

To: North Warwickshire Borough Council, Planning Department, South Street, Atherstone.  
CV9 1DE

28<sup>th</sup> January, 2022

Dear Planning Officer /Mr. Collinson

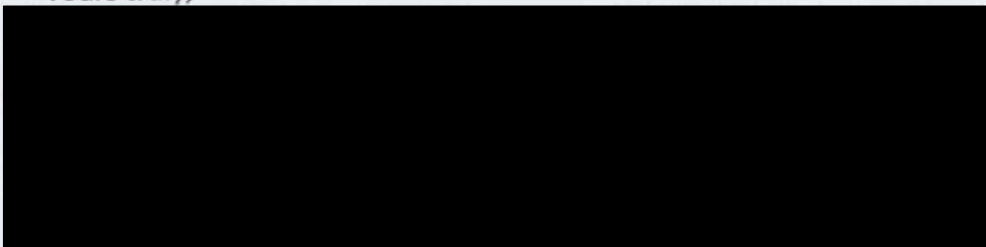
**RE HODGETTS ESTATE OUTLINE PLANNING APPLICATION - EMPLOYMENT, TRAFFIC CONGESTION, AND THE ENVIRONMENT**

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 as outline in the Local Plan.

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, we have taken more than our fair share
- Our stretch of the A5 is already severely congested with HGVs
- Air quality will permanently deteriorate and be harmful to resident's 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.
- The land is in the strategic gap and should be protected as in the Local Plan

Yours truly,



To: North Warwickshire Borough Council, Planning Department, South Street,  
Atherstone. CV9 1DE  
31<sup>ST</sup> January, 2022

Dear Planning Officer,

**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. I believe The Borough Council should continue to protect this land as a Strategic Gap between Dordon and Tamworth as designated in the Local Plan.

I ask you to please reject this application on the following grounds:

Air Quality, Noise & Pollution

A5 already severely congested

Proposed Lorry Park is too near to Dordon & Birchmoor residents

Loss of Green space, many locals use this area for their recreation

The proposed development is in the strategic gap in the Local Plan

Too much logistics in this area already, we have taken more than our fair share in the borough

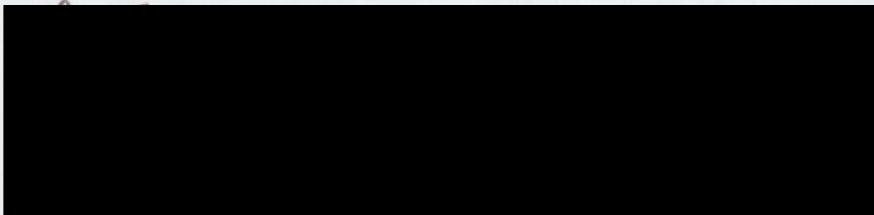
Proposed housing and HS2 will have a major impact on the character of the area also.

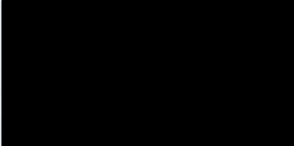
Impact on climate change

Character of our villages has already been changed beyond recognition and all sense of living in a semi-rural area will be gone

I urge you to please reject the application.

Yours sincerely,





26<sup>th</sup> January 2022

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.

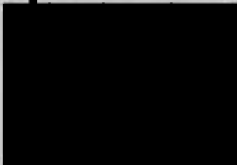
**CONCLUSION**

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

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- 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





Monday 31<sup>st</sup> January 2022

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**LOGISTICS AND EMPLOYMENT**

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**CLIMATE CHANGE**


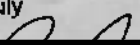
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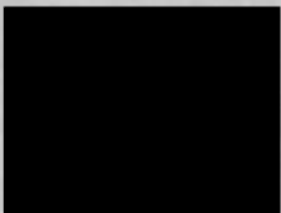
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- Borough Council made a commitment to take steps to address climate change.

Yours truly





Monday 31<sup>st</sup> January 2022

**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,



**From:** [REDACTED]  
**Sent:** 31 January 2022 14:34  
**To:** [planappconsult](#)  
**Cc:** [Andrew Collinson](#)  
**Subject:** Objection to planning for warehouses and a lorry park in Dordon  
**Attachments:** Reject Planning Dordon.pdf

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Hello,

I wish to log an objection to the planned development of the land in the strategic gap between Dordon and Tamworth.

I, along with many others, feel there is no requirement for further industrial units and that the road infrastructure of the area cannot cope with any more additions. That coupled with the increasing environmental impacts and climate change, as well our own immediate health issues.

Please, i urge you to reject this application.

Many thanks

[REDACTED]

Regards

[REDACTED]




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- Metal Spraying • Welding Services • Alignment Services
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31/01/2022

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 in a 32-hectare site on the land designated in the Local Plan as the Strategic Gap. 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 we do not want the Council to abandon the protection of this land as a Strategic Gap.

I 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.

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

**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

J [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**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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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.

I urge you to reject this application.

[REDACTED]



**From:** [REDACTED]  
**Sent:** 31 January 2022 14:50  
**To:** [planappconsult](#)  
**Subject:** Ref PAP/2021/0663

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**Objection to planning application.**

[REDACTED]  
B78 1QL

Attention Planning officer North Warks Borough Council.

Ref PAP/2021/0663

PLANNING APPLICATION for 2 Warehouses and 150 places standalone lorry park  
Location Dordon.

We wish to register our objections to the above planning application for the use of the land situated between the M42 and Dordon North of the A5.

There are already truck stops at Calthorpe on the A5 Nr the M1 approx. 15 miles away, also 2 truck stops at Cannock Nr the M6 junction 12 approx. 16 miles away.

Not forgetting the services with a Lorry park on the A5 /M42 junction 10 Dordon-Tamworth border.

There are 3 schools within quarter of a mile from this site, this area has been named Significant break between Tamworth and Dordon.

We feel that the A5 cannot have any more junctions on this section as a main trunk road it is already suffering from traffic delays especially during peak time with traffic accessing the existing work sites.

This resulting in more local traffic pollution in the area.

We are of the opinion that this proposed planning application is ill thought of and purely greed from the Hodgetts estate without any consideration to the local community.

Yours Sincerely

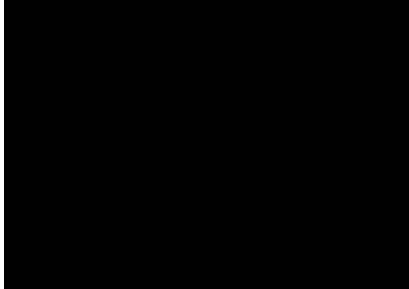
[REDACTED]

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 31 January 2022 14:54  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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



Submission: Objection

Comments: 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, NO2 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.

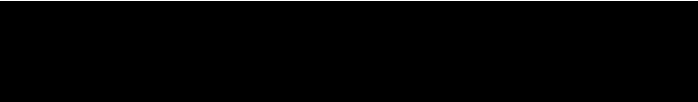
#### CONCLUSION

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





DATE 31<sup>st</sup> January 2022

**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.

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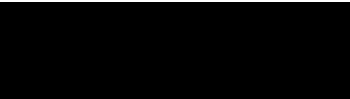
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We can see no benefits of this development for our village or for ourselves as residents.

We urge you to reject this application

Yours truly,



**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 31 January 2022 15:48  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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

[REDACTED]  
Dordon

B78 1QA

Phone:

[REDACTED]  
Submission: Objection

Comments: Dear Mr Collinson/ Planning team

I am writing to object to the proposed development of the 32 hectare employment site and lorry park on land to the north east of Junction 10 of the M42, on land that North Warwickshire Borough council has designated as the Strategic Gap in the recently adopted North Warwickshire local plan.

I believe that there are a number of reasons why this planning application should be rejected.

1. The Strategic Gap.

A) This proposed development runs directly counter to the current adopted North Warwickshire local plan as set out in LP4 and paragraphs 7.25 to 7.28. The Strategic Gap north of the A5 is therefore free standing. Its purpose is clear in that it is to maintain the gap, both visually and in landscape terms between the urban areas of Polesworth, Dordon and Tamworth (7.27). The strategic gap was extensively discussed and reviewed in the hearings with the Inspector leading up to the acceptance and adoption of the modified local plan in September 2021. Representatives of Hodgett's Estates were involved in the hearings with the Inspector. The Local plan in its final form is very clear about the importance of the strategic gap. I believe that the current adopted Local Plan LP4 should inform a decision to refuse this application.

