. **REASON:** To ensure that protected species are not harmed by the development in accordance with National Planning Policy Framework (NPPF), ODPM Circular 06/2005 and Policy DAP3 of the Warwick District Local Plan 1996-2011.

10 The development hereby permitted shall not commence until a detailed Landscape and Ecological Management Plan has been submitted to and approved in writing by the District Planning Authority. The plan should include details of planting and maintenance of all new planting. Details of species used and sourcing of plants should be included. The plan should also include details of habitat enhancement/creation measures and management, such as water bodies, native species planting, wildflower grasslands; woodland creation/enhancement, provision of habitat for protected species. Such approved measures shall thereafter be implemented in full. **REASON:** To ensure a net biodiversity gain in accordance with NPPF.

11 No part of the development hereby permitted shall be commenced and nor shall any equipment, machinery or materials be brought onto the site until a scheme for the protection of all existing trees, and hedges to be retained on site has been submitted to and approved in writing by the Local Planning Authority and has been put in place. The scheme must include details of the erection of stout protective fencing and be in accordance with British Standard BS5837: 2005, a Guide for Trees in relation to construction. Nothing shall be stored or placed in those areas fenced in accordance with this condition and nor shall the grounds levels be altered or any excavation take place without the prior consent in writing of the Local Planning Authority. The approved scheme shall be kept in place until all parts of the development have been completed and all equipment, machinery and surplus materials have been removed. **REASON:** To protect trees and other features on site during construction in accordance with Policy DP3 of the Warwick District Local Plan 1996-2011.

12 No development shall take place until a detailed lighting scheme has been submitted and agreed between the applicant and the Local Planning Authority. In discharging this condition the LPA expects

lighting to be restricted around the boundary edges, along hedgerows, around known bat roosts and badgers setts, and to be kept to a minimum at night across the whole site in order to minimise impact on emerging and foraging bats and other nocturnal wildlife. This could be achieved in the following ways:
a. low pressure sodium lamps should be used in preference to high pressure sodium or mercury lamps;

b. the brightness of lights should be as low as legally possible;

c. lighting should be timed to provide some dark periods;

d. connections to areas important for foraging should contain unlit stretches.

The agreed scheme to be fully implemented before/during development of the site as appropriate. **REASON:** To ensure that any lighting is designed so as not to detrimentally affect the amenities of the occupiers of nearby properties and that appropriate measures are taken in relation to protected species in accordance with Policies DP2, DP3 and DP9 of the Warwick District Local Plan 1996-2011.

13 The development hereby permitted shall only be undertaken in strict accordance with details of both hard and soft landscaping works which have been submitted to and approved in writing by the local planning authority. Details of hard landscaping works shall include boundary treatment, including full details of the proposed boundary walls, railings and gates to be erected, specifying the colour of the railings and gates; footpaths; and hard surfacing, which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area. The hard landscaping works shall be completed in full accordance with the approved details within three months of the first occupation of the development hereby permitted; and all planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the first occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes in the opinion of the local planning authority seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species, unless the local planning authority gives written consent to any variation. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS4043 – Transplanting Root-balled Trees and BS4428 – Code of Practice for General Landscape Operations. **REASON:** To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies DP1, DP2 and DP3 of the Warwick District Local Plan 1996-2011.

14 No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority in consultation with the LLFA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme to be submitted

shall:

- Undertaken infiltration testing in accordance with the BRE 365 guidance to clarify whether or not an infiltration type drainage strategy is a viable means of managing the surface water runoff from the site.

- Demonstrate that the surface water drainage system(s) are designed in accordance with CIRIA C697, C687 and the National SuDS Standards.

- Limit the discharge rate generated by all rainfall events up to and including the 100

year plus 30% (allowance for climate change) critical rain storm to the equivalent Greenfield runoff rates for the site.

- Demonstrate the provisions of surface water run-off attenuation storage in accordance with the requirements specified in '*Science Report SC030219 Rainfall Management for Developments'.*

- Demonstrate detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details of any attenuation system, and outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods.

- Confirm how the on-site surface water drainage systems will be adopted and maintained in perpetuity to ensure long term operation at the designed parameters.

**Reason:** To prevent the increased risk of flooding; to improve and protect water quality; to improve habitat and amenity; and to ensure the future maintenance of the sustainable drainage structures in accordance with Policies DP9 and DP11 of the Warwick District Local Plan 1996-2011.

