

General Development Applications

(6/d) Application No: PAP/2021/0663

Land On The North East of J10 M42, Dordon/A5, Polesworth,

Outline planning permission for development of land within Use Class B2 (general industry), Use Class B8 (storage and distribution) and Use Class E(g)(iii) (light industrial), and ancillary infrastructure and associated works, development of overnight lorry parking facility and ancillary infrastructure and associated works. Details of access submitted for approval in full, all other matters reserved, for

Mr D Hodgetts - Hodgetts Estate

Introduction

The application has an accompanying Environmental Statement and will thus be reported to the Planning and Development Board for determination in due course. This report introduces the proposal to Members.

The Site

This is just under 33 hectares of agricultural land in the north-east quadrant of Junction 10 of the M42, bounded by the Motorway to the west and the A5 to the south. There is agricultural land to the east and the village of Birchmoor is to the north.

There is a mature tree belt to the west and south-west along the route of the M42, and a mature hedgerow along the A5 boundary together with some thickets of self-set younger trees and shrubs.

It is transected by an oil pipeline and a high pressure gas main line lies to the east. Additionally, there are two low voltage electricity lines that cross the site in an east west/ and a north/south axis respectively.

A public bridleway – the AE45 – crosses the site and a further public footpath – the AE46 – borders the north-eastern boundary of the site. They are also used for agricultural access to the land

The site currently has an access onto the A5 frontage – being a 16 metre wide dropped kerb with an 8 metre access width entrance. A secondary point of access lies further to the east, again from the A5, opposite the Core 42 site and via an existing farm track – which is also the AE46.

There is a hardstanding area in the south of the site which was installed by contractors appointed by National Highways at the time as a compound associated with the maintenance of the A5 and M42 during the past years.

The site is illustrated generally at Appendix A.

In its wider context the site is situated between Tamworth, Dordon and Birchmoor. On the western side of the Motorway within the north-western quadrant of Junction 10 are the Dordon Motorway Services and the industrial and warehousing complex at Relay Park. Similar developments are in the south-western and south-eastern quadrants – Centurian Park and St Modwen Park. The southern side of the A5 has the Birch Coppice and Core 42 distribution parks and further to the east is the built-up area of Dordon.

This wider setting is illustrated at Appendices B and C.

The Proposal

a) Introduction

In general terms this is an outline planning application for the development of land within Use Class B2 (general industry), Use Class B8 (storage and distribution) and Use Class E(g)(iii) (light industrial) together with ancillary infrastructure and associated works including an overnight lorry parking facility with its ancillary infrastructure and associated works. Details of the proposed access arrangements are submitted for approval in full, and all other matters are reserved for later applications.

b) Additional Detail

The applicant has provided more background on the scope of the proposals and this identifies the following:

- A total of 100,000 square metres of floor space with a maximum of 10% being within the B2 and E(g)(iii) Use Classes;
- A 150 space overnight HGV parking facility together with a 400 square metre amenity building,
- A new signal controlled all-movements access junction onto the A5, and
- landscaped buffer zones around the site perimeter.

In order to “structure” this proposal on the site, a Parameters Plan has been submitted – see Appendix D. This sets out how the applicant would see the proposal being laid out.

Further detail has also been submitted and is set out below.

- The tallest of the units would be at the western end of the site (Plot A1 on the parameters plan) with a maximum height of 21 metres (117.8m AOD).
- The height limits for plot A2 (closest to Birchmoor) would be 12 metres (113 AOD) and for plot B2 (at the A5 frontage) it would be up to 8 metres.
- The current land levels are between 110m rising up to 115m to the north adjacent to Birchmoor.
- Surplus “cut” material from the developable area would be utilised in the creation of the perimeter landscaped buffer zones which would also act as green infrastructure corridors linking together. These are said to amount to 9 hectares in area - around 10 % of the site area.
- These would provide a buffer zone to the north (extending from the site boundary to Birchmoor) being 134 metres wide across the northern site boundary reducing

to 75 metres at the closest point to Birchmoor. The distance from the site boundary to Birchmoor would be around 20 metres.

- A 10 metre deep landscaped buffer to the west of Plots A1 and A2 so as to enhance the existing vegetation here
- A 35 metre buffer to the south of Plot A1 widening to 58 metres closer to Junction 10 and a 35 metre buffer south of Plot B2
- A 65 metre wide buffer to the east of plot B1

Attached at Appendix E is an illustrative outline of the landscaping areas described above.

Attached at Appendices F are a series of images of the completed development with the landscaping after a period of time.

Appendix G provide a cross sections – one to the east (towards Dordon).

The applicant owns land to the east of the application site extending to Dordon. His proposal includes additional landscaping and bio-diversity enhancements on this land together with public access. This would amount to an extra 6.5 hectares of mitigation and would be held “in perpetuity” through a legal Agreement to prevent further expansion of built development. The areas are illustrated at Appendix C .

Additionally, the application includes:

- Over 3.5 km of new and enhanced public footpaths, bridleways and footway/cycleway routes linking the site to both Birchmoor and Dordon.
- An enhanced bus-stop to the south of the site on the east bound A5
- A new fully signal controlled pedestrian crossing for the A5 to replace an existing junction staggered crossing that passes through the central reserve.
- Electric Charging points in the car parks for 10% coverage, but with ducting to enable a further 15%.
- Ducting in the HGV park for 25% coverage

Appendix H illustrates the location of the enhanced footpath proposals.

Access into the site will be from the A5 via a fully signal controlled junction. This will also include a pedestrian crossing for the A5 and in the vicinity of this a new bus stop. This is shown in Appendix I

In terms of drainage, the proposals include a basin to the south of the site. From there, the outfall would be restricted to greenfield runoff rates to the manhole which forms part of the culverted watercourse in the south-west corner of the site. Foul flows will be collected by an independent network and discharge to the nearest foul sewer located to the east of the development adjacent to the A5

c) Environmental Impacts

As indicated earlier the application is accompanied by an Environmental Statement and the applicant addresses a series of potential environmental impacts through this document. If Members wish to research any particular impact then the full Environmental Statement is available on the web site.

d) The Applicant's Case

Members will be aware that there are substantial issues involved with this proposal and that their assessment of these will have to be considered in the final planning balance which will take account of all of the material planning considerations affecting determination.