B) I believe that this decision is more important than before, now that there has been significant further development on the south side of the A5 in the area that was part of the meaningful gap. Also, because with proposed move of the allotments and Birch Coppice Sports and Social Club grounds to the north of the A5, there is likely to be further development on the south side of the A5 which could result in a continuous ribbon development between Dordon and Tamworth on that side of the A5. The local plan seems to recognise this in removing this area south of the A5 from the meaningful gap, (7.27). The remaining strategic gap north of the A5 is therefore even more important. I gather that development of this proposed 32 Hectare site will result in loss of around one third of the green field site physically and it is probably likely to have a larger influence on the outlook and amenity value of the remaining green land. Despite the plans to plant hedges and trees and a landscape buffer around the proposed development its effect on the strategic gap is likely to be disproportionate to its physical size. This proposed development will contradict local plan 7.28 The Strategic Gap seeks to retain and maintain the sense of space, place and separation

between these settlements so that when travelling through the strategic gap (by all modes of transport) a traveller should have a clear sense of having left the first settlement, having travelled through an undeveloped area and then entering the second settlement. Therefore I think it should be rejected: Development proposals will not be permitted where they significantly adversely affect the distinctive, separate characters of Tamworth and Polesworth with Dordon. (LP4)

C) This proposed development, if permitted, could well be the thin end of the wedge in losing the remaining Strategic Gap north of the A5. As has gradually happened on the south side of the A5, where once there was an area of warehouse and employment development, it proved hard to resist further development; so I believe that the large development at the south east corner of Junction 10 was approved at appeal despite the council's efforts. Further, as noted above, further development is likely on the allotments and birch coppice sports and social club sites south of the A5. If this current application is approved and occurs it seems likely that again it could be significantly harder for the council to refuse further development in the remaining 2/3rds of the green field area in the strategic gap immediately north of the A5. Even if the council does refuse further development, the risk of their decision being overturned at appeal appears to be real from this previous experience on the south side. Thus development seems possible, even perhaps more likely, to spread along the north side of the A5 eventually closing the strategic gap if this current proposal is approved. This seems likely to lead to even greater breaches in the adopted local plan LP4. Therefore development north of the A5 in the strategic gap should not be allowed to commence with this proposal.

D) This is not just an issue for the residents of Dordon and Polesworth. It is an issue for residents of Atherstone, Grendon and Baddesley and could even be an issue, in the future, for the very existence of North Warwickshire as a separate entity as it currently is. The new adopted local plan plans for a large housing development east of Dordon and Polesworth, a large housing development west of Atherstone and future likely development in Grendon north of the current A5 around the proposed new dualled A5. So effectively it is possible that in due course there could end up being virtually continuous housing and development from Dordon to Atherstone. The gaps each side of Grendon in the current local plan are not that large and it seems possible could be vulnerable to being filled in. This means that the strategic gap is an important issue, not only for local residents any more, but for the people of Atherstone, Grendon and Baddesley as well – a large proportion of the population of North Warwickshire. If the strategic gap is lost, it is not inconceivable that Dordon, Polesworth, Grendon, Baddesley and Atherstone could all possibly become part of Greater Tamworth in the future. Is this what North Warwickshire council would want? With around 50% of the population of North Warwickshire currently in these towns/villages (<https://www.citypopulation.de/en/uk/westmidlands/wards/>), perhaps rising towards 60% with all the planned housing in the current local plan, as a built extension of Tamworth, would North Warwickshire, as it is now, remain a viable entity? Would Atherstone, Dordon, Polesworth, Grendon and Baddesley become like Wilnecote, Stonydelph and Amington, – coalesced – with Tamworth? (Amington was in Warwickshire until 1932 I believe.) LP4 para 7.28 states – The purpose of policy LP4 is to retain and respect the separate identities and characters of the settlements of Tamworth and Polesworth with Dordon to avoid their coalescence. The Strategic Gap seeks to retain and maintain the sense of space, place and separation between these settlements so that when travelling through the strategic gap (by all modes of transport), a traveller should have a clear sense of having left the first settlement, having travelled through an undeveloped area and then entering the second settlement. – Starting to lose the strategic gap with this proposed development could also be a significant step towards Atherstone, Grendon and Baddesley, as well as Dordon and Polesworth, not – avoiding coalescence – with Tamworth sometime in the future.

## 2. Traffic Congestion

The A5 is already heavily trafficked. With the planned very large further development of housing between Junction 10 and Atherstone there will be a significant increase in traffic, first associated with construction and then with new residents, many of whom presumably will need to commute to work, to travel to shop etc. Whilst improvements to the A5 are planned there seems to be a degree of uncertainty about when all those plans will be actually realized and fully completed on the ground. The M42 both north and south of Junction 10 is only 2 lane and seems to suffer from congestion at times. Further increase in traffic volume, particularly before improvements to the A5 are complete, and with the M42 as it is, is not a good idea.

### 3. Air Pollution

Air pollution already has been a live issue along the A5 and increased traffic flow, another set of traffic lights and more slow moving traffic or queues of stationary traffic seems likely to add to these problems.

In conclusion I object to this proposed development and ask that it is rejected. It seems clearly to run counter to the carefully examined, modified and recently adopted North Warwickshire local plan both in its proposals and possible potential future consequences.



**From:** [REDACTED]  
**Sent:** 31 January 2022 16:46  
**To:** planappconsult  
**Subject:** Warehouse facility and lorry park at Junction 10

---

Dear Sirs,

I would like to express my concern regarding the planning application for the warehouse facility x2 and 150 lorry park on North side of A5 close to Junction 10 M42.

I use this road and junction regularly and on far too many occasions there is already many long delays and stationary traffic as the number of HGV's and cars using the junction block the exits. There are a lot of warehouse facilities on this road that currently are not used. Once these are occupied the number of vehicles will increase causing even more delays and blocked exits. The addition of 2 more warehouses and a lorry park will only add to the issue. I currently do not use the M 42 at peak times, but when I used Junction 10 on a daily basis from Solihull I frequently queued for over 20 minutes to be able to turn right at the junction. This resulted in stationary traffic down to the M42 which is not satisfactory. On numerous occasions once I reached the junction it could take 15-20 minutes to navigate the island. I cannot see how the navigation of the island can be improved and hope that this has been taken into consideration when looking at this planning application. I am also concerned how accepting even more lorries into this area is helping to reduce CO2 emissions.

Thank you for taking the time to read my concerns Yours sincerely [REDACTED]ne  
[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** 31 January 2022 17:06  
**To:** [planappconsult](mailto:planappconsult)  
**Subject:** Proposed planning application

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Dear Planning Officer

I am 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 I do not want the Council to abandon the protection of this land as a Strategic Gap.

I 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.

Traffic along the A5 and surrounding routes is already at a high without more traffic being encouraged along this route. With the addition of more houses the traffic situation from Long Street onto the A5 will only get worse. Is the totality of all developments in the area taken into consideration when looking at planning for one single development. Residents of Dordon, Birchmoor and Polesworth will soon be confined to their houses due to the amount of traffic around what we see as villages. Most people live in villages for the rural outlook and the ability to access green land but most of that is being taken away from us with developments all around the villages, more industrial units, housing and HS2 is there anything else you would like to throw at us?

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.

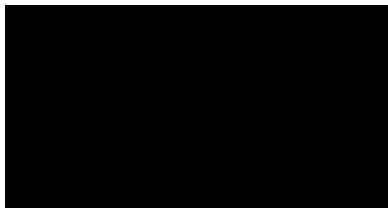
The idea that a few hedges and trees with a relocated footpath can disguise the visual, noise and carbon impact of these huge, new, industrial scale warehouses and a 150-place lorry park is just nonsense - as anyone who has walked the former footpaths around the Birch Coppice Business park will testify!

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.

Many thanks

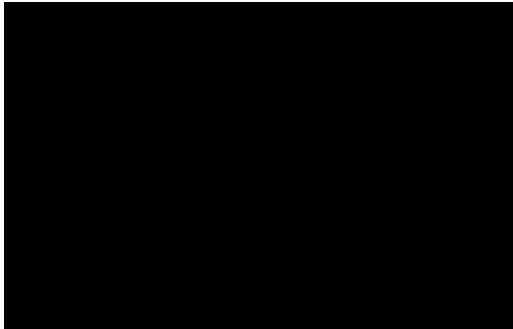


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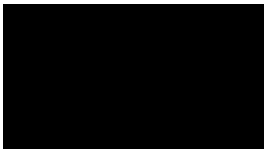
**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 31 January 2022 18:03  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

---

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



Submission: Not Object  
Comments: Miss G Bates



31/01/2022

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

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

My parents 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. And I am the owner of two horses that are stabled/grazed on the land. My parents 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.

