

North Warwickshire

Local Plan

2021



**North Warwickshire
Borough Council**

**Adopted
September 2021**

Amount of Development

Housing Numbers

7.29 National planning policy sets out the requirement for a local plan to identify and meet housing needs including mix and tenure within the relevant housing market area. North Warwickshire sits within two Housing Market Areas of Coventry & Warwickshire and Greater Birmingham. This makes the picture of determining the housing requirement for the Borough more complicated. To establish the housing requirement for the Borough it requires looking at the need for the Borough and then considering the housing requirements of neighbours.

Objectively Assessed Need (OAN)

7.30 The Coventry & Warwickshire Strategic Housing Market Assessment (CWSHMA) has been updated on a regular basis with the latest being in 2015. That latest update established a household projection-based housing needs figure for the Borough of 159 homes a year. It then looked at market turnover, demographic trends and economic factors, recommending an annual uplift of +4 homes, +27 and +47 homes respectively. That amounts to 237 dwellings a year, or a total of 4,740 to 2031. Economic uplift relates to people moving to the Borough from elsewhere, notably the Coventry and Warwickshire Housing Market Area and Greater Birmingham Housing Market. As the updated CWSHMA is based on up-to-date demographic evidence as at 2011, the start of the plan period, it takes account of housing delivery before then.

Needs of Neighbours

7.31 The Borough has been working with neighbouring local authorities including those from both Coventry & Warwickshire HMA and the Greater Birmingham HMA to produce and agree the overall housing number for the area. A Memorandum of Understanding for Coventry and Warwickshire includes a redistribution of housing due to capacity constraints within the City of Coventry. In addition, the Birmingham City Local Plan also identifies a shortfall in housing provision. The Borough Council agreed through the Core Strategy to deliver 500 dwellings for Tamworth Borough Council, which is within the Greater Birmingham Housing Market Area. The Local Plan additionally commits to providing a further 413 homes for Tamworth Borough Council (i.e. 913 in total). The work has resulted in an updated Borough housing figure as shown in Table 1 below. The Table indicates the housing requirement for the Local Plan should be 9,598 dwellings between 2011 and 2033. This will be delivered through a stepped trajectory shown in Appendix B.

7.32 In assessing and forecasting the delivery of housing the Plan has utilised a stepped trajectory. This can be seen below:

Years	Dwelling per annum (dpa)
2011-16	203
2016-24	265
2024-25	390
2025-26	700
2026-27	725

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2027-33	775
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7.33 Table 1 shows the emerging housing requirement:

Table 1: *Emerging Housing figures 2011 – 2033*

Source	Annual figure (dpa) (subject to trajectory)	Total figure
<i>2015 SHMA update, household projections (consistent with 2016 projections)</i>	159	
<i>2015 SHMA update, housing market turnover and vacancy</i>	4	
<i>2015 SHMA update, uplift for 25-24 year-olds demographic</i>	27	
<i>2015 SHMA update, uplift for economic growth</i>	47	
<i>Commitment towards accommodating CWHMA needs (540 in total to 2031)</i>	27	
<i>Commitment towards accommodating Birmingham's needs (3,790 to 2031)</i>	190	
Total Borough's housing needs and wider strategic context to 2033 <i>(assuming commitments towards CWHMA and Birmingham fulfilled)</i>	479	9,598
<i>Note, the 914 dwellings agreed to be delivered for Tamworth Borough Council are included in the uplift for economic growth and the commitment towards Birmingham's unmet needs</i>		

7.34 Due to the low past delivery rates and the rural nature of the Borough the delivery of all of the housing will however be dependent on the provision of infrastructure. The Local Plan therefore seeks to deliver infrastructure alongside housing to ensure that services and facilities are provided and to ensure new developments are sustainable and add to the viability of settlements.

7.35 Monitoring will be carried out covering the supply of housing and completions of housing within the Borough. However just as importantly will be the monitoring of the situation in the Housing Market Areas and in particular Tamworth, Birmingham and Coventry. It is important that sites in North Warwickshire are not seen as "quick wins", which means that sites in the other areas do not come forward for development. This would be unacceptable.

Employment Requirements

7.36 With the abolition of the Regional Spatial Strategy the Borough Council has to consider its employment land target. Looking at the available evidence it has been decided to continue with the target to equate to 11 hectares over a 5 year period. Therefore, over the Plan period this equates to a total of 60 hectares.

7.37 The 2013 Employment Land Review (ELR) identified a need for 60 hectares for employment needs and this was reflected in the 2014 Core Strategy. At that time it was understood that 2 hectares of land at Spring Hill Industrial Estate, Arley, would be lost from employment use. The site has however remained in employment use and is now fully used. The continued use of the land for employment purposes reduced the need to find those 2 additional hectares elsewhere.

