

4.0 HQDP 2

4.3 ACHIEVING HQDP 2



- LEGEND**
-  EXISTING HEDGEROW
 -  EXISTING CONTOURS
 -  PROPOSED DRAINAGE BASIN
 -  PROPOSED TREE PLANTING
 -  PROPOSED ORCHARD TREE PLANTING
 -  PROPOSED REINFORCEMENT / NEW NATIVE HEDGEROWS
 -  PROPOSED ORNAMENTAL PLANTING
 -  PROPOSED SHRUB PLANTING
 -  PROPOSED WET GRASSLAND AND REED BEDS
 -  PROPOSED WILDFLOWER MEADOW
 -  PROPOSED SPECIES-RICH GRASSLANDS
 -  AGRICULTURAL LAND TO BE RETAINED
 -  OPEN SPACE TRANSFER DESIGNATION
 -  PROPOSED WAREHOUSES
 -  PROPOSED OFFICE HUB
 -  PROPOSED MAIN ROADS
 -  PROPOSED MINOR ROADS
 -  PROPOSED PARKING
 -  PROPOSED FOOTWAYS/ CYCLEWAYS
 -  EXISTING/ DIVERTED PUBLIC RIGHTS OF WAY
 -  PROPOSED OFFLINE FOOTWAY/ CYCLEWAY
 -  PROPOSED RECREATIONAL ROUTES
 -  PROPOSED FITNESS TRAIL



