

Date -

Dear Planning Officer /Mr. Collinson

**RE HODGETTS ESTATE OUTLINE PLANNING APPLICATION - EMPLOYMENT, TRAFFIC CONGESTION, AND THE ENVIRONMENT**

I am writing to object to the planning application for more logistics warehouses and a 150-place lorry park on the north side of the A5, Dordon. The Borough Council should continue to protect this land as a Strategic Gap between Dordon and Tamworth.

**LOGISTICS AND EMPLOYMENT**

Over the last 15 years, this area has taken more than its fair share of logistic sites in this region. The south side of the A5 already has a "ribbon development" of huge logistic warehouses [ > 5 million square feet]. We would also point out that 7 miles away a new logistics site [ Mercia Park- 10.4 million square feet ] has recently opened at Junction 11, M42

**TRAFFIC CONGESTION**

As a resident I believe the number of HGV vehicles using this road is already intolerable with frequent queues , traffic congestion, noise, litter, and air pollution. We understand that , at certain peak times , there could be a 21% increase in the number of HGVs going west along the A5 from this site.as well as a 6% overall increase in all vehicles . The proposal to add a fourth set of traffic lights on this stretch of A5 will simply lead to more traffic jams and worsen air quality.

**AIR QUALITY, NOISE AND LIGHT POLLUTION**

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**CLIMATE CHANGE**

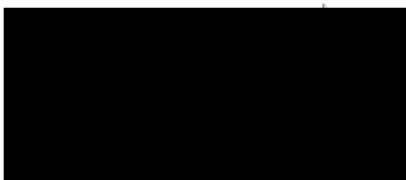
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**CONCLUSION**

I urge you to reject this application to change the use of this land because

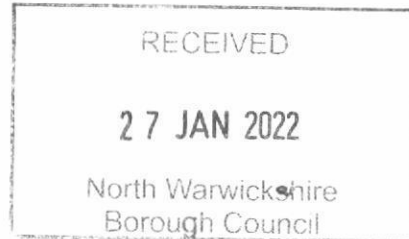
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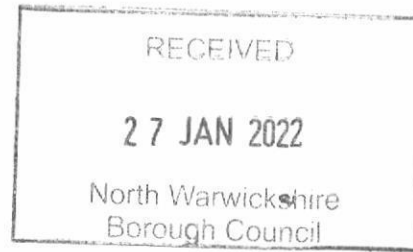
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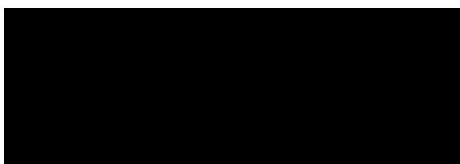
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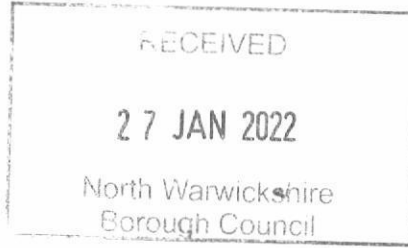
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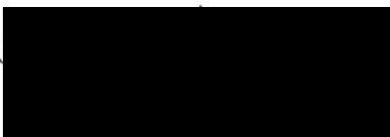
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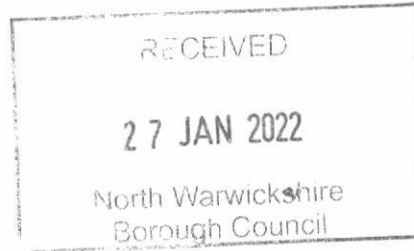
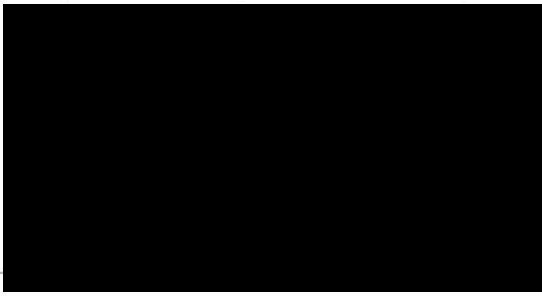
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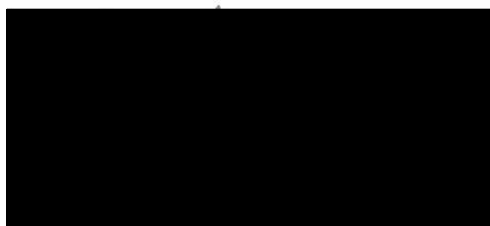
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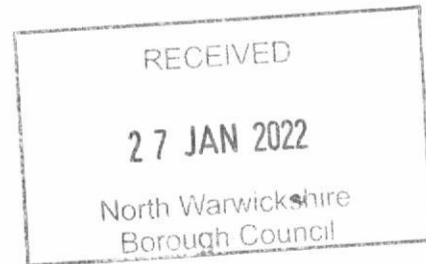
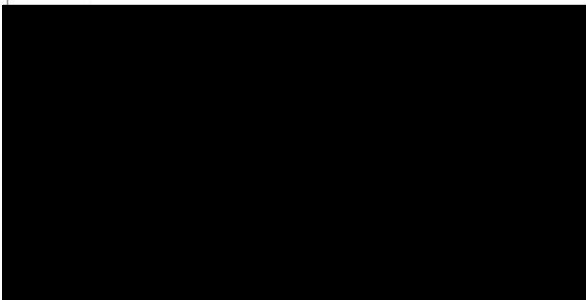
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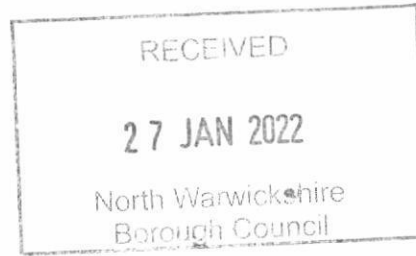
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If this development, along with plans to build 2700 houses to the East and North East of the village goes ahead, we will be surrounded by residential and industrial development on all sides .

All sense of living in a semi-rural area will be gone.

Many local people walk across the paths through these fields.

Getting out and enjoying the sense of openness, a view of the horizons and seeing local wildlife is important for our mental health and physical well-being.  
Under these proposals more than a third of this green field land will be lost. The outlook will one of industrial development rather than agricultural land.

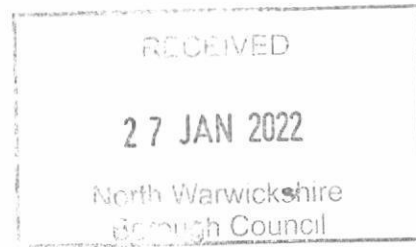
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Furthermore, the so called "landscape buffer" and footpath connections proposed on the North and East of this development will not improve access to what remains of the open countryside and natural landscape and the erection of a security fence for the lorry park alongside the proposed footpath will simply add to the feeling of being enclosed and trapped.

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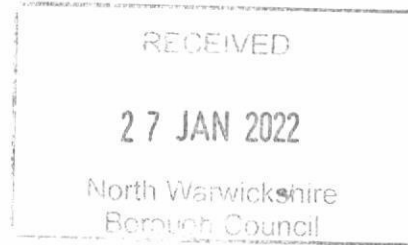
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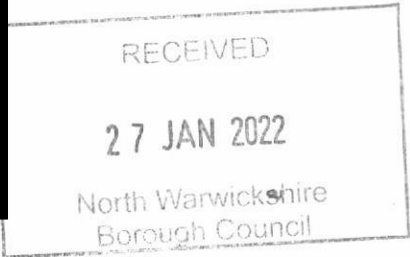
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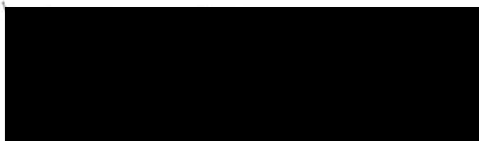
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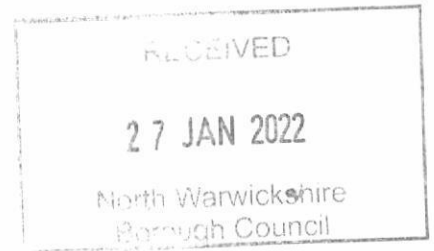
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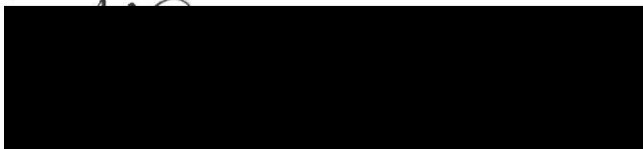
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Furthermore, the so called "landscape buffer" and footpath connections proposed on the North and East of this development will not improve access to what remains of the open countryside and natural landscape and the erection of a security fence for the lorry park alongside the proposed footpath will simply add to the feeling of being enclosed and trapped.

We can see no benefits of this development for our village or for ourselves as residents .

We urge you to reject this application

Yours truly,

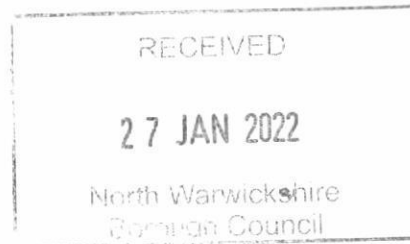


Please sign

NAME AND ADDRESS



Date



Dear Planning Officer /Mr. Collinson

**RE HODGETTS ESTATE OUTLINE PLANNING APPLICATION - EMPLOYMENT, TRAFFIC CONGESTION, AND THE ENVIRONMENT**

I am writing to object to the planning application for more logistics warehouses and a 150-place lorry park on the north side of the A5, Dordon. The Borough Council should continue to protect this land as a Strategic Gap between Dordon and Tamworth.