My horses are stabled on the border of proposed site, I'm concerned about the location being so close to our stables. This would be extremely high levels of noise and lighting on 24 hours a day. Even during the construction phase where you're planning to bank waste around the perimeter being closer to our stables with use of machinery and large cranes on site all this would cause lots of distress to my 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.

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. I'm concerned 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

After looking at your assessments there is no mention of Equestrian holding in the Ecological report.

Figure 7.1 Noise measurement locations and sensitive receptors

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

Figure 7.2 Noise contours & ambient goods operation

Stables are 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 & partial chilled goods operation

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

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

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. These low points being a Potential flood risk 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.

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 seen bats flying around in our stables and oak tree located on the border to site in which you are planning to remove trees from. HS2 have carried out Bat Survey's approx. 10 surveys on our land.

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

Kind Regards,

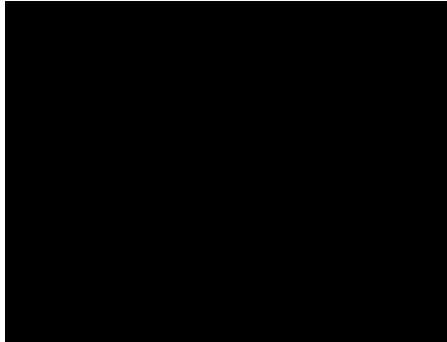
A solid black rectangular redaction box covering the signature area.

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 31 January 2022 18:21  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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



Submission: Objection

Comments: I am submitting a number of points of objection to the planning application for this development.

#### The Local Plan

Under the recently adopted Local Plan the 'Strategic Gap,' giving separation between the Communities of Tamworth and Polesworth, Birchmoor and Dordon was seen as being of significant and, indeed, 'strategic' importance. This development breaches that gap and would be a significant factor in breaking down the distinctive nature of these communities.

In approving the Local Plan the Inspector gave special emphasis in stating the need for this.

To abandon this principle would be seen to significantly undermine the integrity of the local plan as well as being to the significant detriment to the communities of Polesworth, Birchmoor and Dordon.

#### Noise Pollution

The impact of this proposed development would be particularly acute to the villages of Dordon and Birchmoor. A lorry park is going to operate 24hours a day with persistent noise from refrigerated trailers as well as the significant noise associated with vehicle movements and, although the proposed lorry park is positioned on the A5 side of the warehouse, the noise is still going to carry into Dordon and Birchmoor. There would also be additional noise generated by the warehouse operations themselves with the projected buffer landscaping and tree planting zones being too close to the settlement to avoid significant intrusion.

#### A5 Highway

The projected additional access to the A5 is seen as being problematic. This is a stretch of road which is inundated with traffic lights serving the numerous industrial estates. Air pollution on this stretch is already being recorded at levels above European permitted standards and additional logistics premises, together

with the proposed lorry park will only exacerbate this problem.

¿ The proposals with regard to electrical charging points are noted, but I see this as essentially tokenism. Recent research into battery powered heavy and medium haulage transport indicates that the current capability is nowhere near the standard required.

Research in Germany indicates that battery powered, fully laden, heavy haulage vehicles are reduced to speeds of around 5 miles per hour on certain gradient hills and often require recharging at the top. This is not a viable option in the present or the foreseeable future and should not be portrayed as a viable prospect.

¿ A further problem with loading additional HGV traffic on to the A5 is that when the A5 becomes congested, traffic, including HGVs, seeks to find a way around the congestion via the B5000, this then routes this traffic through the centre of Polesworth. This frequently happens as a result of road works or accidents on the A5 but if congestion were to substantially increase on the A5 the pressure on the B5000, and the community of Polesworth, will simply become gridlocked and intolerable and the flow of traffic north to south through the village would become impossible.

. The current A5, B5000 and motorway provisions are already not fit for purpose bearing in mind the Lutterworth traffic, as well as the more local developments in Tamworth and North Warwickshire. The roads cannot cope with this already, the problem will be extrapolated by the new builds passed in the Local plan, let alone encouraging more HGVs in the area.

#### Employment

¿ The proposed development is heralded as a provider of employment opportunities. This is an area of high employment with the vast majority of opportunities being in low skilled and relatively low wage opportunities, which are characteristic of the logistics sector. This is not in keeping with the aspirations for higher level careers which would be more fitting for the residents concerned.

¿ This proposed development will do little if anything to promote diversity in an area already inundated with logistic provision. We would also point out that employment in the logistics sector is increasingly becoming vulnerable to automation which does not seem to ¿future proof¿ employment prospects from this proposed development. It has also been pointed out that 7 existing warehouse / units are currently empty on the A5 on this stretch of industrial provision.

#### Other concerns

¿ Concern has been expressed about the two footpaths which run through the proposed site which if diverted will effectively mean the loss of this facility to this area and its community.

¿ Deep concern has been expressed by residents of Birchmoor at a recent public meeting with regard to the impact of this proposed development on the distinctive nature of their community; the possibility of an increase in criminal activity in the area as lorry parks do have a tendency to result in an increase in criminality associated with the location of lorry parks. Currently, there are between 10-20 break ins that



occur per month for 40 lorries at the Dordon/Junction 10 services. The lorries often contain valuable loads which attract criminal activity which can spill over into the surrounding area. Additional light pollution in addition to increased noise pollution is also seen as a problem.

¿ I deplore the loss of more agricultural land and question whether the use of brownfield sites adjacent to the recent industrial developments on the south side of the A5 have been fully explored.

In conclusion I would state that this proposed development represents a significant threat to the local communities. It is in breach of the ¿strategic gap¿ which is given prominence in our recently adopted local plan and as such undermines the integrity of the local plan were permission to be granted. The proposed development will have a significant impact on the distinctive nature of the communities of Dordon, Birchmoor and Polesworth while in return offering employment opportunities which are currently available in abundance and which may well not be sustainable in the event of perceived future developments. The additional loading on the local road network does not appear to be sustainable or in the interests of the local community in terms of making transport links more difficult. Individual rights are likely to be curtailed in terms of the degradation of rights of way, increased noise, air and light pollution and the possibility of increased criminal activity in the locality. As such I feel that I have no alternative but to register a very strong objection to this proposed development.

**From:** [REDACTED]  
**Sent:** 31 January 2022 18:54  
**To:** [planappconsult](#)  
**Subject:** Objection to planning permission

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[REDACTED]

31/01/2022

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

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

## No Notification

My parents 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. And I am the owner of two horses that are stabled/grazed on the land. My parents 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. Additionally Vol.3 and Vol.4 of the reports were not forwarded to view upon request.

## Animal Welfare Act

My horses are stabled on the border of proposed site, I'm concerned about the location being so close to our stables. This would be extremely high levels of noise and lighting on 24 hours a day. Even during the construction phase where you're planning to bank waste around the perimeter being closer to our stables with use of machinery and large cranes on site all this would cause lots of distress to my 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.

## 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. **I'm concerned 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**

**After looking at your assessments there is no mention of Equestrian holding in the Ecological report.**

## **Noise**

Figure 7.1 Noise measurement locations and sensitive receptors

Stables are located in the site boundary , however there is no mention of them in the sensitive receptor location with no measurement.

Figure 7.2 Noise contours – ambient goods operation

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

– Noise level of 45- 50 dB par chilled

**Noise levels of 40 – 50 dB would be extremely high for the horses to live in a safe environment.**

## **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. These low points being a Potential flood risk 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.

## **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 seen bats flying around in our stables and oak tree located on the border to site in which you are planning to remove trees from. HS2 have carried out Bat Survey's approx. 10 surveys on our land.**

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

Kind Regards,

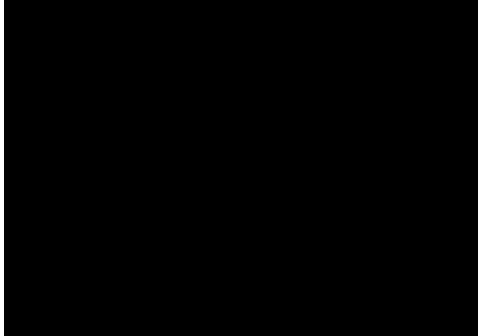


**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 31 January 2022 22:03  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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



Submission: Objection

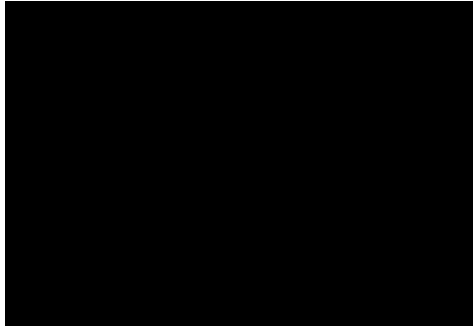
Comments: I am concerned about the increasing building of industry I'm the area, particularly this proposed development which if goes ahead will be situated adjacent to an established stables and livery yard causing distress to the ponies and horses stabled there. I believe the proposed build will cut through the existing bridle way again causing distress to the animals ehich in turn puts the riders at risk.

