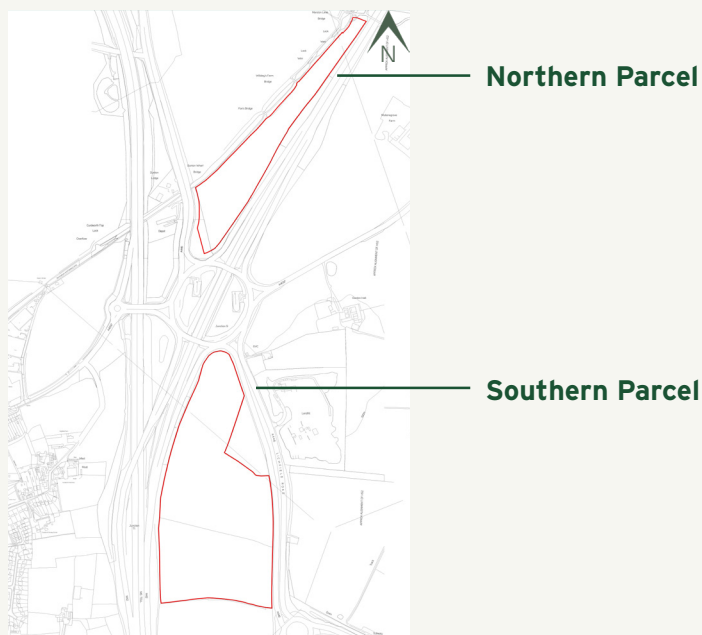


Development Concept - Southern Parcel

IDENTIFYING SUITABLE DEVELOPMENT LAND

Both parcels of land are within the same ownership and so are intrinsically linked. An understanding of the constraints and opportunities presented in sections 2, 3 and 4 of this document have informed an approach to development proposals that maximises development on the southern land parcel and delivers biodiversity enhancements on the northern parcel. The northern parcel is constrained both by services that cross it and by its narrow shape which is not well suited to development, but given its proximity to the canal does offer opportunities for enhanced public access. The southern parcel benefits from excellent transport connectivity and is located in close proximity to existing employment uses at Hams Hall Distribution Park.



SOUTHERN PARCEL DEVELOPMENT CONCEPT

Development proposals for the southern parcel have evolved from an initial concept plan that defined a layout structure to respond to the constraints and opportunities of the site. The key elements of this are;

- Space is needed at the edges of the parcel for the retention and enhancement of landscaping, so that trees and vegetation enclose the site and soften the appearance of proposed buildings, yards, parking and roads upon longer-range views.
- A new vehicular access should be located approximately half-way along the eastern boundary interface with Lichfield Road.
- Buildings and roads must be set out to avoid the gas pipeline.
- Elements such as buildings, street furniture and planting, as well as road crossings must be positioned with consideration of the swing and sag of the overhead power lines.
- The earthwork strategy must carefully respond to existing levels of cover to the gas pipeline, existing levels at the base of the pylons, RPA's of existing trees, and to minimise retaining features.

Broad extents of development zones and routes for internal roads were then established that respond to these known constraints.

Consultation Process

A Statement of Community Involvement has been prepared which provides greater depth of all aspects of the consultation undertaken as part of the planning application process. The below sets out a summary in the form of a timeline, showing the consultation that has taken place.



Pre Application Consultation with NWBC

A pre-application meeting was held on the 14th June 2023 between Richborough, Asteer Planning, and NWBC's planning department. The emerging scheme proposals were presented and NWBC were invited to provide feedback.

Pre-application consultation with Other Stakeholders

On 2nd October 2023, Asteer Planning contacted a selection of people and organisations with potential interest in the emerging proposals. This included Local Councillors and MP's, Parish Councils and Town Councils. The message included a Site Location Plan and a letter, which provided an introduction to Richborough, some background information about the site and details of the emerging proposals. The letter also invited the recipients to attend a virtual briefing session to allow the Applicant's team to present the emerging proposal in further detail and to answer questions.

