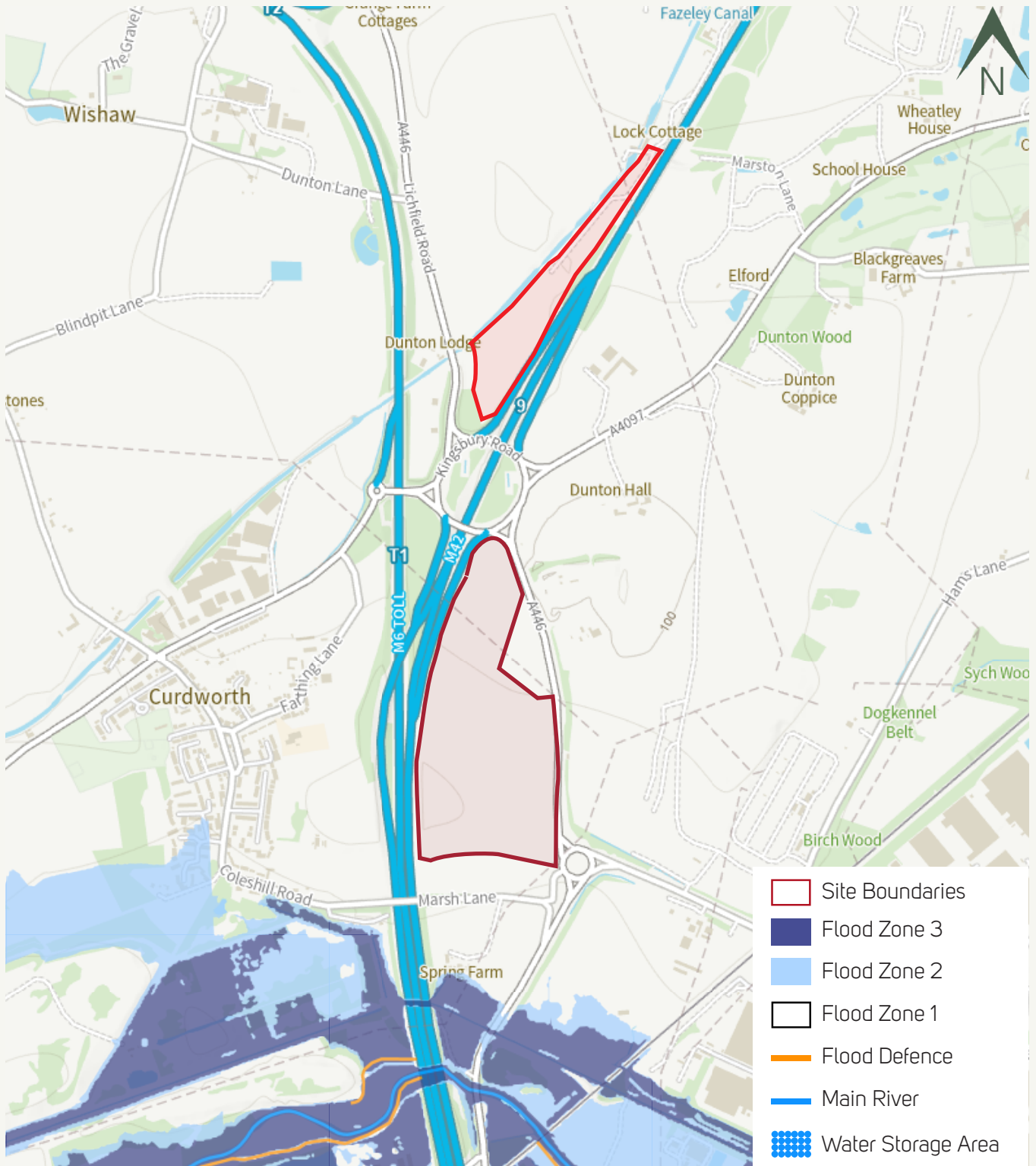


## Flood Risk

A Flood Risk Assessment and Outline Drainage Strategy has been prepared and submitted alongside the planning application. The site (both parcels) is identified as being within Flood Zone 1 and, therefore, has a 'low probability' (0.1% annual probability) of fluvial/tidal flooding.