1.0 INTRODUCTION

2.0 HQDPs & DESIGN PARAMETERS

3.0 HDGP 1

4.0 HDGP 2

5.0 HDGP 3

6.0 HDGP 4

7.0 HDGP 5

8.0 HDGP 6

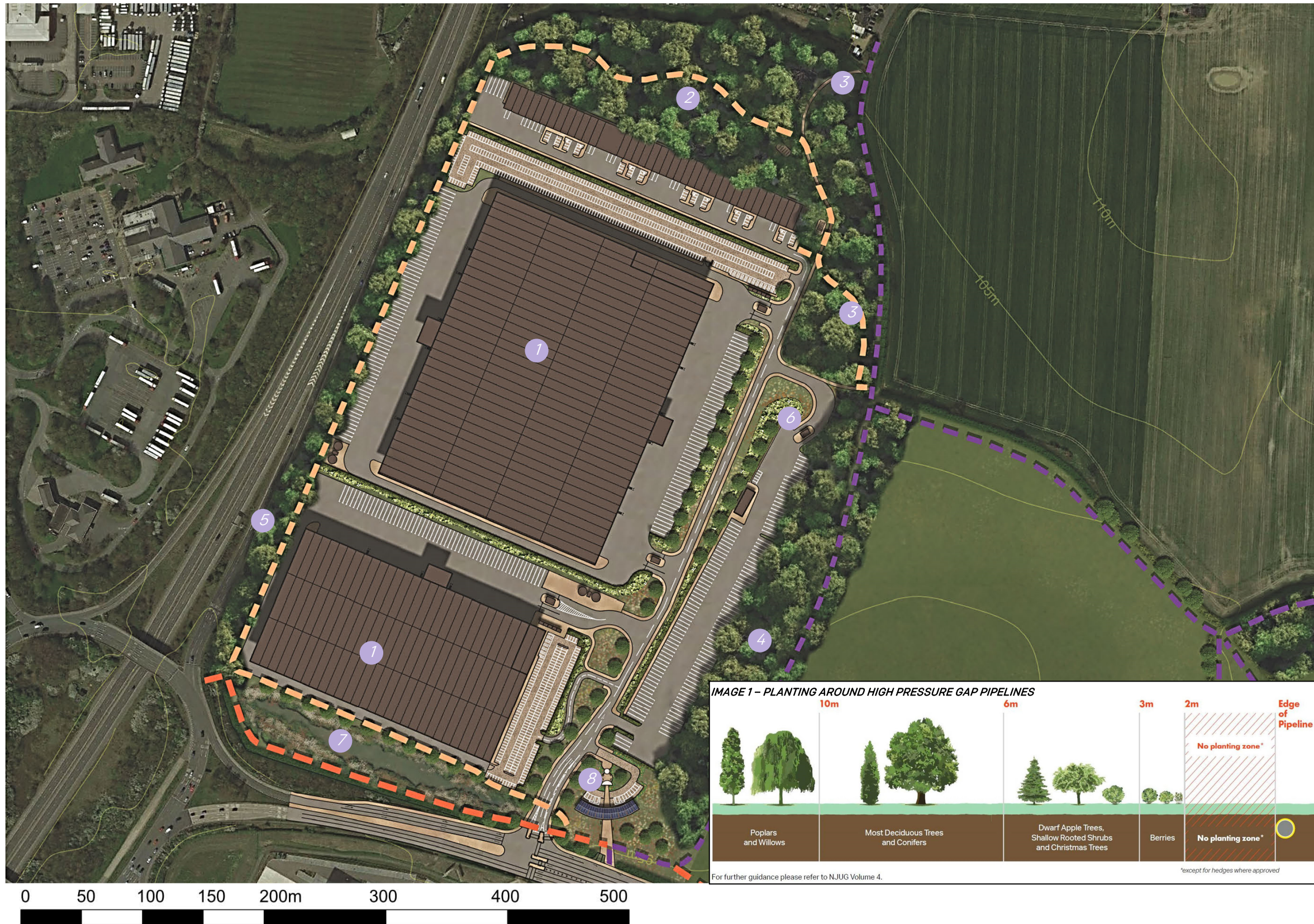
9.0 HDGP 7

10.0 SUMMARY & CONCLUSIONS

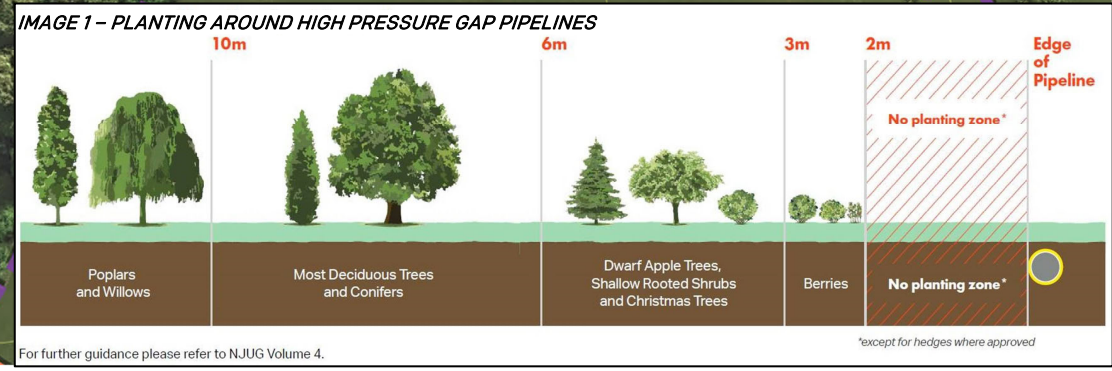
11.0 APPENDICES

4.0 HQDP 2

4.3 ACHIEVING HQDP 2



- 1 The buildings have been located in, and close to, the south-western corner to minimise potential visual effects on residents on the edge of Birchmoor and Dordon, and to maintain a sense of separation between the settlements and the proposed commercial units.
- 2 Public open space and earth mounds, which would be planted with mixed native trees and understorey, have been located to the north of the proposed commercial units to filter views from the settlement edge of Birchmoor.
- 3 Recreational routes have been distributed throughout the proposed woodland to encourage exercise and retain connections between Birchmoor and Watling Street.
- 4 Earth mounds would be created to the east of the proposed commercial units, which would be densely planted with mixed, native trees and understorey to help screen and filter views and to reinforce the sense of openness within the remaining arable landscape to the east. These mounds, along with the woodland planting, would be designed to avoid the high pressure gas pipeline and planting would be in accordance with image 1.
- 5 Existing native tree and shrub planting along the western boundary of the Site would be reinforced to screen views from the M42 and beyond.
- 6 Native specimen trees, native hedgerows and ornamental shrub planting would be planted amongst the road network to soften the hard façade and connect the larger habitats to the north and south.
- 7 Drainage basins, located near to the entrance of the Site, would comprise of wetland meadow and reed planting. this introduces additional habitat and increases the Site's biodiversity.
- 8 Formal planting located at the Site entrance and adjacent to the hub reflects the character of the planting located within nearby commercial sites.