15 No construction shall be undertaken until a Construction Management Plan, which should contain details of a Construction Phasing Plan, measures to prevent mud and debris being deposited on the highway, any temporary measures required to manage traffic during construction, plans and details for the turning and unloading and loading of vehicles within the site during construction, dust suppression, demolition or clearance works, details of wheel washing, delivery times, restrictions on burning and details of all temporary contractors buildings, plant and storage of materials associated with the development process and a HGV Routing Plan has been submitted to and approved in writing by the Local Planning Authority. All details shall be carried out as approved. **REASON:** In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality in accordance with Policies DP2, DP6, DP8 & DP9 of the Warwick District Local Plan 1996-2011.

16 The development shall not be commenced unless and until a noise management plan has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full. **REASON:** To protect the amenities of the occupiers of nearby

properties in the locality in accordance with Policies DP2 & DP9 of the Warwick District Local Plan 1996-2011.

17 The development hereby permitted (or relevant phase of development) shall not commence until a preliminary assessment of risk of unexploded ordnance at the site (or the relevant phase of development) has been submitted to and approved in writing by the local planning authority. If the assessment identifies a risk of unexploded ordnance, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. Development shall not be carried out until remediation measures have been carried out in full accordance with such approved details. **REASON:** To safeguard health and safety in accordance with Policy DP9 of the Warwick District Local Plan 1996-2011.

18 The development shall not commence unless and until full details of the scale, external appearance and facing and roofing materials of the gatehouse, track control and business protection building, motorcyle/cycle store, fuel tanks, water fire suppression sprinkler tanks and pump house have been submitted to and approved in writing by the local planning authority. All details shall be carried out as approved. **REASON:** To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the locality in accordance with Policy DP1 of the Warwick District Local Plan 1996-2011.

19 The car parking areas shown on the approved plans shall be constructed prior to occupation of the main workshop/office building and thereafter be permanently retained for parking purposes for the development hereby permitted. **REASON** : To ensure that adequate parking facilities are retained for use in connection with the development, in accordance with the requirements of Policy DP8 of the Warwick District Local Plan 1996-2011.

20 The buildings shall be used for automotive and motorsport research and development together with ancillary office provision and ancillary low volume developmental production and for no other purpose including any other purpose in Class B1(b) of Part B of the Schedule to the Town and Country Planning (Use Classes) Order 2005, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). **REASON**: Permission is only granted for this development for the very special reasons given by the applicants and, therefore, it would be inappropriate to grant consent for other purposes in this Green Belt location.

21 If during development, contamination not previously identified, is found to be present at the site then no further development shall take place unless otherwise agreed in writing with the local planning authority by the approval of a remediation method statement. The remediation method statement must detail how this unsuspected contamination

shall be deal with. All details shall be carried out as approved. **REASON:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policies DP3 & DP9 of the Warwick District Local Plan 1996-2011.

