

Regulatory Committee

6 June 2023

**New fire rescue training centre including 'hot smoke house' Minerva fire simulation training facility and welfare building, on site parking, road way, fencing, planting,
Warwickshire County Council owned land, Paynes Lane former Land & Chippings site, Paynes Lane, Rugby, CV21 2UH.**

RBC/22CC007

Application No.: RBC/22CC007

Advertised date: 22/02/2023

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Registered by: The Strategic Director for Communities on 29 November 2022

Proposal: Construction of a new fire rescue training centre including a 'hot smoke house' Minerva fire simulation training facility, a welfare building, on site parking, road way, fencing, and planting.

Site & location: Warwickshire County Council owned land, Paynes Lane former Land & Chippings site, Paynes Lane, Rugby, CV21 2UH. [Grid ref: 448793, 275471].

See plan in Appendix A

Recommendation

That the Regulatory Committee authorises the grant of planning permission for the construction of a new fire rescue training centre including a 'hot smoke house' Minerva fire simulation training facility, a welfare building, onsite parking, roadway, fencing, and planting, subject to the conditions and for the reasons contained within Appendix B of the report of the Strategic Director for Communities.

1. Application details

- 1.1 This application seeks planning permission for the use of land at Paynes Lane, Rugby, as a fire training centre. The application proposes the construction of a "fire house" located in the centre of the site, a filtration section adjacent to it, and a two storey welfare building in the north eastern corner of the site. A row of 14 car parking spaces (including 1 disabled bay) would be constructed along the south eastern site boundary. Two of the bays would be fitted with EV charging stations. A motorcycle parking bay would be located to the north of the welfare building. An internal road would loop around the fire house and filtration building.
- 1.2 The fire house in the centre of the site would be constructed from adapted shipping containers which would be combined to form a building with a footprint of approximately 12 m by 21 m, the central part of which would consist of containers stacked three to four levels high, giving a maximum height of approximately 12 metres.
- 1.3 The ground floor and tower would be coloured RAL 7024 Graphite Grey and the upper floors RAL 7083 Agate Grey.
- 1.4 Attached to the south side of the fire house would be a filtration unit comprising a rectangular container at its base and a cylindrical tank above it. The filtration unit would measure approximately 5 m x 12 m with a height of approximately 12 metres and be connected to the main fire house structure by a horizontal duct approximately 10 metres above ground.
- 1.5 The proposed training welfare building would measure approx. 9 m x 22 m with a single-pitch roof with a maximum height of 5.4 m at the rear (eastern) elevation, rising to 6.2 m at the front (western) elevation. The external walls would be finished in mid-grey composite cladding at ground floor level and solid white render/cladding panels above. The

roof would be finished in grey coloured metal composite material with standing seams. Windows, doors and gutters/downpipes would consist of anthracite grey powder coated aluminium.

- 1.6 The ground floor of the training welfare building would contain changing rooms, showers, toilets and storage and drying rooms for equipment. On the first floor there would be an office/meeting room, a training room, and a kitchenette.
- 1.7 The site would be accessed via the existing access point on Paynes Lane in the south west corner of the site.
- 1.8 The perimeter of the site is currently enclosed by a 2.5 metre high galvanised steel palisade security fence, which would be retained. The proposals initially included a 5.0 metre high close boarded timber security fence surrounding the site. However, this element of the proposal was removed in response to concerns over its visual appearance.
- 1.9 The proposed facility would be used in a number of ways. The fire house would be used for training involving “hot fire” scenarios, such as entering a building on fire or filled with smoke, breathing apparatus training, multi-pump exercises, collaboration between Police and fire services or partnership working with other fire services, and training for retained firefighters. Some elements of the training would be undertaken in the training and meeting room located in the welfare building.
- 1.10 Given the number of different courses that need to be run in order to satisfy the statutory training requirements for the fire service, the facility would be used on approximately 194 days per annum. Daytime training sessions would take place between 0800 and 1800 hours, evening sessions would last from 1800 to 2200 hours. Daytime and evening sessions may take place on the same day or on separate days.
- 1.11 During training exercises, the facility would be used by a maximum of 6 instructors plus 12 trainees and 2 officers for each training session.
- 1.12 The training sessions would involve fires being lit inside the fire house in order to simulate realistic scenarios. The emissions and smoke produced by such fires would be captured by means of collection hoods above all exit points, i.e. doors and windows. The emissions are then drawn upwards through the hoods and via interconnecting ductwork to the filtration plant on the south side of the building, where particles and gases are scrubbed before the clean air is released from the fan outlet stack.