4.0 HQDP 2

4.3 ACHIEVING HQDP 2



- 1 Historic field boundaries would be re-instated to the east of the proposed development, as shown, with mixed, native hedgerow and tree planting to re-inforce the rural character of the landscape.
- 2 An area of publicly accessible landscape would be provided along the western edge of Dordon to screen existing housing, present along the ridgeline, and to create a soft green edge to the settlement. It is proposed that this area should include orchard planting and would provide a connection from the existing PRoW network to the proposed area of replacement green space identified within the Local Plan and allow the provision of circular walking routes.
- 3 Copses of mixed native trees would be provided, where appropriate, at the corners of existing fields to reinforce the local character and help to filter views of the proposal from the settlement edge and PRoWs.
- 4 Proposed area of open space transfer identified within the Local Plan (Site OS1), including re-provision of birch coppice allotments and Birch Coppice Social Welfare Centre and playing fields.
- 5 Existing peripheral vegetation, including mature and veteran trees and hedgerows to be protected and reinforced with native species planting.
- 6 New and enhanced treelined / hedgerow-lined public rights of way through the Strategic Gap for pedestrians, cyclists and riders on horseback. Footpaths to be Equalities Act 2010 compliant so suitable for all.



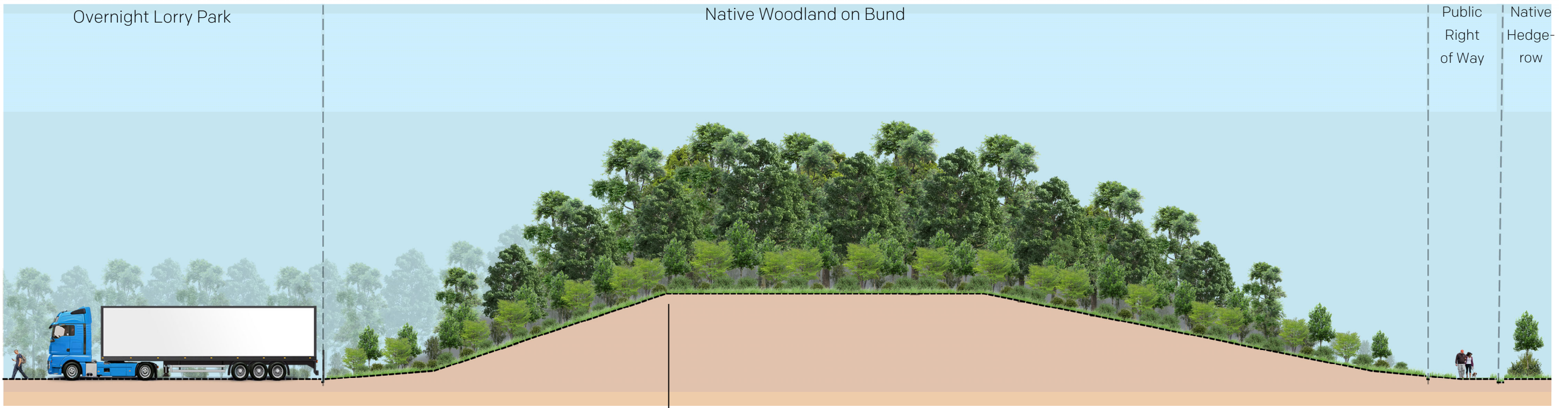
1.0 INTRODUCTION
 2.0 HQDPs & DESIGN PARAMETERS
 3.0 HQDP 1
 4.0 HQDP 2
 5.0 HQDP 3
 6.0 HQDP 4
 7.0 HQDP 5
 8.0 HQDP 6
 9.0 HQDP 7
 10.0 SUMMARY & CONCLUSIONS
 11.0 APPENDICES