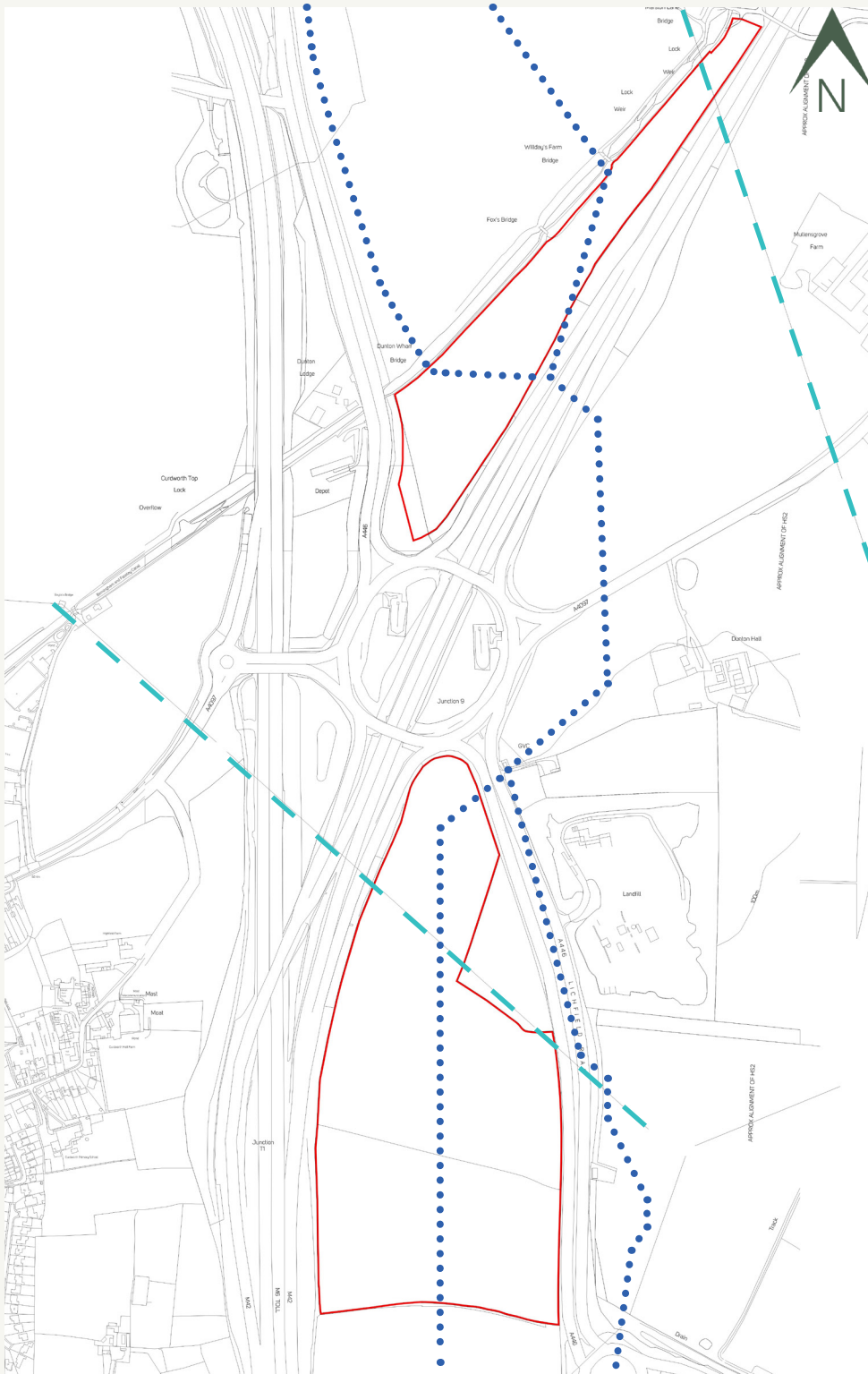


Flood Risk Map

## Services

A gas pipeline runs on a broadly north-south alignment across the site. Buildings must respect the 18.3m (60ft) overall width easement associated with it; and the cover levels of the pipeline. Highway can cross it, but must do so at 90 degrees to the pipeline and car parking can be located within/over in the easement, as has been confirmed during consultation with Cadent.

Overhead power lines cross the northern part of the site, supported on pylons; two of which are located within the site. Development must be set out to respond to the swing and sag of the power lines between the pylons and respect the existing ground levels at the base of the pylons.