2. Consultation

- 2.1 **Rugby Borough Council – Planning:** No response received.
- 2.2 **Rugby Borough Council – Environmental Health Officer:** No response received.
- 2.3 **WCC Highways:** Comments that the use as described within the provided details would not be considered to result in a significant increase in vehicular movements to/from the site. The site would not be used everyday and the days where the site would be in use would not be used intensively with a maximum of 20 visitors on-site at any time. As a worst case all 20 could arrive in separate vehicles however it is noted that the crews are likely to arrive in a fire appliance vehicle. It is also likely that all vehicles would arrive/depart at similar times so conflict between two-way vehicles could be unlikely around the access.
- 2.4 It is further noted that the site could be used for alternate purposes within the D1/F1 use class. The Highway Authority therefore recommends a planning condition limiting the site to be used only by the Warwickshire Fire and Rescue Service, or a condition preventing an alternate use within those use classes, as any alternate uses could significantly increase the number of vehicular movements to the site. Based on the appraisal of the development proposals and the supporting information in the planning application the Highway Authority has no objection.
- 2.5 **County Archaeologist:** No response received.
- 2.6 **County Ecologist:** Notes that the application site was surveyed in August 2021 which is an appropriate time of year. Although the survey was undertaken approx. 18 months ago, as the habitats within the site are relatively common and the site is largely hardstanding, the age of the survey data is acceptable. The site comprises largely developed land with mixed scrub around the site boundaries. The scrub and bramble scrub is suitable nesting bird habitat, and provides opportunities for notable species such as hedgehog.
- 2.7 In light of the scale of the proposals and the existing habitats on site, a Biodiversity Impact Assessment/Biodiversity Net Gain assessment is not considered necessary for this application. However, in order for the proposals to result in no net loss to biodiversity, removal of the existing scrub should be kept to the minimum required. Compensation planting is indicated on the plans. The Proposed Site Layout Plan (Oct 22) shows 'New trees/shrubs and landscaping' along the south and west boundary of the site. The tree and shrub species to be planted should comprise of native species only, which are of far higher biodiversity value than non-native species. The species should be characteristic of the local landscape guidelines. It is recommended that a detailed

landscape plan should be secured by condition to ensure that the proposed planting scheme is appropriate.

- 2.8 The County Ecologist agrees with the recommendations of the report, which provides recommendations for safeguarding of protected and notable species (nesting birds, reptiles, hedgehog) during site clearance and construction. Such details should be provided in a Construction Environmental Management Plan written by a suitably qualified ecologist in accordance with the British Standards for Biodiversity BS 42020:2013.
- 2.9 The County Ecologist has no objections to the proposal, subject to conditions requiring the submission of a Construction Environmental Management Plan (CEMP), which should include pre-commencement checks for breeding birds, reptiles and hedgehog and appropriate working practices and safeguards for wildlife that are to be employed whilst works are taking place on site, and the submission of a combined ecological and landscaping scheme.
- 2.10 **Landscape Architect:** No objection. Notes that the maximum height of the new buildings is approximately 13 m and that the third and fourth floors would be visible from the road, adjacent footways and the public right of way 33/RB15/1 - 333/RB15/2. The site would be in operation during evenings and would include floodlighting. The development would also include a 5m high solid security fence which would be visible above the planted saplings which range from 2.5-3.5m in height.
- 2.11 It is assumed that the maturing deciduous and evergreen roadside trees fronting onto the A428 Lawford Road and the A4071 Rugby Western Relief Road which currently help to screen the site would not be affected by the proposed development. To what extent will the existing boundary vegetation comprising planted saplings and mixed scrub be retained?
- 2.12 The Proposed Layout Plan indicates the planting of trees and shrubs. It is presumed that the latter would be hedges since these are referenced in the Design and Access Statement. This planting would be along the road frontage with the Paynes Lane entrance into the industrial estate and along the western edge of the site but seems to comprise a single row of trees. It would be helpful if details of the actual planting areas, species and size of plants at the time of planting could be provided to understand the level of screening/filtering of views that would be provided in the short to medium term. Further details should be provided on the proposed tree and hedge/shrub species and height at planting. It would be preferable to specify a flowering lawn mix with scattered drifts of native bulbs as opposed to just grassed areas to add interest and potential wildlife value.