**LOGISTICS AND EMPLOYMENT**

Over the last 15 years, this area has taken more than its fair share of logistic sites in this region. The south side of the A5 already has a "ribbon development" of huge logistic warehouses [ > 5 million square feet]. We would also point out that 7 miles away a new logistics site [ Mercia Park- 10.4 million square feet ] has recently opened at Junction 11, M42

**TRAFFIC CONGESTION**

As a resident I believe the number of HGV vehicles using this road is already intolerable with frequent queues , traffic congestion, noise, litter, and air pollution. We understand that , at certain peak times , there could be a 21% increase in the number of HGVs going west along the A5 from this site.as well as a 6% overall increase in all vehicles . The proposal to add a fourth set of traffic lights on this stretch of A5 will simply lead to more traffic jams and worsen air quality.

**AIR QUALITY, NOISE AND LIGHT POLLUTION**

Before the pandemic, NO2 pollution along the A5 [ going west ] was steadily rising .In 2019 air pollution reached unacceptable and harmful levels - yet this fact seems to have been ignored in this application I also object to the noise and light pollution which will be caused by a large 24-hour lorry park It will be too close to a residential area and I simply do not believe that buffers and landscaping [ however good ] will stop this from being a nuisance.

**CLIMATE CHANGE**

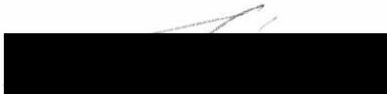
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**CONCLUSION**

I urge you to reject this application to change the use of this land because

- there is no need for more logistics employment in or around this area
- our stretch of the A5 is already severely congested with HGVs
- air quality will permanently deteriorate and be harmful to residents health
- the proposed lorry park is too close to the residential areas of Dordon and Birchmoor
- Borough Council made a commitment to take steps to address climate change.

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Please sign

NAME AND ADDRESS

RECEIVED

27 JAN 2022

North Warwickshire  
Borough Council

Date -

## HODGETTS ESTATE OUTLINE PLANNING APPLICATION - STRATEGIC GAP

Dear Planning Officer /Mr. Collinson

We are writing to object to the proposed development of a 32-hectare employment site on the land designated in the Local Plan as the Strategic Gap.

As residents living close to this proposed development we do not want the Council to abandon the protection of this land as a Strategic Gap.

We believe the development of this land for industrial use will adversely affect the sense of outlook, identity and character of Dordon as a village.

The construction of three enormous business and logistic parks at Birch Coppice, Core 42 and St. Modwens along the A5 has already changed the character and identity of our village beyond recognition .

If this development, along with plans to build 2700 houses to the East and North East of the village goes ahead, we will be surrounded by residential and industrial development on all sides .

All sense of living in a semi-rural area will be gone.

Many local people walk across the paths through these fields.

Getting out and enjoying the sense of openness, a view of the horizons and seeing local wildlife is important for our mental health and physical well-being.  
Under these proposals more than a third of this green field land will be lost. The outlook will one of industrial development rather than agricultural land.

The idea that a few hedges and trees with a relocated footpath can disguise the visual, noise and carbon impact of these huge, new, industrial scale warehouses and a 150-place lorry park [ with security fence and barrier entrance] is just nonsense - as anyone who has walked the former footpaths around the Birch Coppice Business park will testify!

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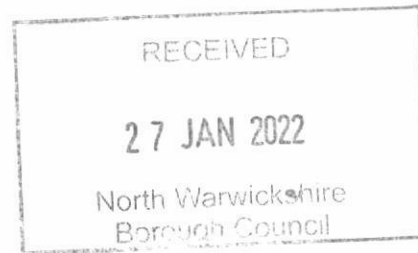
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Date -

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Yours truly

A black rectangular redaction box covering the signature of the sender.

Please sign

NAME AND ADDRESS



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27 JAN 2022

North Warwickshire  
Borough Council

Date -

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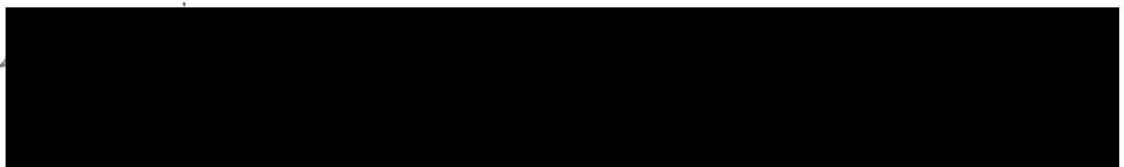
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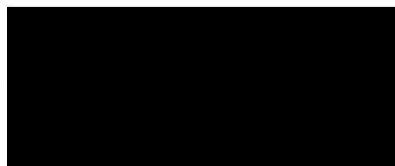
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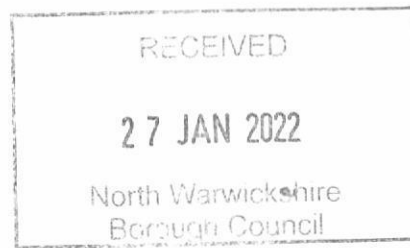
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Yours truly,



Please sign

## Andrew Collinson

---

**From:** [REDACTED]  
**Sent:** 30 January 2022 18:14  
**To:** Andrew Collinson  
**Subject:** Planning Application for Lorry Park and Warehouse Facility

Dear Andrew,

I would like to raise my concerns about the proposed lorry park on the A5 at Dordon.

1. I am worried first of all about the amount of extra traffic which will be created. At peak times it could be by as much as 21%. Anyone travelling onto the A5 from Dordon in either direction is well aware of the problems the increase in traffic in recent years has caused. There has been a steady growth of warehouse units leading to considerable congestion at busy times, which is exacerbated by street parking in Long Street. Sometimes traffic is left queuing on the A5 and the roundabout whilst trying to turn right from the A5 onto Long Street. It is equally difficult turning onto the A5 from Long Street. This is probably the most used route from the villages to the north and west of Dordon. I have also noticed considerable queuing and hold ups on the M42 roundabout. There should be no question of allowing any developments in North Warwickshire which will further increase congestion until the A5 can cope.
2. Linked to this is my concern about the speed of traffic travelling from the M42 towards Dordon, despite the 40mph signs. Here the road changes from dual to single carriageway, in a quite short distance, again leading to congestion at Dordon roundabout.
3. My third concern is about air quality and pollution which is bound to increase with more lorries and people travelling to work associated with the proposed development. Last year a coroner found that poor air quality had led to the death of a child, so I do not believe this matter should be taken lightly.
4. The planned development is on land designated as recently as 2021 as a "strategic gap" between Tamworth and Polesworth. This is to protect the current identity of towns and villages and to prevent them from becoming larger urban areas. People who have chosen to live in towns and villages do not want to be part of a conurbation. Any new development should not significantly reduce the size of the gap, which at about 40%, I think this does. The strategic gap should be a continuous area. The land by the A5 should be retained as open land, and while it may not be a site of SSE, it is still a valuable resource for local wildlife. Everyone seems to be in agreement, since the Covid lockdown, about the importance of nature and this can only be diminished by developing the land. It could also lead to an increase in other problems, like flash flooding, when there is insufficient drainage for heavy storms we now frequently get from global warming.

Although I understand the need for suitable provision for lorry drivers to take breaks, the increased pressure on the infrastructure won't allow such an amenity in this area.

Best wishes

[REDACTED]

The Planning Department  
North Warwickshire Borough Council  
The Council House  
South Street  
Atherstone  
Warwickshire  
CV9 1DE

Our ref RJM/CD

18/11/2022

Dear Planning Department

**Re. Land North East Junction 10 M42, NWBC Planning Ref: PAP/2021/0663**

We write in response to the planning application submitted in December 2021 under reference PAP/2021/0663 relating to Land North East Junction 10 M42 (the “Site”). We understand that both an Employment Land Statement and an Employment Need Statement have been submitted in support of the planning application and therefore do not propose to repeat the position outlined in those reports within this letter. However, the purpose of this letter is to demonstrate the considerable ongoing demand for large scale logistics sites in this location and the significant levels of occupier interest that this uniquely located Site is experiencing, despite not currently being actively marketed.

**Introduction**

The Jones Lang LaSalle (“JLL”) National Industrial & Logistics (“I&L”) Transactions team is made up of 98 sector professionals covering the entire UK, with offices in London, Birmingham, and 9 further regional locations. We are Directors of the Midlands I&L Transactions Team based in Birmingham and covering the wider Midlands market. Our focus is on matching occupier requirements with available sites for buildings above 100,000 sq ft to in excess of 1 million sq ft. JLL also have a specialist Strategic Occupier Solutions Team based in London providing advice to major national and international occupiers looking to make inward investment into the Midlands.

In the last 3 years our transactions team have been involved with approximately 15 million sq ft of transactions across the Midlands including within North Warwickshire 700,000 sq ft at Core 42 Business Park (with occupiers including AP Moller Maersk and Greencore Group) and in excess of 1 million sq ft at Hams Hall (with occupiers including Jaguar Land Rover and The Works). In close proximity to the Site, we were also involved with St Modwen’s Centurion Park scheme (occupied by Pirelli) and Opus Land’s ACE 135 development (occupied by Movianto).

## Market Dynamics

Demand for I&L employment space continues to be very strong with West Midlands take up for the first 3 quarters of 2022 at 6.1 million sq ft, 45% above the 5 year average (3.4 million sq ft).

The supply position remains critically low and as at the end of September 2022 new Grade A immediately available stock in the West Midlands totalled just 508,104 sq ft. When including vacant second-hand buildings (661,000 sq ft) and buildings currently under construction (1.6 million sq ft) this figure increases to give a total supply of just under 2.8 million sq ft, equating to under 6 months' supply at current take up levels. This minimal supply is reflected in the historic low vacancy rate of 1.9% as at the end of September 2022 (existing only).