It is thus important that the Board understands the applicant's position on these issues. And to this end he has produced a Planning Statement. In order to assist Members an Executive Summary of this Statement is attached at Appendix J. In particular it addresses the main crux of the final planning balance – the tension between Policy LP4 of the North Warwickshire Local Plan 2021 (the identification of the Strategic Gap between Tamworth, Polesworth and Dordon) and Policy LP6 (which identifies the potential for additional employment land to be recognised in decision making). Additionally the summary addresses the background to the inclusion of an HGV parking area. The full Statement is available for Members to research if they wish to follow these matters in more detail.

Development Plan

North Warwickshire Local Plan 2021 - Policy LP1(Sustainable Development); LP2 (Settlement Hierarchy), Policy LP4(Strategic Gap), LP5 (Amount of Development), LP6 (Additional Employment Land), Policy LP11 (Economic Regeneration), Policy LP12 (Employment Areas), LP14 (Landscaping), Policy LP15 (Historic Environment), LP16 (Natural Environment), LP17(Green Infrastructure), LP22(Open Spaces and Recreational Provision), LP23 (Transport Assessments), LP25 (Railway Lines), LP26 (Strategic Road Improvements A5), LP27 (Walking and Cycling), Policy LP29 (Development Considerations), LP30 (Built Form), LP33 (Water and Flood Risk Management), LP34 (Parking), LP35 (Renewable Energy and Energy Efficiency), LP36 (Information and Communication Technologies) and Policy LP39 (Employment Allocations)

Other Relevant Material Considerations

National Planning Policy Framework 2021 – (the “NPPF”)
Air Quality and Planning - SPD 2019
The National Design Guide 2021
The National Model Design Code 2021
The draft Dordon Neighbourhood Plan 2021
Draft Dordon Design Guidance and Code 2021

Observations

This application for outline planning permission is seeking approval in principle for a development which will involve the change in the use of land from agriculture to commercial employment use. Members will have to address the following considerations in the determination of the application.

- Whether the proposal accords with the objectives of maintaining the Strategic Gap, referred to in Local Plan policy LP4.

- Whether the proposal accords with the terms of Local Plan policy LP6 such that it does represent additional employment land.
- Whether the proposal accords with Local Plan policy LP34 in respect of the proposed inclusion of an HGV parking area
- Whether the identification of any harms arising from the environmental impacts identified by the applicant are acceptable under the terms of the relevant Local Plan policies and whether any residual harms can be mitigated.
- Whether the proposal leads to any cumulative harmful impacts

As a consequence of these considerations, weights can be afforded to them such that they can then be assessed in the final planning balance, which will include all relevant material planning considerations.

Members may wish to visit the site together before a determination is made or they may prefer to do so individually because of the footpaths that are present as they will assist in that visit.

Recommendation

That the receipt of this application be noted and that Members consider how a visit to the site might be arranged.

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Legend:
 - RED LINE BOUNDARY
 78.97 square metres
 - OTHER LAND UNDER THE CONTROL OF THE APPLICANT
 102.84 square metres
 - AREAS FOR POTENTIAL OF SIGNIFICANT LANDSCAPE AND VISUAL IMPACT
 8.31 ha / 18.59 acres

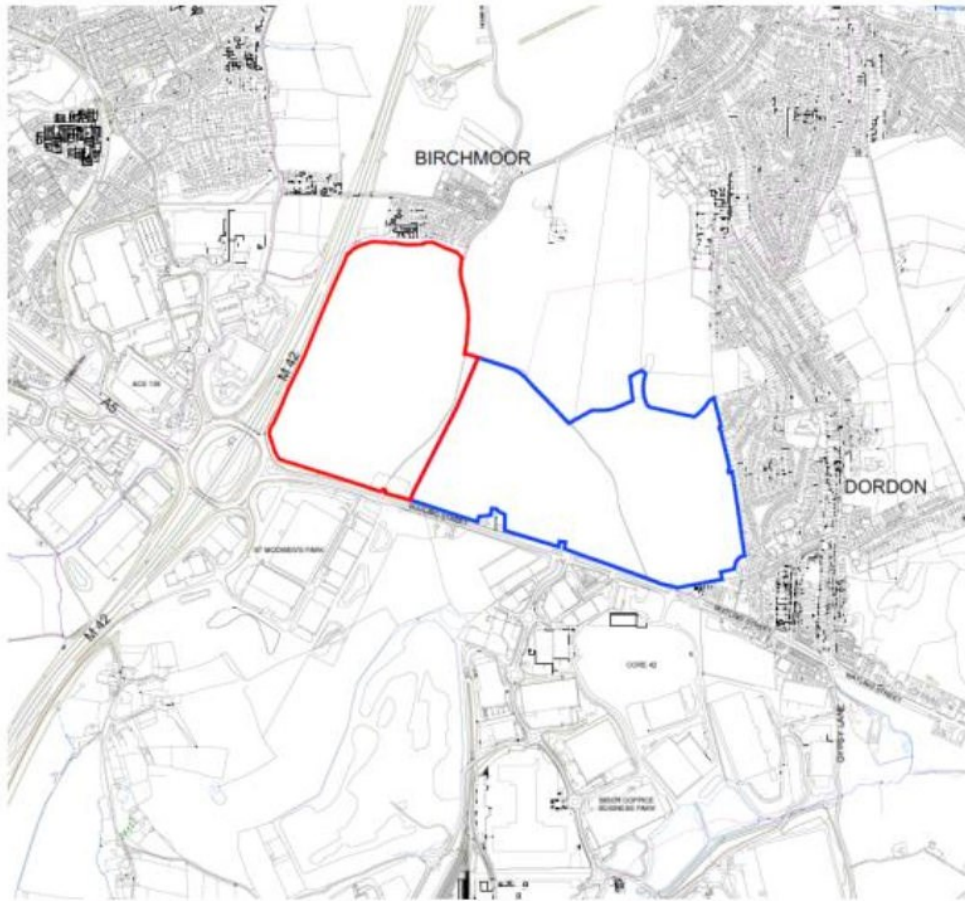
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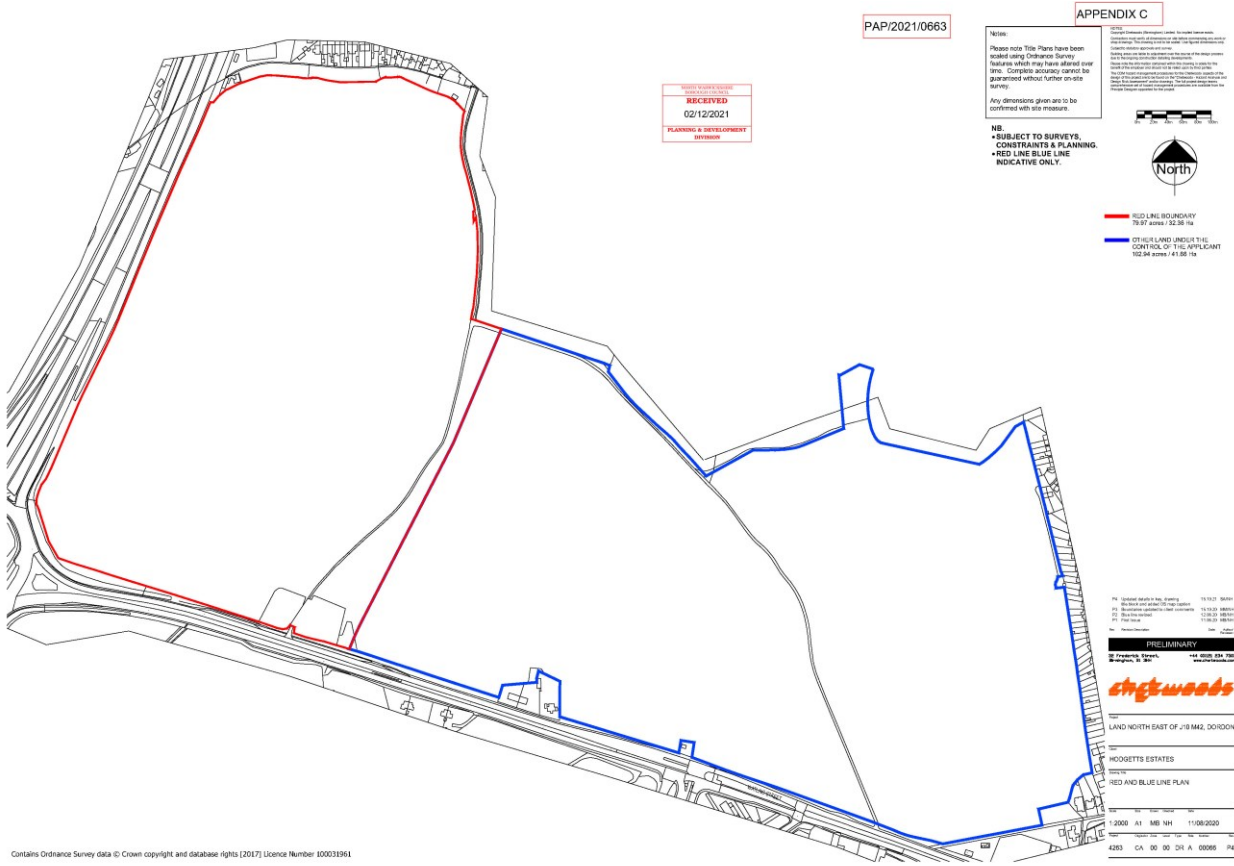
LAND NORTH EAST OF J18 M42, DORSET
 MCGGETTS ESTATES
 EIA SITE LOCATION PLAN