7.38 Consultants have revisited the Employment Land Review providing the evidence to show

that there is still a need for 58 hectares (excluding 2 hectares at Spring Hill) of employment land within the Borough. The indications are that this requirement will be sufficient to deal with the minimum growth of 5280 dwellings. Further employment land will be required if further housing growth is possible. If the full 9600 dwellings is delivered around 100 hectares of land will be required between 2011 and 2033.

- 7.39 Unlike during the preparation of the Core Strategy the Borough Council has now been approached to deliver employment land for a neighbouring local authority. Tamworth Borough Council is seeking the Borough to deliver a proportion of 14 hectares in partnership with Lichfield District Council. A site allocation has been identified to satisfy a part of these 14 hectares. Lichfield DC has confirmed that they are looking to provide for the balance of 6.5 hectares in their emerging Local Plan. As any additional housing and employment needs to be considered in balance and Tamworth lies within the Greater Birmingham HMA any proportion delivered will be within the overall employment land requirements and are not additional. This will avoid double counting.
- 7.40 Within the Coventry & Warwickshire HMA consideration has been given to the employment land requirements across the HMA. As a result a Memorandum of Understanding has been agreed on the delivery of additional employment land to address a shortfall in provision from Coventry City Council. There are no additional land requirements that the Borough must consider.
- 7.41 In addition, since the preparation of the Core Strategy two studies⁵ have made it clear that there is a wider than local need for large sites. This provision does not necessarily have to be provided for within North Warwickshire. The Borough Council will continue to work with other local planning authorities to see what opportunities there are around the East and West Midlands to deal with this need. There are large scale sites coming forward in other areas such as Daventry, Market Harborough, North-West Leicestershire and South Staffordshire. It is considered more important for the Borough to focus its attention on widening the employment base and to build on the opportunities that the Horiba MIRA Technology Park can provide and seek the provision of aspirational job opportunities within the Borough.

Gypsy, Travellers and Travelling Show People

- 7.42 The Government's key objective for planning for housing is to ensure that everyone has the opportunity of living in a decent home. The Planning Policy for Travellers Sites, which relates to Gypsies, Travellers and Travelling Show people was published in August 2015. This document should be read in conjunction with the NPPF which includes a commitment to ensuring that the housing needs of members of the gypsy and traveller community and the travelling show people's community are met.
- 7.43 Appropriate regard has been given to Gypsy and Travellers need through a Gypsy and Traveller Accommodation assessment. There are a number of private residential pitches in the Borough. A Gypsy Traveller and Travelling Show people Accommodation Assessment: North Warwickshire and Nuneaton and Bedworth, published in June 2013.
- 7.44 That, indicated there was a need for an additional 9 residential pitches (2 up to 2017, 3 up to 2022, and 4 up to 2028) and up to 5 transit caravan pitches up to 2028. A review of that GTAA has been completed which has identified a need for a minimum of 19 residential permanent pitches from 2019 to 2033. This takes into account sites that have secured planning permission, including a 12 pitch transit site since the 2013 Study. The 2020 Study will inform the production of a Gypsy & Traveller Development Plan

Document. There continues to be no evidence of any requirement to provide pitches for travelling show people.

⁵ CBRE 2015 and West Midlands Strategic Sites Study 2015

7.45 In order to provide for a range of small sites outside of the Green Belt, but close to services and facilities, a site criteria policy is included in this Local Plan. It follows the principles of the settlement hierarchy.

LP5 Amount of Development

Between 2011 and 2033 the Council will make provision for a minimum of:

- 9598 new dwellings,
- 100 hectares of employment land (subject to policy LP6), and
- 19 permanent residential gypsy and traveller pitches between 2019 and 2033.

The actual amount of development delivered over the Plan period will be governed by the provision of infrastructure to ensure developments are sustainable.

Additional Employment Land

7.46 Area A encompasses land covered by the Strategic Gap, designated Green Belt, and land which is not in categories 1, 2, 3 or 4 of plan policy LP2. This policy does not automatically override other policies but recognises that there are particular locational requirements specific to certain employment uses and economic benefits to addressing needs in those locations. As such, any weight accorded to proposed employment provision by virtue of this policy will be considered in the context of the policies in the plan as a whole in arriving at a balanced assessment.

LP6 Additional Employment Land

Significant weight will be given in decision taking to supporting economic growth and productivity, particularly where evidence demonstrates an immediate need for employment land, or a certain type of employment land, within Area A on Figure 4.10 of the West Midlands Strategic Employment Sites Study of September 2015 (or successor study) which cannot be met via forecast supply or allocations. The relevant scheme will be required to demonstrate:

- (i) access to the strategic highway network is achievable and appropriate,
- (ii) the site is reasonably accessible by a choice of modes of transport,
- (iii) it is otherwise acceptable, taking account of the living conditions of those nearby.

