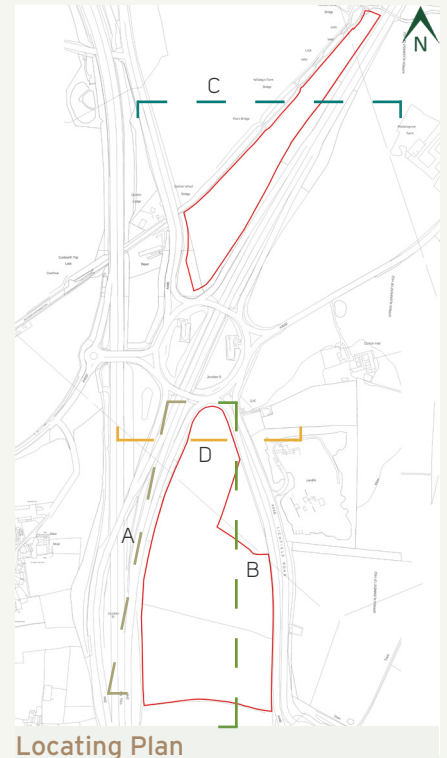


Landscape Context

The **northern parcel** is located to the north east of the settlement of Curdworth, north of the M42 and south east of the Birmingham and Fazeley Canal. The western boundary is defined by the Birmingham and Fazeley Canal, with Lichfield Road forming the southern boundary. The M42 Junction 9 roundabout is located to the immediate south of the northern site parcel, with the M42 defining the eastern boundary to the northern parcel of the site.

The site is situated to the east of the settlement of Curdworth and the east and north of the M42 / M6 Toll roads. The site is split into two parcels, the **southern parcel** is dominated by arable farmland, with boundaries defined by a combination of mature hedgerow with trees and post and wire fencing. Roads abut most of the southern site boundaries, with the M42 / M6 Toll to the west (including bridges and fly over sections of carriageway, which are visible from the site and contribute to the active and urbanising influences). The M42 Junction 9 roundabout is located to the immediate north, Lichfield Road / A446 to the east and an agricultural field to the south, beyond which is Marsh Lane. Traffic on the M42, Junction 9 roundabout and Lichfield Road are clearly evident and further add to the surrounding urban influences. The site takes its access from Lichfield Road (A446) to the east.



A. View of the Southern Parcel from Lichfield Rd



B. View of the Southern Parcel



C. View of the Northern Parcel and Southern Parcel from Lichfield Rd



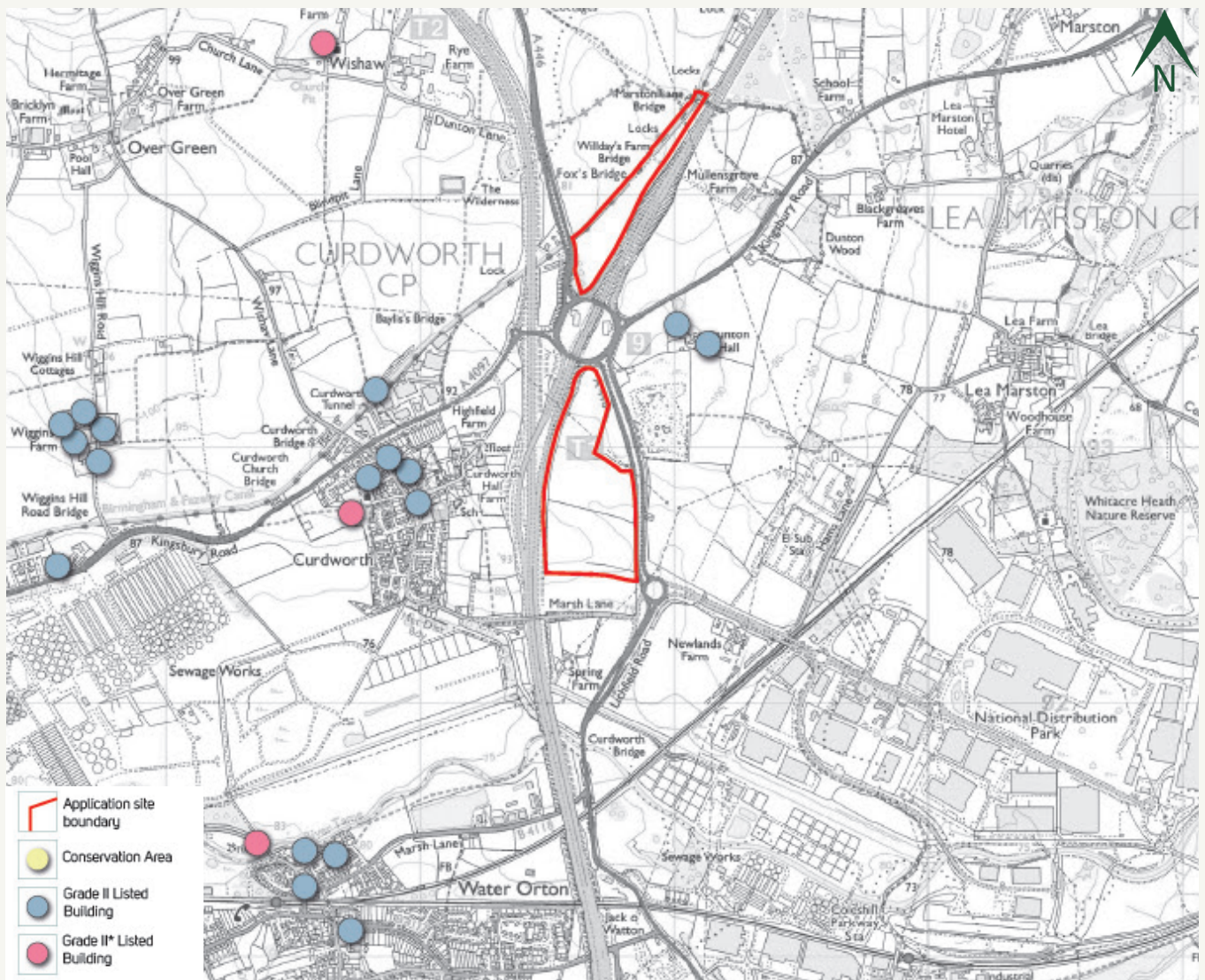
D. View of the Southern Parcel from Lichfield Rd