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 06:49  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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



Submission: Objection

Comments: This is not great for the horses and are being forced to be around trucks which will no doubt scare them

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 06:57  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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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

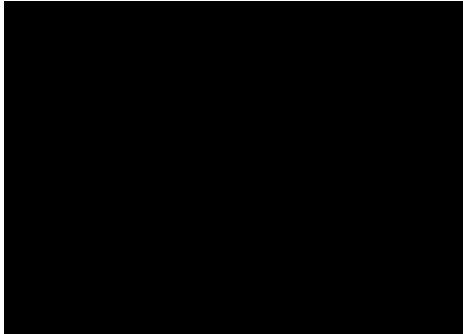
Comments: A

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 08:34  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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



Submission: Objection

Comments: This will cause too much traffic in the already congested area

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 09:20  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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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]one:

Email:

Submission: Objection

Comments: Local people, their animals, their well-being and the future of these small hamlets have to be thought of. Continuing encroachment into rural areas have to be halted. Access through the bridleway will cause unprecedented disruption and prevent the path from the use it was intended for. Have any tests been conducted or professional documentation been sourced to ensure the wellbeing of animals affected in this plan? in proof that the plans, if they were to go ahead, will not create a stressful environment in which the animals are to then live in, both immediate and surrounding areas.



**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 09:46  
**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: Objection

Comments: There are a few concerns that I have in regards to this proposal.

The levels of traffic using this part of the A5 is already at extreme levels and the quality of life for the residents living around the Birch Coppice and other industrial estate is probably zero. Pollution levels and safety of the local residents living on or by the A5 are increasingly bad and the road network can not cope or support the amount of vehicles using it.

There has been no further details regarding the proposed by-pass or the alteration of Dordon island which is extremely dangerous. I suggest that the right hand lane should be right only to stop lorries and cars cutting across into people.

This development could impact the clean air for local residents and people attending the local high school, with lots of cities introducing clean air zones why has this not been considered for this site. This will change forever the local environment we have already had hectares of land turned into a massive industrial estate across the road which runs up to Wood End and then another one heading towards Freasley. HS2 in stamping it's way through our countryside and at the amount of houses being built is staggering. The once beautiful local area which was a wildlife heaven is now a concrete jungle. Do the planners seriously think that re routing a bridal path through a lorry park is sufficient? Have they considered the safety of both horse and rider which will be significantly affected by this decision and not forgetting dog walkers, cyclists and hikers.

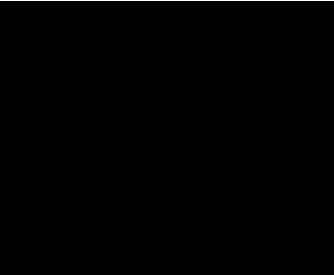
This plan shows no benefit to anyone locally, increases pollution levels, creates more traffic for an already overwhelmed A5, impacts the safety and create environmental damage of the local area, wildlife and residents. It will not create enough local jobs to provide more benefits than damage to the local people.

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 10:07  
**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



Phone:

Email:

Submission: Objection

Comments: I object to people destroying green belt land around birchmoor were I was born and still have family living in the village .

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 11:08  
**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]

[REDACTED]@ [REDACTED].com

Submission: Objection

Comments: Dear Andrew

I am writing to object to the above major development of overnight lorry parking facility and ancillary infrastructure and associated works because there are horses stabled on the border of this proposed site, I'm concerned about the location being so close to the stables. This would be extremely high levels of noise and lighting on 24 hours a day. Even during the construction phase where you're planning to bank waste around the perimeter being closer to those stables with use of machinery and large cranes on the site all this would cause lots of distress to these 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.

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. I'm concerned this would not be safe to ride a horse (flight animal) on an enhanced route near a large lorry park and industrial buildings with site noise levels of >50 dB

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

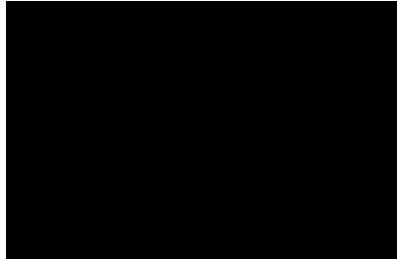
Kind Regards,

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 13:24  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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



Phone:

Email:

Submission: Objection

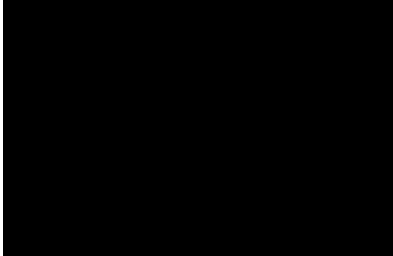
Comments: I object. It'll create pollution and disruption to the surrounding areas.

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 15:43  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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



Phone:

Email:

Submission: Objection

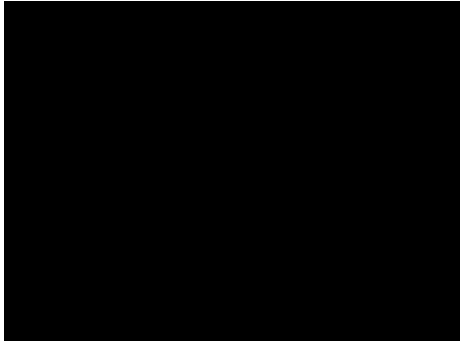
Comments: More damage to rural environment already being ruined by land rover at a junction 11 plus unthought out dangerous rerouting of bridleway

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 February 2022 20:54  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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



Submission: Objection

Comments: Dear Mr Collinson/ Planning team

I am writing to object to the proposed development of the 32 hectare employment site and lorry park on land to the north east of Junction 10 of the M42, on land that North Warwickshire Borough council has designated as the Strategic Gap in the recently adopted North Warwickshire local plan.

I believe that there are a number of reasons why this planning application should be rejected.

1. The Strategic Gap.

A) This proposed development runs directly counter to the current adopted local plan. The Strategic Gap north of the A5 is therefore free standing. Its purpose is clear in that it is to (7.27). The strategic gap was extensively discussed and reviewed in the hearings with the Inspector leading up to the acceptance and adoption of the modified local plan in September 2021. Representatives of Hodgett's Estates were involved in the hearings with the Inspector. The Local plan in its final form is very clear about the importance of the strategic gap. I believe that the current adopted Local Plan LP4 should inform a decision to refuse this application.

The declared purpose of the Strategic Gap as set out in the local plan in LP4 and paragraphs 7.25 to 7.28. is to 'maintain the gap, both visually and in landscape terms between the urban areas of Polesworth, Dordon and Tamworth so that when travelling through the strategic gap (by all modes of transport) a traveller should have a clear sense of having left the first settlement, having travelled through an undeveloped area and then entering the second settlement'. Apart from this, the green space in the strategic gap between the west side of Dordon and the M42 is vital to the health and well being of the residence of Dordon.

If the proposed newly adopted local plan is implemented then Dordon will be surrounded on the east by the new development and the majority of local green space of any significance on the east side will disappear. With Polesworth to the North and all the warehouse development along the A5 to the south, the health and well being of the people in this area is severely threatened. The green spaces that comprise the strategic gap are used for dog walking and the enjoyment of nature. Furthermore it is an area where we have sky larks nesting and surviving in spite of the increased air pollution due to the increased traffic flow and the added traffic lights along the A5, caused by the industrial park developing and spreading along the south side of the A5. This area, within walking distance of most of the houses in Dordon, provides a much needed source of recreation and refreshment.

It surely is the responsibility of any council to take care of the wellbeing of its residents, so apart from any potential U turn on the policy of having a strategic gap, (which I have listed below),

I would like the human cost of any further industrial development on the north side of the A5, to be taken into careful consideration as decisions are made on this current planning application.