4.0 HQDP 2

4.3 ACHIEVING HQDP 2

- 1.0 INTRODUCTION
- 2.0 HQDPs & DESIGN PARAMETERS
- 3.0 HDGP 1
- 4.0 HDGP 2
- 5.0 HDGP 3
- 6.0 HDGP 4
- 7.0 HDGP 5
- 8.0 HDGP 6
- 9.0 HDGP 7
- 10.0 SUMMARY & CONCLUSIONS
- 11.0 APPENDICES

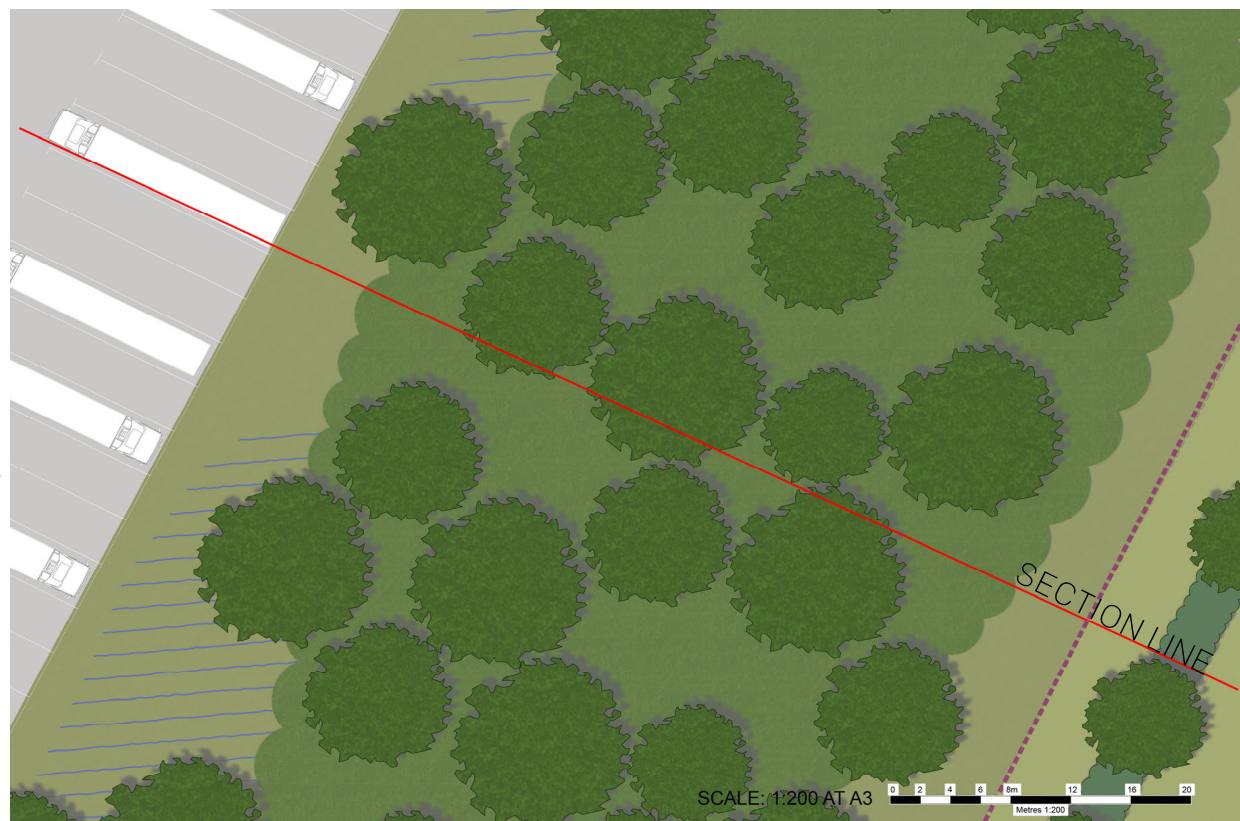
Section Through Eastern Landscape Zone



The combination of the native woodland and bund landform helps to screen views of the development from the east.