Heritage

There are no records of previously non-designated heritage assets within the site. Based on the information within the Warwickshire Historic Environment Record, supplemented by historic mapping, documentary research and a geophysical survey, the site is considered to have a low potential for archaeological remains dating to all periods. It is considered that any previously unrecorded archaeological remains would be of low/local significance. Groundworks associated with development on the site in the future have the potential to have below ground impacts upon any previously unrecorded archaeological deposits which may survive within the site. However, impacts can be mitigated for in advance of, or during construction.

There are 49 Listed Buildings located within the 3km radius of the site, of which four are Grade II* listed and the remaining buildings Grade II listed. They include examples of agricultural and residential buildings and railway infrastructure. Proposed development of the site will cause a low level of less than substantial harm to the significance of the Grade II* listed Church of St Nicholas and St Peter and Church of St Chad. This low level of less than substantial harm can be further reduced through sensitive design and the strengthening of screening between the study site and these assets. It is anticipated that development of the site will cause no harm to the significance of the Grade II* listed The Grove, or the Grade II listed buildings at Wiggins Hill, or non-designated Birmingham and Fazeley Canal (MWA4399).



Heritage Plan - Northern and Southern Parcels

Local and Regional Case Studies

HAMS HALL DISTRIBUTION PARK & GORSEY LANE, COLESHILL

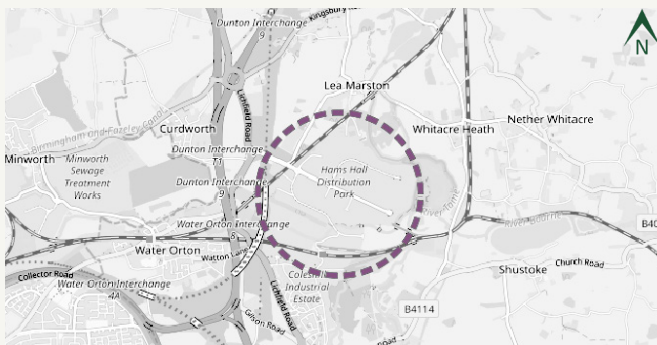
Hams Hall Distribution Park was opened in 1997 and includes a rail freight terminal. It is inclusive of a large site to the north of the rail terminal that includes a number of large footprint warehouses that are predominantly storage and distribution focused. There are also warehouses to the south of the rail terminal that are generally of a smaller footprint size and which also include office and manufacturing space.

Buildings here do not follow any one consistent approach to façade design or roof form, but are now reasonably nestled into a maturing landscaped setting. Pitched, barrel-vaulted and parapet roof forms are all visible across the park. Façade design also varies, particularly across smaller buildings in the south, with brickwork used at lower levels of some older buildings and many including textured composite cladding systems dominated by greys and greens, but with accent colours sometimes used at eaves level; and curtain-walling systems to office frontages.