Parking

13.28 Transport in a rural area has a different dynamic to that in a built up area. There is a strong dependence on the use of the motor car, as rural bus services may not provide the required journey at the relevant time to access employment sites, in particular. This issue is being exacerbated by the cut in funds to bus operators. This reliance on the motor car can lead to local issues that may result in a greater need for on-site parking and thus result in localised parking standards. It is important that provision is made for proper vehicular access, sufficient parking and manoeuvring for vehicles in accordance with adopted standards;

13.29 Parking reviews undertaken in recent years have indicated the Borough's historic town centres are approaching capacity at peak times. Nevertheless, the reviews note that, if managed correctly, there was sufficient capacity to meet demand until at least 2018. The

reviews also noted that the impact of the increased rail service on parking would be minimal and this appears to be borne out by recent assessments particularly for Atherstone, although the private car park provision at both Coleshill and Water Orton are often over capacity at peak hours resulting in spill over parking occurring. Coleshill town centre currently suffers from insufficient publicly accessible parking to serve both its commercial, economic and residential needs and functions.

- 13.30 With the likely introduction of Civil Enforcement and a further parking study underway there may be implications for the Market Towns. Until this study has been completed this is still unclear. The Borough Council will consider the results of the study and will consider what action will be required.
- 13.31 However, increased development levels expected to be accommodated in this Local Plan are likely to significantly increase pressure on available spaces. To enable adequate capacity to serve the commercial function of the town centres it is recommended that new housing development within the identified Town Centres should provide a minimum level of private parking to reduce the pressure on current public provision.
- 13.32 The Government has taken the decision that by 2040 no new diesel vehicles will be produced. The implication is that more electric vehicles will be on our roads as prices reduce and batteries improve. This has implications on the need to provide the right infrastructure to support this decision. Rapid charging points will be particularly important in the public domain. In addition, all domestic properties and commercial premises need to provide for the opportunity to charge vehicles close to the parking of vehicles.

LP34 Parking

Adequate vehicle parking provision commensurate to a proposed development will be expected, as guided by the standards in the Document "Parking Standards". Greater emphasis will be placed on parking provision in areas not served by public transport whilst lower provision within the main towns may be appropriate.

Town Centres

Within the defined Town Centres new residential development must provide the minimum parking spaces necessary to enable and service the development, with 1 parking space per flat or 2 per house. No reduced level of car parking provision will be acceptable unless the following circumstances are clearly evidenced:

- there is spare capacity available in nearby public car parks or adjacent on street car parking (that is available for long stay use); or
- where the exercise of flexibility would assist in the conservation of the built heritage, facilitating a better quality of development and the beneficial re-use of an existing historic building.

Airport Parking

Proposals for remote parking of passengers or visitor vehicles in the Borough will not generally be permissible given existing constraints on parking provision and infrastructure demands. Any such proposals must demonstrate that they would (i) not compromise delivery of the plan strategy as a whole (ii) that there is a clear justification for provision in the location proposed, and (iii) that the benefits of such provision would outweigh any adverse effects, including by consequence of

occupying land that could be put to a viable alternative use.

Electric Vehicle Charging points

Electric charging points will be provided as part of all relevant developments to an agreed specification and location dependent on the scheme proposed and applicable technical guidance. Rapid charging points will be provided on sites when located in the public realm. On housing sites homes with on- site parking will provide an electric charging point in an accessible location close to the parking space(s). On commercial sites there will be employee and visitor rapid charging points.

Lorry Parking

Proposals which reduce lorry parking (either informal or formal parking areas) should be accompanied by evidence to support its loss and explore opportunities for alternative provision. In recognition of the Borough's strategic location and demand for lorry parking, the Council will give weight to lorry parking provision and facilities, and opportunities for alternative provision and for improved management in decision-taking.

Employment Land

14.12 Table 8 provides information on employment supply for the Borough. This includes all employment land including the Regional Logistic Sites of Hams Hall and Birch Coppice, and also 36.33ha related to JLR storage facility at the former Baddesley Colliery.

Table 8: Employment Land 2011 – 33

	1/4/2011 to 31/3/2019	Hectares (Gross)
A	Total Completions-	167.08
B	Planning Permissions	69.12
C	Allocations E1 – 6.8 E2 – 5.1 E3 – 3.45 E4 – 42.0	57.35
D	Total completions, permissions and forecast Supply	293.55

*Row B Planning permissions in the above Table does not count the gross site Area for Coleshill Hall although it has extant permission. HS2 has taken 1.88 hectares leaving a site area of 14.5 hectares. This leaves approximately a net figure of around 3 hectares within a parkland setting

LP39 Employment Allocations		
		Area (ha)
	Category 1 – Market Towns	
	<i>Atherstone</i>	
E1	Land south of Rowlands Way east of Aldi	6.8
	<i>Polesworth / Dordon</i>	
E2	Land to the west of Birch Coppice, Dordon	5.1
E3	Land including site of playing fields south of A5 Dordon, adjacent to Hall End Farm	3.45
	Category 2 – Adjacent adjoining settlements	