SCALE: 1:100 AT A0

Site Extract - Section Through Eastern Landscape Zone



Site Extract - Key Plan



4.0 HQDP 2

4.3 ACHIEVING HQDP 2

Three 'Key Viewpoints' were selected from the 21 viewpoints identified in the Landscape & Visual Impact Assessment (LVIA), to be taken forward for the preparation of indicative 'Wirelines' to inform the emerging design. The Key Viewpoints, namely Viewpoints 1, 4 and 5, were selected by an experienced Landscape Architect at SLR as being representative of views from the key sensitivity receptors of Birchmoor, Polesworth with Dordon and nearby public rights of way.

Photographs of these viewpoints are illustrated here and have been used to evaluate the visual impact of the proposed design through the preparation of Wirelines. The views show Wirelines based on the maximum development parameters (i.e., worst-case scenario for the purposes of the EIA). In reality, the proposals eventually brought forward for development could be much lower. Furthermore, the trees are shown at 'semi-maturity' (15 years from planting, at an estimated height of 10m) in accordance with best practice. In reality, the trees will continue to grow in height beyond that shown in the Wirelines as they reach full maturity.

The Wirelines demonstrate that with the inclusion of the proposed landscape mitigation measures, the scheme would have a positive screening effect, not only on the proposed development but also the existing business parks south of the A5 and surrounding J10 M42, from the settlements Birchmoor, Dordon and Polesworth.



View 1 – Existing view looking south west towards the Site from Public Bridleway AE45, which is also representative of views of the Site from Birchmoor.



View 1 with development

1.0 INTRODUCTION
 2.0 HQDPs & DESIGN PARAMETERS
 3.0 HDGP 1
 4.0 HDGP 2
 5.0 HDGP 3
 6.0 HDGP 4
 7.0 HDGP 5
 8.0 HDGP 6
 9.0 HDGP 7
 10.0 SUMMARY & CONCLUSIONS
 11.0 APPENDICES



4.0 HQDP 2

4.3 ACHIEVING HQDP 2



View 4 – Existing view looking north west towards the Site from Public Footpath AE46, which is also representative of views from Dordon (albeit much closer up) and Open Space Transfer Site OS1.



View 4 with development



1.0 INTRODUCTION

2.0 HQDPs & DESIGN PARAMETERS

3.0 HDGP 1

4.0 HDGP 2

5.0 HDGP 3

6.0 HDGP 4

7.0 HDGP 5

8.0 HDGP 6

9.0 HDGP 7

10.0 SUMMARY & CONCLUSIONS

11.0 APPENDICES

4.0 HQDP 2

4.3 ACHIEVING HQDP 2



View 5 – Existing view looking south west towards the Site from the edge of Dordon, which is also representative of the views from Kitwood Avenue Recreation Ground.



View 5 with development



1.0 INTRODUCTION

2.0 HQDPs & DESIGN PARAMETERS

3.0 HDGP 1

4.0 HDGP 2

5.0 HDGP 3

6.0 HDGP 4

7.0 HDGP 5

8.0 HDGP 6

9.0 HDGP 7

10.0 SUMMARY & CONCLUSIONS

11.0 APPENDICES

4.0 HQDP 2

4.4 CONFORMITY WITH PLANNING POLICY & GUIDANCE

RELEVANT NWLP POLICIES:

- Policy LP4 – Strategic Gap
- Policy LP14 – Landscape
- Policy LP17 – Green Infrastructure
- Policy LP29 – Development Considerations
- Policy LP30 – Built Form