Recent Scheme

Older Scheme



Hams Hall Distribution Park

Gorsey Lane, Coleshill

BIRCH COPPICE BUSINESS PARK, ST MODWEN RELAY PARK & CENTURIAN PARK, TAMWORTH

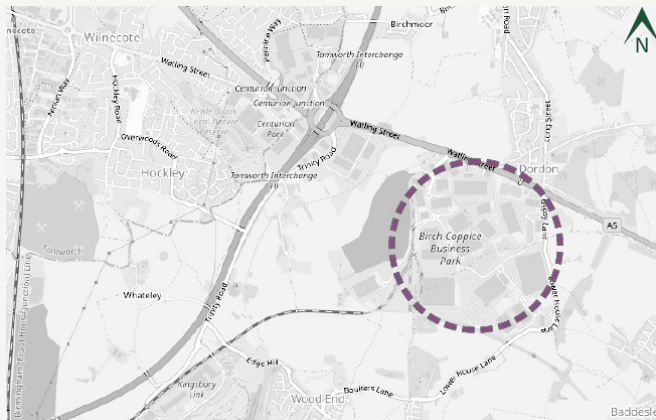
Located around junction 10 of the M42, this collection of business parks includes a rail freight terminal at Birch Coppice Business Park and features a range of warehouses offering various floorspace options. The primary uses here are focused on storage and distribution, but there is also some manufacturing and some office space.

Some of the older buildings at Centurian Park feature brickwork at lower level, but predominately – and especially across the more modern buildings – facades are defined by textured composite cladding systems. As at Hams Hall, facades are dominated by greys, but also feature cream. Red, green and blues are also used at eaves level and as feature bands to some buildings. Roof forms are generally pitched or parapet.

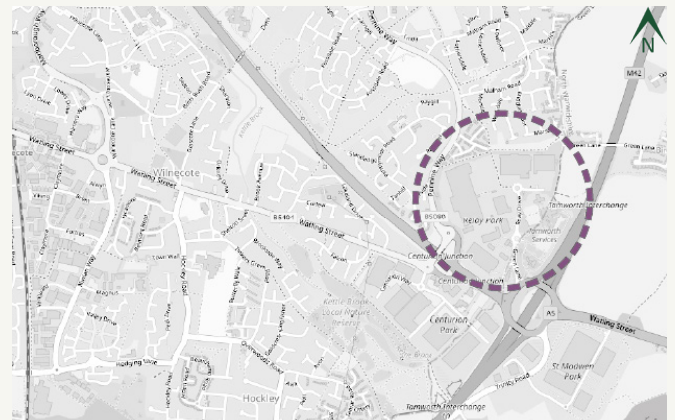


Birch Coppice Business Park

Centurian Park



Birch Coppice Business Park

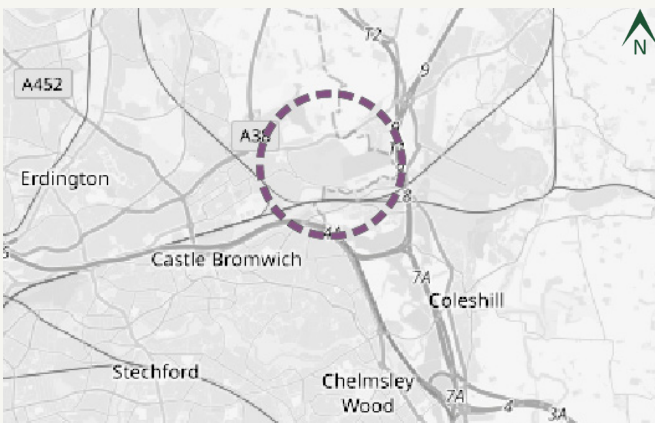


St Modwen Relay Park & Centurian Park

MIDPOINT PARK, SUTTON COLDFIELD

This business park consists of a range of warehouse sizes catering predominantly for storage and distribution uses. The park has been developed as a cohesive whole, with buildings and roof forms consistently detailed. Facades are formed by textured composite cladding systems. Whilst dominated by greys, darker blue/grey panels are a feature of these buildings, framed by lighter grey to break up the massing. Vertical glazing panels are also a feature of the longer elevations of these buildings.

Roof forms are pitched in the southern part of the park and parapet in the northern part. Eaves are also detailed with white brackets, paired with contrasting green feature banding at high-level.