Whilst the uncertain macro-economic climate has had a negative effect on investment values of I&L buildings as 'assets' it has not dampened occupiers' demand for those buildings as they seek to invest and improve the operations of their businesses. Occupational demand is being driven by structural changes in the UK economy rather cyclical fluctuations. These structural changes include:

- **Increased usage of ecommerce post pandemic;** and
- **Rise in automation and changes in the function of I&L buildings** to be more than just distribution facilities (including more centralised 'campus style' facilities with dedicated areas for training and education, employee wellbeing, and landscaped amenity settings); and
- **Reshoring of supply chains and manufacturing facilities** to ensure resilience of the supply chain in response to uncertainty created by events such as Brexit, the Global Pandemic and the War in Ukraine; and
- **the move towards a 'just-in-case' supply chain resilience model from the 'just-in-time' model** seen over the last 50 years, increasing inventory held in national markets as resilience becomes ever more important; and
- the ability to generate **on site renewable energy** in new facilities (such as solar array installations on roofs designed with enhanced loading capacity); and
- **Net Zero Carbon** targets requiring corporate portfolios to meet the highest standards for Environmental, Social, and Governance performance ("ESG"); and
- the **cost efficiencies** that businesses generate from **centralising supply chains** into larger facilities, especially due to rising costs.

We see these structural changes accelerating demand in the future and indeed the trend in occupier operational requirements is for larger building footprints.

Interestingly, the accelerating trend towards automation and more sophisticated environmental building performance monitoring has/is changing the scope of employment opportunities associated

with large scale I&L facilities. As technology replaces manual tasks there has been a resulting rise in the need for a more highly skilled workforce.

### **Local Market Dynamics – Junction 10 M42**

Specifically at Junction 10 M42, as you may be aware, 2 million sq ft of take up has been seen in the last four years including the very successful Core 42 Business Park (700,000 sq ft), St Modwen's Junction 10 M42 Business Park (680,000 sq ft), Centurion Park extension (205,000 sq ft), and the ACE 135 development (135,000 sq ft). The success of these developments has opened up employment opportunities for the residents of North Warwickshire to new major international occupiers such as AP Moller Maersk (at Core 42) and Movianto (at ACE 135) as well as facilitated growth for existing North Warwickshire based occupiers such as Greencore Group (at Core 42). Moreover, the speed at which these developments have been occupied and the quality of the occupiers demonstrates the demand of this unique location.

For example, the most recent large logistics facility developed in this location was Core 1 of 345,414 sq ft at Core 42 Business Park in North Warwickshire. The building received significant interest as soon as the 9 month construction process commenced and was let to AP Moller Maersk (a Danish shipping and transport company with offices in 130 countries and over 80,000 employees worldwide) prior to construction being completed, and securing an estimated 300-450 jobs.

### **Enquiry Tracking and Campus Opportunity**

As an agency team we are currently tracking up to 15 million sq ft of requirements ranging from 100,000 sq ft to 1 million sq ft along M42 corridor (Area A/Area 2 of the West Midlands Strategic Employment Sites Study Phase 2 2021) which would be suitable for this Site. Of that figure, there are a number of enquiries centred on Junction 10 M42, two of which can alone equate to circa 100 acres of land.

However, given the scale, dimensions, and unique characteristics of the location, we believe there is an opportunity to attract a prestigious single occupier in a campus style development at the Site. Within the broader region, examples of this type of development include Rhenus Logistics at Nuneaton (the so called 'Rhenus Campus') and Jaguar Land Rover towards Ashby de la Zouch. These single user campus facilities often have the added benefit of an enhanced office provision, training centres of excellence, increased community engagement and a lasting positive effect on local communities.

The unique characteristics of the Site include:

- **Direct access to the Strategic Road Network** of the established national transport routes of the A5 trunk road (eastwards and westwards) and M42 motorway (northwards and southwards) at Junction 10; and
- **Close proximity to Intermodal opportunities** such as Birmingham Intermodal Freight Terminal and Hams Hall Rail Freight Terminal; and
- **Scale, in terms of the size and dimensions** of the proposed 50 acre development plateau allowing for a single unit of over 1,000,000 sq ft or a selection of units with sizes (for example) of 650,000 sq ft, 200,000 sq ft, 150,000 sq ft, etc); and
- **Close proximity to a readily available existing workforce** allowing sustainable modes of transport to be utilised in a landscaped campus setting; and
- **An increasing workforce** in close proximity due to future residential developments in close proximity to the Site.

### **Specific Occupier Discussions at this Site**

Whilst the Site is not yet being actively marketed, we are aware that interest has been received from a number of major corporate occupiers, some of which have an existing presence and are significant employers within North Warwickshire. The discussions are generally focused on a campus style occupation of the Site with space allocated for offices, training facilities, green space for employee wellbeing in addition to large scale logistics facilities.

We are also aware of specific ongoing discussions with a major corporate occupier already based in North Warwickshire. We understand, the occupier has undertaken an extensive search and this Site is the only site within North Warwickshire which is capable of meeting their operational requirements in terms of scale, location, and timing. It also fits perfectly within their existing supply chain portfolio and would mean a significant long term commitment to North Warwickshire and remove the risk of the business moving the focus of its operations away from the Borough. We understand the occupier wishes to remain anonymous with the discussions very much confidential in nature.

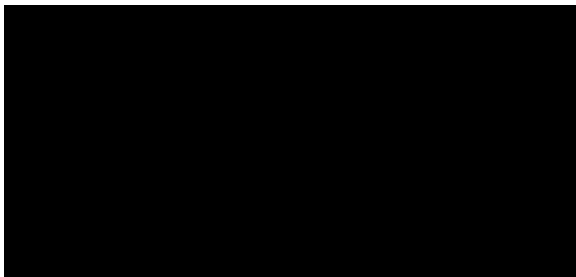
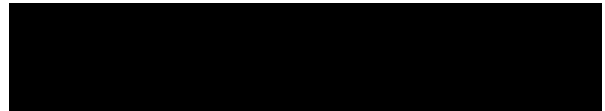
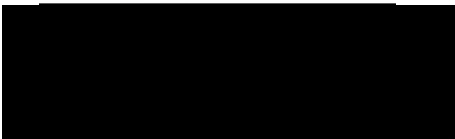
### **Conclusion**

In our opinion, the application Site is uniquely located and in an ideal position to provide large scale modern logistics facilities in a campus style arrangement and provides the market with a genuine opportunity to develop buildings in excess of 500,000 sq ft.

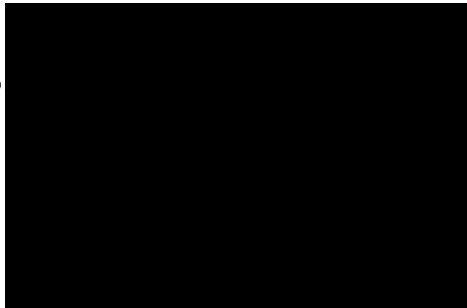
The capability to deliver such an opportunity to the market is very rare and it is understandable why the Site is generating significant interest despite not been actively marketed. In addition, the Site is under the control of a single developer with a significant track record in delivering high quality industrial and distribution properties in this location.

We therefore encourage you to seriously consider the opportunities that this application could bring to North Warwickshire and support the application.

Yours Sincerely



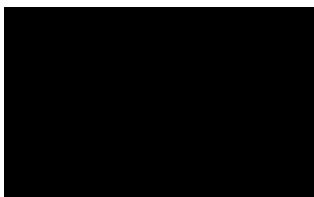
Jo



**Subject:** FW: Planning Reference: PAP/2021/0663

**From:** [REDACTED]  
**Date:** 31 January 2022 at 15:03:53 GMT  
**To:** [planningcontrol@northwarks.gov.uk](mailto:planningcontrol@northwarks.gov.uk)  
**Subject:** Planning Reference: PAP/2021/0663

Please note that I am sending you a copy of my objection as I have not received an acknowledgement or receipt in connection with the objection I made via the North Warwickshire Borough Council website. Please see below.



Date: 31/01/2022

**Reference: PAP/2021/0663**

I am writing to object to the proposed building of 2 warehouses and a 150 place standalone lorry park adjacent to the A5 close to junction 10 of the M42.

**LOGISTICS AND EMPLOYMENT**

Over the last 15 years, this area has taken more than its fair share of logistic sites in this region. The south side of the A5 already has an extensive development of huge logistic warehouses consisting of approximately 5 million square feet. This is much larger than the original Birch Coppice Pit site and we have already suffered from continuing encroachment into our local green spaces as part of this development.

We would also point out that 7 miles away a new logistics site called Mercia Park consisting of 10.4 million square feet is already under construction at Junction 11 of the M42.

**TRAFFIC CONGESTION**

As a resident I believe the number of HGV vehicles using this road is already intolerable with frequent queues, traffic congestion, noise, litter, and air pollution. The M42, which is simply a dual carriageway and a motorway in name only, already suffers from huge amounts of congestion as does the junction 10 roundabout.

We understand that at certain peak times, there could be a 21% increase in the number of HGVs going west along the A5 from this site as well as a 6% overall increase in all vehicles. These models also seem to be very optimistic especially due to amount of other industrial outlets and housing developments being built or at the proposal stage.



The proposal to add a fourth set of traffic lights on this stretch of A5 will also lead to more traffic jams and worsen air quality for the residents of the area.

It is also a concern that there are still no provisions for safe pedestrian and cycling routes into the development. This is consistent with the inadequate provisions on neighbouring industrial sites.

## **AIR QUALITY, NOISE AND LIGHT POLLUTION**

Before the pandemic, NO<sub>2</sub> pollution along the A5 west bound was steadily rising. In 2019 air pollution reached unacceptable and harmful levels, yet this fact seems to have been largely ignored in this application.

The air quality report provided in the application is also very vague and seems to be based on a best case scenario. This is extremely concerning bearing in mind the high population of elderly people in the locality, lots of which have underlying health issues. The proposed site is also a stone's throw from a number of schools. Our young people deserve to be able to breath good quality air.

I also object to the noise and light pollution which will be caused by a large 24-hour lorry park. It will be too close to the residential area of Birchmoor and I simply do not believe that buffers and landscaping, however good they appear to be on paper will stop this from being a nuisance and impact of the everyday lives of the residents.

## **HEALTH & WELLBEING**

Since the start of the pandemic, the availability and importance of green spaces to our physical and mental wellbeing have been well documented. It is essential that we all have somewhere within easy walking distance where we can escape and unwind. The public rights of way surrounding the proposed site has been used by all ages for leisure purposes for generations, whether it is to exercise dogs, go for a run or to listen to the song of the Red Listed Skylark. The development threatens our fundamental right to enjoy these diminishing open spaces.