1:2000 A1 MB NH 15/10/2020
 K261 CA 00 00 01 A 00014 PS

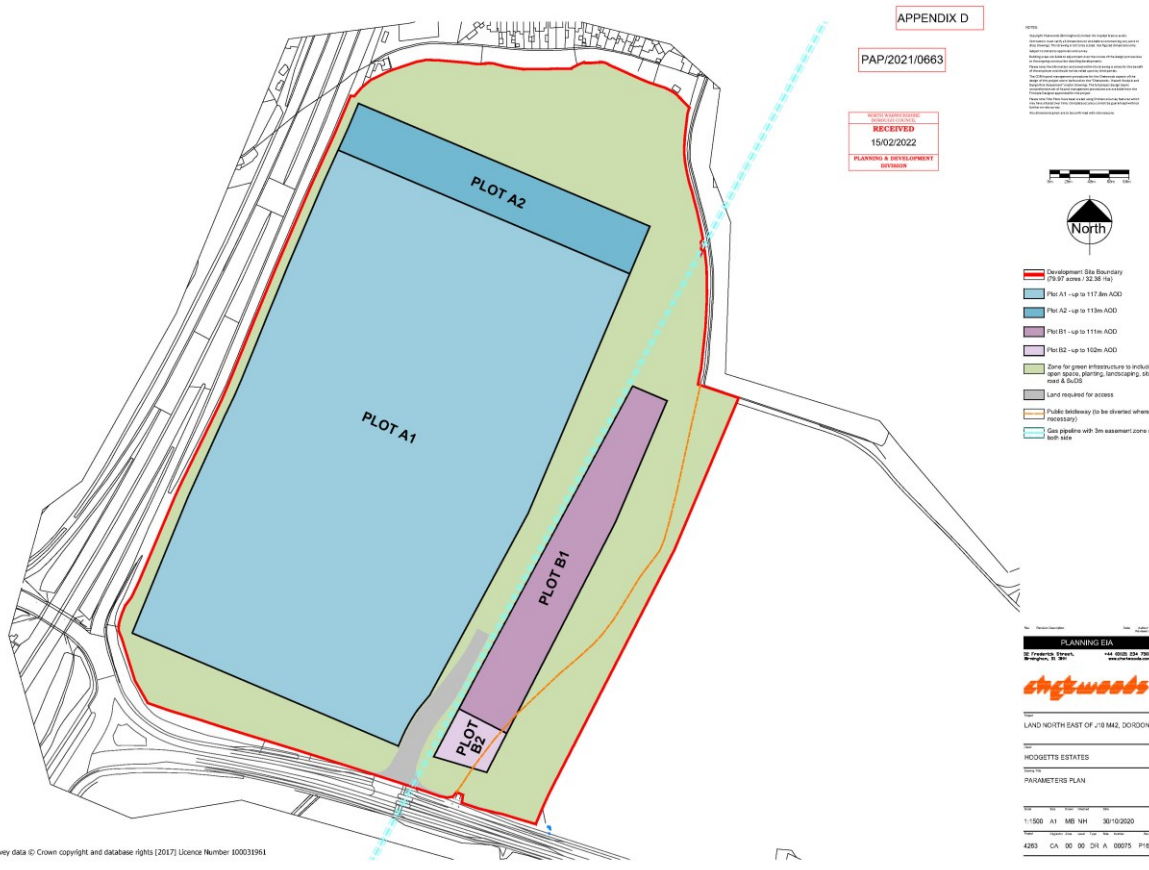
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APPENDIX B





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APPENDIX E



- Development Site Boundary (85.3 acres / 32.36 Ha)
- Parawater Boundary
- Unit Demise Boundary
- Public Right-of-Way (to be deleted where necessary)