Midpoint Park





3

The Site

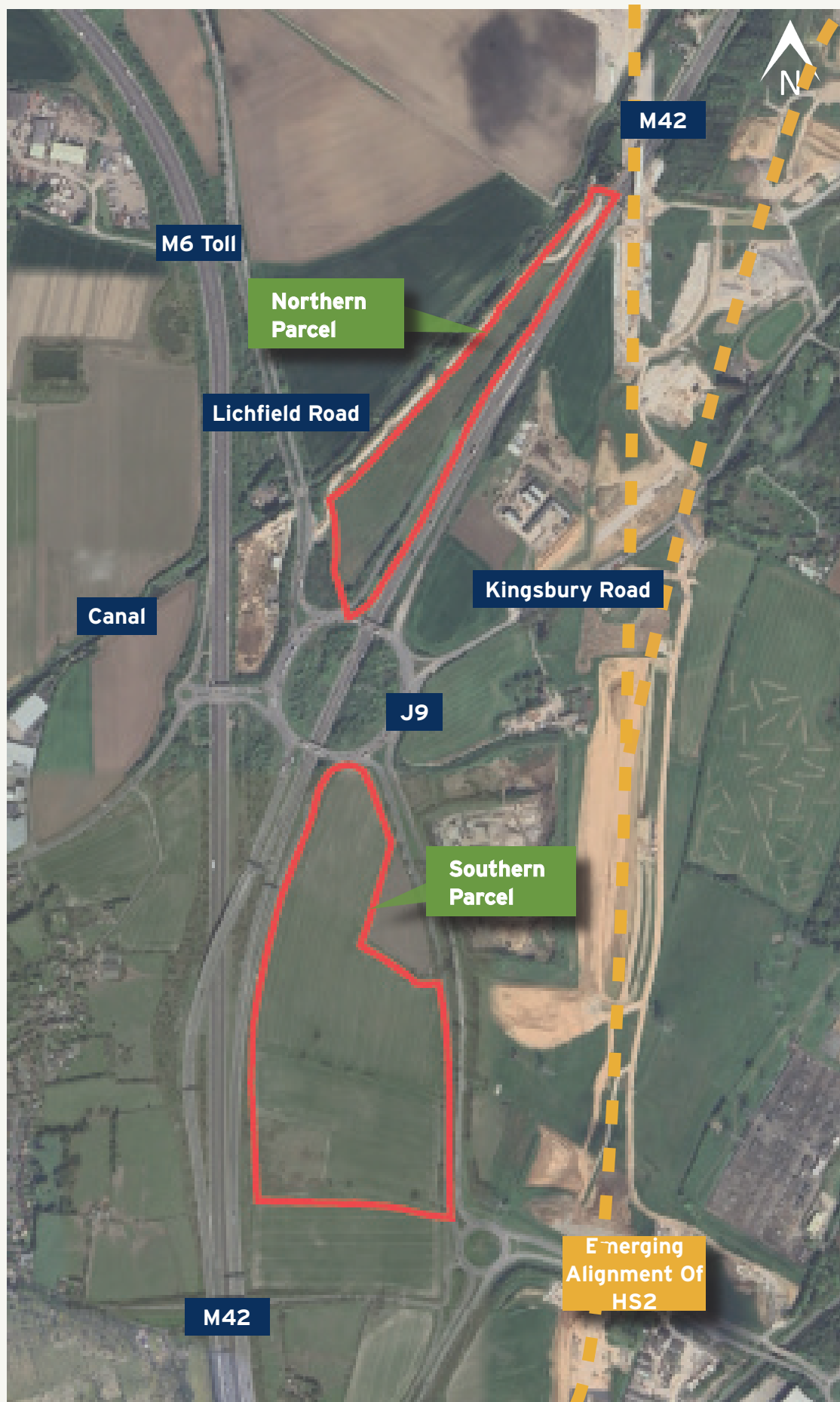
The Site

The site comprises two parcels of land, both of which are in the same ownership. The location and extent of the site is shown edged red on the Site Location Plan (to the right of this page).

The northern parcel of land to the north of Junction 9 of the M42 is intended to be utilised for habitat creation to contribute to the Proposed Development's BNG objectives, Green Belt enhancement and public access.

The southern parcel ("the land proposed for development") is approximately 19.51 ha in size and comprises agricultural land that is bound on three sides by significant highways infrastructure, including Lichfield Road (A446) to the east/north, Junction 9 of the M42 to the immediate north and the M42 / M6 (Toll) to the west. To the south, it is bound by an agricultural field beyond which is Marsh Lane.