## **IMPACTS ON THE ENVIRONMENT**

As a keen ornithologist and wildlife enthusiast I have noticed a catastrophic decline in some of our most familiar and well-loved bird species in the Dordon area over recent years or so. The land that is ear-marked for development is one of the last areas of green space that our dwindling wildlife has to call home. This follows the redevelopment of the former Birch Coppice Pit site and the subsequent extension of it into the neighbouring countryside. Our impoverished wildlife seems to be continually pushed out in the name of 'progress'.

The ecological survey acknowledges that the hedgerows, trees and offsite scrub on site are of local importance. While I applaud the plans to enhance the habitat adjacent to the proposed site I do not deem them to be enough to mitigate the loss of such a huge area of green space.

Having read the ecological survey, I must dispute some of the findings and I am concerned at the lack of effort put into assessing the site properly. Regular breeding species of current Red List status (The Birds of Conservation Concern 5) include Skylark (6 to 8 pairs), Mistle

Thrush (1-2 pairs), House Sparrow (6-10 pairs), Yellow Wagtail (2-4 pairs), Greenfinch (2-6 pairs) and Yellowhammer (2-4 pairs). This is despite the land being used for extensive agriculture. There have also been successful breeding attempts by both Little Ringed Plover and Ringed Plover in the subsidence area of the site close the A5 in recent year.

The subsidence land adjacent to the proposed site, which has recently been drained is a traditional stop over site for passage wading birds as they migrate through the West Midlands. This also acts as a feeding area for rare breeding birds such as Redshank, Snipe and Oystercatcher, especially if the Tame Valley has suffered flooding in the Spring. A pair of Avocet has even been seen mating at this site from 28/05/2018 to 04/06/2018. The development will cause disturbance to this area.

I am pleased that the winter bird surveys made mention of the wintering flocks of Golden Plover that have traditionally used this site for generations. While this a species that is not Red of Amber Listed, it is still the only regular wintering population in North Warwickshire. It also worth noting that the local flock as reduced from around 1,500 birds to circa 200 over the past 15 years.

## **CLIMATE CHANGE**

Unlike some logistics or employment sites in the region, there does not appear to be any real commitment to establishing a “zero carbon” business on this site, in fact it seems to promote the continued use of HGVs using fossil fuels. Unfortunately, efficient electric or hydrogen powered HGVs are still a long way off.

it is designed to be a stand-alone road-based warehouse facility with no definite plans for rail connection. Thousands of tons of CO2 will be generated each year by lorry trips and this carbon release will not be “offset” by the proposed 6.5 hectares of woodland/ hedge planting outlined in the proposal.

## **CONCLUSION**

I urge you to reject this application to change the use of this land because

- there is no need for more logistics employment in or around this area. A high proportion of employees at the existing sites already travel into work from well outside the area causing congestion and pollution.
- our stretch of the A5 is already severely congested with HGVs that impacts on air quality and is a danger to other road users.
- air quality will permanently deteriorate and be harmful to resident’s health.
- it will have a negative impact on our already impoverished wildlife.
- it will have a negative impact of the physical and mental wellbeing of the residents.
- the proposed lorry park is too close to the residential areas of Dordon and Birchmoor.
- The Borough Council made a commitment to take steps to address climate change. This development does nothing to make an impact to that commitment.

Yours sincerely



## Andrew Collinson

---

**From:** [REDACTED]  
**Sent:** 31 January 2022 21:11  
**To:** Andrew Collinson  
**Cc:** [REDACTED]  
**Subject:** Planning application for large lorry park and warehouse facility

Dear Andrew

We are writing in hope that the planning application for the large lorry park and warehouse facility on the fields around the M42 / A5 is rejected.

Are you looking so there are no green pastures surrounding Dordon and Birchmoor?

When you drive down the A5 towards Dordon from Tamworth, it is just industrial units to the right. At the bottom of Long Street, industrial units, where are the green fields we used to see and now another planning application to take away more of the green fields for a lorry park and warehouse facility.

Is there not enough traffic on our roads? The A5 is like a race track at the Long Street roundabout. Why can't the focus be on something important to our village like the streets and looking at solutions for the amount of traffic we already see, without encouraging more transport to the area.

We do hope the views of residents are seriously considered and our green pastures remain in place.

Yours sincerely

[REDACTED]

[REDACTED]

## Andrew Collinson

---

**From:** [REDACTED]  
**Sent:** 29 January 2022 09:45  
**To:** Andrew Collinson  
**Subject:** Hodgetts estate planning application

Hello

I am writing this email to put my opinion across about the hodgetts estate planning application to build on the fields between the m42 and dordon/birchmoor village. This land should be kept as fields and not built on like everywhere else that has been spoilt. There will not be any land left soon around this area that has not been built on. Its spoiling these nice little villages not to mention the damage to wildlife and the pollution thats being caused by building everywhere. There used to be a nice view over the birch coppice site until that was spoilt now its an eyesore all factories and units . The traffic has doubled in the area due to this and more units with lorries vans and cars are going to make it even busier I am 100 percent against any more buildings around the area Please leave us some unspoilt land and fresh air to enjoy

Thankyou

[REDACTED]

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## Andrew Collinson

---

**From:** [REDACTED]  
**Sent:** 29 January 2022 06:49  
**To:** Andrew Collinson  
**Subject:** Fwd: Planning application for lorry park and warehouse facility

Many Thanks  
[REDACTED]

Begin forwarded message:

[REDACTED]  
**Date:** 29 January 2022 at 06:49:02 GMT  
**To:** [planningcontrol@northwarks.gov.uk](mailto:planningcontrol@northwarks.gov.uk)  
**Subject:** **Planning application for lorry park and warehouse facility**

Dear Andrew,

I'm contacting you regarding the planning application for a lorry park and warehouse facility that is being proposed to be built on the fields between the M42 and Dordon/Birchmoor village.

Not only could this impact and reduce the house prices for local working class families, as stated in previous communications, this land is a strategic gap that separates Tamworth from the local villages and should remain that way to protect the integrity and identity of the local villages.

The additional traffic and pollution is a major contributing factor that needs to be addressed. (Boulter's Lane and Wood End already see a lot of 'lost' lorries that are far too big for these small villages on our roads) I would argue that the natural environment and biodiversity would not be enhanced as you have stated, but rather severely impacted in a devastating manner that will destroy wildlife and habitats.

I believe it is necessary that planning application be rejected without hesitation.

Many Thanks  
[REDACTED]

## Andrew Collinson

---

**From:** [REDACTED]  
**Sent:** [REDACTED] 17  
**To:** Andrew Collinson  
**Subject:** Fwd: Planning Application Hodgetts Estate

Hi Andrew forwarding just to ensure you got this objection logged .

[REDACTED]

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---

[REDACTED]

**Sent:** Monday, January 24, 2022 10:13 am  
**To:** Andrew Collinson; planappconsult; Jacky Chambers  
**Subject:** Planning Application Hodgetts Estate

Hi,

I received a flyer through our letterbox on Friday about proposed planning for the fields by myself to be changed to a lorry park and more warehouses!

Are there not enough lorries coming to and from Birch Coppice Ind Est and the other sites next to it, causing slow traffic all day?!

I am completely against this proposed lorry park and warehouse facility.

I cannot see how there is an urgent need for such a thing. There is a service station the other side of the M42 island where lorries can take a break!

The fields are used regularly by dog walkers and cyclists, so another walking site being destroyed in the area for more warehouses. There won't be any left soon!

To be honest, we are sick of the site of warehouses by us! Birch Coppice keeps getting bigger and bigger.

So yes, completely against this proposal and I hope that it does not go ahead any time soon.

Apologies for the moaning comments but I was not happy reading the proposal considering the amount of warehouses we have in the area already.

[REDACTED]

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## Andrew Collinson

---

**From:** [REDACTED]  
**Sent:** 15 January 2022 23:22  
**To:** Andrew Collinson  
**Subject:** Lorry park by hodgetts estate

As a resident of kitwood ave we are strongly apposed against this application we're worried about our health I'm on the boarder line copd so with even more fumes from the hgvs a even more noise on top of the noise from birch coppice its not exceptable . From my back window was a lovely green view now just all grey buildings , I've lived in Dordon for 54 years this was a lovely little village now all the grey depressing buildings surrounding our village is not good with extra traffic and noise . My name is Kim Erdogan and I live at 168 Kitwood Ave

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** 29 January 2022 06:49  
**To:** [planappconsult](#)  
**Subject:** Planning application for lorry park and warehouse facility

---

Dear Andrew,

I'm contacting you regarding the planning application for a lorry park and warehouse facility that is being proposed to be built on the fields between the M42 and Dordon/Birchmoor village.

Not only could this impact and reduce the house prices for local working class families, as stated in previous communications, this land is a strategic gap that separates Tamworth from the local villages and should remain that way to protect the integrity and identity of the local villages.

The additional traffic and pollution is a major contributing factor that needs to be addressed. (Boulter's Lane and Wood End already see a lot of 'lost' lorries that are far too big for these small villages on our roads) I would argue that the natural environment and biodiversity would not be enhanced as you have stated, but rather severely impacted in a devastating manner that will destroy wildlife and habitats.

I believe it is necessary that planning application be rejected without hesitation.

Many Thanks

[REDACTED]

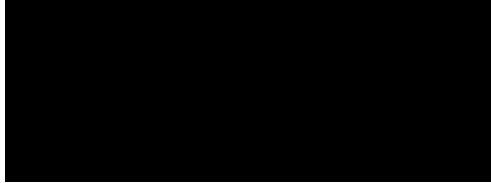


**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 28 January 2022 17:30  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

---

Application Reference No. : PAP/2021/0663

Site Address: Land On The North East of J10 M42 Dordon/A5 Polesworth



Submission: Neither

Comments: I strongly object to any more building and lorry park

**From:** [REDACTED]  
**Sent:** 29 January 2022 09:42  
**To:** [planappconsult](#)  
**Subject:** Hodgetts estate planning application

---

**Categories:** Emma

Hello

I am writing this email to put my opinion across about the hodgetts estate planning application to build on the fields between the m42 and dordon/birchmoor village.

