



Mr J Brown
North Warwickshire Borough Council
Council House
South Street
Atherstone
Warwickshire
CV9 1DE

Our Ref: let.005.DH.JB

2 December 2021

Dear Sir,

Town and Country Planning Act 1990 (as amended) – Proposed Development on Land North-East of Junction 10 M42, North Warwickshire

On behalf of Hodgetts Estates ('the applicant'), WSP hereby submits this planning application to North Warwickshire Borough Council ('NWBC') seeking outline planning permission (including approval of access with all other matters reserved) for the following development:

'Outline planning permission for development of land within Use Class B2 (general industry), Use Class B8 (storage and distribution) and Use Class E(g)(iii) (light industrial), and ancillary infrastructure and associated works, development of overnight lorry parking facility and ancillary infrastructure and associated works. Details of access submitted for approval in full, all other matters reserved'

The application site (32.36ha) is identified on the Red and Blue Line Plan (Site Location Plan) (drawing ref: 4263-CA-00-00-DR-A-00066 Rev P4).

RATIONALE FOR DEVELOPMENT

The land is owned entirely by Hodgetts Estates and is currently in agricultural use. As identified in the Planning Statement and supporting application documents, the site is in a strategic and highly sustainable location for the land uses proposed, owing to its location at Junction 10 of the M42 motorway and close proximity to Birmingham Intermodal Freight Terminal (BIFT).

Recent research published by industry experts identifies record levels of 'take up' of logistics and industrial buildings in the West Midlands over recent years (exacerbated by COVID-19) which has eroded the supply of available land/buildings across the region to an all-time low. Research undertaken on behalf of Hodgetts Estates indicates that the area with the most acute shortage of logistics and industrial land/buildings is along the M42/A5 corridors.

Furthermore, the site identified is in the West Midlands Strategic Employment Sites Study Phase 2 ('WMSESS 2021') as the best-performing site for strategic-scale employment development in the West Midlands, assessed against a range of criteria, in comparison to 50 other identified sites. Delivery of additional employment sites identified within the WMSESS 2021 is supported by Local Plan Policy LP6, subject to meeting a number of criteria.



In response to this identified need and supporting evidence base, these proposals are for a new strategic employment site for the Borough, to accommodate units targeted at national and international businesses for headquarters and 'campus' style facilities as well as a significant number of smaller incubator type units of interest to small and medium enterprises operating at a more local level.

In addition, a purpose built dedicated overnight lorry park with welfare facilities (including hot food, convenience store, laundry, gym, changing rooms, showers, and WCs), 24hr security, and fenced parking will help to alleviate the identified need for lorry parking in this location and address the known anti-social behaviour issues associated with fly parking and layby parking.

The proposals also include a Hub Office which will act as a site office incorporating management suite, security and maintenance functions and a marketing space during construction of the buildings. The Hub Office will also act as a communal training facility for use by local training and education programmes associated with the site as well as site occupiers. These parties will be able to use the communal facilities including meeting room, presentation room, computer suite and office space.

QUANTUM OF DEVELOPMENT

The approval of the development parameters in outline would allow for the scheme to be developed in a number of ways, within established parameters, through the reserved matters process. This will provide flexibility for the development of the site to ensure it meets the needs of its end-user(s).

The following maximum and minimum parameters for the development to be contained within the development site (as indicated on the Parameters Plan, drawing ref: 4263-CA-00-00-DR-A-00075 Rev P11) are as follows:

- New vehicular and pedestrian access from the A5 Trunk Road;
- Public 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;
- A substantial area of green infrastructure (over 9ha) principally to the north, south and east of the plots, incorporating open space, planting, landscaping, public rights of way, sustainable drainage system (SuDS) and a variety of wildlife habitats, provides a minimum development offset of 35m extending to 134m from the built development edge to the site boundary;
- Existing peripheral vegetation retained, enhanced and strengthened to provide a robust landscape buffer;
- Naturalistic earth mounds formed within the green infrastructure, utilising surplus cut material from the development site, to create a transitional zone between the developable area and development site perimeter and to provide visual mitigation where necessary;
- Up to 100,000 sqm (1,076,391sqft) of mixed Class B2, Class B8 and Class E(g)(iii) floorspace;
- Up to a maximum of 10% Class B2 / Class E(g)(iii);
- Maximum development height of +117.8m AOD at the less sensitive westernmost Plot A1 adjacent to the M42 motorway;
- Reduced maximum development height of +113m AOD at Plot A2, north of Plot A1 closer to Birchmoor;
- Reduced maximum development height of +111m AOD at the easternmost Plot B1, closer to Dordon;

- Reduced maximum development height of +102m AOD at Plot B2, at the entrance to site;
- Up to 150 space overnight lorry parking facility;
- Up to 400 sqm amenity building for overnight lorry parking facility (shop, restaurant/takeaway, laundry, gym, changing facilities, showers, toilets, etc);
- Creation of substantial landscaped buffer zones to the development site perimeter (in addition to the off-site areas for potential mitigation), as follows:
 - North - an extensive landscape buffer to the north of Plot A2 extending to 134m at its widest, reducing to 75m at the closest point to Birchmoor;
 - East - an extensive landscape buffer to the east of Plot A1 extending to 106m at its widest reducing to 49m to the north-east of Plot A2, and extending to 65m to the east of Plot B1 and Plot B2 and a minimum 35m to the north-east of Plot B1, where proposed building heights are lower;
 - South - a minimum 35m to the south of Plot A1 extending to 58m in the south-west corner of the plot close to J10 M42 and 35m-37m to the south of Plot B2;
 - West - a minimum 10m landscape buffer to the west of Plot A1 and Plot A2, where existing screening vegetation for the M42 motorway is extensive and mature.