A roughly triangular area of land with a frontage to Lichfield Road is excluded from the southern parcel as it does not form part of the land ownership. However, this piece of land will remain accessible via Lichfield Road.

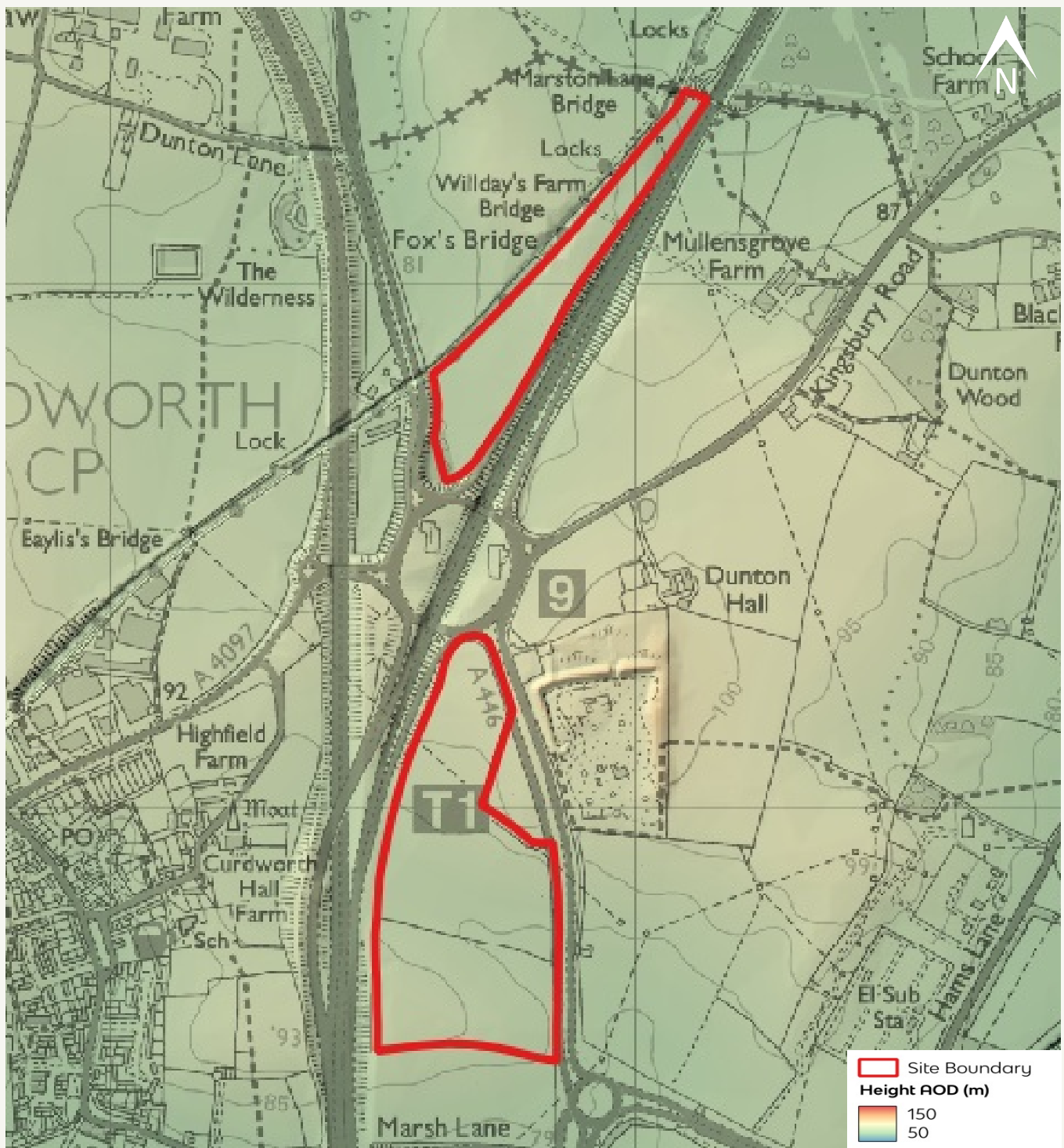


Site Location - Northern and Southern Parcel

Topography

The northern parcel is a reasonably flat area of land, with a gentle fall across it.

The existing land form of the southern parcel consists of a valley running east-west through the southern-central part of the site with a low point at the eastern boundary of circa 82.5m AOD. The land rises from here to the south reaching a high point at the southern boundary of circa 88.5m AOD. The land also rises to the north, reaching a high point at the north-eastern boundary of circa 98.5m AOD.



Topography Plan