Community Consultation

On 19th October 2023, a leaflet was issued by Richborough to residents in the vicinity of the site to notify residents and businesses of the emerging proposals. The leaflet included details of a website that has been set up specifically for the consultation event and of an in-person consultation event. E-mail and postal address details and a telephone number were also provided so that people wishing to make comments on the proposals could do so. Prior to the in-person public consultation event taking place, notification was published in press releases in the Birmingham Mail and Coventry Telegraph on the 19th October 2023. An in-person consultation event was held at Curdworth Village Hall on the 25th October 2023. The event took place between 8am and 5pm, and was attended by Richborough, Asteer Planning, Tyler Grange, Hub Transport Planning, and R-ACE. The proposals were detailed on a series of boards displayed around the room and visitors were encouraged to make comments by completing hard copies of the online questionnaire form, which could then be posted anonymously within a sealed box.

June

October

2023

Information used to promote public exhibition



Pre Application Consultation with NWBC

A second pre-application meeting was held with NWBC on 13th November 2023. The meeting was attended by Richborough, Asteer Planning and the Council's Head of Development Control Service. Updated versions of the Parameter Plan, Illustrative Masterplan, and Landscape Strategy Plan were all presented during the meeting to obtain further feedback from NWBC on the proposals. The applicant team were advised that a 20m buffer to the M42 may be required, as this was requested by National Highways in relation to the planning application to the south of the site (southern parcel). It was also suggested that the Parameter Plan should consider various heights across the site based on finished floor levels and that the north of the site was likely to be more sensitive from a height perspective, but also that there may be an opportunity for a more prominent building design on the northern tip of the site (southern parcel). Positive feedback was received about the inclusion of a proposed HGV waiting area in the revised proposals.

Curdworth Parish Council

Richborough, Asteer Planning, Hub Transport Planning attended Curdworth Parish Council's Full Council meeting on 13th November 2023 to present the emerging proposals for the site. The meeting was held in-person at St Nicholas Church Hall, Curdworth.

November

Warwickshire County Council

Richborough and Asteer Planning attended a virtual meeting with Mark Ryder (Executive Director for Communities) and Scott Tompkins (Director of Environment, Planning and Transport) of Warwickshire County Council ("WCC") on 8th January 2024.

January

2024

Illustrative Masterplan - Iteration 1

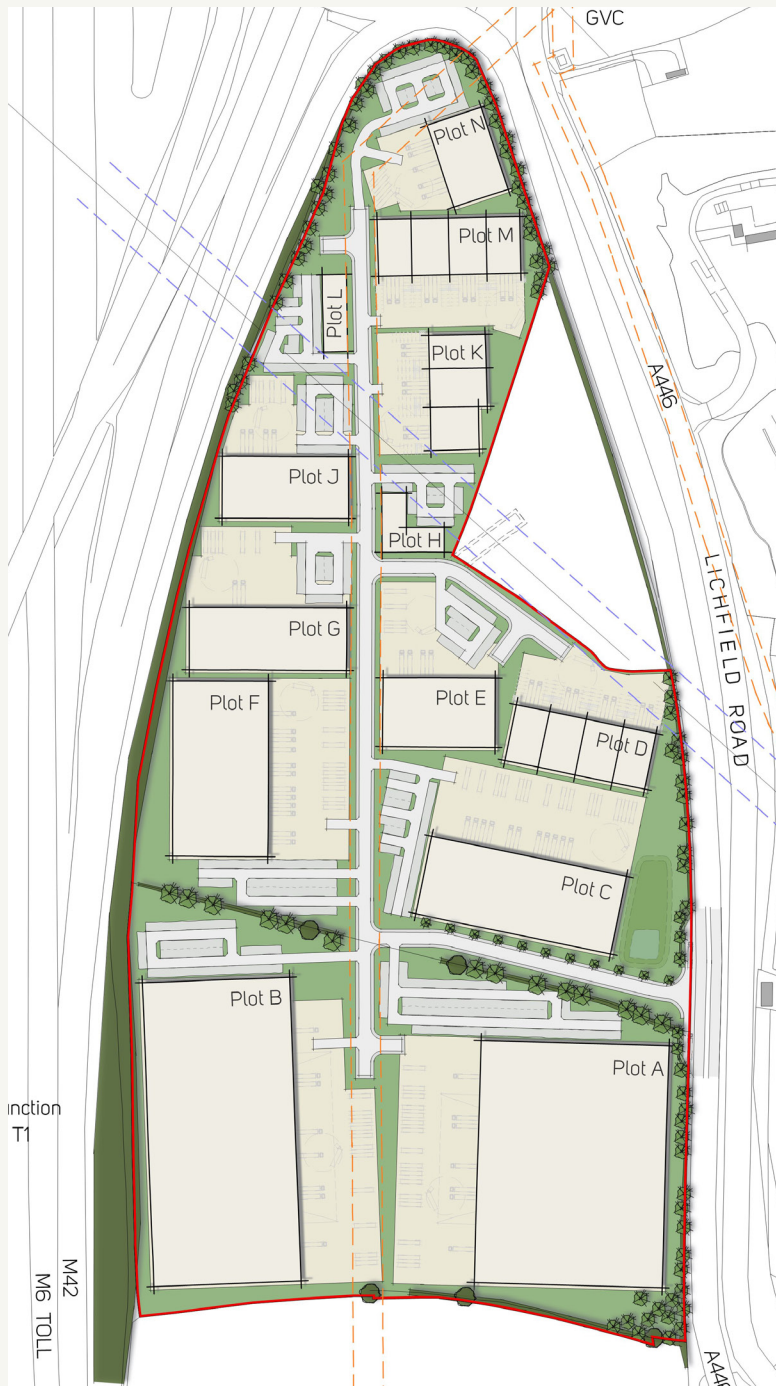
The first iteration of the Illustrative Masterplan set out a potential approach to development of the southern parcel that aimed to maximise the floor space achieved across the site, with buildings shown that respond to the shape of the land available. This first "capacity exercise" was informed by an early version of the access proposals from Lichfield Road and presented an initial approach to the overhead power lines crossing the site. The internal road structure was set out to retain an existing gappy hedgerow and associated trees, and yards at the eastern boundary were positioned with anticipation of potential impacts on an existing dwelling on the opposite site of Lichfield Road. Other constraints and opportunities were being investigated by the wider team and so the Illustrative Masterplan evolved from this position to respond as investigations continued.