This land should be kept as fields and not built on like everywhere else that has been spoilt. There will not be any land left soon around this area that has not been built on. Its spoiling these nice little villages not to mention the damage to wildlife and the pollution thats being caused by building everywhere.

There used to be a nice view over the birch coppice site until that was spoilt now its an eyesore all factorys and units .

The traffic has doubled in the area due to this and more units with lorrys vans and cars are going to make it even busier

I am 100 percent against any more buildings around the area

Please leave us some unspoilt land and fresh air to enjoy

Thankyou

[REDACTED]

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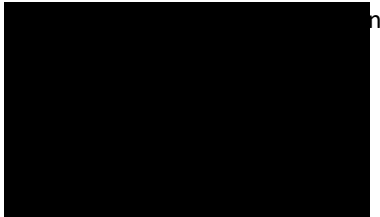
**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 29 January 2022 10:52  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

---

**Categories:** Emma

Application Reference No. : PAP/2021/0663

Site Address: Land On The North East of J10 M42 Dordon/A5 Polesworth



B78 1LZ

Phone:

Email:

Submission: Neither

Comments: I strongly object to the planning application on the grounds that the area has already had more than its fair share of industrial development.

It becomes obvious that is always the less affluent districts that have to absorb these developments. Take it to Stratford or Warwick and see how you get on with your application.

I can only imagine the amount of pollution and noise hundreds of lorry's will produce.

**From:** [REDACTED]  
**Sent:** 29 January 2022 16:50  
**To:** [Andrew Collinson](#); [planappconsult](#)  
**Subject:** Hodgetts Estate Outline Planning Application - Employment, Traffic Congestion and the Environment

---

**Categories:** Emma

I am writing to strongly object to the planning application mentioned in the email subject.

I have lived on the A5 for nearly 30 years. (Within 200yards of the existing development on the south side of the road). While I appreciate it is a major arterial route and as such will always be a busy road I feel that this latest application is a step too far.

I already have 2 bedrooms which are next to useless due to light and noise pollution from the existing development on the south side of the A5. (Which did not exist when I bought the property).

Residual light and noise pollution generated by the proposed development will severely affect my property as a domestic dwelling and my own health even further. Even getting off my driveway is already an exercise in futility during peak times with traffic heading East backed up past my property.

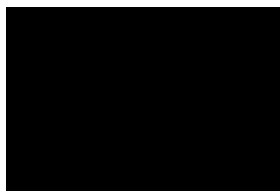
There are no close rail links which means the already overloaded road system will be put under even more pressure.

I also feel the importance of the existing land as "Strategic Gap" cannot be overstressed as the ribbon of development on the south side of the A5 already illustrates

In addition to the tangible effects of light and noise the air quality is already at unacceptable levels in the area and this proposal will only add to this with the expected additional traffic it will generate.

I fail to see how this development will promote the Net Zero infrastructure we should all be trying to achieve. As a stand alone development with no rail link I shudder at the amount of CO2 which will be generated by lorry trips and this will only add to the already poor air quality suffered by myself and the residents of the surrounding villages.

Best Regards



--



Virus-free. [www.avg.com](http://www.avg.com)

**From:** [REDACTED]  
**Sent:** 30 January 2022 18:05  
**To:** planappconsult  
**Cc:** Andrew Collinson  
**Subject:** Objection to planning PAP/2021/0663 Site Location Land On The North East of J10 M42 Dordon/A5

---

**Categories:** Emma

Reference number PAP/2021/0663  
Site Location Land On The North East of J10 M42 Dordon/A5

Dear sir/madam

I am writing to strongly object to the planning application under the above reference.

I am extremely concerned that the impact such a large lorry park would have on the village that we call home.

We are losing green space at a rapid rate, more and more fields are being lost to industrial units and it really has to stop. Our once green village will soon be unrecognisable and I don't want this for the future generations of Dordon and Birchmoor. As a mother and, as someone who's family have lived in Dordon for five generations, I am extremely saddened at what will be left for my children if this proposal goes ahead.

There is also the threat of the boundaries of our villages being lost. As residents we pride ourselves on our village identity and community, I was under the belief that the "strategic gap" was developed to support this. The fact that this important "strategic gap" can be so easily dismissed is extremely disappointing. If it was important enough to be created then it is important enough to maintain. Why should residents of Dordon and Birchmoor who are proud of their area of residence, their identity and their community be considered less important than the need for logistics!

The close proximity of the development to the local primary and high school raises a number of concerns. There will be untold noise and disruption not only during development but also when opened. The impact of the air pollution from a high number of HGV's in the area is extremely worrying. Toxic air will directly affect our children during their school life. This could be fatal for children with asthma. Although the government plan to have all vehicles electric by 2030, realistically this will take much longer and the HGV's using the site will be petrol/diesel for many years to come. Why should local children have to be subjected to the toxic air in the meantime! I would like to see data on predicted levels of toxic pollution we are likely to expect if the site is to go ahead.

I would also like for data to be available from independent sources that support the claim that the proposed changes to the landscape will enhance biodiversity and the natural environment. How can turning a green space into an industrial space be of benefit to the environment. The amount of hedgerow that is home to mammals, birds and insects that is due to be destroyed is directly detrimental to biodiversity. Replacing fertile soil with tarmac and concrete is directly detrimental to biodiversity. The proposal of the 'green' areas that will be included on the site is laughable. What creature would return to a site that will have such high levels of light and noise pollution? There are already such an abundance of wildlife living in the proposed area. Surely the most environmentally friendly option would be to leave the area well alone. There has to be a point where biodiversity is given equal importance to logistics. Without biodiversity our eco-systems

fail. With all of the awareness of climate change and educating to allow a better future what message will be sent out if the proposal goes ahead?

With reference to there being a regional need for more logistics around the M42/A5 I am extremely concerned that infrastructure and roads around the area cannot support such a site. This will have a direct impact on residents leaving and entering the village from the A5. There is no way we won't be impacted by the increase in traffic such a site would bring. There is also the road safety aspect of having such a high number of HGV's using the surrounding roads and the impact this will have on pedestrians and cyclists.

My [REDACTED]

I kindly ask that the issues I have raised are given consideration.

Kind regards

[REDACTED]

Sent from my iPhone



25 January 2022

Dear Planning Officer /Mr. Collinson,

RE HODGETTS ESTATE OUTLINE PLANNING APPLICATION

I am writing to object to the planning application for more logistics warehouses and a 150-place lorry park on the north side of the A5, Dordon. The Borough Council should continue to protect this land as a Strategic Gap between Dordon and Tamworth.

As a resident living close to this proposed development, I do not want the Council to abandon the protection of this land as a Strategic Gap.

I do believe the development of this land for industrial use will adversely affect the sense of outlook, identity and character of Dordon as a village. The construction of three enormous business and logistic parks at Birch Coppice, Core 42 and St. Modwens along the A5 has already changed the character and identity of our village beyond recognition. If this development, along with plans to build 2700 houses to the East and North East of the village goes ahead, we will be surrounded by residential and industrial development on all sides.

All sense of living in a semi-rural area will be gone.

The proposed plans will only add to the traffic congestion we are already facing. As a resident I believe the number of HGV vehicles using this road is already intolerable with frequent queues, traffic congestion, noise, litter, and air pollution.

I understand that, at certain peak times, there could be a 21% increase in the number of HGVs going west along the A5 from this site, as well as a 6% overall increase in all vehicles.

The proposal to add a fourth set of traffic lights on this stretch of A5 will simply lead to more traffic jams and worsen air quality.

Before the pandemic, NO2 pollution along the A5 (going west) was steadily rising. In 2019 air pollution reached unacceptable and harmful levels - yet this fact seems to have been ignored in this application.

I also object to the noise and light pollution which will be caused by a large 24-hour lorry park. It will be too close to a residential area and I simply do not believe that buffers and landscaping (however good) will stop this from being a nuisance.

Many local people walk across the paths through these fields. Getting out and enjoying the sense of openness, a view of the horizons and seeing local wildlife is important for our mental health and physical well-being.

Under these proposals more than a third of this green field land will be lost. The outlook will be one of industrial development rather than agricultural land.

The idea that a few hedges and trees with a relocated footpath can disguise the visual, noise and carbon impact of these huge, new, industrial scale warehouses and a 150-place lorry park (with security fence and barrier entrance) is just nonsense - as anyone who has walked the former footpaths around the Birch Coppice Business Park will testify!

Unlike other logistics or employment sites in the region, there does not appear to be any real commitment to establishing a “zero carbon” business on this site. It is designed to be a stand-alone road-based warehouse facility with no definite plans for rail connection. Thousands of tons of CO2 will be generated each year by lorry trips and this carbon release will not be “offset” by the proposed 6.5 hectares of woodland/ hedge planting.

Furthermore, the so called “landscape buffer” and footpath connections proposed on the North and East of this development will not improve access to what remains of the open countryside and natural landscape and the erection of a security fence for the lorry park alongside the proposed footpath will simply add to the feeling of being enclosed and trapped.

I personally can see no benefits of this development for our village or residents.

I urge you to reject this application to change the use of this land because:

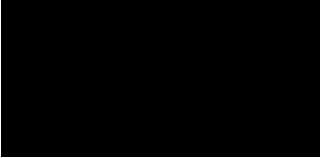
- there is no need for more logistics employment in or around this area
- our stretch of the A5 is already severely congested with HGVs
- air quality will permanently deteriorate and be harmful to residents’ health
- the proposed lorry park is too close to the residential areas of Dordon and Birchmoor
- Borough Council made a commitment to take steps to address climate change
- Mental and physical health needs to be made more of a priority
- Wildlife needs to be considered and protected

Thank you

Yours Sincerely

A solid black rectangular box used to redact the signature of the sender.





30/01/2022

PAP/2021/0663  
Andrew Collinson  
Mr D Hodgetts  
Land On The North East of J10 M42 Dordon/A5

Sent by e-mail to: [planningcontrol@northwarks.gov.uk](mailto:planningcontrol@northwarks.gov.uk).