	Site Boundaries
	Local High pressure Gas Pipeline
	O/H Power Lines

Services Plan

## Arboriculture

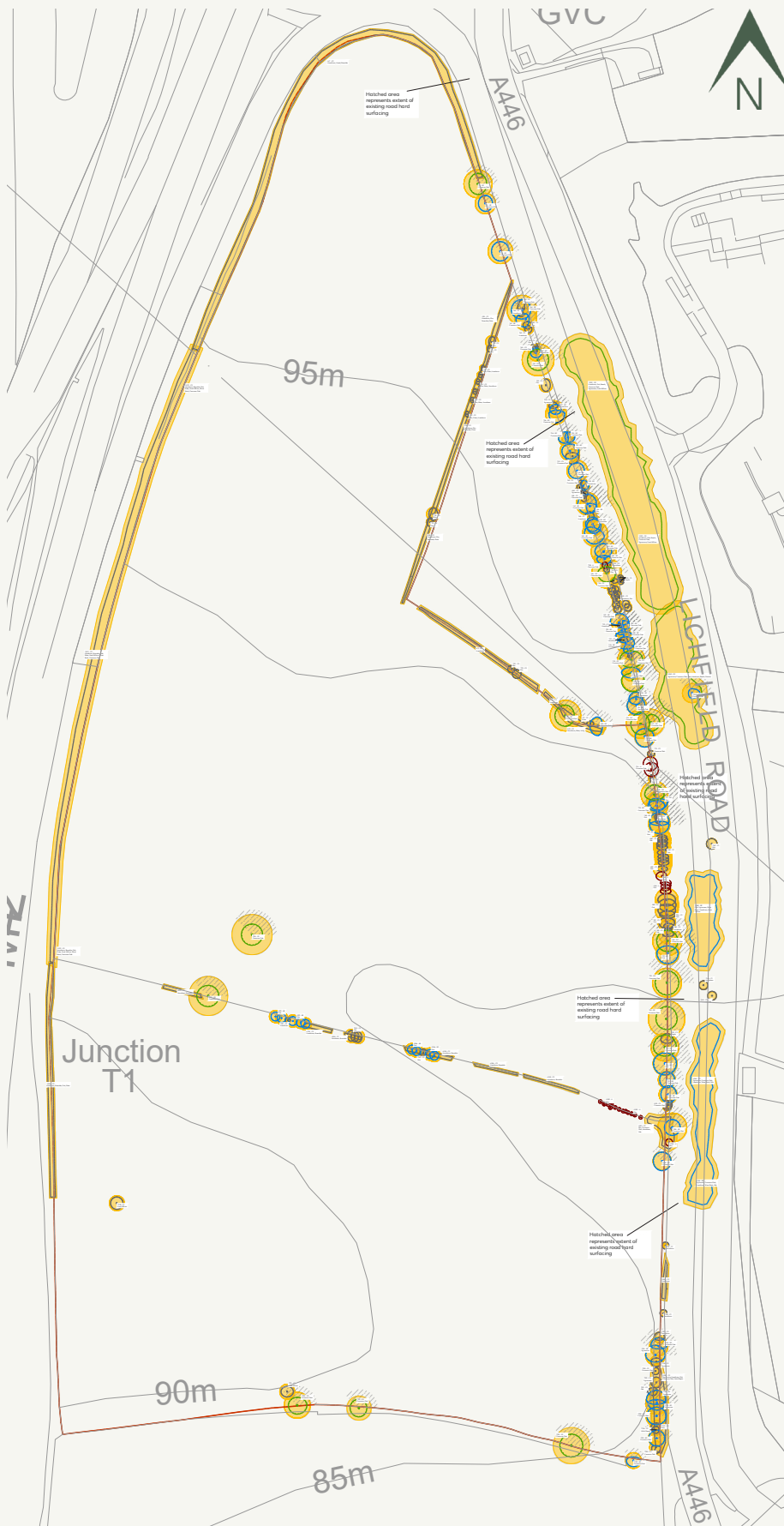
A Preliminary Arboricultural Impact Assessment has been undertaken following the completion of a BS5837:2012 Tree Quality Survey, which established the arboricultural baseline across the northern and southern site parcels. No trees at either parcel are subject to any form of statutory designations whether that be individual, group or area Tree Preservation Orders (TPO's) or a Conservation Area.

### Northern Parcel

The tree population present at the northern parcel is similar whereby all trees and hedgerows align the perimeter. The canal-side perimeter is bound by continuous mixed native (primarily hawthorn) hedgerow. The southern, western, and eastern perimeters comprise scattered woodland segments containing densely populated stands of mainly native broadleaf tree species (of mixed age classifications ranging from semi-mature to mature), offering good screening and arboricultural merits towards the M42 slip road beyond the southeastern site boundary. There is a small area of woodland located to the southwest that is classified under Priority Habitat Inventory- Deciduous Woodland, according to Defra's 'MAGIC' online mapping software.



Arboriculture Plan - Northern Parcel



Arboriculture Plan - Southern Parcel

### Southern Parcel

As arable land contained by belts of roadside tree and hedgerow cover, the survey found that the southern parcel's existing tree population is mainly limited to its boundaries. The fields are traversed and bound by stretches of primarily bramble-clad hawthorn and blackthorn hedgerows, with stands of goat willow, elder, birch and scattered declining ash and elm. A few high value oak trees are located internally, yet the principal tree stock is positioned along the eastern boundary where primarily mature Category A (high quality and value) and Category B (moderate quality and value) oak and sycamore trees form a continuous canopy arrangement. The quality and condition of the Lichfield Road boundary canopy cover is mixed as it also comprises segments of declining elm and ash trees, owing partly to early Ash Dieback Disease onset. However, the majority of the dominant specimen trees along this perimeter showcase good form and vigour, with characteristic canopy arrangements and defects present given their position in a linear group with cohesive canopies.