B) I believe that this decision is more important than before, now that there has been significant further development on the south side of the A5 in the area that was part of the meaningful gap. Also, because with proposed move of the allotments and Birch Coppice Sports and Social Club grounds to the north of the A5, there is likely to be further development on the south side of the A5 which could result in a continuous ribbon development between Dordon and Tamworth on that side of the A5. The local plan seems to recognise this in removing this area south of the A5 from the meaningful gap, (7.27). The remaining strategic gap north of the A5 is therefore even more important. I gather that development of this proposed 32 Hectare site will result in loss of around one third of the green field site physically and it is probably likely to have a larger influence on the outlook and amenity value of the remaining green land. Despite the plans to plant hedges and trees and a landscape buffer around the proposed development its effect on the strategic gap is likely to be disproportionate to its physical size. This proposed development will contradict local plan 7.28 'The Strategic Gap seeks to retain and maintain the sense of space, place and separation between these settlements so that when travelling through the strategic gap (by all modes of transport) a traveller should have a clear sense of having left the first settlement, having travelled through an undeveloped area and then entering the second settlement'. Therefore I think it should be rejected: 'Development proposals will not be permitted where they significantly adversely affect the distinctive, separate characters of Tamworth and Polesworth with Dordon.' (LP4)

C) This proposed development, if permitted, could well be the thin end of the wedge in losing the remaining Strategic Gap north of the A5. As has gradually happened on the south side of the A5, where once there was an area of warehouse and employment development, it proved hard to resist further development; so I believe that the large development at the south east corner of Junction 10 was approved at appeal despite the council's efforts. Further, as noted above, further development is likely on the allotments and birch coppice sports and social club sites south of the A5. If this current application is approved and occurs it seems likely that again it could be significantly harder for the council to refuse further development in the remaining 2/3rds of the green field area in the strategic gap immediately north of the A5. Even if the council does refuse further development, the risk of their decision being overturned at appeal appears to be real from this previous experience on the south side. Thus development seems possible, even perhaps more likely, to spread along the north side of the A5 eventually closing the strategic gap if this current proposal is approved. This seems likely to lead to even greater breaches in the adopted local plan LP4. Therefore development north of the A5 in the strategic gap should not be allowed to commence with this proposal.

D) This is not just an issue for the residents of Dordon and Polesworth. It is an issue for residents of Atherstone, Grendon and Baddesley and could even be an issue, in the future, for the very existence of North Warwickshire as a separate entity as it currently is. The new adopted local plan plans for a large housing development east of Dordon and Polesworth, a large housing development west of Atherstone and future likely development in Grendon north of the current A5 around the proposed new dualled A5. So effectively it is possible that in due course there could end up being virtually continuous housing and development from Dordon to Atherstone. The gaps each side of Grendon in the current local plan are not that large and it seems possible could be vulnerable to being filled in. This means that the strategic gap is an important issue, not only for local residents any more, but for the people of Atherstone, Grendon and Baddesley as well – a large proportion of the population of North Warwickshire. If the strategic gap is lost, it is not inconceivable that Dordon, Polesworth, Grendon, Baddesley and Atherstone could all possibly become part of Greater Tamworth in the future. Is this what North Warwickshire council would want? With around 50% of the population of North Warwickshire currently in these towns/villages (<https://www.citypopulation.de/en/uk/westmidlands/wards/>), perhaps rising towards 60% with all the planned housing in the current local plan, as a built extension of Tamworth, would North Warwickshire, as it is now, remain a viable entity? Would Atherstone, Dordon, Polesworth, Grendon and Baddesley become like Wilnecote, Stonydelph and Amington, – coalesced – with Tamworth? (Amington was in Warwickshire until 1932 I believe.) LP4 para 7.28 states – The purpose of policy LP4 is to retain and respect the separate identities and characters of the settlements of Tamworth and Polesworth with Dordon to avoid their coalescence. The Strategic Gap seeks to retain and maintain the sense of space, place and separation between these settlements so that when travelling through the strategic gap (by all modes of transport), a traveller should have a clear sense of having left the first settlement, having travelled through an undeveloped area and then entering the second settlement. – Starting to lose the strategic gap with this proposed development could also be a significant step towards Atherstone, Grendon and Baddesley, as well as Dordon and Polesworth, not – avoiding coalescence – with Tamworth sometime in the future.

## 2. Traffic Congestion

The A5 is already heavily trafficked. With the planned very large further development of housing between Junction 10 and Atherstone there will be a significant increase in traffic, first associated with construction and then with new residents, many of whom presumably will need to commute to work, to travel to shop etc. Whilst improvements to the A5 are planned there seems to be a degree of uncertainty about when all those plans will be actually realized and fully completed on the ground. The M42 both north and south of Junction 10 is only 2 lane and seems to suffer from congestion at times. Further increase in traffic volume, particularly before improvements to the A5 are complete, and with the M42 as it is, is not a good idea.

## 3. Air Pollution

Air pollution already has been a live issue along the A5 and increased traffic flow, another set of traffic lights and more slow moving traffic or queues of stationary traffic seems likely to add to these problems.

In conclusion I object to this proposed development and ask that it is rejected. It seems clearly to run counter to the carefully examined, modified and recently adopted North Warwickshire local plan both in its proposals and possible potential future consequences.

Yours Sincerely



NAME AND ADDRESS

RECEIVED

07 FEB 2022

North Warwickshire  
Borough Council

Date - 28-1-22.

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**

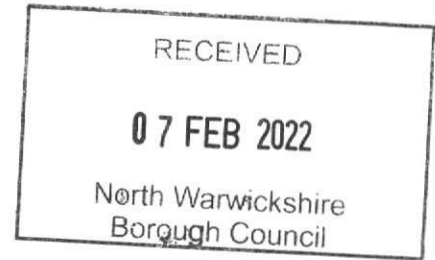
I urge you to reject this application to change the use of this land because

- 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

*Lowes*

[Redacted signature]



Date -

Dear Planning Officer /Mr. Collinson

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**CONCLUSION**

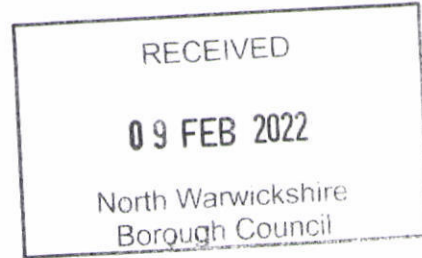
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- Borough Council made a commitment to take steps to address climate change.

Yours truly

Please sign

NAME AND ADDRESS



Date -

30/1/22

## 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!

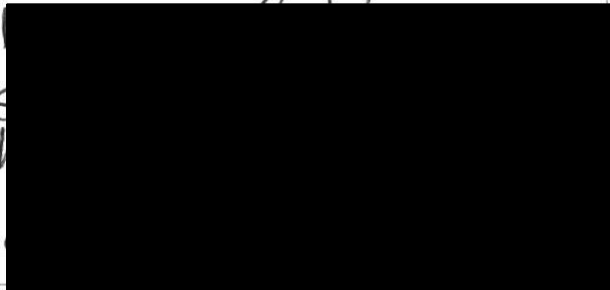
Furthermore, the so called "landscape buffer" and footpath connections proposed on the North and East of this development will not improve access to what remains of the open countryside and natural landscape and the erection of a security fence for the lorry park alongside the proposed footpath will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

NAME AND ADDRESS



RECEIVED

09 FEB 2022

North Warwickshire  
Borough Council

Date -

Dear Planning Officer /Mr. Collinson

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

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**LOGISTICS AND EMPLOYMENT**

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**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
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- Borough Council made a commitment to take steps to address climate change.

Yours truly

Please sign

NAME AND ADDRESS

RECEIVED

09 FEB 2022

North Warwickshire  
Borough Council

Date - 1-2-2022

## HODGETTS ESTATE OUTLINE PLANNING APPLICATION - STRATEGIC GAP

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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.

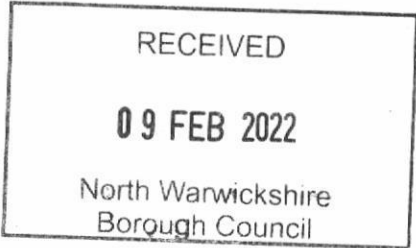
We can see no benefits of this development for our village or for ourselves as residents .

We urge you to reject this application

Yours truly,

Please sign

NAME AND ADDRESS



Date - 1-2-2022 .

Dear Planning Officer /Mr. Collinson

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**CONCLUSION**

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- our stretch of the A5 is already severely congested with HGVs
- air quality will permanently deteriorate and be harmful to residents health
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- Borough Council made a commitment to take steps to address climate change.