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E4	Land to the south of Horiba MIRA Technology Park & Enterprise Zone	42
	TOTAL	57.35

Atherstone and Mancetter

Employment Land

- 14.24 Land north-west of Atherstone off Holly Lane/Rowland Way (6.8 hectares) will be brought forward as a long-term employment site subject to the single user restrictions. The landowner, Aldi, now wishes to retain this land for their expansion plans. Therefore, although available, it is for a specific end user of Aldi themselves.
- 14.25 The site lies partially within flood zones 2 and 3 to the eastern end of the site. A Level 2 Strategic Flood Risk assessment will therefore be necessary to assess the implications. However, this area can be targeted for uses that will not affect flood storage capacity, such as parking, landscaping and natural open space to reduce impact on flooding and surface water drainage and maintain the capacity of the site.

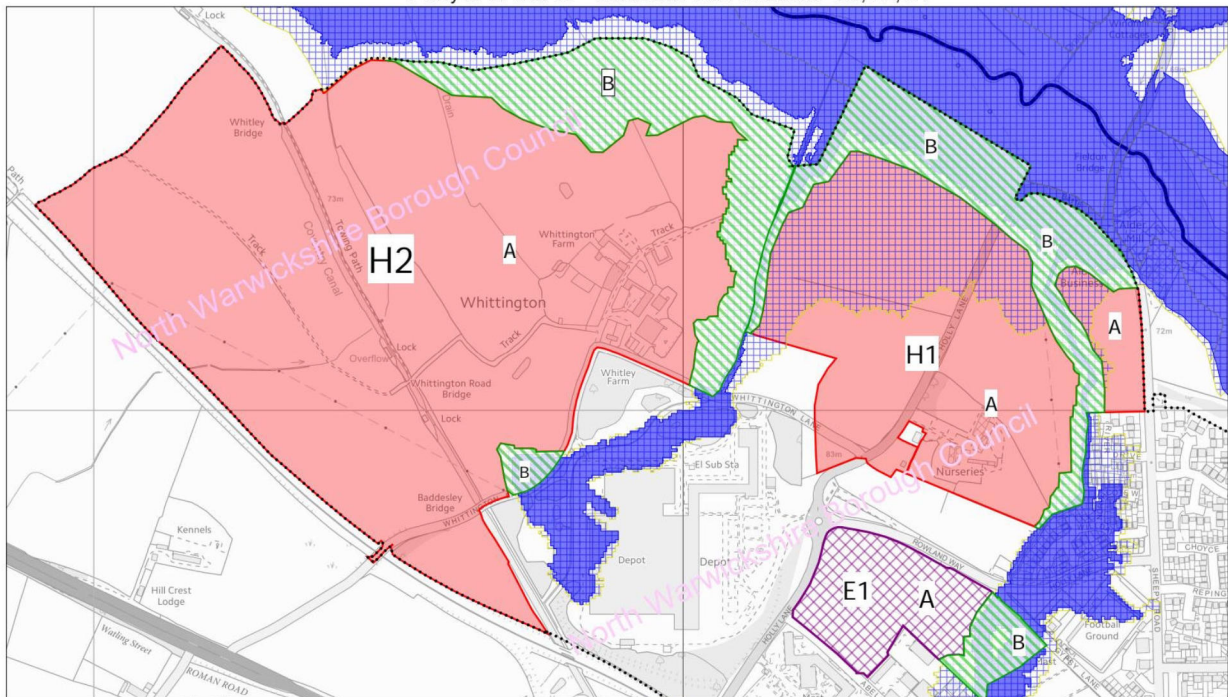
E1 Land at Holly Lane, Atherstone

6.8 hectares of employment land at Holly Lane will be safeguarded. In the event that the allocation becomes surplus to the requirements of Aldi, who currently have an interest in it, the site it will continue to be safeguarded as a long term employment site for smaller scale, mixed E(g)(ii) and B2 uses appropriate to the location reflecting the proximity with existing residential development to the north and accessed off Holly Lane and/or Abeles Way.

The site is shown on the Policies Map indicating Areas A and B. Area A is the developable area and area B will be a semi natural buffer along Innage Brook. A Level 3 Flood Risk Assessment must be undertaken to demonstrate the extent of land available for development outside of flood zones 2 and 3 plus climate change freeboard, on the basis of (high resolution) detailed modelling. The extents of Area A and Area B will be defined as indicative and based upon the EA Flood Zones until such modelling outputs become available.