## Ecology

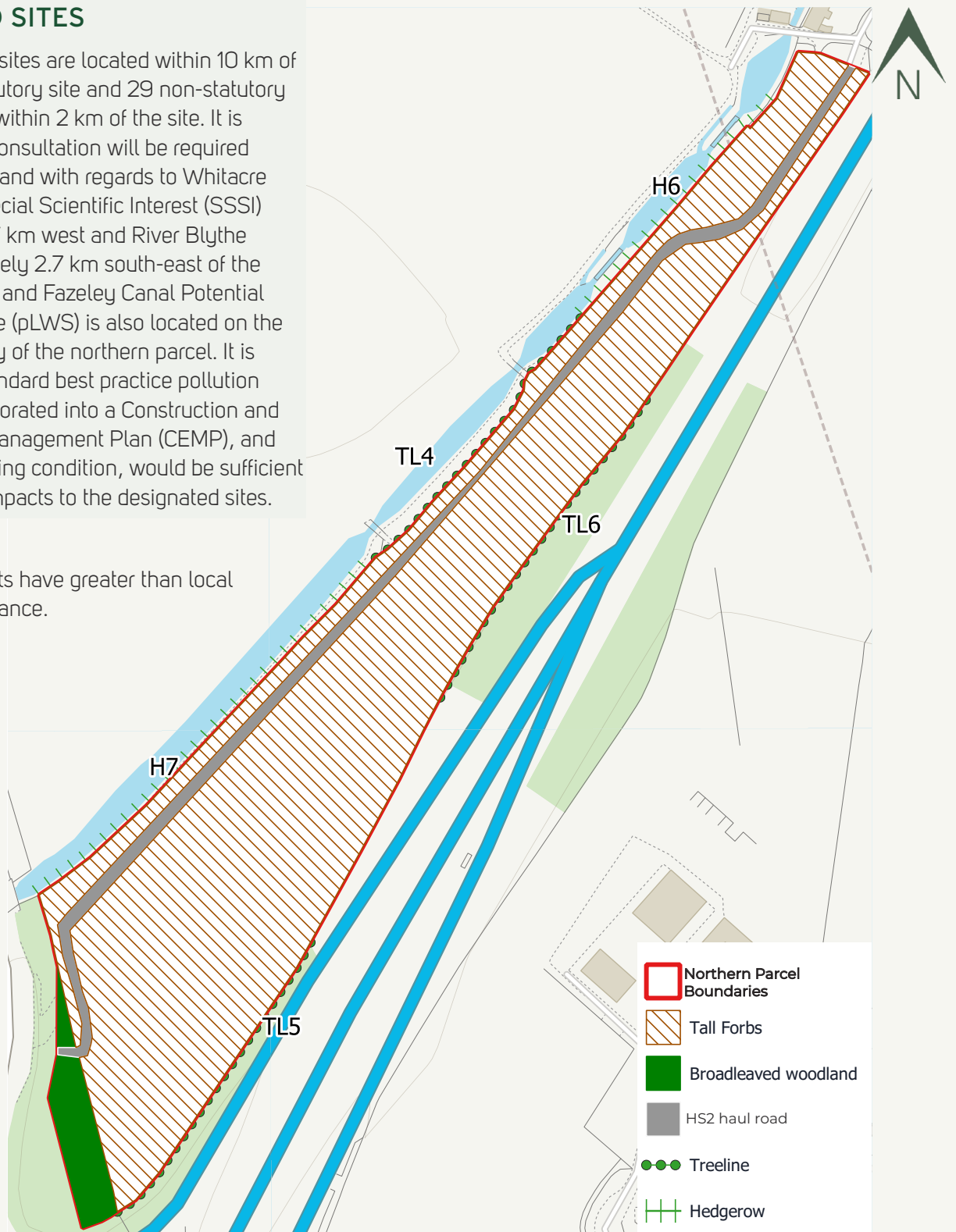
An Ecological Impact Assessment has been undertaken and has been submitted alongside this planning application.