Yours truly



Please sign

**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 01 March 2022 15:36  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Phone:

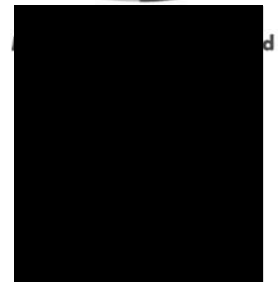
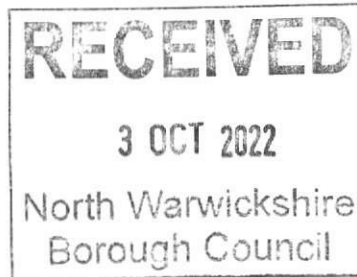
Email:

Submission: Objection

Comments: Agreeing such plans is an awful idea, we have lost enough green spaces already to all the new factories around jct 10. They don't need new area the Tamworth services are right there which can be utilised. The M42 jct 10 roundabout is way to small for the amount of traffic however more factories are being built!!! STOP building the councils are just money hungry with no care for the locals or wildlife!!! The M42 north and south needs widening its AWFULL!! 2 lanes is not enough!! Fix the issues surrounding first



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



29<sup>th</sup> September 2022

Dear Planning Department

**Re. Land North East Junction 10 M42 - Birmingham Intermodal Freight Terminal**

I write in response to the planning application submitted in December 2021 under reference PAP/2021/0663 relating to Land North East Junction 10 M42.

**Overview**

Maritime Transport Ltd ("Maritime") operate strategically placed rail freight terminals across the UK serving the largest manufacturing and consumer conurbations, with rail freight terminals in Wakefield, Trafford Park, Tilbury, Mossend, Tamworth (BIFT), Hams Hall, and East Midlands Gateway.

Maritime has operated the Birmingham Intermodal Freight Terminal ("BIFT") near Tamworth since it was purchased in 2014, albeit we understand that it commenced operations in 2006.

Amongst its benefits, rail freight can reduce CO2 emissions over road freight by 76% per tonne carried, helping us and our customers' to reduce the carbon footprint of supply chain logistics in line with ambitious sustainability and Net Zero Carbon targets. It also reduces vehicle time on the road network and provides resilience in the supply chain.

**Operations and Spare Capacity at the Birmingham Intermodal Freight Terminal**

At BIFT, we operate 5 trains per day (an increase from 3 trains per day in 2016) to the major ports of Felixstowe, Tilbury, London Gateway, and Southampton. BIFT has plenty of spare capacity and could operate up to 8 trains per day on existing infrastructure.

All lines to BIFT have full W10 gauge clearance to allow large containers to arrive direct from coastal ports and the Terminal is AFSO regulated meaning it can accept trains direct from Europe. The current throughput of rail bound containers at BIFT is approximately 80,000 containers per annum. This is an increase from approximately 40,000 in 2014 and 50,000 in 2016. On existing infrastructure, BIFT could accommodate 8 trains per day equating to approximately 110,000 – 130,000 containers per annum. With further investment on the rail network by Network Rail and the freeing of capacity that HS2 is expected to provide more than 8 daily trains could be added.





### **Customer Proximity & Sustainability Efficiencies**

The BIFT user base is located mostly at the local sub-region, with 50% of all rail bound containers delivered or collected within 10 miles radius of the Terminal and 80% within a 20 mile radius. Locally based users include Euro Car Parts and AP Moller Maersk. Furthermore, the move to electrification of road based vehicles and consequent requirement for regular re-charging means close proximity to users is becoming increasingly important.

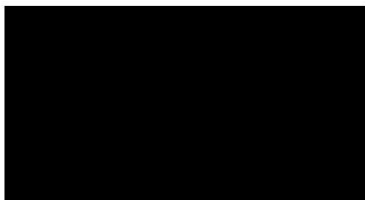
The growing breadth of our freight terminals across the UK has also allowed us to increase the volumes of goods transported by rail between single customers' locations with a significant reduction in carbon footprint when compared to road base solutions.

### **Development Proposals**

The development proposals at Land NE Junction 10 M42 are of clear interest given the scheme's proximity and would help support our plans to expand the use of rail at BIFT and increase utilisation of existing services.

We therefore support the proposed development and would be very interested to learn more information should planning permission be granted.

With kind regards



**From:** [nlpg@northwarks.gov.uk](mailto:nlpg@northwarks.gov.uk)  
**Sent:** 05 November 2022 11:05  
**To:** [planappconsult](#)  
**Subject:** Comment Received from Public Access

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Application Reference No. : PAP/2021/0663

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



Phone:

Email:

Submission: Neither

Comments: I have concerns that the proposed dordon community walk seems to go through the proposed allotments site. This is unacceptable as the site will be fully fenced off to rabbit proof it.

I am still of the opinion that if this development is allowed then the allotment site should be removed from The local plan.the proximity of the proposed main vehicle access via traffic lights to the Birch Coppice filter lane which is already over capacity will cause traffic issues. Traffic already spills out on to the a5 due to the Birch Coppice right turn lane.

**From:** [REDACTED]  
**Sent:** 07 November 2022 08:37  
**To:** [planappconsult](#)  
**Subject:** FAO Mr Andrew Collinson  
**Attachments:** Letter of Support BIFT Nov 22.pdf

---

**Categories:** Mandy

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Please see attached letter,

Many thanks

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Please note I do not work on Fridays.



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[REDACTED]

2 November 2022

Development Control  
North Warwickshire Borough Council  
Council House  
South Street  
Atherstone  
CV9 1DE



7 Bury Place

Dear Sir or Madam,

**Land on the North East of J10 M42 Dordon/A5 (Ref: PAP/2021/0663)**

I write in relation to the above planning application at Land on the North East of J10 M42 Dordon/A5, which is located in close proximity to the Birmingham Intermodal Freight Terminal (“BIFT”) and Hams Hall Rail Freight Terminal (“HHRFT”).

**Rail Freight Group**

Rail Freight Group (RFG) is the representative body for rail freight in the UK, and we campaign for a greater use of rail freight, to deliver environmental and economic benefits across the UK. We have over 100 member companies including rail freight operators, logistics companies, ports and equipment suppliers, as well as retailers, construction companies and support services.

**Benefits of rail freight**

Rail freight benefits society as a whole by reducing harmful emissions and congestion, providing high quality jobs, and helping many regions of the UK to prosper. It also offers many commercial advantages to its customers, including reliability, speed and cost-effectiveness.

Reliability and Speed – rail freight operators achieve 97% reliability on the premium services they run for retailers and, in general, rail freight can match or better road freight for reliability.

Cost-effective – rail freight companies’ continued investment is reducing costs for customers. Modern freight trains achieve higher speeds and heavier payloads as investment in UK rolling stock increases, with tonnage per train up by 80% in the last decade.

Environmental Benefits – rail freight reduces CO2 emissions by up to 76% compared to road, helping mitigate the effects of transport emissions on global warming – an increasingly important driver of rail freight uptake as corporations aim to meet Net Zero Carbon targets.

Improved Air Quality – rail produces up to 10 times less small particulate matter than road haulage and as much as 15 times less nitrogen oxide for the equivalent mass hauled.

Reduced Congestion – each freight train can remove up to 76 lorries from the roads, resulting in 1.6 billion fewer HGV kilometres every year nationally.

Supporting Regional Growth – of the 5,000+ people employed by the freight industry, more than 80% are employed outside the south east of England. Rail freight is also vital for the economic prosperity of ports, power stations, production centres and retail centres across the country.


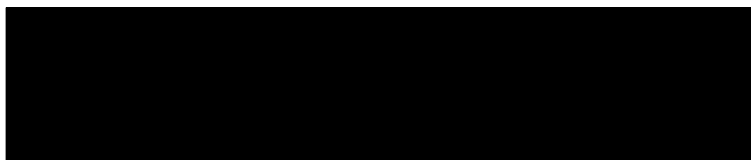
### **Proposals at Land on the North East of J10 M42 Dordon/A5 in a national context**

We note that the specific locational requirements of the freight / supply chain sector and the importance of focusing growth close to rail freight terminals is acknowledged in national planning policy<sup>1</sup>, as well as several recent policy documents published by the Department of Transport (DfT)<sup>2</sup>. In this context, 'suitably accessible locations'<sup>3</sup> means as physically close to rail freight infrastructure as possible, in order to maximise future uptake and deliver the consequential benefits to society outlined above.

The application site is strategically located close to BIFT (c. 0.5 mi). We are aware that the application proposals therefore have the potential to be classed as 'rail-served' due to their close proximity to BIFT, effectively extending the rail linked warehousing onsite enabling more users to benefit directly from the rail terminal. We are also aware that BIFT has significant capacity for growth in the future. The proposed site is also close to HHRFT (c. 9 mi) with good trunk road links. It is therefore exceptionally well located in the West Midlands to facilitate the aims of national policy in relation to encouraging rail freight use and decarbonising transport.

We are therefore supportive the proposed development at Land on the North East of J10 M42 Dordon/A5 (Ref: PAP/2021/0663), which aligns with national policy support for the increased use of rail freight as well as our own initiatives and campaigns.

Yours sincerely,



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<sup>1</sup> National Planning Policy Framework (NPPF) paragraphs 83 and 106.