- 2.13 **Warwickshire Fire & Rescue Service:** No objection, subject to the standard criteria for access to the site as set out in standard response letter FPP2 being met.
- 2.14 **Environment Agency:** No response received.
- 2.15 **Severn Trent Water:** No response received.
- 2.16 **Cadent Gas – Plant Protection:** No response received.
- 2.17 **Planning Policy Team:** No response received.
- 2.18 **Cllr Peter Butlin:** No response received.
- 2.19 **Cllr Sarah Feeney:** No response received.
- 2.20 **Cllr Barbara Brown:** No response received.

3. Publicity

- 3.1 Four site notices were displayed on 22 February 2023, at the entrance to the site on Paynes Lane, at the junction of Lawford Road and Paynes Lane, on a lamppost at the junction of Lawford Road and the A4071, and one to the south of the site on the A4071, at the public footpath leading to Paynes Lane.
- 3.2 7 businesses and 12 residential properties on roads surrounding the site (Paynes Lane, Lawford Road, Upton Road and Lawford Bridge Close) were individually notified on 22 February 2023.
- 3.3 A press advert was published in the Rugby Advertiser on 23 February 2023.
- 3.4 No representations were received.

4. Previous Planning History

- 4.1 In the 1950s, part of the site was occupied by a grain silo building. Aerial photographs taken in 1999 show the site to be vacant and disused. During the construction of the Rugby Western Relief Road in 2009, the site contained the contractor's welfare and site office accommodation.
- 4.2 Aerial photographs since 2010 show the temporary buildings associated with the Relief Road construction removed; the hardstanding areas retained on the site and the whole application area used for the storage of road chippings. While there was no approved use for the land in the planning record, the use of the site for the

storage of road chippings, which would fall within a B8 storage use, appears to have been an established use for over 10 years.

- 4.3 In June 2020, planning permission for the use of the site as a Highways depot was granted under reference RBC/19CC009. However, this use ceased in 2021 and the site is currently vacant.

5. Assessment and Observations

Site and Surroundings

- 5.1 The application site is approximately 0.4 hectares in area, located some 1.5 km to the west of Rugby town centre. The northern boundary of the site is marked by the A428 Lawford Road with the Rugby Cement Works to the north. The signalised junction of the A4071 Rugby Western Relief Road / A428 Lawford Road is to the northeast of the application site. Residential properties are within 170 metres of the application site, the closest being the four storey flats northeast of the junction of Lawford Road and A4071 and the two storey terrace houses further east along Lawford Road.
- 5.2 Land to the east and south of the application site and south of the A428/A4071 junction is occupied by commercial units, while the area to the west of the site is predominantly occupied by light industrial and commercial buildings and a sewage pumping station operated by Severn Trent Water Ltd. Public Right of Way 333/RB15/2 runs to the west of the pumping station and connects Paynes Lane with the A4071 Rugby Western Relief Road.
- 5.3 The application site is enclosed by a steel palisade fence approximately 2 metres in height, with access gates on the southern boundary adjacent to the Severn Trent pumping station. The access drive rises steeply from Paynes Lane into the site. The ground within the application site is predominantly level, rising only slightly from the southern entrance towards the northern side of the site. The area is hard surfaced with large areas of tarmac and areas of loose stone chippings. Along the internal boundaries of the site are areas of scrub vegetation including buddleia and a willow tree close to the entrance to the site.
- 5.4 To the north of the northern boundary fence and beyond the fence along the south-eastern boundary is an area of landscaping some 6 metres in width. The strip of land is planted with young / semi-mature trees which provide a screen of views into the site from the surrounding area. This landscaped area is not within the application area.

Planning Policy

National Planning Policy

5.5 **Paragraph 11** of the National Planning Policy Framework (NPPF) July 2021 explains that there is a presumption in favour of sustainable development and what that means. What the presumption means in relation to a planning application is that:

- (a) proposals which accord with an up-to-date development plan should be approved without delay; and
- (b) where there are no relevant development plan policies or the policies most important for determining the application are out-of-date, then permission should be granted unless:
 - the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Where the presumption in (b) applies, it is often referred to as the “tilted balance” in favour of the application.

5.6 **Paragraph 12** goes on to explain that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

5.7 **Paragraph 48** explains that authorities may give weight to relevant policies in emerging development plans according to: a) the stage of preparation of the emerging plan; b) the extent to which there are unresolved objections to relevant policies; and c) the degree of consistency of the relevant policies in the emerging plan to this Framework.