RELEVANT DDGC DESIGN PRINCIPLES:

- LC01 – Landscape and Green Space
- LC02 – Landmarks and Views
- SL01 – Pattern of Development
- SL02 – Layout and Grain

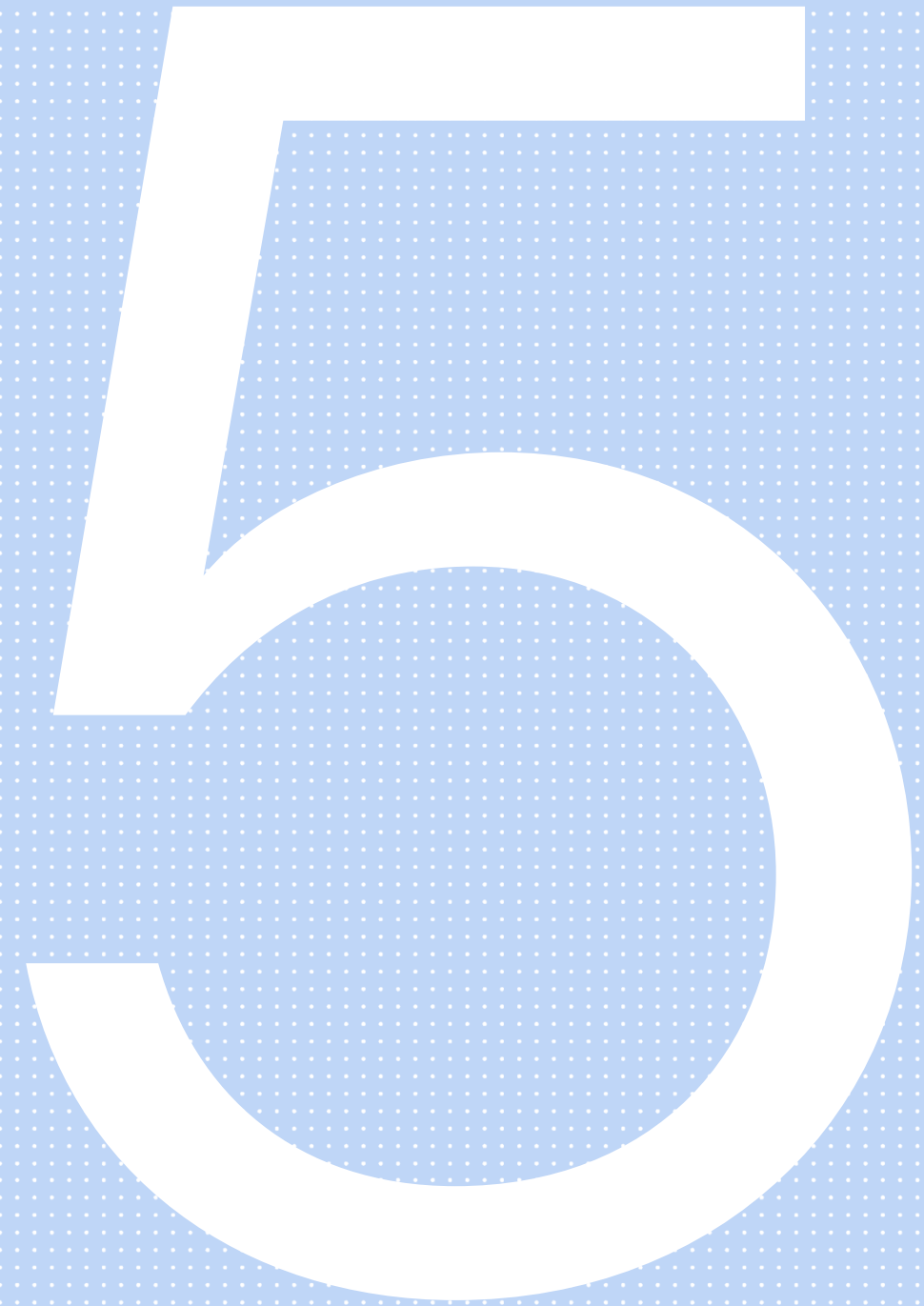


1.0	INTRODUCTION
2.0	HQDs & DESIGN PARAMETERS
3.0	HDGP 1
4.0	HDGP 2
5.0	HDGP 3
6.0	HDGP 4
7.0	HDGP 5
8.0	HDGP 6
9.0	HDGP 7
10.0	SUMMARY & CONCLUSIONS
11.0	APPENDICES