## STATUTORY AND NON-STATUTORY DESIGNATED SITES

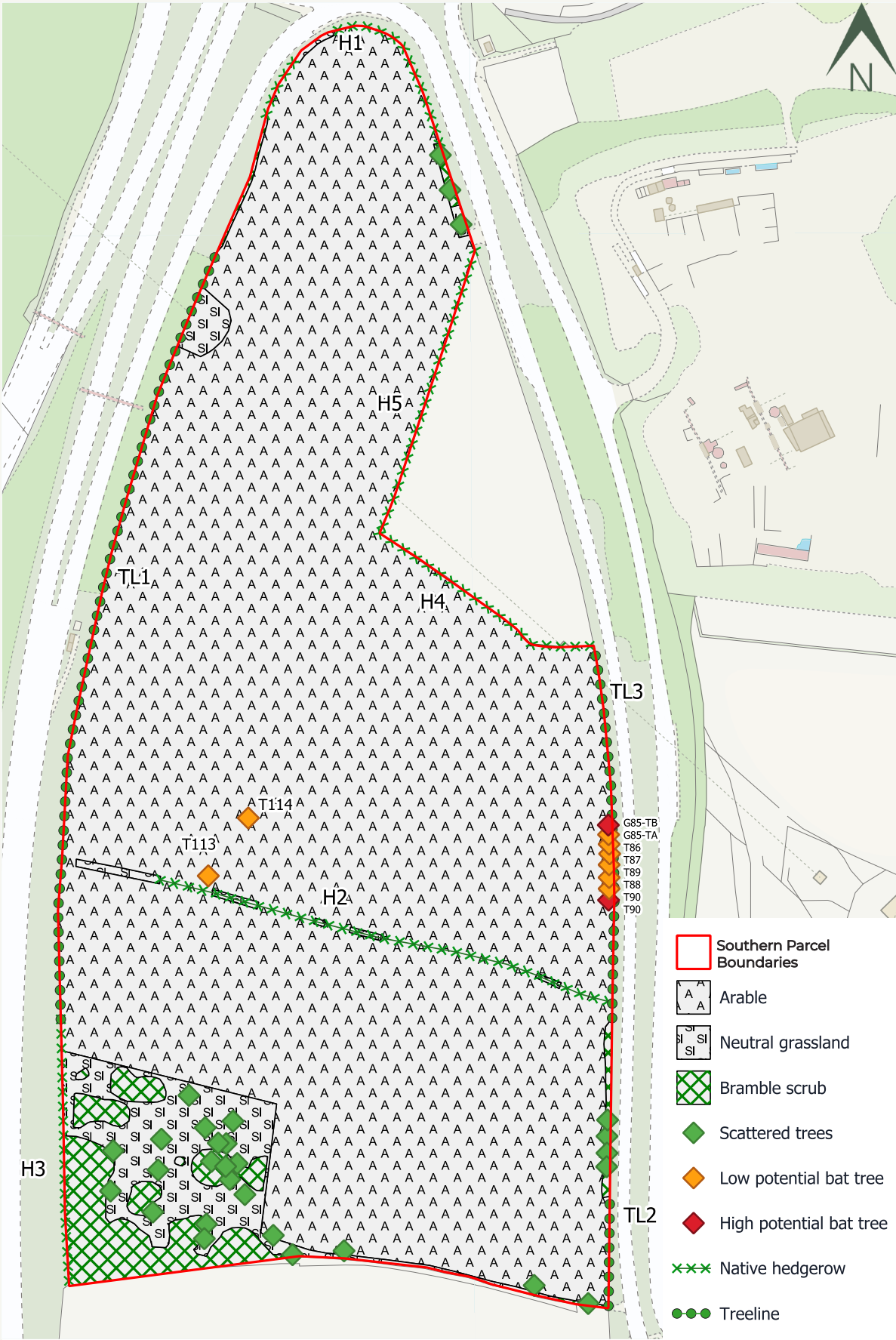
No Natura 2000 sites are located within 10 km of the site. One statutory site and 29 non-statutory sites are located within 2 km of the site. It is anticipated that consultation will be required with Natural England with regards to Whitacre Heath Site of Special Scientific Interest (SSSI) approximately 1.7 km west and River Blythe SSSI, approximately 2.7 km south-east of the site. Birmingham and Fazeley Canal Potential Local Wildlife Site (pLWS) is also located on the western boundary of the northern parcel. It is expected that standard best practice pollution prevention incorporated into a Construction and Environmental Management Plan (CEMP), and secured by planning condition, would be sufficient to avoid any impacts to the designated sites.

## HABITATS

No on-site habitats have greater than local ecological importance.



Habitat Features Plan - Northern Parcel



Habitat Features Plan - Southern Parcel



## Air Quality

An Air Quality Assessment has been undertaken and has been submitted alongside this planning application. This assesses the potential effects of traffic generated by development upon existing dwellings adjacent to local roads to establish that there will be no adverse effects upon their existing standards of air quality.

The site lies within the area of North Warwickshire Borough Council (NWBC). Air quality within the Borough area is generally good and to date, no Air Quality Management Areas have been designated. The council's most recently published 2023 Annual Status Report (ASR) states:

"Monitoring over the past 12 months has shown levels of nitrogen dioxide for all monitoring sites to be below the national objective. It is not considered necessary to declare an Air Quality Management Area (AQMA) at the current time.