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Policy LP37 & LP39 - Atherstone Site Allocations - H1, H2, E1



Date: 02.09.21
Scale: 1:7500

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LP37 & LP39 - Site Allocations H1, H2 & E1

KEY -



Indicative Flood Zones

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Indicative Areas 'B' for water compatible development, flood storage, informal and natural open space/green space.



Ordnance Survey



Indicative Areas 'A' for flood risk vulnerable development (subject to Flood risk assessment).



North Warwickshire
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Atherstone Development
Boundary

Polesworth and Dordon

Employment

14.43 Birch Coppice is one of the major distribution sites in North Warwickshire. It also has a rail freight interchange depot. Directly adjacent to this site is an area fronting on to the A5. It includes an area of some 1.5 hectares currently used as allotments. These will need to be replaced subject to further consultation with alternative provision being provided at a more accessible location close to existing residential areas. The existing allotments must be replaced and relocated to the alternative location to the north of the A5, prior to any redevelopment proposal being granted. In association with employment proposals E2 and E3 land north of the A5 off Browns Lane's is considered a potential suitable location and is identified for their replacement and identified on the Policies Map as OS2.

E2 Land to the west of Birch Coppice, Dordon

Approximately 5.1 hectares are allocated for employment purposes on land to the immediate west of Birch Coppice south of the A5 at Dordon. Landscaping will be required along the A5 and to the residential properties on the A5. The allotments with appropriate services and associated infrastructure, must be replaced and relocated to the alternative location to the north of the A5, identified as site OS1 on the policies map, prior to the start of construction.

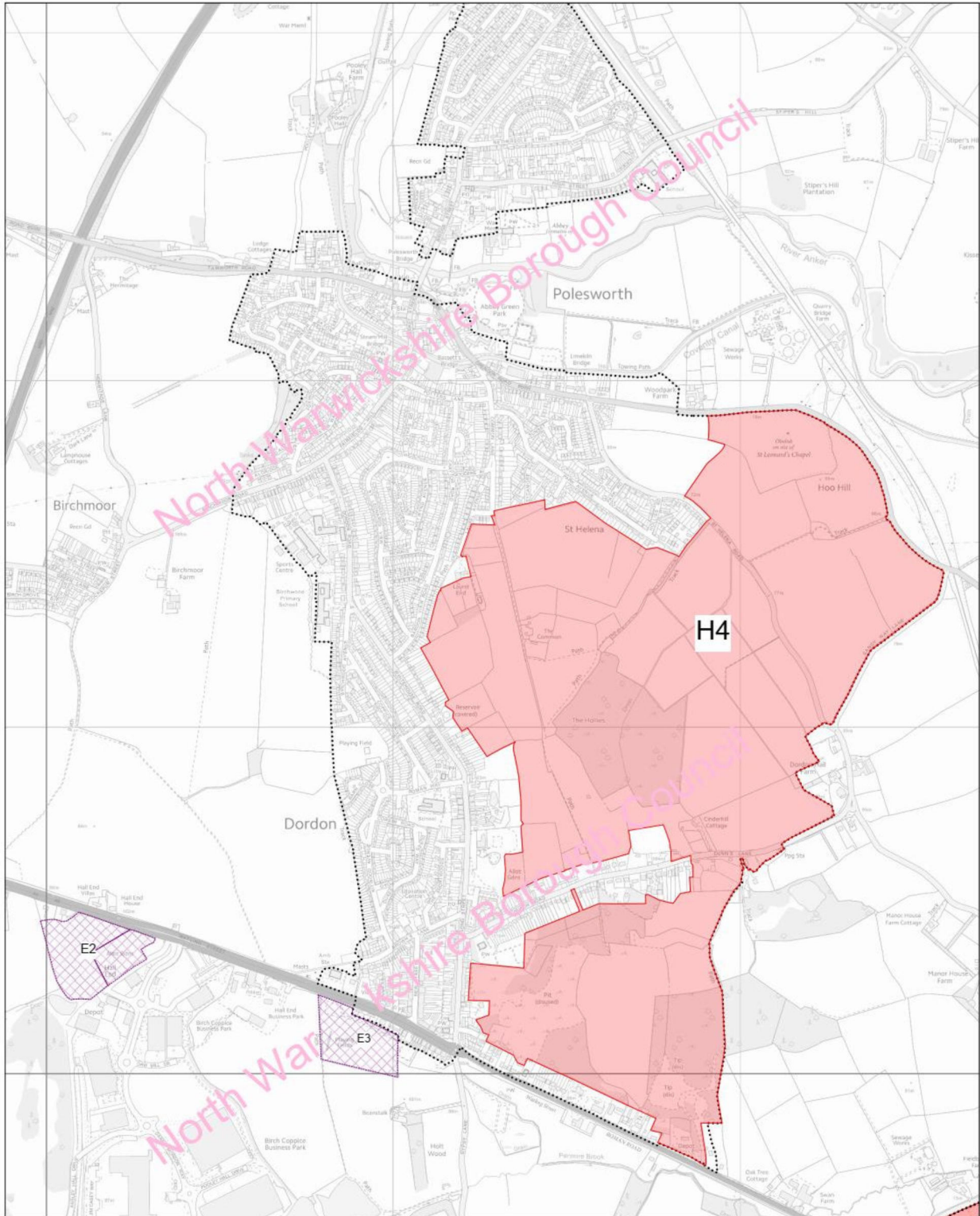
Identify a Site opportunity for accommodating open space/recreation uses involving re- location from land south of A5 to land north of A5, to facilitate improved recreational provision and facilitating employment and/or mixed development opportunities.