5.0 HQDP 3 PROVIDING SAFE AND CONVENIENT ACCESS FOR ALL

- 5.1 Providing Safe and Convenient Access for All
- 5.2 Design Approach & Response
- 5.3 Achieving HQDP 3
- 5.4 Conformity with Planning Policy & Guidance



5.0 HQDP 3

5.1 PROVIDING SAFE AND CONVENIENT ACCESS FOR ALL

Providing safe and convenient access for all users coming to and from the Site, including the local community for leisure uses, commuters, and visitors.

HQDP 3 is designed to ensure that safe and convenient access and journeys through the Site are available to all users, with an emphasis on active travel and sustainable transport methods wherever possible. Existing routes will be enhanced and new routes introduced to benefit not only future site users but nearby communities and businesses through the provision of enhanced commuting, permeability and leisure opportunities.



Electric vehicle charging point



Electric lorry charging points



Cycling commuter



Enhanced routes to be enjoyed by commuters and visitors



1.0 INTRODUCTION
2.0 HQDPs & DESIGN PARAMETERS
3.0 HQDP 1
4.0 HQDP 2
5.0 HQDP 3
6.0 HQDP 4
7.0 HQDP 5
8.0 HQDP 6
9.0 HQDP 7
10.0 SUMMARY & CONCLUSIONS
11.0 APPENDICES

5.0 HQDP 3

5.2 DESIGN APPROACH & RESPONSE

From the outset, the transport strategy has been to take a holistic and inclusive approach to meet the following key aims:

- Promote sustainable forms of transport wherever possible;
- Minimise trips to and from the Site by single occupancy private vehicles;
- Avoid impacts on the A5 trunk road and M42 motorway during peak times; and
- Reduce the volume of freight arriving solely by road.

Convenient and safe access for all users would be at the heart of a well-connected development, which facilitates sustainable forms of transport to, from, through and around the Site.

A network of new and improved Public Footpaths, Public Bridleways, footway / cycleways, road crossings and informal recreational routes throughout the Site and broader area will promote active travel. The proposed new and enhanced footway / cycleways would improve local commuting opportunities by bicycle and foot, not just for the Site but for other employment sites nearby, from the settlements of Tamworth, Polesworth, Dordon and Birchmoor. They would also create circular routes through the Strategic Gap, adding social value by enhancing recreational opportunities.

The proposals include enhancements to nearby public transport infrastructure, in the form of new and enhanced bus stops within and adjacent to the Site.