<sup>2</sup> Future of Freight: a long-term plan; Decarbonising Transport: A Better, Greener Britain; and Great British Railways: The Williams-Shapps Plan for Rail; to name but a few.

<sup>3</sup> NPPF paragraph 83



7<sup>th</sup> October 2022

Mr A Collinson  
North Warwickshire Borough Council  
Council House  
Atherstone  
CV9 1DE

Dear Mr Collinson,

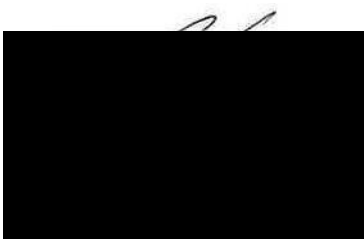
The Coventry and Warwickshire Chamber of Commerce has long campaigned for the supply of employment land within our area to be increased to meet the economic needs of our sub-region. With a strong focus that such land would be able to respond to the whole spectrum of employment needs within our diverse economic make up, and the land availability would need to meet this scope and scale.

Over our many years of campaigning, we have built up clear evidence and information from our membership which demonstrates clearly the shortage of employment land that exists in the sub-region and the consequential high price of land that is available for employment uses, the sum of which is prejudicially impacting upon economic growth.

The Chamber is always happy to offer our support and the support of the business community we represent to good, well-located, well-serviced employment land Planning Applications across the Coventry and Warwickshire area.

That is why we are delighted to support Hodgetts Estates' ambitious proposals to create the 'Greenest Business Park in the West Midlands at the Land North East of Junction 10 M42. (ref.PAP/2021/0663).

Yours sincerely,



**From:** [REDACTED]  
**Sent:** 14 November 2022 14:04  
**To:** [planappconsult](#)  
**Subject:** Planning Application Ref: PAP/2021/0663  
**Attachments:** Logistics UK letter of support - Nov 2022.pdf

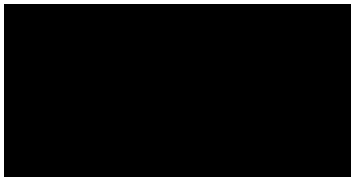
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FAO: Mr A Collinson

Please find attached a letter from Logistics UK regarding Planning Application Ref: PAP/2021/0663.

Kind regards,



icity

Mobile: 07818 450365  
[www.logistics.org.uk](http://www.logistics.org.uk)

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2022

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Mr A Collinson  
North Warwickshire Borough Council  
Council House  
South Street  
Atherstone  
Warwickshire  
CV9 1DE



Sent by email

12 November 2022

Dear Mr Collinson,

**Planning Application Ref: PAP/2021/0663 – Land North East of Junction 10 M42, North Warwickshire**

Logistics UK is one of the UK's largest business groups and the only one that provides a voice for the whole of the UK's logistics sector. Our role, on behalf of over 20,000 members, is to enhance the safety, efficiency and sustainability of freight movement throughout the supply chain, across all transport modes. Our members range from global businesses to national companies and regional and local SME businesses.

The logistics sector employs 2.56 million people in the UK, either directly or indirectly, accounting for 8% of the UK workforce and contributes £139 billion gross value added to the UK economy. Supply chain businesses across all modes demonstrated their importance to the economy and society throughout the COVID-19 pandemic. Teams were rightly recognised as key workers transporting essential goods, including food, medicine and construction materials to keep the country operating.

**Driving economic growth**

As set out in the DfT's recently published *Future of Freight: A Long Term Plan*<sup>1</sup>, the Government is clear that the logistics and freight sector is central to the UK's most pressing national priorities, from building back after the pandemic, levelling up, and reducing greenhouse gas emissions. It is also a significantly growing industry - the number of people working in logistics has dramatically increased from 675,600 in 2012 to 1,250,000 in 2021<sup>2</sup>. It is therefore critical that the continued growth of the logistics sector is supported.

Logistics UK supports the proposed development of up to 100,000sqm of new, high-quality, logistics floorspace in the location adjacent to the Junction 10 of the M42 and that benefits from being rail-served by virtue of its proximity to Birmingham Intermodal Freight Terminal.

<sup>1</sup> Future of Freight: A Long Term Plan (DfT, June 2022)

<sup>2</sup> Logistics UK (June 2022) - <https://logistics.org.uk/media/press-releases/2022/june/logistics-plays-vital-role-to-levelling-up-agenda>

A development of this scale would help provide significant inward investment to the area and new employment opportunities, which the application documents suggest would comprise up to 1,295 net additional jobs and GVA of up to £104.2 million annually in perpetuity to the West Midlands economy.

### **Providing sufficient driver facilities**

Lorry parking is a priority issue for our members and the lack of suitable facilities at the roadside is often cited as one of the main reasons that people are hesitant to come and work as a professional driver, as well as by those deciding to leave the industry. By improving the facilities available, this will deliver better working conditions, helping to attract a larger and more diverse pool of talent, alongside improving public perception of the sector. Greater attention must be given to the chronic shortage of commercial vehicle parking spaces, on or close to, the Strategic Road Network. The need is for the provision of high-quality, safe and secure roadside facilities including showers, toilets and hot food.

The shortage of lorry parking facilities also impacts on local communities. HGV drivers by law must take a rest break of at least 45 minutes after a maximum of 4.5 hours of driving. They must also take legally mandated rest breaks overnight and at weekends. Failure to comply with Drivers Hours regulations is a serious road safety offence and can result in a driver losing their vocational entitlement to drive. If there are no facilities available where and when a driver needs to stop, this can result in them having little choice, but to park up in less suitable locations such as laybys or close to residential areas.

The Department for Transport (DfT) has recently published a survey<sup>3</sup> of commercial vehicle parking and concluded that the “provision of lorry parking at on-site facilities is nearly at critical level, having reached 83 per cent utilisation level across the network”. The West Midlands utilisation level was found to be 84%. This highlights the urgency of addressing the lack of adequate facilities that Logistics UK has been calling for, along with supportive measures such as addressing delays to planning applications and identification and options for sites on Government owned land.

Section 109 of the National Planning Policy Framework sets out that local planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Against this backdrop, Logistics UK is extremely supportive of the provision of a secure overnight lorry parking facility (of up to 150 spaces) and associated welfare facilities as part of the wider development proposals subject to application ref: PAP/2021/0663.

### **Supporting mode shift to maritime and rail**

Reducing greenhouse gas emissions and reaching net zero is a key priority for the sector. Promoting and harnessing modal shift from road to maritime and rail is vital to help achieve this.

Highly sustainable and rail-served sites, such as those subject to the development proposals, should be supported. In this case, it is noted that the site is rail-served by virtue of its proximity to BIFT with additional rail freight infrastructure at Hams Hall (c.8.7 miles).

---

<sup>3</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1108154/national-survey-of-lorry-parking-2022-part-one.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1108154/national-survey-of-lorry-parking-2022-part-one.pdf)

An additional benefit of the proposed overnight lorry parking facility is that it would provide a significant quantum and higher quality of parking and welfare facilities in close proximity to two key intermodal rail hubs in the West Midlands region, further supporting modal shift.

**Conclusion**

Logistics UK supports the development proposals and I hope this feedback is useful as you consider the application.

Yours sincerely,



**From:** [REDACTED]  
**Sent:** 21 December 2022 19:20  
**To:** [planappconsult](#); [planappconsult](#)  
**Subject:** Overnight lorry and coach parking facility (ref. PAP/2021/0663)  
**Attachments:** RHA Letter of Support - Land North East of Junction 10 M42 North Warwickshire 221221 v3.pdf

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**Importance:** High

**Categories:** Emma

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Good Evening,

Please see attached RHA's letter of support for the above planning application.

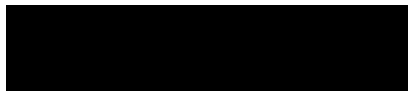
I would be happy to discuss this in greater detail with you if needed.

Best Regards,



[Click here to sign our facilities petition](#)

Tom Cornwell CMILT Foundation CIPD  
Policy Lead - Infrastructure and Operator Licensing



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Mr A Collinson  
North Warwickshire Borough Council  
Council House  
South Street  
Atherstone  
Warwickshire  
CV9 1DE

21 December 2022

Dear Mr Collinson,

**PAP/2021/0663 - Land North East of Junction 10 M42, North Warwickshire**

I am writing to you in support of the proposals in planning application ref: PAP/2021/0663 which include an Overnight HGV Lorry Parking Facility at the site known as Land north-east of Junction 10 M42 motorway, in North Warwickshire, currently being advanced by Hodgetts Estates.