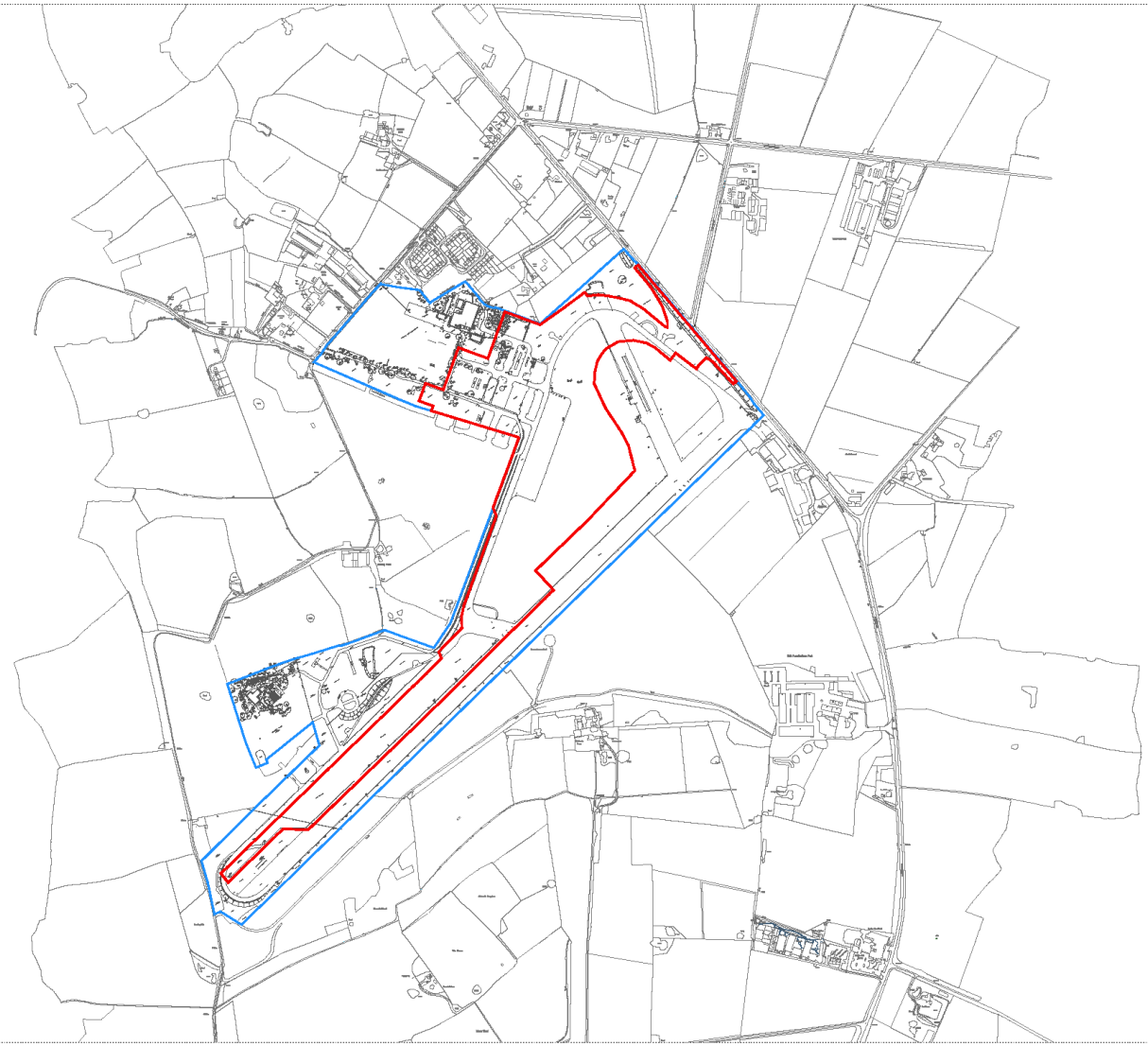
22 The development hereby permitted shall not be occupied unless and until the new site roundabout access from Honiley Road has been constructed, laid out and implemented in accordance with drawing number 103 Rev D. As previously agreed under planning permission W/06/0309. **REASON:** To ensure that a satisfactory access in the interests of highway safety in accordance with Policy DP6 of the Warwick District Local Plan 1996-2011.