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APPENDIX F

PAF/2021/0663

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DATE: 02/12/2021
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PROJECT NAME: [Name]
PROJECT ADDRESS: [Address]
PROJECT TYPE: [Type]
PROJECT STATUS: [Status]

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DATE: 02/12/2021
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VIEWPOINT 1 LOOKING SOUTH-EAST TOWARDS DOCKEN FROM FRONT AREA

PRODUCTION INFORMATION
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DATE: 02/12/2021
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PROJECT TYPE: [Type]
PROJECT STATUS: [Status]

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LOCATION: [Location]



VIEWPOINT 1 LOOKING SOUTH-WEST TOWARDS THE SITE FROM FRONTAGE


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 www.slrlandscapes.com

PROJECT NAME: PROPOSED QUARTERS AT THE
 IMPROVED MODEL OF CHERRY HILL CDP
 PROJECT NUMBER: 1500010001
 DATE: 08/20/2015
 DRAWING TITLE: 2.0 SITE PLAN
 DRAWING NUMBER: 2.0 SITE PLAN

PREPARED BY: J. LAMONTE
 CHECKED BY: J. LAMONTE
 APPROVED BY: J. LAMONTE
 DATE: 08/20/2015

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VIEWPOINT 2 LOOKING SOUTH-WEST TOWARDS THE SITE FROM THE FOOTPATH ALONG BICKNOR ROAD


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VIEWPOINT 3 LOOKING SOUTH-WEST TOWARDS THE SITE FROM WHERE PHOTO WAS TAKEN

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VIEWPOINT 3 LOOKING SOUTH-EAST TOWARDS ST THOMAS ST HILLINGDON VILLAGE FROM VANDERVAARDE MEETS 300M


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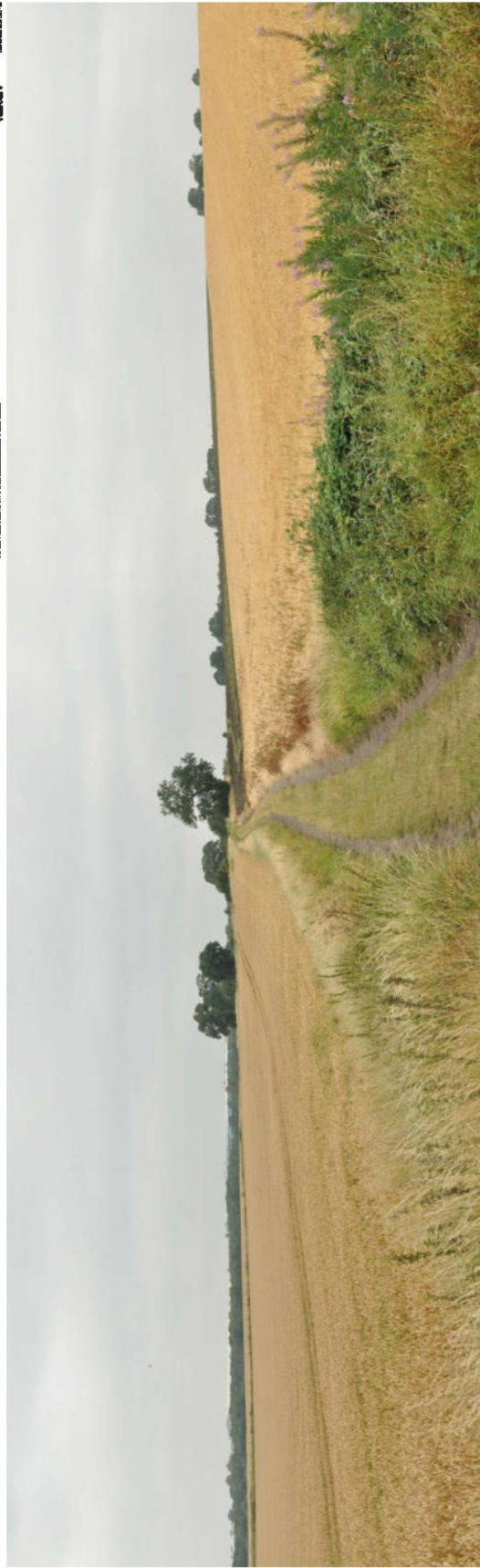
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VIEWPOINT 4 LOCATED SOUTH-WEST TOWARDS THE SITE FROM POINT A14.


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 DEVELOPER: [REDACTED]
 PHOTOGRAPHER: [REDACTED]
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VIEWPOINT 4 LOCATED NORTH-WEST TOWARDS THE SITE FROM POINT A14.


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PRODUCTION INFORMATION: DATE AND TIME OF PHOTOGRAPHY TAKEN: 17/08/2010 10:00
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VIEWPOINT 6 LOCATED SOUTH-EAST TOWNSHIP 65 N RANGE 15 W T10N R15W FROM POINT A

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 SURVEY AND MODEL OF CHANGES: 11/15/2011
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VIEWPOINT 6 LOCATED SOUTH-EAST TOWNSHIP 65 N RANGE 15 W T10N R15W FROM POINT A

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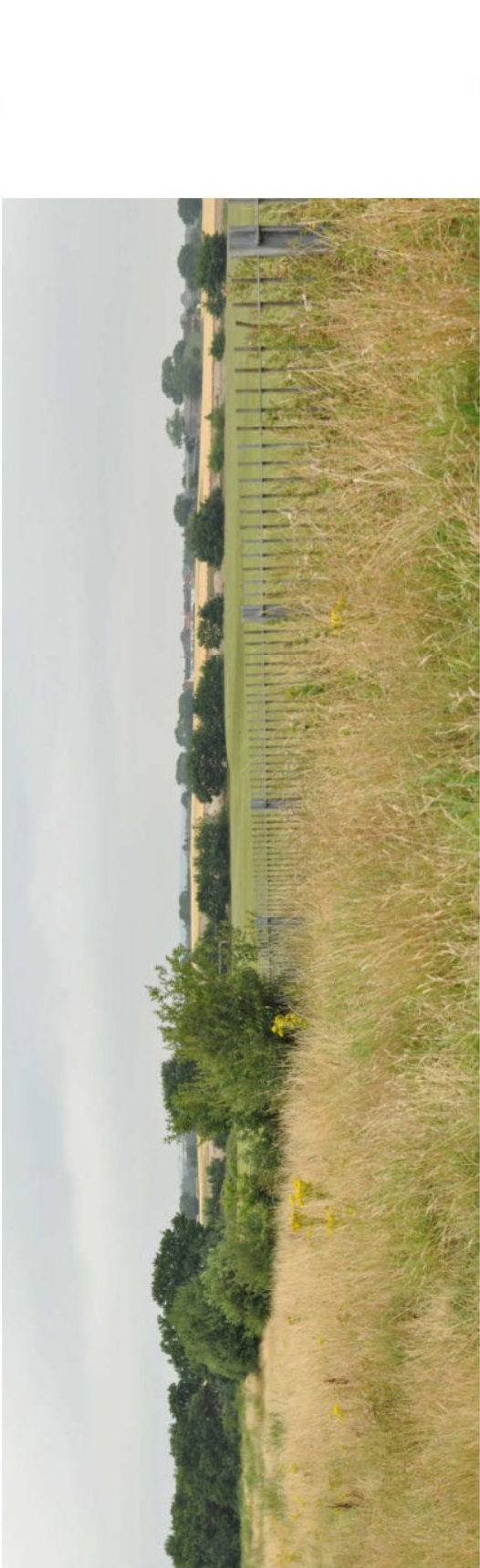
VIEWPOINT B LOOKING SOUTH-WEST TOWARDS THE SITE FROM THE EDGE OF FORDSON