The RHA represents more than 8,500 members who operate more than half of the UK HGV fleet, as well as coach operators and van users. We liaise with the profession and represent its interests to Government, lobbying on issues that impact on the safe and efficient movement of goods by road across the UK.

The shortage of HGV parking facilities across the UK has resulted in drivers having nowhere that is safe and secure to take their mandatory breaks and rest. This is also an inhibitor to attracting new drivers and female drivers to the industry. The legislation around drivers' hours and rest periods is rigorously enforced by the Driver and Vehicle Standards Agency and the Police. The Traffic Commissioner regulates this area.

Furthermore, it is essential from a road safety perspective that drivers are able to have a good night's uninterrupted sleep. In addition, drivers should feel safe in the knowledge that they, their vehicle and load will not be vulnerable to criminal activity. It is vital therefore that secure gated and fenced facilities are made available close to the Strategic Road Network, so that all drivers feel safe. We estimate there is a national shortage of 11,000 HGV parking spaces each night and our recently released policy paper evidences this. We attach further underlying detail and the measures the Government is putting in place to address HGV parking shortage in Annex A.

Road Freight supplies 98% of everything consumed in the UK. All food, medicine and other essential products are delivered by Road Freight. During the pandemic in 2020 and 2021 traffic volumes generally fell, the exception was Road Freight which experienced a slight decline in some sectors, but which has subsequently recovered to exceed pre-pandemic levels.

**PAP/2021/0663**

Given the measures now in place to address the shortage of HGV parking spaces, the RHA fully supports Hodgetts Estates' proposals for an Overnight HGV Lorry Parking facility at Land north-east of Junction 10 M42 Motorway, North Warwickshire.

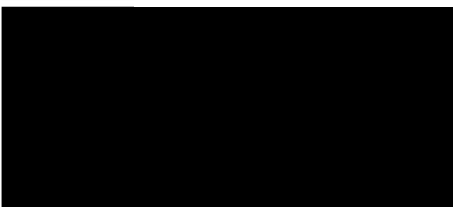
This is located on the Strategic Road Network (M42 motorway and A5 trunk road); routes heavily used by HGVs for the movement of goods and freight. The A5 in particular is one of the Midlands' most important east-west road corridors, connecting businesses with ports, airports, rail freight interchanges and motorways, allowing them to access major UK and international markets.

The route connects the M1 and M6 and intersects with the M42 and M69, four of the region's busiest motorways. The A5 also sits at the heart of the so-called "Logistics Golden Triangle". The importance of appropriate lorry parking facilities on this road corridor and in this particular location cannot be understated therefore.

Furthermore, the RHA welcomes the quality of design, security features and capacity provision of the proposals and the extensive range of design parameters included in the submitted Design Guide are supported. It is understood that implementing these design parameters would mean the scheme adheres to Level 1 TAPA accreditation requirements and EU SSTPA Platinum accreditation requirements, which would create an exemplar facility of national significance.

I am sure you will agree that failure to provide correct lorry parking facilities results in HGVs being parked in locations unsuited for vehicles of this size, resulting in conflict with local communities, which is why parking is so very important. We believe councils have a responsibility to ensure that drivers and their vehicles are able to park in the knowledge that they will be safe and not in conflict with local communities.

Yours sincerely,



## Annex A – Background evidence to support the need for HGV parking facilities

### Quantifying the need

The 2019 Highways England Lorry Parking Demand Assessment highlights the lack of lorry parking in the West Midlands. The same issue was identified by the Department for Transport – firstly in the National Survey of Lorry Parking<sup>1</sup>, published in 2017, which identified a utilisation of 87% in the West Midlands and 72% in the East Midlands (Table 5.1). The situation at Tamworth Services was even more acute, with a utilization rate of 92% noted at the time (Table 5.47). DfT deemed the situation as ‘Critical’ on reaching 85% utilisation and ‘Serious’ between 70% and 84%.

The latest iteration of the National Survey of Lorry Parking<sup>2</sup> published in September 2022 confirms that, nationwide, provision of lorry parking at on-site facilities remains at a nearly critical level (83% utilisation across the network, compared with 76% in 2017) (Figure E1). Furthermore, 7,318 vehicles were observed parking in off-site locations (laybys and industrial estates) - a 2% increase from the 2017 figure (Table E3).

Regionally, at 84% utilisation (Figure E13), the West Midlands is at the very top of the ‘serious’ category with 23 of the 36 on-site parking facilities observed found to be at either serious (6) or critical (17) utilisation (Figure E12). Neighbouring East Midlands is at 92% utilisation.

The proven lack of adequate rest facilities creates safety and welfare issues for HGV drivers, where stops often have to be made at inappropriate locations. We are aware this creates knock-on issues for local authorities across the country, particularly in areas of high road freight activity in and around the main motorway corridors and markets, such as Warwickshire. Local authorities often have to deal with the consequences of HGVs parking within residential areas, industrial estates and lay-bys. This can include crime and security arising from theft from the vehicles, but also community complaints and environmental issues.

### Policy and Legislation

In the Written Ministerial Statement ‘*Planning reforms for lorry parking*’<sup>3</sup>, published in November 2021, the Secretary of State again reiterated the need for the planning system to play its part in meeting the needs of hauliers and addressing current deficiencies. We welcome that the WMS outlined a commitment to implementing policy change to fully reflect the importance of providing logistics and freight.

---

<sup>1</sup> DfT National Survey of Lorry Parking 2017 - [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/723349/national-survey-of-lorry-parking-report.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/723349/national-survey-of-lorry-parking-report.pdf)

<sup>2</sup> DfT National Survey of Lorry Parking 2022 (Part One) - <https://www.gov.uk/government/publications/national-survey-of-lorry-parking-part-one-2022>

<sup>3</sup> The Rt Hon Grant Schapps, Written Ministerial Statement (8 November 2021) - [https://www.gov.uk/government/speeches/planning-reforms-for-lorry-parking?utm\\_medium=email&utm\\_campaign=govuk-notifications&utm\\_source=7afd55ca-5ea5-48a8-8a41-f94cdcc2ca51&utm\\_content=daily](https://www.gov.uk/government/speeches/planning-reforms-for-lorry-parking?utm_medium=email&utm_campaign=govuk-notifications&utm_source=7afd55ca-5ea5-48a8-8a41-f94cdcc2ca51&utm_content=daily)

One such pledge was to update the Highways Circular 02/2013, building upon the Written Ministerial Statement. The draft revisions to the DfT Circular 02/2013<sup>4</sup>, published in July 2022, place a clear obligation on National Highways to work with relevant local planning authorities to ensure that planning application decisions address the shortage of HGV parking on or near to the SRN, such as the M42 and A5 where the proposals would be located, and support the case to address unmet demand. We note the HGV Parking Facility Need Assessment (November 2021), submitted on behalf of Hodgetts Estates, incorporates the results of a parking beat survey which demonstrates the existing unmet demand for HGV parking in the vicinity of the application site.

At a local planning policy level, the recently published North Warwickshire Local Plan September 2021 provides further policy support for such facilities, at Policy LP34 Parking.

At a national level, various letters and statements have been issued by Government in over the past two years (some of which are referenced above) regarding the national shortage of HGV drivers and measures to attract existing drivers back to work and over the medium term, attract new drivers to address the shortfall. In all of these, the clear message is that Government will work towards improving the quantity and quality of overnight facilities and access to facilities during the day. Furthermore, that the industry must play its part to improve working conditions for drivers and, in this regard, industry-led action, such as that now being brought forward by Hodgetts Estates, will be supported.

In response to the overwhelming need to address the chronic issues facing the freight industry, the DfT published the *Future of Freight: A Long Term Plan*<sup>5</sup> in June 2022.

The Future of Freight Plan is the UK Government's and industry's joint response to the challenges facing the sector. The Plan recognises that the industry is private sector funded and operated, but that public sector transport and infrastructure investment and local government positive planning support are essential to successful freight movement, which itself is essential to the UK economy and all our lives.

The Future of Freight Plan sets out a number of challenges that changes to the planning system can address, including "*How the requirement for HGV parking can be better facilitated within the planning system, particularly at freight sites such as distribution and logistics centres...*".

The importance of the freight sector nationally adds to the weight that must be given to the Future of Freight Plan. The plan gives clear weight and guidance to local planning authorities (LPAs) in considering freight and logistics development at application stage.

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<sup>4</sup> DfT draft revisions to Circular 02/2013: The strategic road network and the delivery of sustainable development (C02/2013) - [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1093964/circular-02-2013-update.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1093964/circular-02-2013-update.pdf)

<sup>5</sup> DfT Future of Freight: A Long Term Plan (June 2022) - <https://www.gov.uk/government/publications/future-of-freight-plan>