A1

KEY

SITE OWNERSHIP BOUNDARY

SITE DEVELOPMENT BOUNDARY



Rev Drawn Date Comment

P1 KA 09.06.2015 ISSUED FOR PLANNING

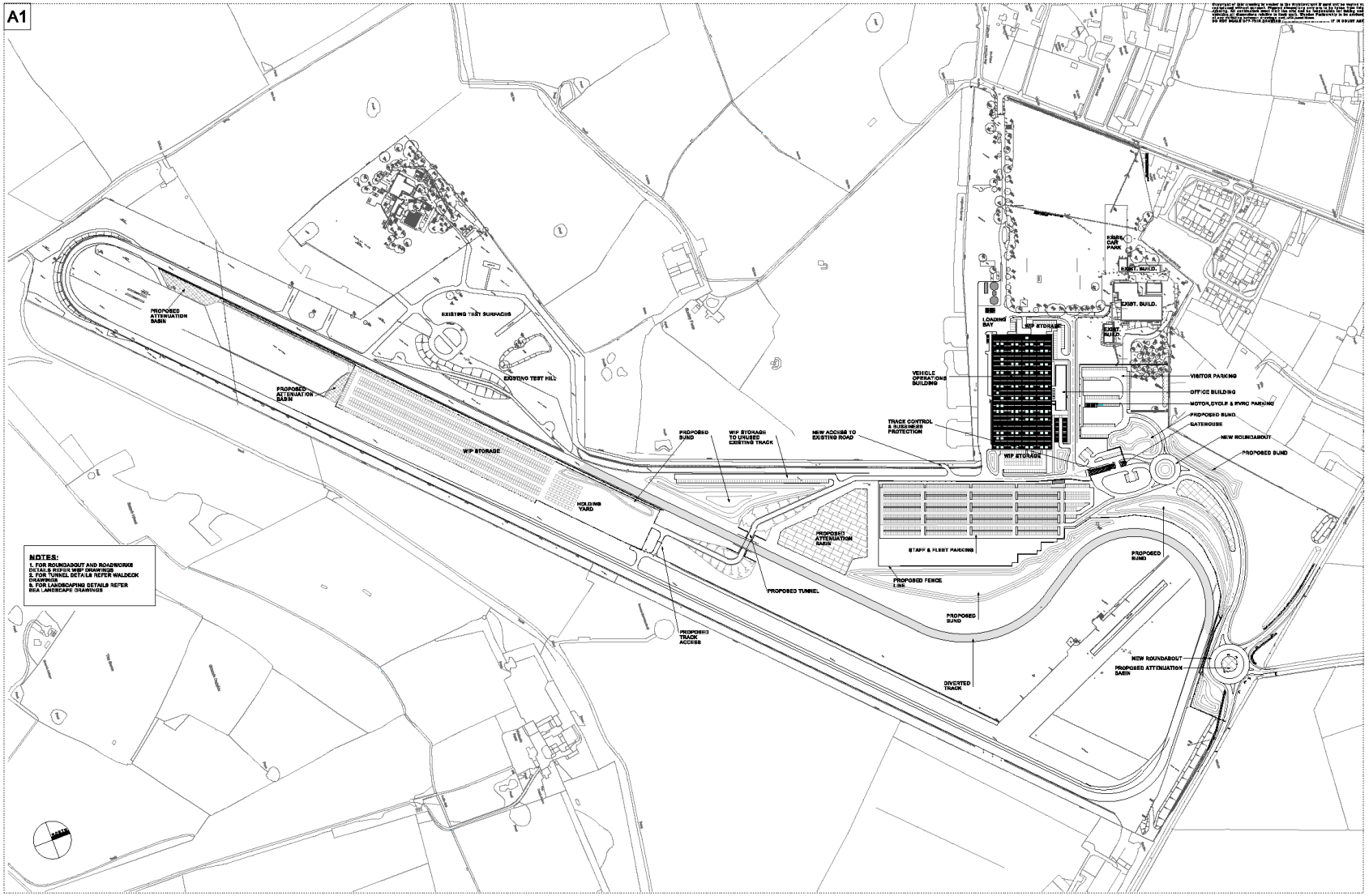
WEEDON architects

JAGUAR LAND ROVER FEN END

SITE LOCATION PLAN

Drawn KA Date JUNE 2015 PLANNING

Checked TL Scale 1:2000 @ A1 16032 A0901-P1




| Rev | Drawn | Date | Comment |
|---|---|---|---|
| P1 | KA | 09.06.2015 | ISSUED FOR PLANNING |