5.8 In this case, there is a development plan in place which has relevant policies that are considered to be up-to-date so far as they relate to this proposal. Therefore, the application should be determined (as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004) in accordance with those policies, unless material considerations indicate otherwise. The Development Plan relevant to the proposal consists of the Rugby Borough Council Local Plan 2011 - 2031 (adopted June 2019).

- 5.9 The courts have made it clear that for the purposes of Section 38(6) it is enough that the proposal accords with the development plan considered as a whole. It does not have to accord with each and every policy in the plan. It is a matter of judgement for the Committee whether the proposal accords with the plan, considered as a whole, bearing in mind such factors as the importance of the policies which are complied with or infringed, and the extent of compliance or breach.

National Planning Policy Framework

- 5.10 The NPPF states that the planning system has three overarching objectives; economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- 5.11 **Paragraph 82** of the NPPF states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 5.12 **Paragraph 109** of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.13 **Paragraph 155** of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).
- 5.14 **Paragraph 163** of the NPPF advises that when determining any planning application, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 5.15 **Paragraph 166** states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 5.16 **Chapter 15** of the NPPF relates to conserving and enhancing the natural environment, requiring that planning decisions should contribute to and enhance the natural and local environment by means including ensuring they minimise impacts on and provide net gains for biodiversity and prevent new and existing development from

contributing to unacceptable levels of soil, air, water or noise pollution or land instability.

- 5.17 **Paragraph 174** states that planning decisions should contribute to and enhance the natural and local environment by means including minimising impacts on and providing net gains for biodiversity.
- 5.18 **Paragraph 183** of the NPPF states that the focus of planning decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

The Development Plan

Rugby Borough Local Plan 2011-2031 (adopted June 2019).

- 5.19 **Policy GP2 – Settlement Hierarchy:** states that development will be allocated and supported in accordance with the following Settlement Hierarchy, as defined on the Policies Map: Rugby Town – Main focus for all development in the Borough.
- 5.20 **Policy ED2 – Employment Development Within Rugby Urban Area:** New employment development within use classes B1(b), B1(c), B2 and B8 will be permitted within the urban area boundary, including new land within an amended urban area boundary following new allocations made in this Local Plan. Any such developments will be subject to compliance with all other relevant policies in the Local Plan and national policy. Applicants will be required to demonstrate that any potential impacts on neighbouring land uses, particularly those especially sensitive to noise, visual amenity or air quality impacts arising from industrial uses are avoided, or where this is not possible, mitigated to an acceptable level.
- 5.21 **Policy HS5 – Traffic Generation and Air Quality, Noise and Vibration:** Requires development proposals to minimise the impact on air quality, noise and vibration caused by traffic generation.
- 5.22 **Policy NE1 – Protecting Designated Biodiversity and Geodiversity Assets:** The Council will protect designated areas and species of international, national and local importance for biodiversity and geodiversity as set out below. Development will be expected to deliver a net gain in biodiversity and be in accordance with the mitigation hierarchy below. Planning permission will be refused if significant harm resulting from development affecting biodiversity cannot be:
- Avoided, and where this is not possible;
 - Mitigated, and if it cannot be fully mitigated, as a last resort;
 - Compensated for.

- 5.23 **Policy SDC1 – Sustainable Design:** All development will demonstrate high quality, inclusive and sustainable design and new development will only be supported where the proposals are of a scale, density and design that responds to the character of the areas in which they are situated. All developments should aim to add to the overall quality of the areas in which they are located. Factors including the massing, height, landscape, layout, materials and access should also be a key consideration in the determination of planning applications. Proposals for new development will ensure that the living conditions of existing and future neighbouring occupiers are safeguarded.
- 5.24 **Policy SDC3 – Protecting and Enhancing the Historic Environment:** Requires that development affecting the significance of a designated or non-designated heritage asset and its setting will be expected to preserve or enhance its significance.
- 5.25 **Policy SDC4 – Sustainable Buildings:** All non-residential development over 1000 sqm should aim to achieve as a minimum BREEAM standard 'very good' (or any future national equivalent) unless it can be demonstrated that it is financially unviable.
- 5.26 **Policy SDC6 – Sustainable Drainage:** Sustainable Drainage Systems (SuDS) are required in all major developments and all development in flood zones 2 and 3. An acceptable means of surface water disposal should be provided preferably on-site or, where this is not possible, close to the site, which does not increase the risk of flooding or give rise to environmental problems and improves on the current situation.
- 5.27 **Policy SDC7 – Protection of the Water Environment and Water Supply:** Developers will be expected to ensure that there is adequate water supply to serve existing and proposed development by means including ensuring development is in accordance with the Water Framework Directive Objectives and does not adversely affect the waterbodies' ability to reach good status or potential as set out in the River Severn 'River Basin Management Plan' (RBMP). Development will not be permitted where proposals have a negative impact on water quality, either directly through pollution of surface or ground water, or directly through the overloading of Wastewater Treatment Works.
- 5.28 **Policy D1 – Transport:** requires that all large scale developments which result in significant traffic movements, should be supported by a Transport Assessment and where necessary a Travel Plan, to demonstrate practical and effective measures be taken to mitigate the adverse impacts of traffic.
- 5.29 **Policy D2 – Parking Facilities:** Planning permission will only be granted for development incorporating adequate and satisfactory parking facilities including provision for motorcycles and for people with disabilities based on the Rugby Borough Council's Parking Standards.