Illustrative Masterplan - Iteration 2

The alignment of the gas pipeline that runs north-south through the southern parcel was confirmed, and assumptions were made at this point about the width of an associated easement and how development might be able to respond to it. The main change in the structure of the Illustrative Masterplan was to align a primary internal road to the gas pipeline, locating the road over the pipeline to maximise development land and maintain access to the pipeline as a buried service. Assumptions were also made about the width of a development offset to the power lines crossing the northern part of the site, with the decision taken to keep buildings out of this zone due to the height of the lines.

Building footprints in the southern part of the site remained similar to the previous iteration of the Illustrative Masterplan, but to the north of the retained gappy hedgerow and associated trees, buildings that generally have smaller footprints were trialled as a way to maintain overall floor space and maintain land use efficiency.



Illustrative Masterplan - Iteration 3

The smaller footprint buildings shown on the previous iteration of the Illustrative Masterplan were reviewed and found not to be compatible with the identified need for larger buildings in this location. The scheme was therefore revised to show a focus on warehouses that were as large as is possible and that responded to the constraints of the site (as known at that time). This resulted in the proposed loss of part of the existing gappy hedgerow within the southern part of the site.

Indicative locations of office accommodation were introduced on this version of the Illustrative Masterplan, showing how these active frontages could be used to enhance place-making and legibility. With feedback received from agents, a strategy was developed that shows how office accommodation could form part of an “arrival experience” in the northern tip of the site, where the office façade could be used to help sign-post the scheme from the motorway junction. Anticipated car parking requirements for the proposed offices were used to inform the size of the car parking shown for the office space. Detail of access doors, HVG movement and trailer parking were also indicatively added.

The larger building and associated yard shown adjacent to the eastern boundary were considered with continued regard to the potential impact upon the existing dwelling on the opposite site of Lichfield Road and space was reserved at this point for the installation of an acoustic fence, should it be necessary at detailed design stage. Land ownership checks confirmed the extent of the site and the south-western boundary was revised accordingly.