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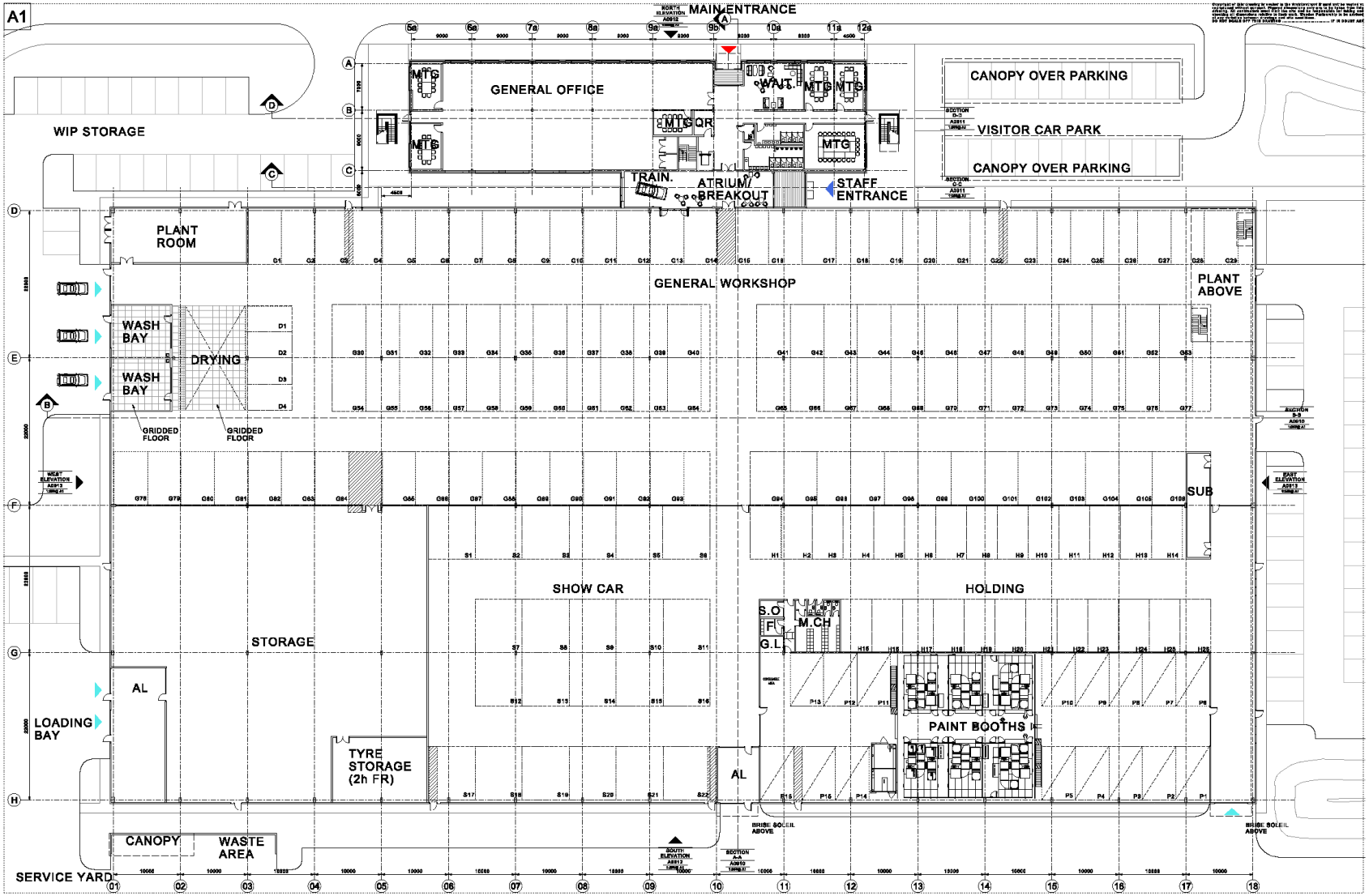
JAGUAR LAND ROVER FEN END

PROPOSED SITE PLAN

Drawn KA Date JUNE 2015 PLANNING

Checked TL Scale 1:2500 @ A1 16032 A0903-P1


A1
MAIN ENTRANCE
GENERAL OFFICE
MTG
WAIT.
MTG
MTG
MTG
MTG
QR
MTG
MTG
CANOPY OVER PARKING
VISITOR CAR PARK
CANOPY OVER PARKING
WIP STORAGE
TRAIN.
ATRIUM/ BREAKOUT
STAFF ENTRANCE
PLANT ROOM
GENERAL WORKSHOP
PLANT ABOVE
WASH BAY
DRYING
WASH BAY
GRIDDED FLOOR
GRIDDED FLOOR
SUB
SHOW CAR
HOLDING
S.O
F
M.CH
G.L
STORAGE
AL
LOADING BAY
PAINT BOOTHS
TYRE STORAGE (2h FR)
AL
BRISE SOLEIL ABOVE
BRISE SOLEIL ABOVE
CANOPY
WASTE AREA
SERVICE YARD
WEEDON architects
JAGUAR LAND ROVER
FEN END
PROPOSED
GROUND FLOOR
PLANNING
Drawn KA Date JUNE 2015
Checked TL Scale 1:200 @ A1
16032 A0907-P1