Planning Policy Review

- 5.30 The proposed construction of a fire house and training facility are supported by policies contained in the NPPF and the development plan, particularly with regard to settlement hierarchy and employment development. The development plan also includes policy constraints which seek to ensure a satisfactory form of development in order to protect the natural and built environment and the amenity of neighbouring occupiers from any adverse impacts resulting from the development. Subject to such effects and impacts being appropriately mitigated and managed, the proposed development would accord with the policies of the NPPF and the development plan. The potential issues are discussed below.

Amenity and Environmental Issues

Design and Appearance and Impact on Local Amenity

- 5.31 The application site is within the Urban Edge of Rugby as defined in the Rugby Borough Local Plan Urban Policies Map 2019, and adjacent to, but not falling within, an Employment Site to which Policy ED1 applies.
- 5.32 The application site is an open area which is currently disused but has been used for the storage of road chippings and as a Highway depot until 2021. It is surrounded by a landscaped area planted with trees. The character of the wider area on this western edge of Rugby is largely industrial, dissected by the road network and the wide expanse of highway at the intersection of the A428 and the A4071 Rugby Relief Road. The tall structures of the Cemex cement plant are located to the north of the application site and are the dominating buildings in the area surrounding the site.
- 5.33 The proposed development, with the erection of the fire house at 12-13 metres in height and the welfare building at up to 6.2 metres in height would have an impact on the open appearance of the site and the character of the area surrounding the application site, introducing not insubstantial built structures to the southern side of Lawford Road (A428), opposite the Cemex plant.
- 5.34 The positioning and layout of the proposed buildings and structures, with the tallest elements in the centre of the site and the rear elevation of the welfare building (which is slightly lower than the front) oriented towards the perimeter of the site would reduce the impact of the development on the wider area.
- 5.35 Views of the site are largely seen from the neighbouring road network or from the nearby industrial and commercial properties. The residential dwellings, particularly the flats some 170 metres to the east, would have a limited view of the taller structures of the site and would

not be impacted by any overlooking or overshadowing as a result of the development.

- 5.36 The proposal as originally submitted included the construction of a 5 metre high close boarded timber security fence at the perimeter of the site. However, following concerns over its visual impact, this element of the proposal has been removed. As a result, the visual appearance of the site would only be mitigated by the existing landscaping outside the south eastern and northern boundaries and any additional landscaping along the western boundary. However, given the character of the surrounding area, which is largely in industrial and commercial use, it is considered that this would be more appropriate than a close boarded fence of substantial height, which would look incongruous and out of place.
- 5.37 National planning policy guidance and policies of the development plan require that developments will function well, are visually attractive and sympathetic to the surrounding built environment. While the fire house is of a purely functional design (more of a technical structure than a “building” in the closer definition of the word), the adjacent welfare building is of modern design and appearance. It is considered that the scale and design of the buildings and structures on the site and the proposed materials would be acceptable both in the street scene and in the setting of the site when viewed in the context of the largely light industrial buildings surrounding the site and against the backdrop of the Rugby Cement plant on the north side of Lawford Road.
- 5.38 Policy SDC1 of the Local Plan relates to sustainable design, requiring that new development responds to the character of the area in terms of the scale, design and density. In addition, the policy requires that proposals for new development ensure that the living conditions of existing and future neighbouring occupiers are safeguarded. It is considered that while the development would have some impact on the appearance of the area, when seen in the context of the nearby industrial buildings the appearance would not be out of character or detrimental to a degree that would warrant a recommendation of refusal. In addition, there would be no adverse impact on the amenity of the closest residential dwellings. For these reasons the development is considered to accord with Policy SDC1 and the NPPF.