Dear Andrew

We are writing to object to the above major development of overnight lorry parking facility and ancillary infrastructure and associated works.

We are Landowners of Land south side of Birch Grove, Birchmoor (WK439905) that's Equestrian use with planning/holding of seven stables, barn and a menage. We have received no written notification of this proposed development site. Contrary to planning laws notification should have been given to adjoining landowners to enable enough time to oppose the development.

We have horse's stabled on the border of proposed site and we are worried about the noise, location of site effecting the horse's welfare including the construction phase. We also have Bats in our stables and oak tree located on the border to site. HS2 have carried out Bat Survey's approx. 10 surveys on our land.

The following assessments have no mention of Equestrian use/holding in reports, which we have concerns about as highlight in bold.

### **Ecological report**

1.2.1 The Site is located south-east of Tamworth, in Staffordshire. The site is bounded to the west by the M42, and to the south by the A5. The east of the site is located adjacent to arable land forming adjacent sections of the same field, whilst to the north are narrow grassland fields and existing residential development. The wider surroundings include a mixture of existing residential and industrial development, and agricultural land.

The following habitats/ecological features were identified within/adjacent to the site:

- Arable;
- Grassland, Tall Herb, Bramble and Scattered Scrub;
- Hedgerows;
- Trees;
- Hardstanding; and
- Offsite Scrub.

10.5.33. There are approximately twenty-nine, detached and semi-detached, 1 storey properties along Birch Grove to the north with the potential to experience views. Viewpoint 17 illustrates the view from Birch Grove. Proposed built form has been set back from the edge of Birchmoor by a varying distance of between approximately 134m and 75m. A strip of small-scale fields, bound by established native hedgerow with trees, abut the back gardens of the closest residential properties. These fields increase the distance of the nearest residential properties from proposed built form by a further 20m. The area north of proposed built form would be designed with earth mounds planted up with mixed native woodland. In

the short-term the upper parts of proposed built form may be visible in the distance. Over time, as native woodland planting became established views would be entirely screened. The level of visual effect would be permanent and negative but not significant.

**There is no mention of the Land Equestrian use on the border of site in this report.**

## **Noise Level Report**

Figure 7.1 Noise measurement locations and sensitive receptors

**Stables located in the site boundary not in the sensitive receptor location with no measurement.**

Figure 7.2 Noise contours – ambient goods operation

**Stables located in the site boundary but close to yellow/brown noise levels**

- **Noise level of 40- 45 ambient goods**

Figure 7.3 Noise contours – partial chilled goods operation

**Stables located in the site boundary but close to brown noise levels**

- **Noise level of 45- 50 dB par chilled**

**This would be extreme high level of noise 24 hours a day for our horses. Noise and commotion in their environment shorten the deep sleeping time. This affects the horse's wellbeing, immune system and performance. As horses are flight animals this would also increase the risk of a horse bolting from the noise and potentially hurting or killing a handler, especially when young children go to the equestrian property it would be dangerous for them.**

## **Flood Risk Assessment**

An initial review of the site topographical survey indicates that the surface water drainage currently falls south-westerly generally with some low points across the site.

### **6.0 MANAGEMENT, MAINTENANCE AND RISK**

Flood risk to people and property can be managed but it can never be completely removed; a residual risk remains after flood management or mitigation measures have been put in place. This relates to a rainfall event beyond what can be fully quantified.

*Figure 3: Extract from EA Surface Water Flood Risk Maps*

**A potential flood risk to the equestrian field with surface water runoff from new developments and agricultural land through the use of SuDS and betterment on greenfield runoff. If the stables/field were to become flooded the horses would not be able to graze and perform natural behaviours, they would also be liable to become ill and require veterinary treatment.**

### **Animal Welfare Act 2006**

#### **Section 9 Duty of person responsible for animal to ensure welfare**

**(1) A person commits an offence if he does not take such steps as are reasonable in all the circumstances to**

**ensure that the needs of an animal for which he is responsible are met to the extent required by good practice.**

**(2) For the purposes of this Act, an animal's needs shall be taken to include—**

- (a) its need for a suitable environment,**
- (b) its need for a suitable diet,**
- (c) its need to be able to exhibit normal behaviour patterns,**
- (d) any need it has to be housed with, or apart from, other animals, and**

**(e) its need to be protected from pain, suffering, injury and disease.**

### **Public Bridleway**

AE45 diverted within the development site, providing an enhanced route Linking Birchmoor to the proposed green infrastructure, A5 Trunk Road and local services, such as bus stops located on the A5 Trunk Road and within St Modwen Park Tamworth

**This would not be safe to ride a horse (flight animal) on an enhanced route with cyclists, near a large lorry park and industrial buildings with site noise levels of >50 dB**

### **Bats**

5.3.1 Legislation. All British bats are classed as European Protected Species under the Conservation of Habitats and Species Regulations 2017 (as amended) and are also listed under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). As such, both bats and their roosts (breeding sites and resting places) receive full protection under the legislation (see Appendix 5971/2 for detailed provisions). If proposed development work is likely to result in an offence a licence may need to be obtained from Natural England which would be subject to appropriate measures to safeguard bats. Given all bats are protected species, they are considered to represent important ecological features. A number of bat species are also considered S41 Priority Species.

5.3.2 Background Records. No specific records of bats from within or adjacent to the site were returned from the desktop study. Information received from the LRC returned records of Natterer's Bat *Myotis nattereri*, Daubenton's Bat *Myotis daubentonii*, Brown Long-eared Bat *Plecotus auritus*, Common Pipistrelle *Pipistrellus pipistrellus* and Soprano Pipistrelle *Pipistrellus pygmaeus* within 2km of the site. The closest record is for a single Common Pipistrelle, recorded in 2015, located approximately 1.1km from the site boundary.

**We have Bats in our stables and oak tree located on the border to the site. HS2 have carried out Bat Survey's approx. 10 surveys on our land.**

In summary we have the responsibility for our Animals welfare and need to protect the Bats species under the conservation of habitats and Species Regulations. I feel this new proposed development site would have an extreme impact on their environment by noise levels, location of site that being so close to our stables causing lots of distress to the animals and increase the risk of safety for the handlers.

I would be grateful if you would acknowledge receipt of this planning objection.

Kind Regards,

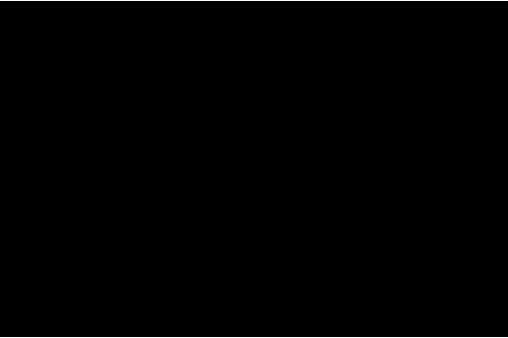


**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 30 January 2022 20:53  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

---

**Categories:** Emma

Application Reference No. : PAP/2021/0663  
Site Address: Land On The North East of J10 M42 Dordon/A5 Polesworth



Submission: Objection  
Comments: 30/01/2022

PAP/2021/0663

Andrew Collinson

Mr D Hodgetts

Land On The North East of J10 M42 Dordon/A5

Copy of letter Sent by e-mail to: [planningcontrol@northwarks.gov.uk](mailto:planningcontrol@northwarks.gov.uk).

Dear Andrew

We are writing to object to the above major development of overnight lorry parking facility and ancillary infrastructure and associated works.

We are Landowners of Land south side of Birch Grove, Birchmoor (WK439905) that's Equestrian use with planning/holding of seven stables, barn and a menage. We have received no written notification of this proposed development site. Contrary to planning laws notification should have been given to adjoining landowners to enable enough time to oppose the development.

We have horse's stabled on the border of proposed site and we are worried about the noise, location of site effecting the horse's welfare including the construction phase. We also have Bats in our stables and oak

tree located on the border to site. HS2 have carried out Bat Survey's approx. 10 surveys on our land.

The following assessments have no mention of Equestrian use/holding in reports, which we have concerns about as highlight in bold.

## Ecological report

1.2.1 The Site is located south-east of Tamworth, in Staffordshire. The site is bounded to the west by the M42, and to the south by the A5. The east of the site is located adjacent to arable land forming adjacent sections of the same field, whilst to the north are narrow grassland fields and existing residential development. The wider surroundings include a mixture of existing residential and industrial development, and agricultural land.

The following habitats/ecological features were identified within/adjacent to the site:

• Arable;

• Grassland, Tall Herb, Bramble and Scattered Scrub;

• Hedgerows;

• Trees;

• Hardstanding; and

• Offsite Scrub.

10.5.33. There are approximately twenty-nine, detached and semi-detached, 1 storey properties along Birch Grove to the north with the potential to experience views. Viewpoint 17 illustrates the view from Birch Grove. Proposed built form has been set back from the edge of Birchmoor by a varying distance of between approximately 134m and 75m. A strip of small-scale fields, bound by established native hedgerow with trees, abut the back gardens of the closest residential properties. These fields increase the distance of the nearest residential properties from proposed built form by a further 20m. The area north of proposed built form would be designed with earth mounds planted up with mixed native woodland. In

the short-term the upper parts of proposed built form may be visible in the distance. Over time, as native woodland planting became established views would be entirely screened. The level of visual effect would be permanent and negative but not significant.

There is no mention of the Land Equestrian use on the border of site in this report.

#### Noise Level Report

Figure 7.1 Noise measurement locations and sensitive receptors

Stables located in the site boundary not in the sensitive receptor location with no measurement.

Figure 7.2 Noise contours ċ ambient goods operation

Stables located in the site boundary but close to yellow/brown noise levels

&#61656; Noise level of 40- 45 ambient goods

Figure 7.3 Noise contours ċ partial chilled goods operation

Stables located in the site boundary but close to brown noise levels

&#61656; Noise level of 45- 50 dB par chilled

This would be extreme high level of noise 24 hours a day for our horses. Noise and commotion in their environment shorten the deep sleeping time. This affects the horse's wellbeing, immune system and performance. As horses are flight animals this would also increase the risk of a horse bolting from the noise and potentially hurting or killing a handler, especially when young children go to the equestrian property it would be dangerous for them.