14.44 The allocation of the playing fields south of the A5 at Dordon reflects an opportunity to relocate the current recreational use (Birch Coppice Football club ground) to a site closer to existing residential areas and help rationalise accesses onto the A5. The site, if redeveloped, can utilise access from the adjoining allocated employment site allowing closure of the current access onto the A5.

E3 Land including site of playing fields south of A5 Dordon, adjacent to Core 42 and Birch Coppice




Site of playing fields south of the A5 at Dordon (3.45 hectares), adjoining Core 42 and Birch Coppice is allocated as an employment site, for uses, appropriate to the location reflecting the proximity with existing leisure and residential development and accessed off the adjoining employment site. The existing recreation use will be replaced and relocated to an alternative location north of the A5, identified as site OS1 on the policies map. It will be made available for use prior to the start of construction of the employment site

Policy LP37 & LP39 - Polesworth with Dordon - Sites Allocations



Date: 07.09.21
 Scale: 1:15000

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 Site Allocations H4, E2 & E3

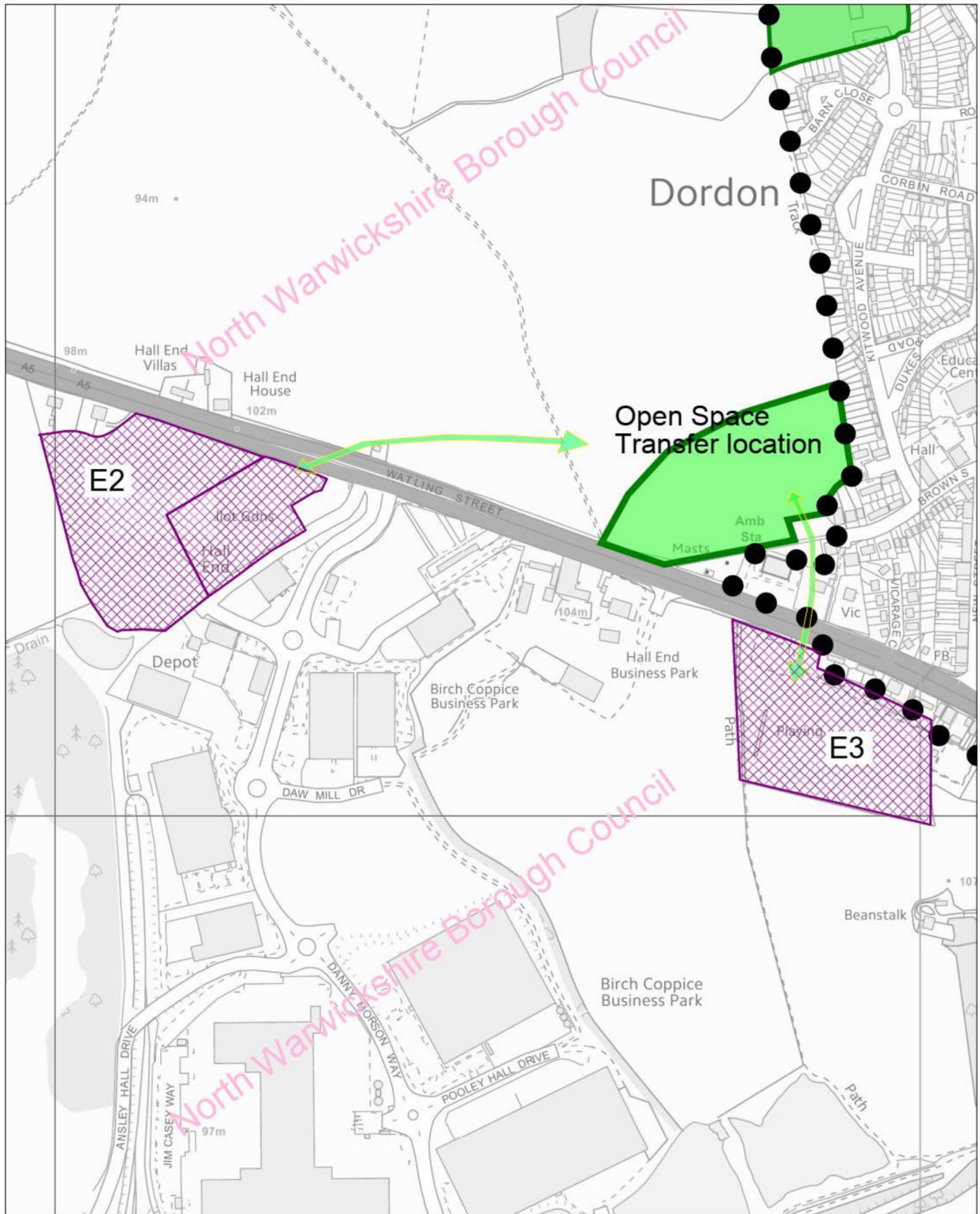
-  - Housing (pink)
-  - Employment (purple hatch)
-  - Development Boundary