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VIEWPOINT 5 LOOKING NORTH-WEST TOWARDS BISHOPSCOTE FROM PINE HILL


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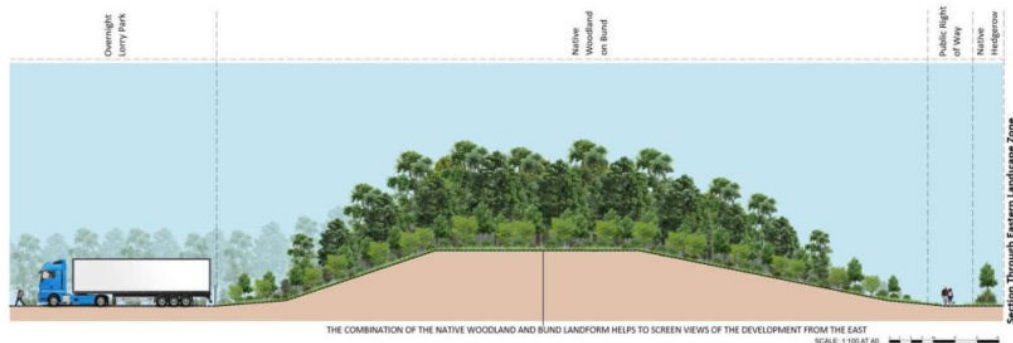
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transfer identified within the Local Plan (site OS1) and allow the provision of circular walking routes;

- Copses of mixed native trees would be provided where appropriate at the corners of existing fields to reinforce the local character and help to filter views from the settlement and PRoW towards the proposed development;
- Earth mounds would be created along the eastern edge of the site which would be densely planted with mixed, native trees to help screen and filter views of the proposal and to reinforce the sense of openness within the remaining arable landscape to the east. Earth mounds would be carefully modelled to fit with the existing landform and would take account of restrictions and easements such as the high pressure gas pipeline;
- Existing native tree and shrub planting along the western boundary of the site with the M42 would be reinforced with new mixed native planting where required to filter views from the M42;
- SuDS would be provided at southern end of the site which would be planted and this zone would mirror the approved frontage of St Modwen Park Tamworth, on the opposite side of the A5.

11.5.20. For reference, **Figure 11-1** below provides an illustrative landscape section in the eastern part of the site to demonstrate, indicatively, the beneficial impacts that the extensive landscaping proposals would have in terms of mitigating visual impact and intervisibility of the development when viewed from the nearby PRoW and indeed when viewed from the west of Dordon. It is anticipated that the northern landscaped area would provide a similarly dense area of planting and landscaped mounding to mitigate visual impact and intervisibility of the development when viewed from Birchmoor.

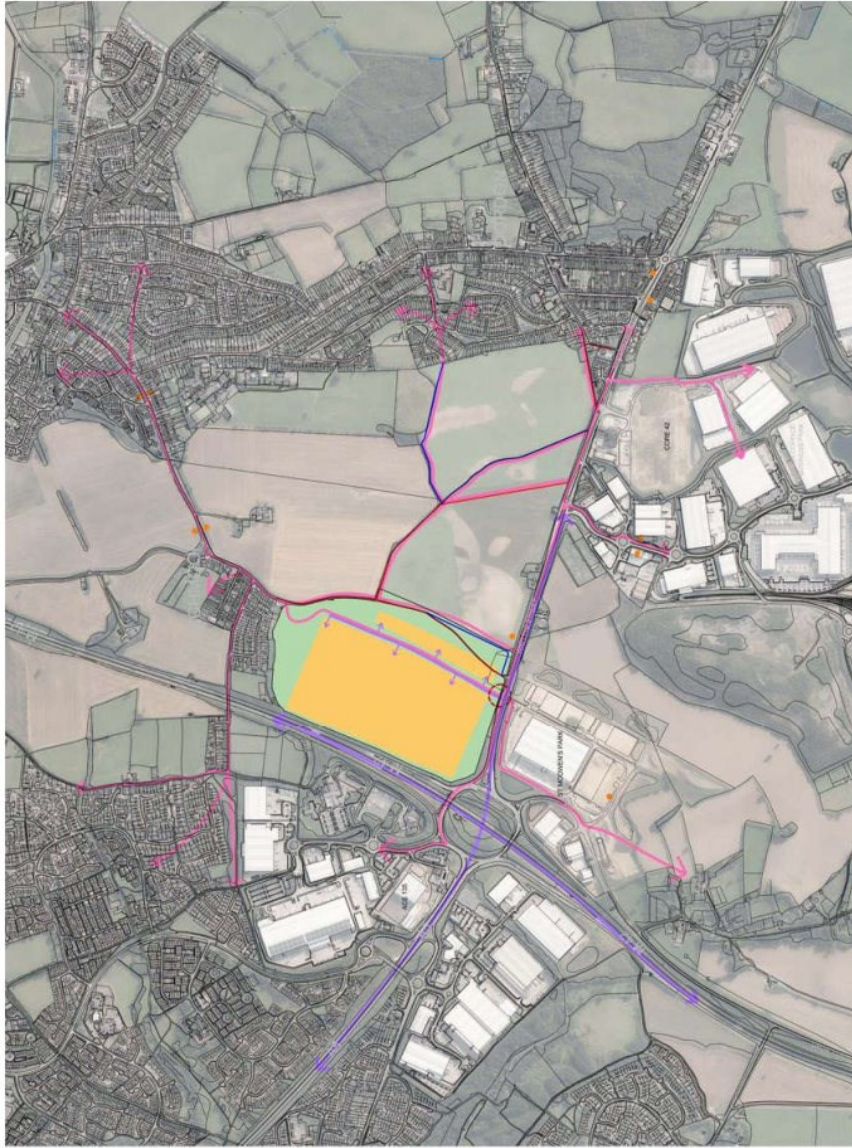
Figure 11-1 - Illustrative Landscape Section of Eastern Landscape Section