The 2022 concentrations ranged between 14.9  $\mu\text{g}/\text{m}^3$  and 37.9  $\mu\text{g}/\text{m}^3$  with no exceedances of the National Air Quality Objective Level of 40  $\mu\text{g}/\text{m}^3$ . Monitored concentrations, show a gradual decline in concentrations from 2018 to 2022 with some increases in concentrations between 2021 and 2022, albeit these are likely to be due to the easing of lockdown restrictions during to the COVID-19 pandemic.





## Noise

An Acoustic Assessment has been undertaken and has been submitted alongside this planning application.

Sound meters were installed in May 2023 on the western site boundary (SM1), approximately 25m from the carriageway edge of the M42 motorway, eastern site boundary (SM2), approximately 10m from the carriageway edge of the A446 (Lichfield Road) and on The Paddock, Curdworth (SM1), approximately 460m to the west of the site boundary.

On site observations identified the dominant noise source at the site was road traffic noise from surrounding road network, in particular the M42, M6 Toll and the A446. The results of the surveys indicate the following:

- SM1 - The measured daytime LAeq, T ranged between 69 dB and 70 dB, while the measured night-time LAeq, 8hr ranged between 65 dB and 70 dB. For night-time LAFmax, 1min noise levels show that the individual noise events did not exceed 86 dB.
- SM2 - The measured daytime LAeq, T ranged between 63 dB and 66 dB, while the measured night-time LAeq, 8hr ranged between 59 dB and 63 dB. For the night-time LAFmax, 1min noise levels shows that the individual noise events did not exceed 94 dB.
- CM 1 - The measured sound levels over the 2 hour survey period (LAeq, 2hr) were measured at 54 dB during the daytime and 47 dB during the nighttime. The daytime LA90, 1hr ranged between 47 dB and 48 dB, and the night-time LA90, 15mins ranged between 41 dB and 46 dB.