Highway Issues

- 5.39 The proposed development would be accessed via the existing site access on Paynes Lane, south of its junction with A428 Lawford Road. An assessment of available road traffic accident data in the vicinity of the application site notes that the recorded collisions are spread out across the wider area and concludes that there is no accident blackspot near the site.

- 5.40 It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site. In order to comply with Rugby Borough Local Plan Policy D2 – Parking Facilities, the provision of a number of cycle parking spaces would be required. Should planning permission be granted, it would be subject to a condition requiring the provision of cycle parking facilities on site, at a location to be confirmed.
- 5.41 The number of vehicle movements associated with the proposed development would not have a perceptible impact on the surrounding highway network from the perspective of both highway capacity and safety. The Highway Authority has no objection to the proposal. Consequently the proposed development is considered to be acceptable in terms of highways and traffic impact, subject to a condition restricting the use of the site to Warwickshire Fire and Rescue Service.

Ecology

- 5.42 There are no Sites of Special Scientific Interest (SSSI) or Local Nature Reserves (LNR) in close proximity of the application site, the nearest being Draycote Meadows SSSI (5.6 km southwest), Cave's Inn Pits SSSI (6.2 km northeast) and Newbold Quarry Park LNR (1.3 km to the north). There are three non-statutory designated sites within 1 km of the site boundary, these being the River Avon and Tributaries Local Wildlife Site (LWS), 211 m west of the application site, Parkfield Road Quarry LWS, 360m northeast, and Malpass Quarry LWS, 408 m to the north.
- 5.43 The Preliminary Ecological Appraisal submitted in support of the planning application details the surveys undertaken to determine the presence of protected species within the site. The impact of the proposed development on the environment has been assessed through a desk assessment and a field study. The assessment concludes that the potential for significant adverse effects of the proposed development of this site on the SSSIs and LNR is negligible, owing to the distance from the proposed development, and the fact that all sites, including the local wildlife sites, are designated for habitats and species unlikely to be found within the application site boundary.
- 5.44 The County Ecologist agrees with the findings of the Preliminary Ecological Appraisal and has no objections to the proposal, subject to conditions requiring the submission of a Construction Environmental Management Plan (CEMP) and the submission of a combined ecological and landscaping scheme.

- 5.45 The proposed development would be acceptable in environmental terms. Should planning permission be granted it would be subject to conditions requiring the submission of this information.

Heritage

- 5.46 There are no listed buildings within close proximity to the application site, the nearest being Grade II dwellings in Bilton Road about 1.15 km to the south east. The application site is not within or adjacent to a Conservation Area, the nearest being Bilton Road Conservation Area 1.15 km to the east. Neither the Conservation Area nor the Listed buildings are seen in the same context as the application site. The County Archaeologist advised that there are no comments to make on the proposed development. There is considered to be no impact on heritage assets as a result of the proposed development.

6. Conclusions

- 6.1 Warwickshire Fire and Rescue Service has a statutory duty to provide training for its staff. Currently, such training is provided by external suppliers, however, the use of an in-house facility would lead to cost reductions in the medium term. There is therefore an identified case of need for a training facility.
- 6.2 The proposed development would be located in an area characterised by light industrial and other employment uses. The nearest residential properties are approximately 170 metres away. The hours of use of the facility would be controlled by a planning condition. The proposal is therefore considered not to have an unacceptable impact on the amenities of local residents.
- 6.3 The Highway Authority stated no objection to the proposed development subject to a condition restricting the use of the site to that proposed by the application. The proposed car parking provision would be appropriate for the nature of the development.
- 6.4 The proposal would not result in an unacceptable impact on local ecology or protected species. The County Ecologist has no objection, subject to the submission of Construction Environmental Management Plan (CEMP) and the submission of a combined ecological and landscaping scheme. This would assist in achieving a Biodiversity net gain in accordance with the requirements of the NPPF.
- 6.5 No objections to the proposed development have been received from statutory consultees or from the public. The development is considered to be in accordance with the requirements of the NPPF and local plan policies and is recommended for approval subject to the recommended planning conditions.

7. Supporting Documents

7.1 Submitted Planning Application – Planning reference RBC/22CC007

7.2 Appendix A – Map of site and location.

7.3 Appendix B – Planning Conditions.

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