Rev Drawn Date Comment
P1 KA 06.05.2015 ISSUED FOR PLANNING

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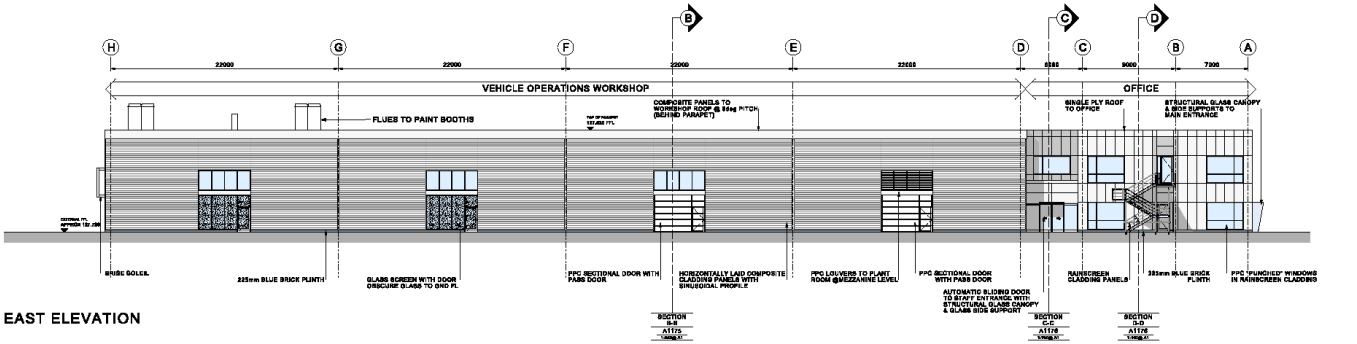
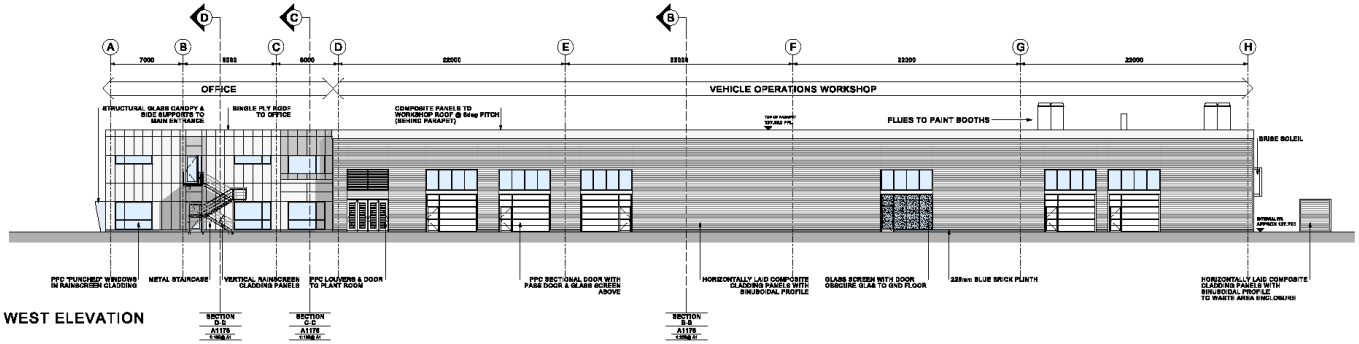
JAGUAR LAND ROVER FEN END
PROPOSED
FIRST FLOOR
Drawn KA Date JUNE 2015 PLANNING
Checked TL Scale 1:250 @ A1 16032 A0906-P1

A1




EAST ELEVATION




WEST ELEVATION

| Rev | Drawn | Date | Comment |
|---|---|---|---|
| P1 | KA | 30.07.2015 | ISSUED FOR PLANNING |