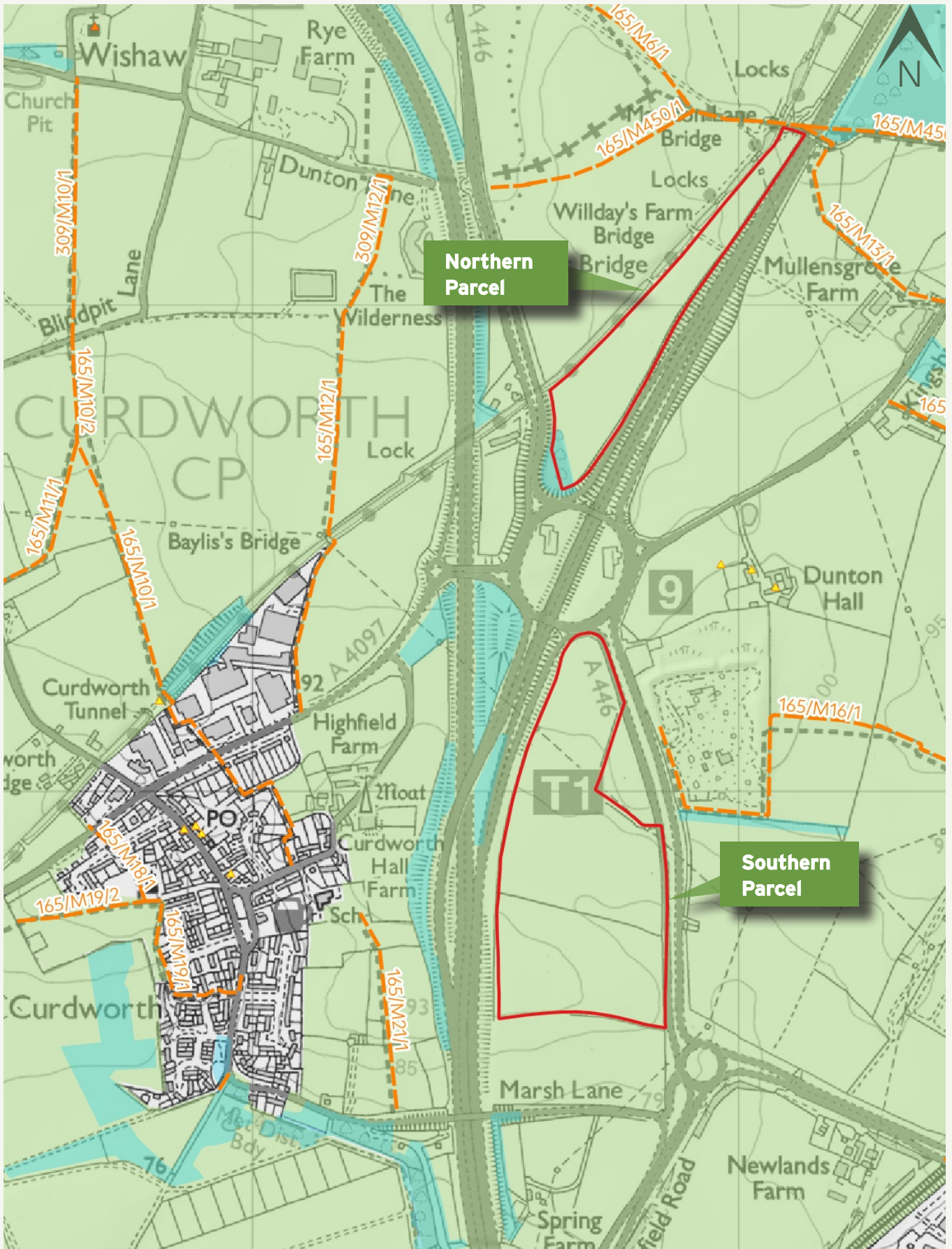




# 4

## Planning Policy Context





Adopted Policies Map - Northern and Southern Parcels

# Planning Policy Context

## LOCAL PLANNING POLICY









The adopted Development Plan for the site is the North Warwickshire Local Plan (“the Local Plan”), which was adopted in September 2021. The adopted Local Plan designates both the southern and northern site parcels as Green Belt.

To the east of the southern site parcel, beyond Lichfield Road, is a safeguarded area for the construction of HS2, with Hams Hall/the Rail Freight terminal employment allocation beyond this. At the western boundary of the northern parcel is land safeguarded for the construction of HS2.

A full consideration of the planning policy context is set out in the supporting Planning Statement – a summary with regard to design development and proposals is provided in this section.

The policies of the adopted Development Plan that are most relevant to the determination of this outline planning application are detailed within the submitted Supporting Planning Statement. This identifies the following as the most relevant policies of the Local Plan: LP1, LP2, LP3, LP5, LP6, LP11, LP14, LP16, LP17, LP23, LP27, LP29 and LP30. The Local Plan also includes as an appendix, Car Parking Standards which include requirements for Warehousing, Industry and Offices.

### LEGEND

-  Site Boundary
  -  Public Rights of Way
  -  Green Belt
  -  Ancient Woodland
  -  National Forest Inventory Woodland
- Listed Buildings**
-  I
  -  II\*
  -  II



## National Planning Policy

A full consideration of the planning policy context is set out in the Planning Statement – a summary with regard to design development and proposals is provided in this section.

**The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.**

### *National Design Guide*

The National Planning Policy Framework December 2023 (NPPF) outlines the Government's planning policies for England. The 'presumption in favour of sustainable development' is at the heart of the document.

Section 12 of the NPPF specifically addresses the matter of good design. It corroborates the principle that good design and good planning are indivisible and, taken together, are a key component of achieving sustainable development.

Paragraph 123 of the Framework states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 135 states that planning policies and decisions should aim to ensure that developments: -

- a. Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- c. Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and,
- f. Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and
- g. Where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136 states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

This DAS demonstrates how each of the objectives and design principles within the NPPF have been incorporated within the proposed scheme.

## PLANNING PRACTICE GUIDANCE

Planning Practice Guidance (PPG) was launched on the 6th March 2014 and provides guidance on Design and Access Statements; it states that they must:

- Explain the design principles and concepts that have been applied to the proposed development; and
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

With regard to parameter plans, the PPG states that,

**Can include information on the proposed land use, building heights, areas of potential built development, structure of landscape and green infrastructure, access and movement and other key structuring and placemaking components. They can be prepared to inform an environmental impact assessment, where one is required to accompany an outline application**

*Planning Practice Guidance*

## NATIONAL DESIGN GUIDE

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The ten characteristics are: -

1. Context – enhances the surroundings.
2. Identity – attractive and distinctive.
3. Built form – a coherent pattern of development.
4. Movement – accessible and easy to move around.
5. Nature – enhanced and optimised.
6. Public spaces – safe, social, and inclusive.
7. Uses – mixed and integrated.
8. Homes and buildings – functional, healthy, and sustainable.
9. Resources – efficient and resilient.
10. Lifespan – made to last.