#### Flood Risk Assessment

An initial review of the site topographical survey indicates that the surface water drainage currently falls

south-westerly generally with some low points across the site.

## 6.0 MANAGEMENT, MAINTENANCE AND RISK

Flood risk to people and property can be managed but it can never be completely removed; a residual risk remains after flood management or mitigation measures have been put in place. This relates to a rainfall event beyond what can be fully quantified.

Figure 3: Extract from EA Surface Water Flood Risk Maps

A potential flood risk to the equestrian field with surface water runoff from new developments and agricultural land through the use of SuDS and betterment on greenfield runoff. If the stables/field were to become flooded the horses would not be able to graze and perform natural behaviours, they would also be liable to become ill and require veterinary treatment.

### Animal Welfare Act 2006

#### Section 9 Duty of person responsible for animal to ensure welfare

(1) A person commits an offence if he does not take such steps as are reasonable in all the circumstances to ensure that the needs of an animal for which he is responsible are met to the extent required by good practice.

(2) For the purposes of this Act, an animal's needs shall be taken to include:

- (a) its need for a suitable environment,
- (b) its need for a suitable diet,
- (c) its need to be able to exhibit normal behaviour patterns,
- (d) any need it has to be housed with, or apart from, other animals, and
- (e) its need to be protected from pain, suffering, injury and disease.

### Public Bridleway

AE45 diverted within the development site, providing an enhanced route Linking Birchmoor to the proposed

green infrastructure, A5 Trunk Road and local services, such as bus stops located on the A5 Trunk Road and within St Modwen Park Tamworth

This would not be safe to ride a horse (flight animal) on an enhanced route with cyclists, near a large lorry park and industrial buildings with site noise levels of >50 dB

Bats

5.3.1 Legislation. All British bats are classed as European Protected Species under the Conservation of Habitats and Species Regulations 2017 (as amended) and are also listed under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). As such, both bats and their roosts (breeding sites and resting places) receive full protection under the legislation (see Appendix 5971/2 for detailed provisions). If proposed development work is likely to result in an offence a licence may need to be

obtained from Natural England which would be subject to appropriate measures to safeguard bats. Given all bats are protected species, they are considered to represent important ecological features. A number of bat species are also considered S41 Priority Species.

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I would be grateful if you would acknowledge receipt of this planning objection.

Kind Regards,





**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 02 February 2022 15:33  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

---

Application Reference No. : PAP/2021/0663

Site Address: Land On The North East of J10 M42 Dordon/A5 Polesworth

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Submission: Objection

Comments: I object to the planning application for 2 reasons:

I understand that an existing bridle path will be rerouted through a busy truck stop. Unlike the existing bridle path the proposed new route is not a safe route for horses.

There is no provision in either the development stage or in the finished project to protect horses in fields adjacent to the development site from noise and other activities which may frighten them. Horses subjected to noise and frightening activities may run wildly around their field or try to jump out of the field causing a danger to themselves and others.

RECEIVED

24 JAN 2022

North Warwickshire  
Borough Council

B78-106

22-1-22

FOR THE ATTENTION OF ANDREW COLLINSON.  
I WOULD LIKE TO SAY NO TO THE PLANS  
PROPOSED FOR A LORRY PARK ON THE  
STRATEGIC GAP.

MY REASONS BRING HEAVY TRAFFIC  
THROUGH DORDON AS WE ALREADY HAVE A  
PROBLEM WITH HEAVY GOODS COMING THROUGH  
DAY AND NIGHT.

PEOPLE ARE KEPT AWAKE WITH BANGING FROM  
LORRIES GOING OVER SPEED REDUCTIONS HUMPS  
EVERY NIGHT.

IM ALSO CONCERNED ABOUT THE AIR  
POLLUTION COMING FROM THE LORRY PARK  
WITH LORRIES RUNNING OVERNIGHT, ALSO WITH  
COMING LORRIES BLARING HORNS

PTO

ALSO THERE WILL BE LIGHT POLLUTION,  
A LOT OF NOISE, WE HAVE ENOUGH POLLUTION  
COMING FROM BIRCH-COPPICE AIR CONDITIONING  
UNITS, COMING ON AND OFF ALL NIGHT.

YOU CAN SEE THE EXHAUST FUMES RISING  
IN THE NIGHT SKY THROUGH THE EXCESSIVE  
LIGHTING.

I HOPE YOU TAKE MY CONCERNS INTO  
ACCOUNT.

YOURS

[REDACTED]

RECEIVED

24 JAN 2022

North Warwickshire  
Borough Council

I would like to put forward my views on the proposed plan to turn more of our local land into a lorry park and warehouse facility in Dordon.

I have lived in Dordon all my life and have seen a lot of our greenery disappear and the traffic more than double and think we have definitely had more than our fair share of building work for a small village. we have lost all the land opposite the now proposed site and are over shadowed by all the big factories and the motorway please let us keep this open -

ground so we still have some  
view over the fields and stop  
more gridlock on the A5 when  
we come home from work each  
day. I am definitely dead against  
this plan.



**NORTH WARWICKSHIRE BOROUGH COUNCIL**

**PLANNING APPLICATION: PAP/2021/0663**

**TITLE: Mr D Hodgetts**

**RECEIVED**

31 JAN 2022

North Warwickshire  
Borough Council

Your name  
Your address

Dear Sir,

I wish to register my strong objection to the above planning application, which will allow a major development of land next to our lovely Village of Birchmoor.

The intended development of an extensive Lorry Park at the A5 / M42 junction, bordering onto Birchmoor, will have a major impact on our Village which has already suffered so much with major developments that have marginalised our community. In particular the impact of the M42, which runs through the Village separating one side from the other, and HS2 which is requiring residents to move away, their residential properties being purchased and then demolished.

This development will now bring additional noise, light pollution and a serious deterioration in the quality of life, for those of us living in Birchmoor.

I feel like I live in a forgotten community subjected to the whims and desires of others who take advantage of what little countryside is left for us to enjoy. Further, as a Village on the remote edge of Warwickshire, yet influenced most by the close communities of Staffordshire, we feel abandoned. For example – the meaningful gap at Birch Grove in Birchmoor, between North Warwickshire and Tamworth, is now reduced to just seventy meters following other developments.

I am particularly concerned about the constant level of pollution that this development will bring, both in noise, light pollution and the emissions from the lorry's, effects that will be felt 24 hours a day, seven days a week. M42 Junction 10 is, I understand, already one of the highest polluted areas for traffic emissions in Europe.

As a community we currently suffer from misdirected lorries and those seeking a short cut to the A5 / M42 junction, by drivers mistakenly thinking they can reach the junction via our Village. The roads are far too narrow to the point that the extraction of each lorry brings the Village to a standstill. Promotion of the Lorry Park will only increase this nuisance.

Longer term, I anticipate that Village life will be further disturbed by individuals, employed at the Lorry Park to service the drivers, wanting to live in Birchmoor because their employment is within walking distance of their home. I welcome individuals who want to live in our Village and become part of our close community; I fear that those who see this advantage will not necessarily wish to engage with Village life.

I also fear the risk of increased crime in the Village arising from the overnight parking of vehicles and the individuals, not necessarily the drivers, this Lorry Park will attract.

Finally, I would ask if the youngsters, who live in Stoneydelph (Staffordshire), have been considered. Youngsters aged 11 to 18 walk through Birchmoor each school day to get to The Polesworth School (Warwickshire), returning in the later afternoon. Continual exposure to the deteriorating environment can only have a harmful upon them.

I would hope that those appointed to review the application for the Lorry Park, will be mindful of these concerns and conclude that the Lorry Park would be better located elsewhere.

Signed *[Handwritten Signature]*

Additional comments added:

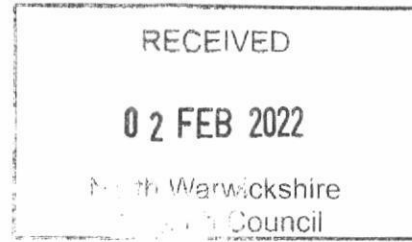
*Its no wonder the Council turn off Street lights at midnight with the light pollution from Birch Copse. If this development goes ahead it will be like living in Nansay and Greenland with 24 hrs of day light.*

S



PAP/2021/0663

NAME AND ADDRESS



Date - 10/01/22 .

## HODGETTS ESTATE OUTLINE PLANNING APPLICATION - STRATEGIC GAP

Dear Planning Officer /Mr. Collinson

We are writing to object to the proposed development of a 32-hectare employment site on the land designated in the Local Plan as the Strategic Gap.

As residents living close to this proposed development we do not want the Council to abandon the protection of this land as a Strategic Gap.

We believe the development of this land for industrial use will adversely affect the sense of outlook, identity and character of Dordon as a village.

The construction of three enormous business and logistic parks at Birch Coppice, Core 42 and St. Modwens along the A5 has already changed the character and identity of our village beyond recognition .

If this development, along with plans to build 2700 houses to the East and North East of the village goes ahead, we will be surrounded by residential and industrial development on all sides .

All sense of living in a semi-rural area will be gone.

Many local people walk across the paths through these fields.

Getting out and enjoying the sense of openness, a view of the horizons and seeing local wildlife is important for our mental health and physical well-being.  
Under these proposals more than a third of this green field land will be lost. The outlook will one of industrial development rather than agricultural land.

The idea that a few hedges and trees with a relocated footpath can disguise the visual, noise and carbon impact of these huge, new, industrial scale warehouses and a 150-place lorry park [ with security fence and barrier entrance] is just nonsense - as anyone who has walked the former footpaths around the Birch Coppice Business park will testify!

Furthermore, the so called "landscape buffer" and footpath connections proposed on the North and East of this development will not improve access to what remains of the open countryside and natural landscape and the erection of a security fence for the lorry park alongside the proposed footpath will simply add to the feeling of being enclosed and trapped.

We can see no benefits of this development for our village or for ourselves as residents .