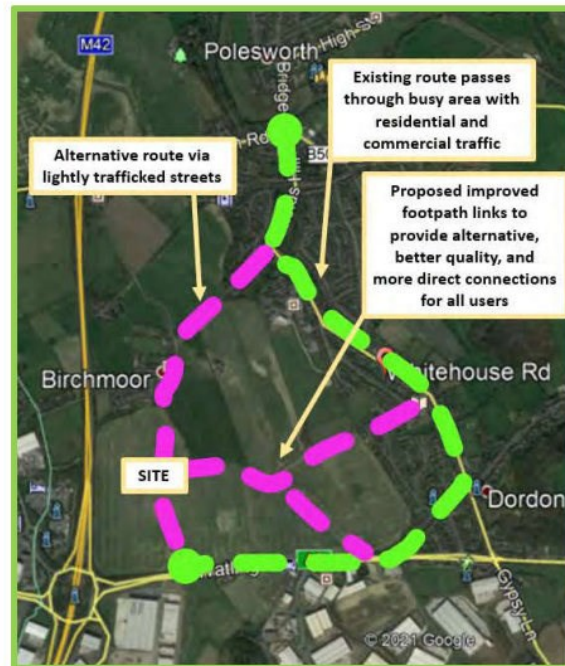
CONCLUSION

11.5.21. The development proposed would be viewed within a context of existing large-scale commercial development to the immediate south and west. This characteristic would intensify as proposed employment allocations are built out in the future. Visual effects would reduce over time as proposed native woodland planting on earth mounds matured, with the massing of built form becoming progressively filtered by proposed planting.

11.5.22. The assessment of the potential effect of the proposed development on the Strategic Gap (set out in detail in Chapter 9) concluded that the gap between settlements would remain effective and would



- SITE BOUNDARY
(60.3 acres / 32.36 Ha)
- PEDESTRIAN/BICYCLE ACCESS ROUTES
- VEHICULAR ACCESS ROUTES
- ROUTE OF PROPOSED NEW PUBLIC RIGHTS OF WAY
- ROUTE OF EXISTING/DIVERTED PUBLIC RIGHTS OF WAY
- NEW ACCESS JUNCTION
- BUS STOPS
- DEVELOPMENT PLOTS
- GREEN INFRASTRUCTURE



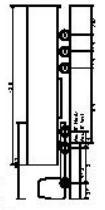
10.14 Although there is limited residential development within 2 kilometres of the site, it is evident that the proposed improvements to the existing public footpath routes would ensure pedestrians travelling to both the proposed development, along with other major employment sites nearby, were offered a significantly improved choice of route for their journey that should help to maximise this mode of travel.

Cycle Travel

10.15 The person trip calculations show that the proposed development would generate 9 hourly cyclist movements or up to 108 daily two-way movements. Demand for cycling would be met by the provision of on-plot cycle parking in accordance with the adopted standards, set out above. **Figure 25** shows the availability of specific cycle infrastructure within the immediate surrounding highway network, as described in Section 5 of this Transport Assessment.

APPENDIX I

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Grid North
Magnetic North
Declination 0.15°
Scale 1:500
Drawing Date 23/02/21
Drawing No. F18123/04

HODGETTS ESTATES	
PROPOSED EMPLOYMENT LAND	NO. 01
NORTHERN OF JUNCTION	NO. 02
NORTH WARRICKSHIRE	NO. 03

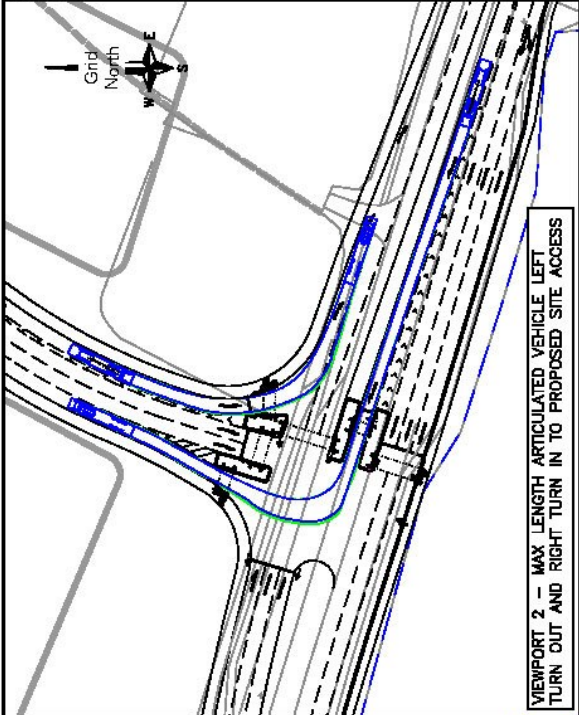
PROPOSED EMPLOYMENT LAND
NORTHERN OF JUNCTION,
NORTH WARRICKSHIRE

SWEPT PATH ASSESSMENTS OF
PROPOSED SITE ACCESS LAYOUT

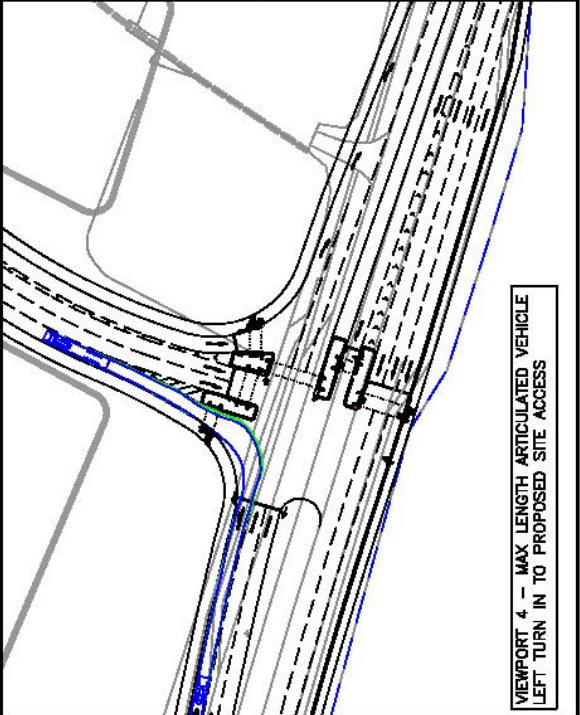
BANCROFT CONSULTING
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DATE	DESCRIPTION	BY	CHK
23/02/21	ISSUE		
23/02/21	DESIGN		
	PRODUCTION		