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Policy LP39 & LP20 - Dordon - Employment Site Allocations & Open Space Transfer



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Employment Site Allocations E2 & E3

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- Proposed transfer of existing recreational open space to new location



Category 2: Settlements adjoining the outer boundary of the Borough

Employment

14.45 In the Core Strategy and the Draft Site Allocations the Borough Council was not keen to identify any sites for dealing with a particular need identified by neighbouring local authorities. It is important to the Borough Council that residents and businesses are seen as being part of North Warwickshire. This is the stance that Borough Council would like to continue in the main in this Local Plan. However, it recognises that this cannot always be the case. There are some sites that are clearly, due to their road layouts in particular, seen as being part of the neighbouring local authority. This in some ways makes the distinction clear that a site is serving the needs of the neighbouring local authority. The site south-west of junction 10 of the M42 is such a site. Its physical location and access through the existing Relay Park means it is read as being part of Tamworth. For this reason the Borough Council will accept that this contributes to the proportion of 14 hectares being sort by Tamworth Borough Council within their adopted Local Plan 2015. Further discussions will take place with Tamworth Borough Council and Lichfield District Council to ascertain the location of the further 6.5 hectares.

Horiba MIRA Technology Park & Enterprise Zone

14.49 The MIRA Technology Park & Enterprise Zone was established in 2013. The MIRA estate covers an area of approximately 874 acres (353 hectares) – roughly 1.05 by 1.55 miles (1.7km by 2.5km). The site has over 58 miles (95km) of test track, which along with its other specialist testing equipment make it a unique automotive testing facility within the UK. Although the majority of the site falls within the Borough of Hinckley & Bosworth the Borough Council has been working with HBBC and Nuneaton & Bedworth BC to ensure the benefits of its growth are far reaching.

14.50 The Local Plan production has given the opportunity to look at how further growth could be permitted which would exploit the different emphasis of jobs for the benefit of the Borough. This Plan supports the focus on advanced manufacturing and engineering consistent with the sub-regional vision established by the Coventry and Warwickshire Local Enterprise Partnership under the Strategic Economic Plan (SEP). Approximately 42 hectares has become available to the south of the main site. This land will be outside of the current Enterprise Zone. It will become known as the Southern Manufacturing Park (SMP)

14.51 Due to the nature of the Technology Park and because of the strong desire of the Borough Council to broaden its employment base the site will focus on E(g)(ii) (research and development) and B2 uses. B8 (warehouse and distribution) will not be permitted unless it is ancillary to the main use. The Borough Council sees this as a unique opportunity to build on the success of Horiba MIRA and does not wish to see this diluted in any way. Development will be carried out in accordance with a master plan.

14.52 Nurturing infant companies within the research and development arena is an important element of looking to the future and ensuring that focusing on maximising the benefits both for and from the developments taking place at MIRA (both north and south of the A5). Therefore, a key requirement is to provide a place where individuals / starter businesses with great ideas can come and try them out and take advantage of the location and expertise. Discussions will continue with the owner, CWLEP and WCC to determine the optimum size for an incubator building or buildings.

14.53 The site is located off the A5 which is a Roman Road. Therefore, before development takes place any potential archaeology of importance will need to be carried out in accordance with national policy guidance. The site is also close to the Caldecote estate and St Chads Grade II* listed Church. The wider landscape impact will need to be considered and taken into account in the final form and design of development.

E4 Land to the south of Horiba MIRA Technology Park & Enterprise Zone

Approximately 42 hectares will be allocated for E(g)(ii) (research & development) and B2 use classes, with B8 (warehousing & distribution) uses permissible only where ancillary or clearly secondary to the primary use to the south of the A5 at Horiba MIRA Technology Park & Enterprise Zone.

Small incubator units will be sought as part of the application.