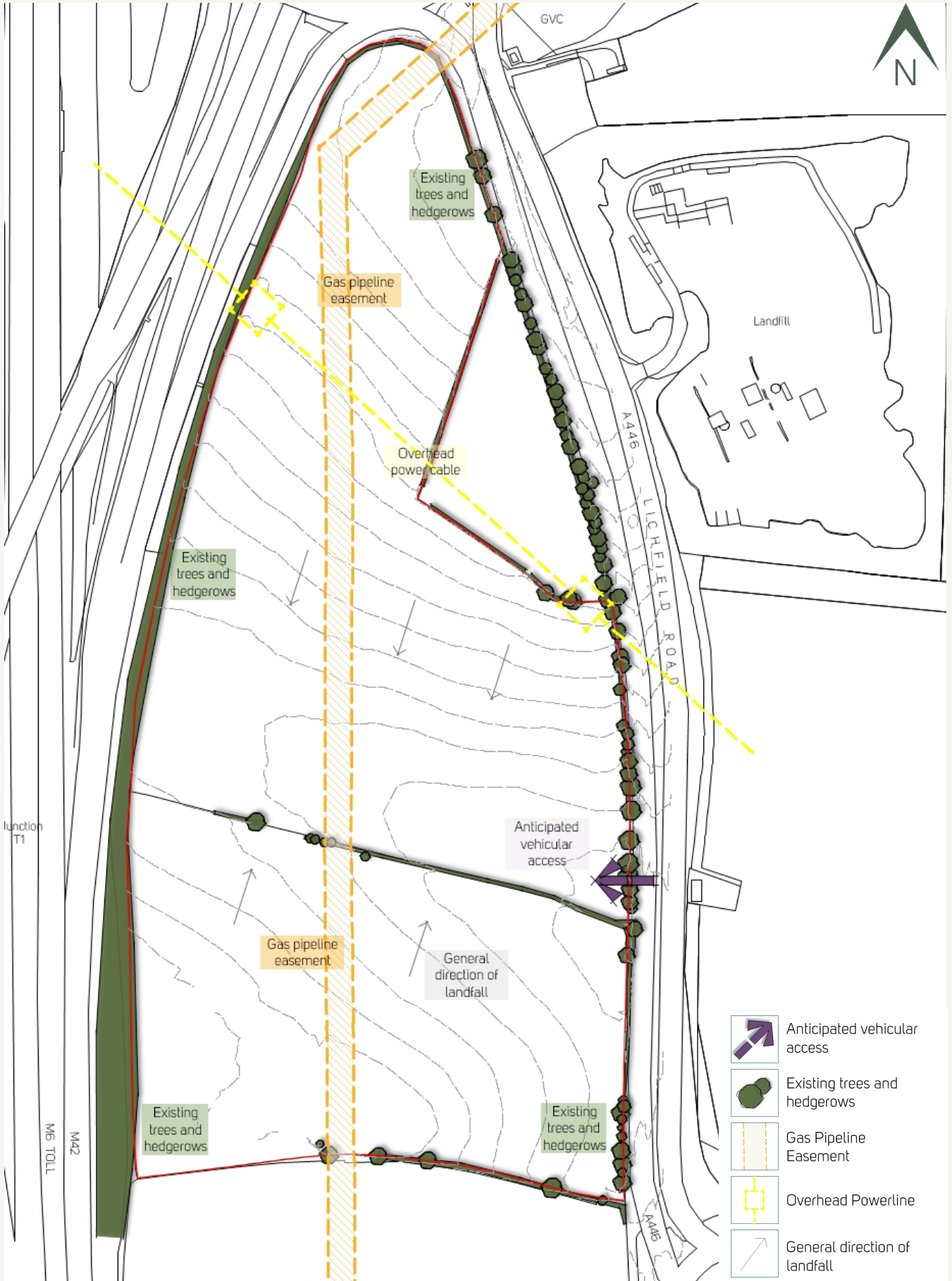




# 5

## Design Process





Constraints and Opportunities plan - Southern Parcel

# Design Process

A clear understanding of the site constraints and opportunities has been gained through the work undertaken and summarised in sections 2, 3 and 4. The main considerations are presented on the opposite constraints and opportunities plan and summarised below, within the context of delivering a employment-use focused development in the southern parcel;

## Southern Parcel Constraints and Opportunities

### CONSTRAINTS

- A gas pipeline runs on a broadly north-south alignment across the site. Development must respect the 18.3m (60ft) overall width easement associated with it; and the cover levels of the pipeline. Highway can cross it, but must do so at 90 degrees to the pipeline.
- Overhead power lines cross the northern part of the site, supported on pylons; two of which are located within the site. Development must be set out to respond to the swing and sag of the power lines between the pylons and respect the existing ground levels at the base of the pylons.
- 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. The land rises from here to the south and the north.
- The existing rolling topography will need to be considered in the formation proposals, as this use type requires large level development plateaus. Care should be taken to minimise the height of retaining features where re-profiling of the land is required.

### OPPORTUNITIES

- Close to the existing highways infrastructure, which presents a clear locational advantage for logistics development.
- Absence of any significant sensitive neighbouring development
- Proximity to other similar uses (Hams Hall Distribution Park)
- There is a need for the type of development proposed, as detailed within the accompanying Employment Need Report prepared by LSH.
- Safe and convenient access from Lichfield Road
- Potential for carefully designed visibility of new buildings at the northern end of the site for occupier presence and general way-finding.
- Potential for the delivery of a high-quality logistics development that successfully meets occupier requirements



Existing Boundary vegetation



On-site Pylon



Marker Post identifying Gas Main