As indicated on the plan showing the 'Area of Interest' for the purposes of the ES (drawing ref: 4263-CA-00-00-DR-A-00074 Rev P5), a number of additional areas of land within the applicant's control are included.

These areas are to provide landscape and visual impact mitigation, biodiversity enhancements and connectivity enhancements, through planting and new footpaths/cycleways, providing access to members of the public. These potential enhancements are set out in detail in the Planning Statement.

The accompanying ES and other technical reports and plans forming part of this submission have all been prepared based on the aforementioned parameters.

APPLICATION SCOPE

Application content

The application contains a range of supporting reports and drawings have been prepared by the consultant team engaged by the applicant. A full list of these documents is appended to this letter.

Environmental Impact Assessment

The proposed development falls under Schedule 3 of the EIA Regulations 2017 and is therefore subject to statutory EIA.

Under Schedule 2, it is a matter for the Local Planning Authority to determine the need for an EIA through the evaluation of the sensitivity of the Site and surrounding area and whether the proposed development has the potential to result in likely significant environmental effects by virtue of its characteristics, location and nature of the effects (in accordance with Regulation 5 of the EIA Regulations 2017).

The applicant considers that an EIA is required to support the planning application and did not submit a request for an EIA Screening Opinion. An Environmental Statement (ES) has been undertaken in accordance with the 2017 EIA Regulations and an ES Scoping Opinion from NWBC dated 23 December 2020 and supplementary response dated 12 February 2021.



PLANNING BALANCE

Informed by the comprehensive package of supporting documents and following a critical appraisal of the proposed development and alignment with planning policy and guidance, the Planning Statement considers that, in the planning balance, the proposed development accords with the Development Plan as a whole, including Policy LP6 which is afforded significant weight in the planning balance.

There are no material considerations, technical planning or environmental matters which weigh against the proposals.

There are also very significant benefits which weigh heavily in favour of the proposals. The creation of potentially 2,081 FTE jobs at the local and regional level is a significant benefit. Indeed, the economic benefits of the proposals alone weigh particularly heavily in light of current economic backdrop following the impacts of Covid-19 and the Government's commitment to 'levelling up'.

In addition to economic benefits, the proposed development would deliver a range of other benefits to society, including the benefits of increased connectivity, access to nature, cultural awareness and the promotion of active and healthy lifestyles.

Furthermore, HE's aspirations to creating "the Greenest Business Park in the West Midlands", underpinned by the overarching design principles, sustainability measures and biodiversity enhancements set out in the Design Guide will ensure that future development at the site would become an exemplar in sustainable and resilient development and combating climate change to deliver a range of environmental benefits.

In accordance with NPPF paragraph 11, therefore, planning permission should be granted without delay.

VALIDATION AND REGISTRATION

I trust that the application and information submitted is acceptable and enables the application to be promptly registered and validated by NWBC.

The application fee of £52,694 has been paid directly to NWBC via BACS.

Should you have any immediate queries then please do not hesitate to contact me in the first instance.

Yours Sincerely



Doug Hann
Planning Director

Encl.Schedule of Submission Documents



Drawing/ Document Reference/Date	Drawing/Document Title (Author)	Scale	Revision
<u>Architectural drawing pack</u>			
4263-CA-00-00-DR-A-00066	Red and Blue Line Plan (Site Location Plan) (Chetwoods)	1:2000	P4
4263-CA-00-00-DR-A-00074	EIA Site Location Plan (Chetwoods)	1:2000	P5
4263-CA-00-00-DR-A-00075	Parameters Plan (Chetwoods)	1:1500	P11
<u>Environmental Statement</u>			
RPT.ES.VOL1.NTS.1	Volume 1: Non-Technical Summary (WSP)	-	1
RPT.ES.VOL2.JW.2	Volume 2: Main Report (Various)	-	2
RPT.ES.VOL3.JW	Volume 3: Technical Appendices (Various)	-	-
RPT.ES.VOL4.JW	Volume 4: Figures and Illustrations (Various)	-	-
<u>Other documents</u>			
Dated 02/12/21	Application Form (WSP)	-	-
Let.005.DH.JB	Application Cover Letter (WSP)	-	-
4263-CA-00-XX-RP-A-06001	Design & Access Statement (Chetwoods)	-	-
Dated September 2021	Employment Land Statement (JLL)	-	5
Dated November 2021	Employment Land Needs Assessment (Nicol Economics)	-	-
220053r_draft ver6 final	HGV Parking Facility Need Assessment (MDS Transmodal)	-	-
220053r_rail_final	Rail Terminal Connectivity Assessment (MDS Transmodal)	-	-
Rpt.007.JW.1	Planning Statement (WSP)	-	1
Rpt.005.SCE.1	Statement of Community Engagement (WSP)	-	1
70530-1	Phase 1 Desk Study and Preliminary Risk Assessment Report (Ground and Project Consultants Ltd)	-	-
70530-2	Phase 2 Ground Investigation Report (Ground and Project Consultants Ltd)	-	2
MJP/10369	Connectivity Strategy (KTA)	-	-