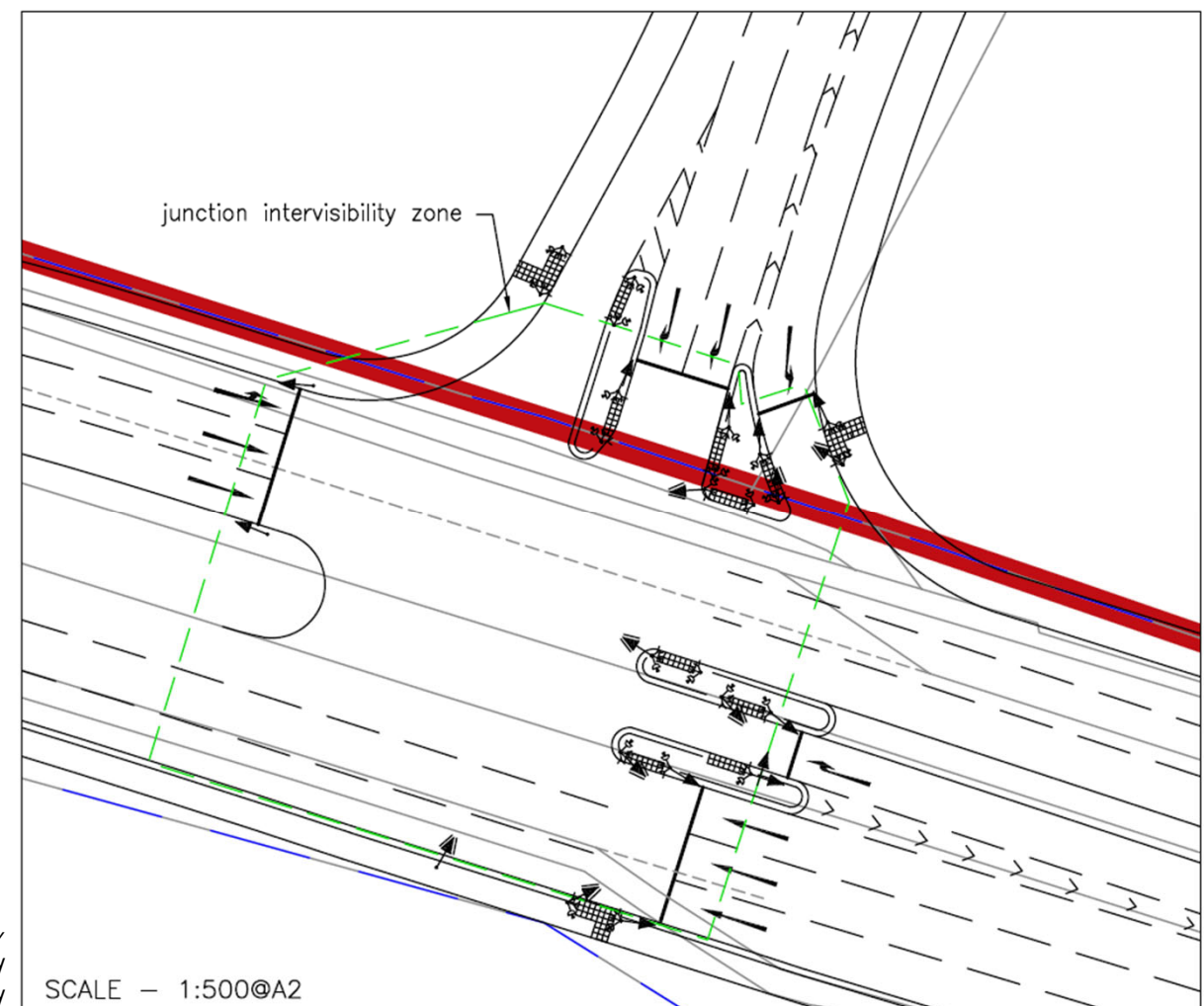
A Sustainable Travel Plan will be applicable to all future occupiers, to promote sustainable modes of transport and minimise impacts on the local transport network.

SITE ACCESS

The proposed new site access will provide an enhanced fully signal controlled pedestrian and cycle crossing of the A5 trunk road. This represents a significant improvement on the existing crossing formed of a staggered gap in the central reservation, and will enhance cycle and pedestrian commuter access to St Modwen Park Tamworth to the south.

Discussions are ongoing with National Highways in relation to any offsite infrastructure improvements that may be necessary. The proposed access design incorporates enhancements to Junction 10 of the M42 motorway.

Bus stop enhancements will include provision of covered bus shelter(s) with seating, associated street furniture and segregated footway / cycleways. The potential for green bus shelter provision (i.e., made from recycled materials with green roof and solar panels to power digital information board) will be explored, subject to agreement from the relevant statutory authority and bus operator(s).



New site access to incorporate fully signal controlled pedestrian and cycle crossing of the A5 trunk road