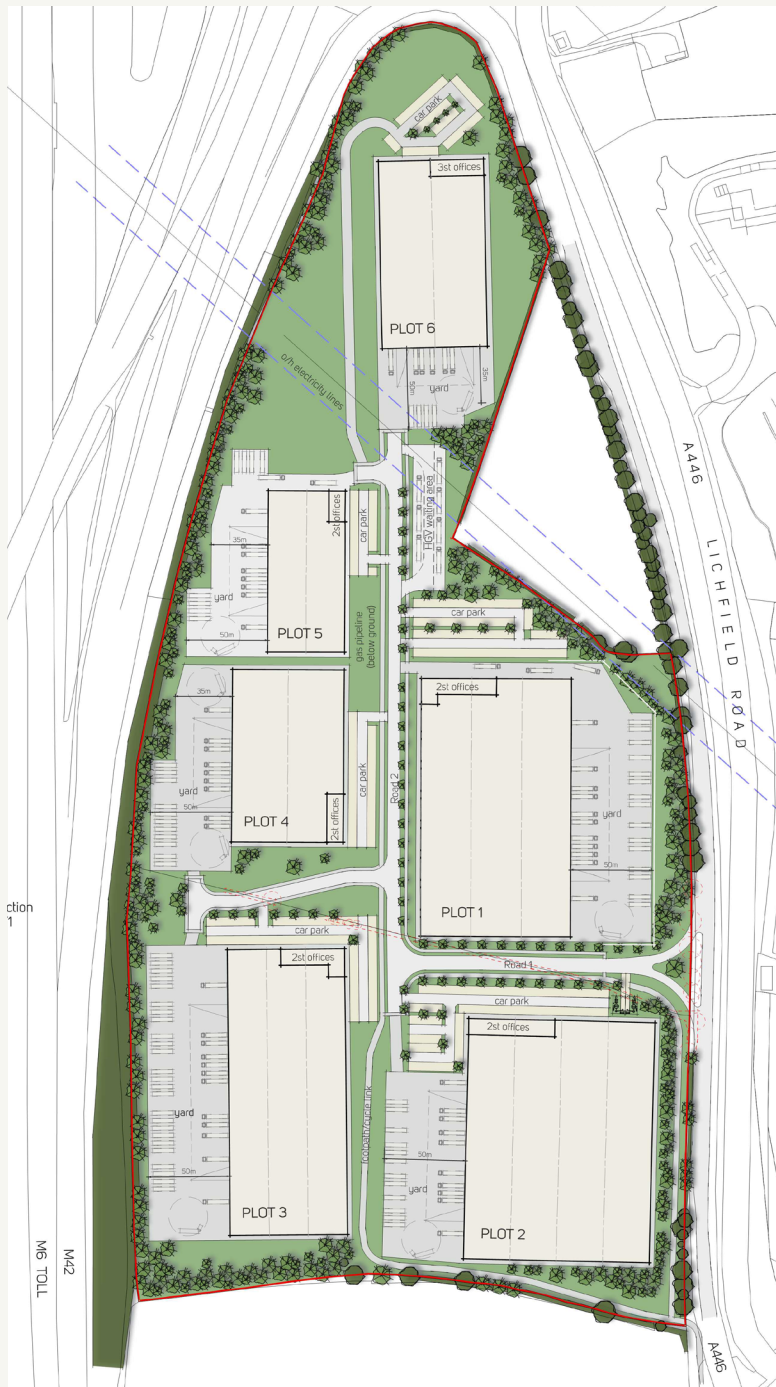
Illustrative Masterplan - Iteration 4

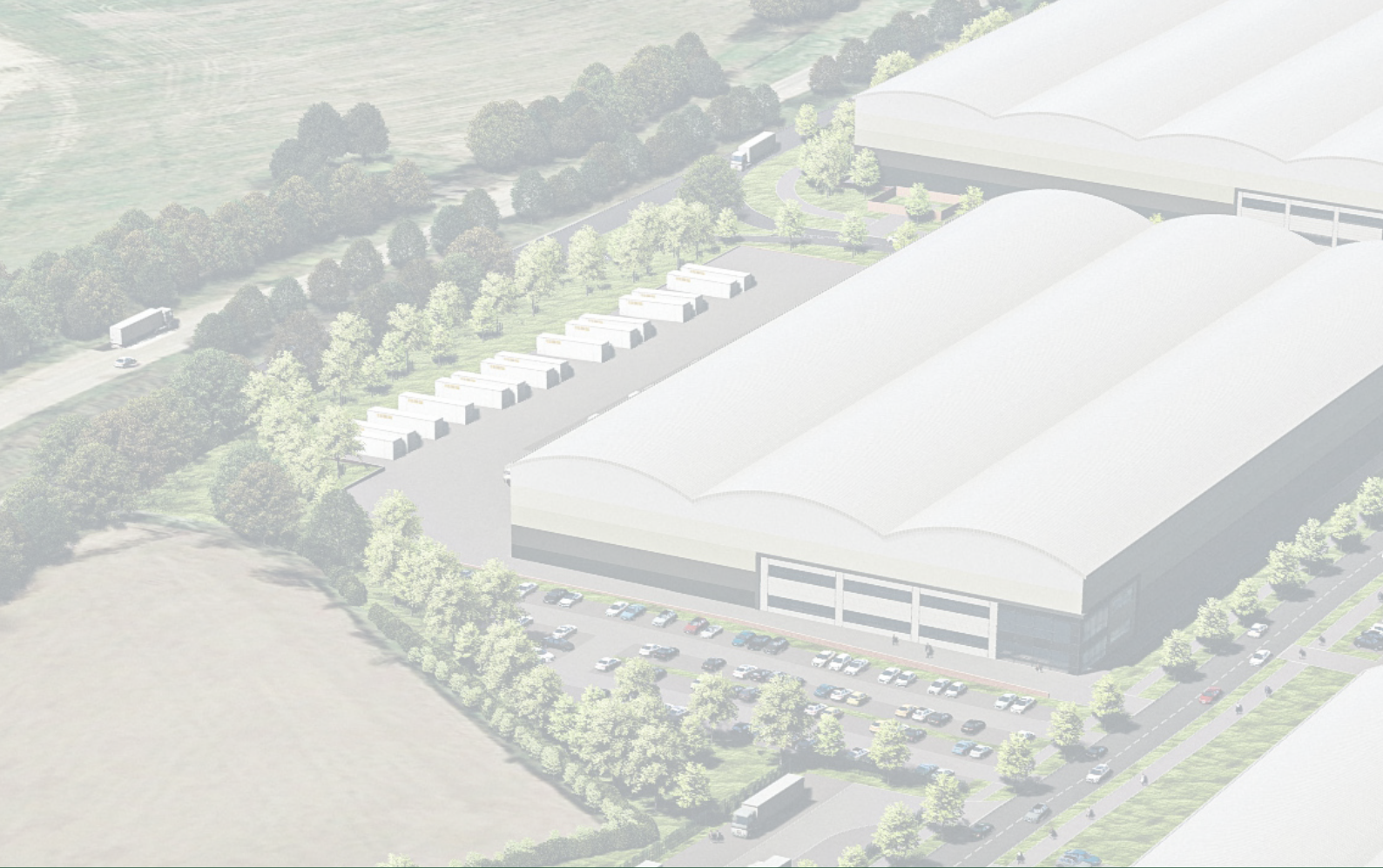
On-going consultation with Cadent about how development must relate to their gas pipeline resulted in the need for revisions to the Illustrative Masterplan. It was confirmed that the internal north-south road that had, up to this point been located over the pipeline, must be moved outside of the easement associated with the pipeline. It was also confirmed that any crossings of the pipeline with internal roads but do so at 90 degrees to it. Cadent did clarify that some elements of planting are permissible within the pipeline easement and that car parking areas can be positioned over it. The Illustrative Masterplan was therefore amended so that the internal road is located outside of the pipeline easement, with car parking for proposed office accommodation positioned within the corridor to make efficient use of the land.