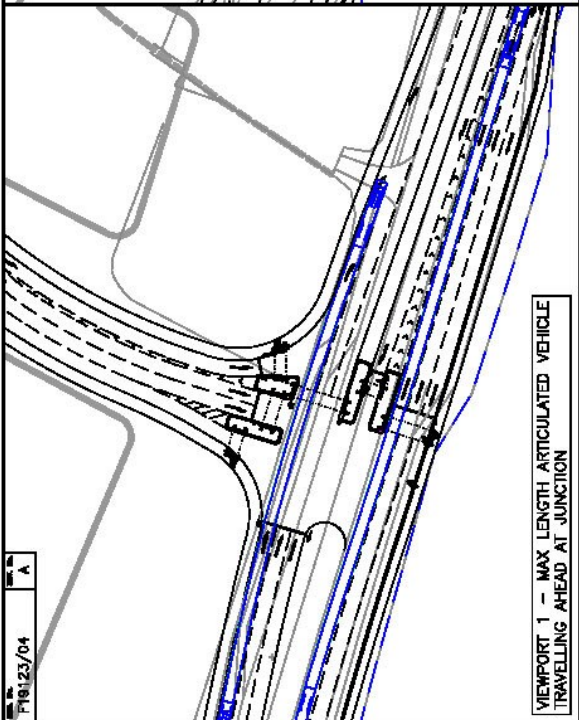
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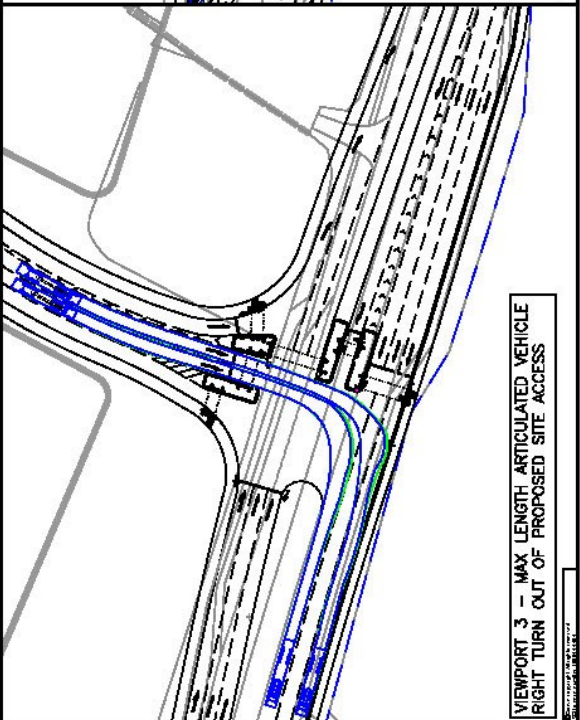
VIEWPORT 2 - MAX LENGTH ARTICULATED VEHICLE LEFT TURN OUT AND RIGHT TURN IN TO PROPOSED SITE ACCESS



VIEWPORT 4 - MAX LENGTH ARTICULATED VEHICLE LEFT TURN IN TO PROPOSED SITE ACCESS



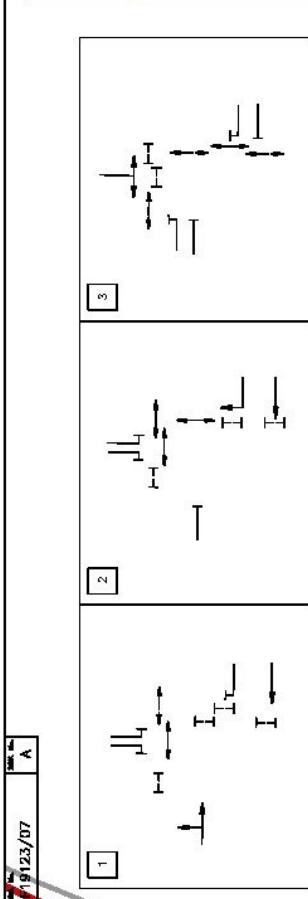
VIEWPORT 1 - MAX LENGTH ARTICULATED VEHICLE TRAVELLING AHEAD AT JUNCTION



VIEWPORT 3 - MAX LENGTH ARTICULATED VEHICLE RIGHT TURN OUT OF PROPOSED SITE ACCESS

F18123/04 A

19/12/07 A



- above ground vehicle detector
- two aspect roadside signal with path barrier
- in-lane detector
- on-existing detector
- three aspect signal with primary/secondary secondary visitor
- primary signal with filter arrow

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMITS	19/12/07	...