We urge you to reject this application

Yours truly,

PAP/2021/0663

NAME AND ADDRESS



RECEIVED

02 FEB 2022

Warwickshire  
Council

Date - 10/1/22

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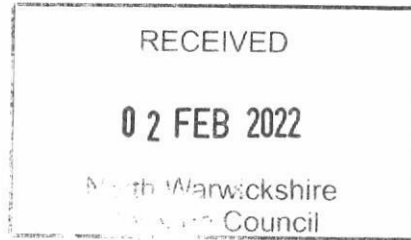
We urge you to reject this application

Yours truly,



Please sign

NAME AND ADDRESS



Date - 8/1/22

Dear Planning Officer /Mr. Collinson

**RE HODGETTS ESTATE OUTLINE PLANNING APPLICATION - EMPLOYMENT, TRAFFIC CONGESTION, AND THE ENVIRONMENT**

I am writing to object to the planning application for more logistics warehouses and a 150-place lorry park on the north side of the A5, Dordon. The Borough Council should continue to protect this land as a Strategic Gap between Dordon and Tamworth.

**LOGISTICS AND EMPLOYMENT**

Over the last 15 years, this area has taken more than its fair share of logistic sites in this region. The south side of the A5 already has a "ribbon development" of huge logistic warehouses [ > 5 million square feet]. We would also point out that 7 miles away a new logistics site [ Mercia Park- 10.4 million square feet ] has recently opened at Junction 11, M42

**TRAFFIC CONGESTION**

As a resident I believe the number of HGV vehicles using this road is already intolerable with frequent queues , traffic congestion, noise, litter, and air pollution.

We understand that , at certain peak times , there could be a 21% increase in the number of HGVs going west along the A5 from this site.as well as a 6% overall increase in all vehicles .

The proposal to add a fourth set of traffic lights on this stretch of A5 will simply lead to more traffic jams and worsen air quality.

**AIR QUALITY, NOISE AND LIGHT POLLUTION**

Before the pandemic, NO2 pollution along the A5 [ going west ] was steadily rising .In 2019 air pollution reached unacceptable and harmful levels - yet this fact seems to have been ignored in this application

I also object to the noise and light pollution which will be caused by a large 24-hour lorry park It will be too close to a residential area and I simply do not believe that buffers and landscaping [ however good ] will stop this from being a nuisance.

**CLIMATE CHANGE**

Unlike other logistics or employment sites in the region, there does not appear to be any real commitment to establishing a "zero carbon" business on this site.

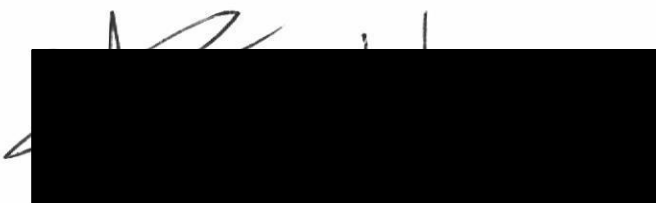
it is designed to be a stand-alone road-based warehouse facility with no definite plans for rail connection. Thousands of tons of CO2 will be generated each year by lorry trips and this carbon release will not be "offset" by the proposed 6.5 hectares of woodland/ hedge planting.

**CONCLUSION**

I urge you to reject this application to change the use of this land because

- there is no need for more logistics employment in or around this area
- our stretch of the A5 is already severely congested with HGVs
- air quality will permanently deteriorate and be harmful to residents health
- the proposed lorry park is too close to the residential areas of Dordon and Birchmoor
- Borough Council made a commitment to take steps to address climate change.

Yours truly

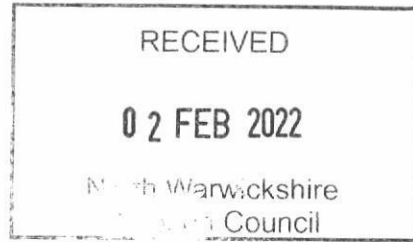


Please sign

Ref PAP/2021/0663

NAME AND ADDRESS

[REDACTED]



Date - 8/1/22.

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**CONCLUSION**

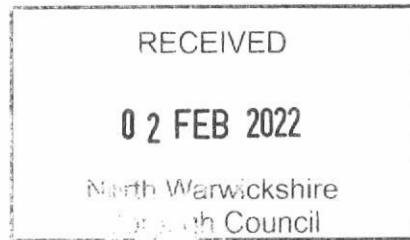
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Yours truly

[REDACTED SIGNATURE]

NAME AND ADDRESS



Date - 8.1.2022.

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If this development, along with plans to build 2700 houses to the East and North East of the village goes ahead, we will be surrounded by residential and industrial development on all sides .

All sense of living in a semi-rural area will be gone.

Many local people walk across the paths through these fields.

Getting out and enjoying the sense of openness, a view of the horizons and seeing local wildlife is important for our mental health and physical well-being.  
Under these proposals more than a third of this green field land will be lost. The outlook will one of industrial development rather than agricultural land.

The idea that a few hedges and trees with a relocated footpath can disguise the visual, noise and carbon impact of these huge, new, industrial scale warehouses and a 150-place lorry park [ with security fence and barrier entrance] is just nonsense - as anyone who has walked the former footpaths around the Birch Coppice Business park will testify!

Furthermore, the so called "landscape buffer" and footpath connections proposed on the North and East of this development will not improve access to what remains of the open countryside and natural landscape and the erection of a security fence for the lorry park alongside the proposed footpath will simply add to the feeling of being enclosed and trapped.

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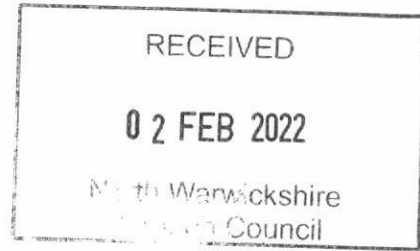
We urge you to reject this application

Yours truly,



Ref PAP / 2021 / 0063

NAME AND ADDRESS



Date - 8.1.2022.

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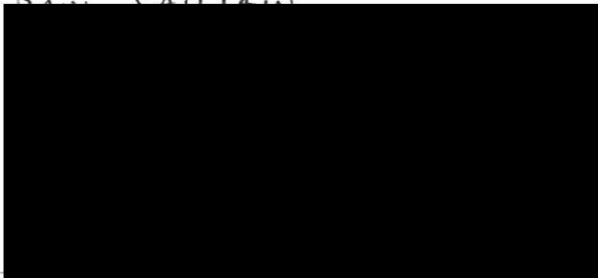
Furthermore, the so called "landscape buffer" and footpath connections proposed on the North and East of this development will not improve access to what remains of the open countryside and natural landscape and the erection of a security fence for the lorry park alongside the proposed footpath will simply add to the feeling of being enclosed and trapped.

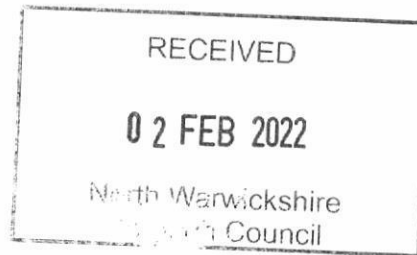
We can see no benefits of this development for our village or for ourselves as residents .

We urge you to reject this application

Yours truly,



NAME AND ADDRESS  
 DAN SARTAIN  




Date - 8/1/22

Dear Planning Officer /Mr. Collinson

**RE HODGETTS ESTATE OUTLINE PLANNING APPLICATION - EMPLOYMENT, TRAFFIC CONGESTION, AND THE ENVIRONMENT**

I am writing to object to the planning application for more logistics warehouses and a 150-place lorry park on the north side of the A5, Dordon. The Borough Council should continue to protect this land as a Strategic Gap between Dordon and Tamworth.

**LOGISTICS AND EMPLOYMENT**

Over the last 15 years, this area has taken more than its fair share of logistic sites in this region. The south side of the A5 already has a "ribbon development" of huge logistic warehouses [ > 5 million square feet]. We would also point out that 7 miles away a new logistics site [ Mercia Park- 10.4 million square feet ] has recently opened at Junction 11, M42

**TRAFFIC CONGESTION**

As a resident I believe the number of HGV vehicles using this road is already intolerable with frequent queues , traffic congestion, noise, litter, and air pollution. We understand that , at certain peak times , there could be a 21% increase in the number of HGVs going west along the A5 from this site.as well as a 6% overall increase in all vehicles . The proposal to add a fourth set of traffic lights on this stretch of A5 will simply lead to more traffic jams and worsen air quality.

**AIR QUALITY, NOISE AND LIGHT POLLUTION**

Before the pandemic, NO2 pollution along the A5 [ going west ] was steadily rising .In 2019 air pollution reached unacceptable and harmful levels - yet this fact seems to have been ignored in this application I also object to the noise and light pollution which will be caused by a large 24-hour lorry park It will be too close to a residential area and I simply do not believe that buffers and landscaping [ however good ] will stop this from being a nuisance.

**CLIMATE CHANGE**

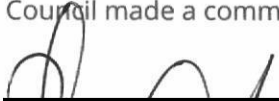
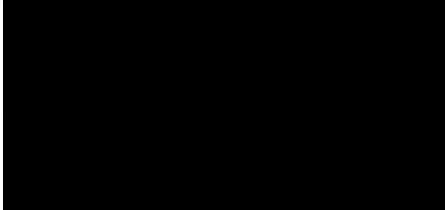
Unlike other logistics or employment sites in the region, there does not appear to be any real commitment to establishing a "zero carbon" business on this site. it is designed to be a stand-alone road-based warehouse facility with no definite plans for rail connection. Thousands of tons of CO2 will be generated each year by lorry trips and this carbon release will not be "offset" by the proposed 6.5 hectares of woodland/ hedge planting.

**CONCLUSION**

I urge you to reject this application to change the use of this land because

- there is no need for more logistics employment in or around this area
- our stretch of the A5 is already severely congested with HGVs
- air quality will permanently deteriorate and be harmful to residents health
- the proposed lorry park is too close to the residential areas of Dordon and Birchmoor
- Borough Council made a commitment to take steps to address climate change.

Yours truly

Please sign