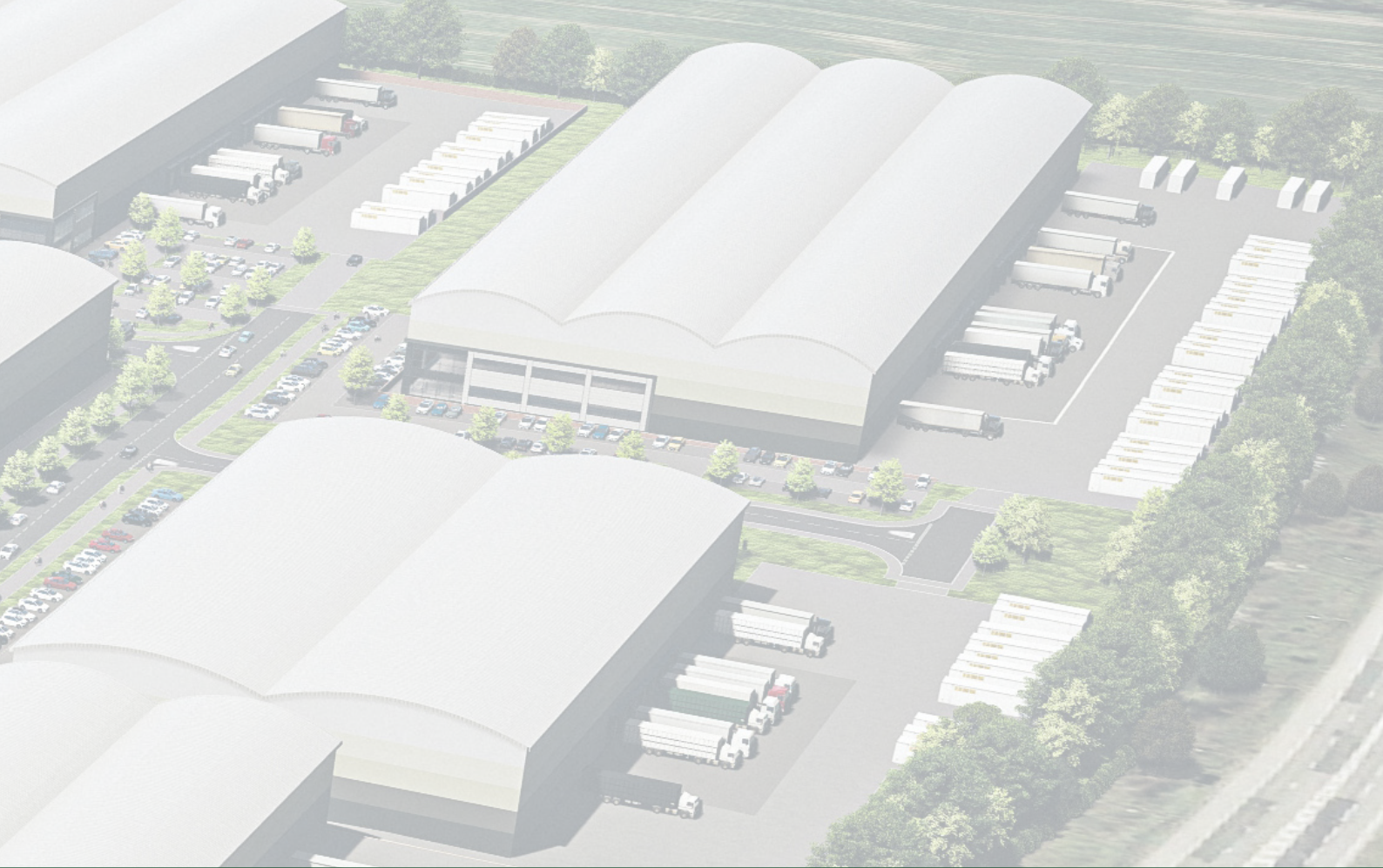
The earthwork strategy also became available at this point in time and informed changes to the structure of the scheme. This informed the realignment of the main east-west road into the site from the new access off Lichfield Road, resulting in the loss of the remaining section of existing gappy hedgerow within the southern part of the site. It also confirmed how levels around the base of the pylons associated with the overhead power lines must be treated; and levels near (cover to) the gas pipeline. The access proposals were also amended to show how a cycleway link could be provided from the internal roads to the south-eastern corner of the site, linking to emerging proposals for off-site highway improvements (the route of this cycleway was amended subsequently, as is presented later in this document).

As assessment work concerned with views of the site from the wider context continued, initial consideration was presented on the Illustrative Masterplan of how new planting could be proposed around the edges of the site (this continued beyond the plans presented and is explained in greater detail later in this document and in greater detail in other submitted information).

In response to the continued consultation process, a HGV waiting area was also introduced to the Illustrative Masterplan at this point, located in a part of the site that is constrained by the convergence of the overhead power lines and gas pipeline so that buildings are not feasible. Consideration was given to how this facility could operate, with offices positioned on adjacent buildings to provide natural surveillance of it.







6

Design Proposals