HODGETTS ESTATES

PROPOSED EMPLOYMENT LAND
NORTH OF J10 M42,
NORTH WARRICKSHIRE

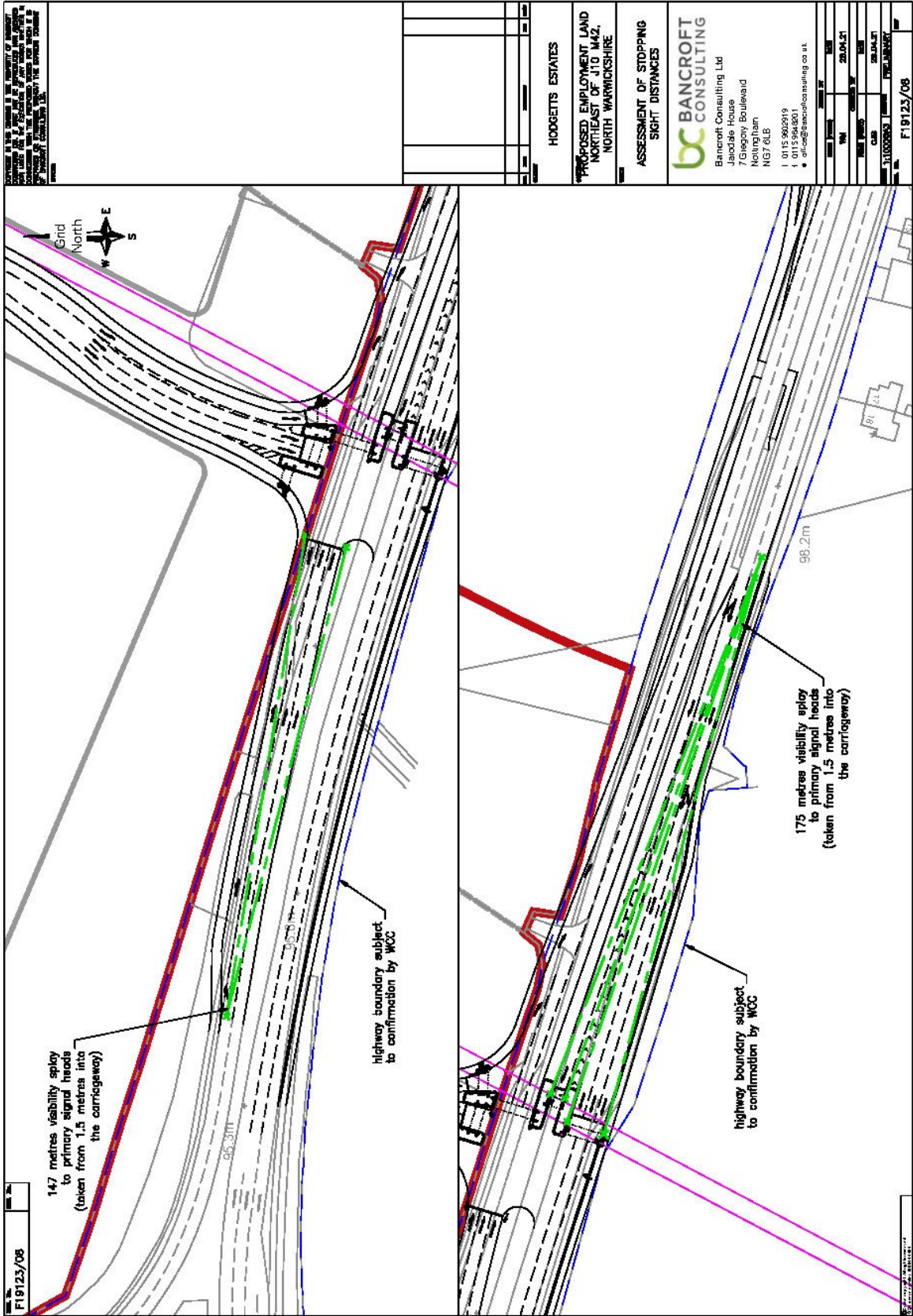
PROPOSED SITE ACCESS LAYOUT
(WITH EASEMENT SHOWN)

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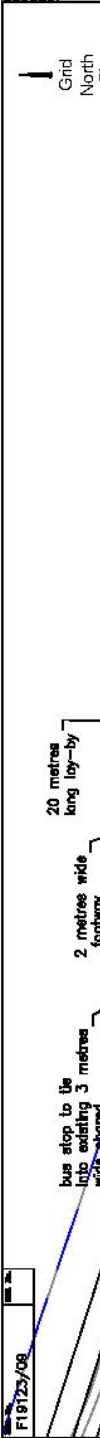
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T: 0115 885516
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E: office@bancroftconsulting.co.uk

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SCALE - 1:12500A2



F19123/08
 LAYOUT SHOWN IN ACCORDANCE WITH PRINCIPLES OF TMRB CD-19A.



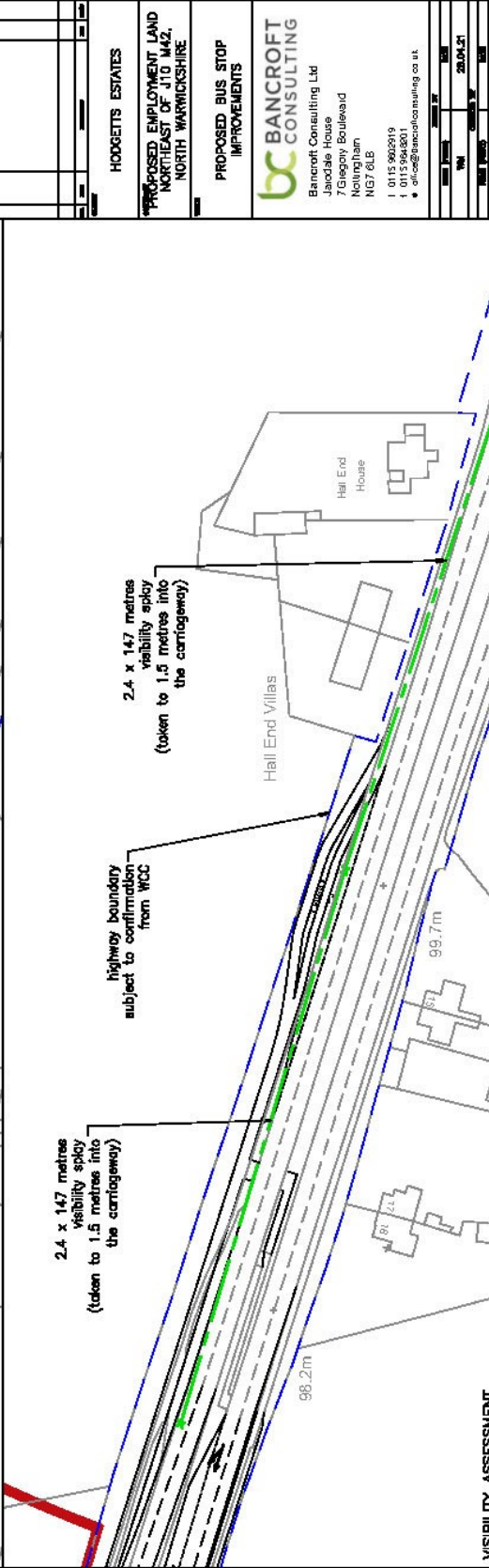
Hodgetts Estates
 Proposed Employment Land
 Northeast of J10 M42,
 North Warwickshire

Proposed Bus Stop
 Improvements

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 Nottingham
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 E: info@bancroftconsulting.co.uk

DATE	20/04/21
BY	[Signature]
CHECKED BY	[Signature]
SCALE	1:1000(A3)
PROJECT NO.	F19123/08

PROPOSED BUS STOP LAYOUT
 (SCALE - 1:500(A3))



VISIBILITY ASSESSMENT
 (SCALE - 1:1000(A3))