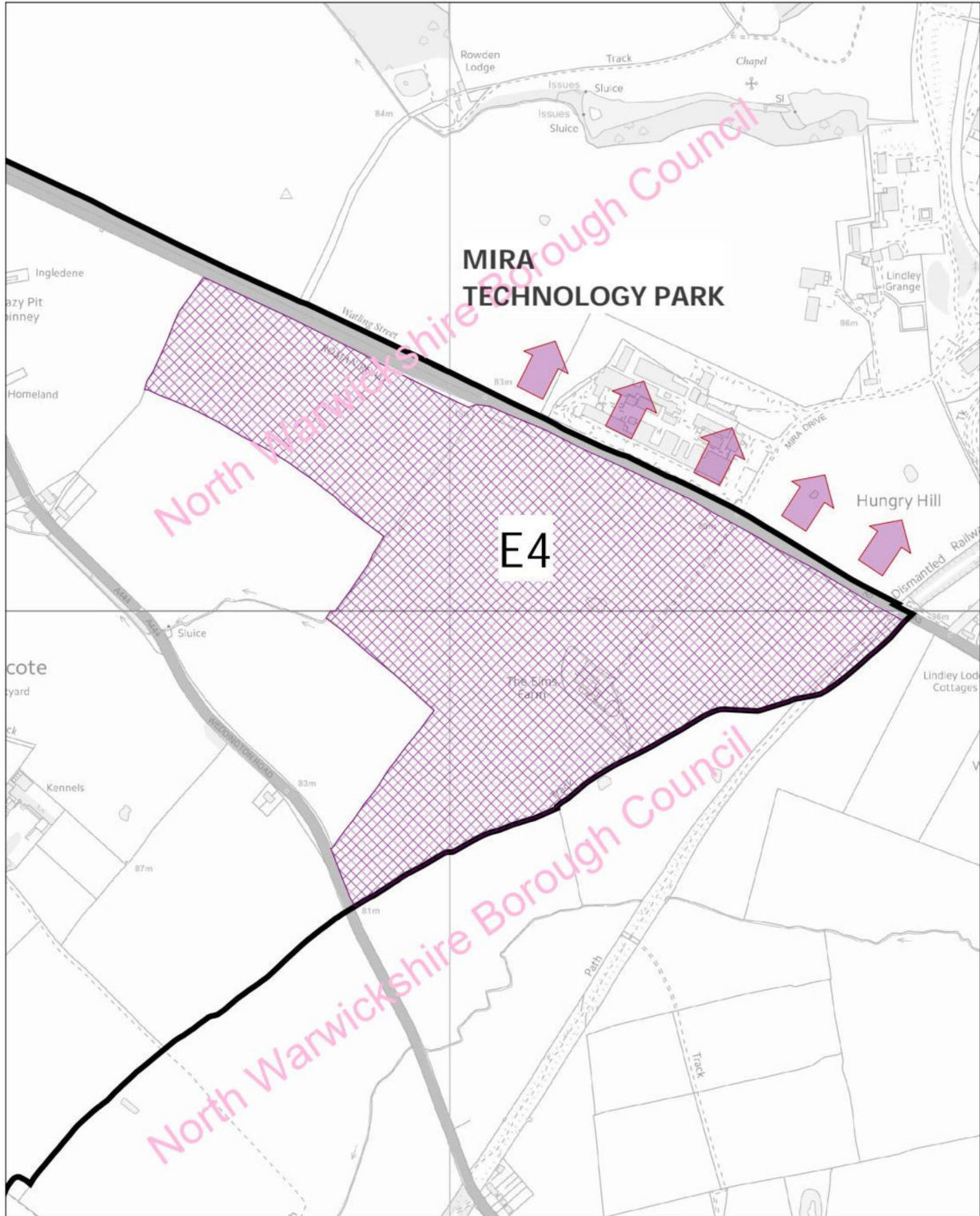
B8 (warehousing & distribution) will not be permitted unless it is ancillary to the main use. Development will be carried out in accordance with a Master Plan to be agreed by the Borough Council. The Master Plan will include.

A) An Assessment will be required of the significance of heritage assets and non-heritage assets within and close to the site including the contribution of setting to that significance, with particular reference to Caldecote and Watling Street, to inform appropriate design of development on site. Development should, as far as practicable, ensure that those assets are preserved or enhanced in line with policy LP15.

B) The Master Plan, to be agreed by the Borough Council, will include:

1. The provision of sustainable transport measures including a cycle and footpath link along the A5 to Atherstone and Mancetter; and
2. access to the cycle/pedestrian route to the south east of the site;
3. a significant landscape buffer to the southern and south eastern boundaries of the site;
4. means to maximise on site solar energy generation;
5. means of controlling lighting and in particular to minimise impact on Caldecote; and,
6. the location and type of any small incubator units.

Policy LP39 - Employment Site Allocation E4, Land south of A5, MIRA



Date: 07.09.21
Scale: 1:8000

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Site Allocation E4 - Minimum 42ha

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- Location of MIRA Technology Park
& Enterprise Zone