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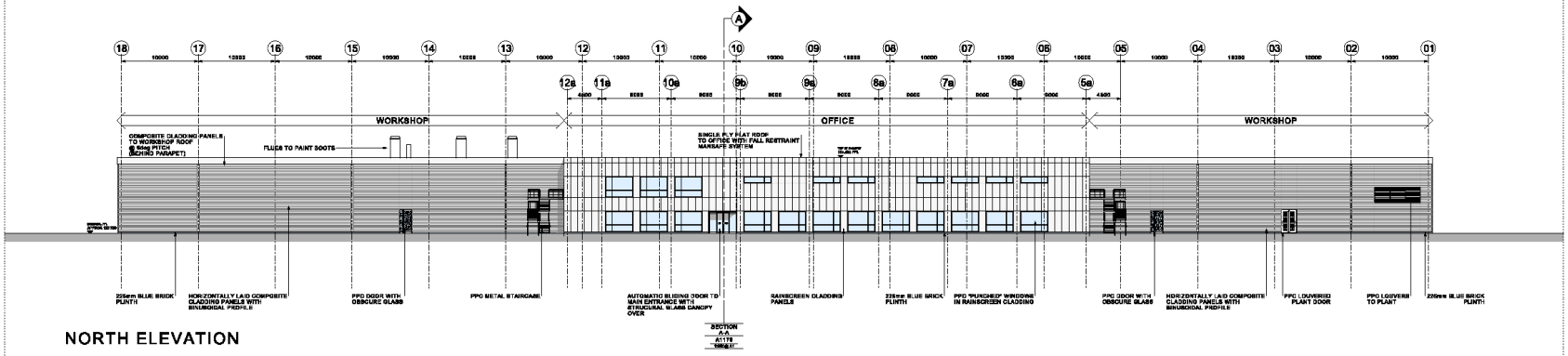
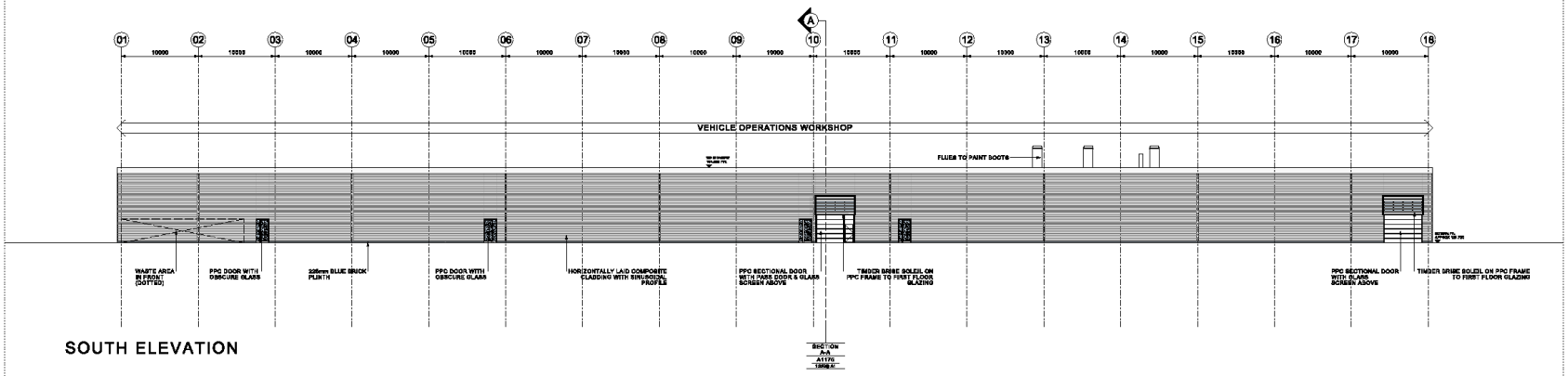
JAGUAR LAND ROVER FEN END
PROPOSED
EAST & WEST ELEVATION
Drawn KA Date JUNE 2015 PLANNING
Checked TL Scale 1:200 @ A1 16032 A0913-P1

A1




NORTH ELEVATION




SOUTH ELEVATION

| Rev | Drawn | Date | Comment |
|---|---|---|---|
| P1 | KA | 30.07.2015 | ISSUED FOR PLANNING |

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JAGUAR LAND ROVER — FEN END
PROPOSED NORTH & SOUTH ELEVATION
Drawn KA Date JUNE 2015 PLANNING
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A3

reproduced without consent. Figured dimensions only are to be taken from this drawing. All dimensions to be checked on site before any work is put in hand and shop drawings submitted to the Architect for approval. Any discrepancies between drawings and site conditions to be reported immediately.

| Rev | Drawn | Date | Comment |
|---|---|---|---|
| P | KA | 22.07.2015 | ISSUED FOR PLANNING |

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JAGUAR LAND ROVER FEN END
EXTERNAL WORKSHOP VIEW

Drawn KA Date JUNE 2015 PLANNING
Checked TL Scale NTS @ A3 16032 A9001-P1