Hodgetts Estates

LAND NORTH-EAST OF JUNCTION 10 M42, NORTH WARWICKSHIRE

Environmental Statement Volume 1: Non-Technical Summary

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CONTENTS

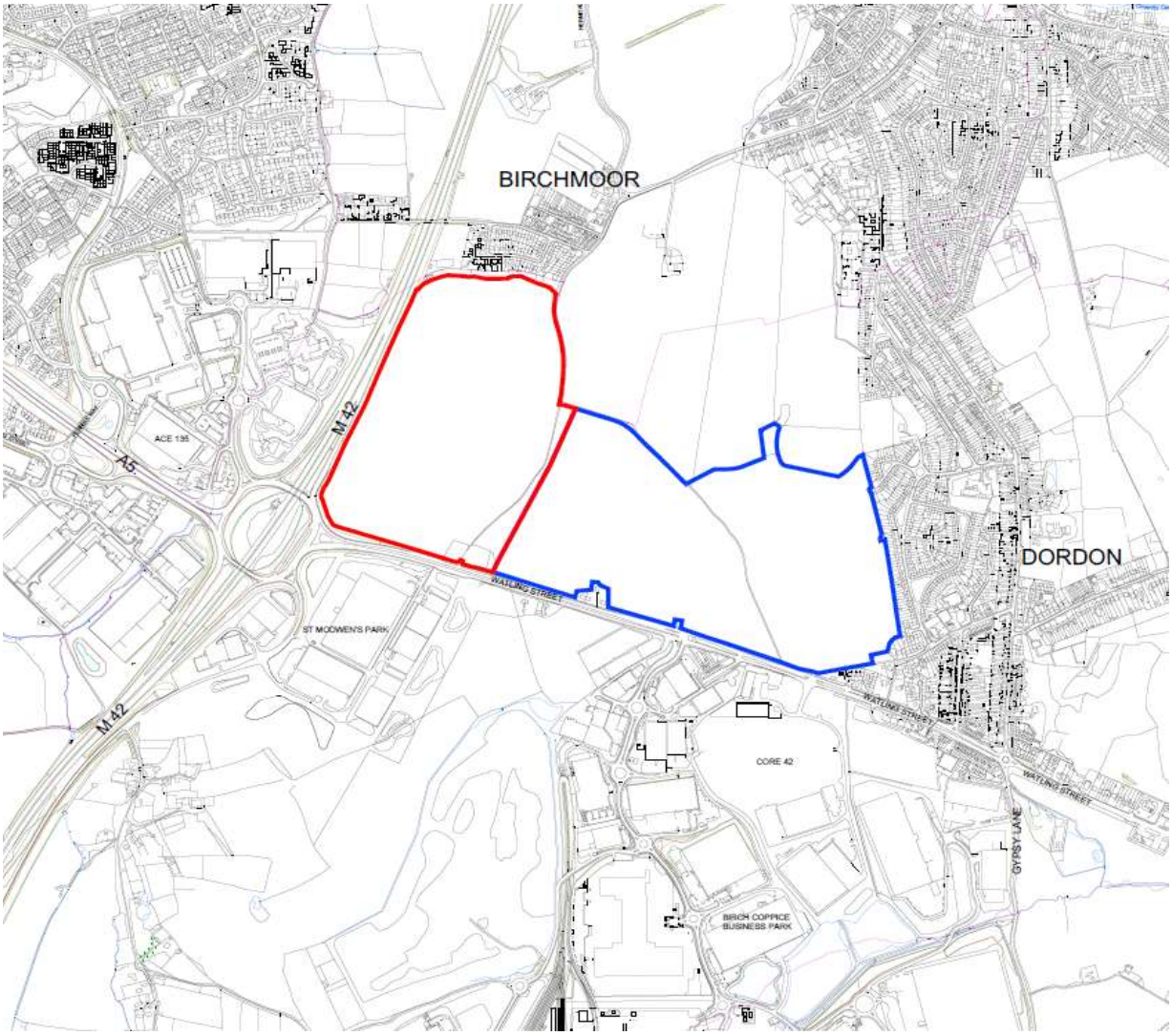
1 INTRODUCTION

1.1 BACKGROUND

1.1.1. Hodgetts Estates (herein referred to as ‘HE’ or ‘the applicant’) is seeking to obtain outline planning permission (with access approved in full, all other matters reserved) for a major mixed employment development, an overnight lorry parking facility and ancillary infrastructure (herein referred to as the 'proposed development’) on land at the north-eastern quadrant of Junction 10 of the M42 motorway, North Warwickshire (‘the site’). The location is identified in **Image 1.1: Site Location Plan** and described further in **Chapter 2: The Existing Site**.

1.1.2. This document is a Non-Technical Summary (NTS) of the Environmental Statement (ES) submitted in support of the planning application for the proposed development set out below. The purpose of an NTS is to present a standalone summary of the findings of the Environmental Statement in non-technical language, as required under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

Image 1-1 - Site Location Plan



1.1.3. This ES supports an outline planning application seeking permission for:

'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.

1.1.4. The 'Area of Interest' comprises a total of circa 38.87ha of arable farmland at the north-eastern quadrant of Junction 10 of the M42 motorway (J10 M42) near Dordon, North Warwickshire.

1.1.5. A plan showing the extent of the Area of Interest for the purposes of this EIA is contained at **Figure 1.1 of Volume 4**. Two different 'areas' are indicated, as follows:

- The development site (circa 32.36ha); and
- Off-site areas for potential landscape and visual mitigation, biodiversity enhancements and footpath/cycleway enhancements (circa 6.51ha).

1.1.6. Further details on the proposed development are presented in **Chapter 3: Description of the Proposed Development**.

1.2 THE EIA PROCESS

1.2.1. The EIA Regulations 2017 require that prior to planning consent being granted, for certain types of development, an EIA must be undertaken.

1.2.2. The EIA process comprises a number of stages, as follows:

- **Screening** – the applicant can request that the Local Planning Authority determine the need for an EIA through the evaluation of the sensitivity of the site and surrounding are 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 anticipated effects. This step is not mandatory and given the characteristics of the proposed development and the site context, the applicant decided to proceed directly with a request for an EIA Scoping Opinion.
- **Scoping** – The applicant may voluntarily request a Scoping Opinion from the Local Planning Authority to agree the 'scope' and level of detail to be provided in the ES. The applicant submitted an EIA Scoping Report to NWBC on 20 November 2020 and received the formal Scoping Opinion from NWBC on 23 December 2020, followed by a supplementary response dated 12 February 2021 following a request for clarification on a number of points.
- **Environmental Statement** - The ES is the written output of the EIA process and reports the likely significant effects associated with the proposed development. The ES forms part of the suite of supporting documents submitted to the determining planning authority, in this case North Warwickshire Borough Council, in support of the planning application.

1.2.3. The ES has been prepared in accordance with the EIA Regulations 2017 as well as Planning Practice Guidance. The ES is provided in four parts:

- Volume 1: Non-Technical Summary;
- Volume 2: Main Text;
- Volume 3: Technical Appendices;
- Volume 4: Figures and Illustrations.

2 THE EXISTING ENVIRONMENT AND SURROUNDING AREA

2.1 THE SITE AND EXISTING CONDITIONS

2.1.1. The Area of Interest for the purposes of this ES comprises an area of approximately 38.87 hectares (ha) and is located at the north-eastern quadrant of junction 10 of the M42 motorway (J10 M42) near Dordon, North Warwickshire. The Area of Interest is shown at **Figure 1.1 of Volume 4**.

2.1.2. Two different 'areas' are indicated, as follows:

- The development site (circa 32.36ha); and
- Off-site areas for potential landscape and visual mitigation, biodiversity enhancements and footpath/cycleway enhancements (circa 6.51ha).

2.1.3. Whilst two separate 'areas' make up the Area of Interest for the purposes the ES, the characteristics of both are predominantly the same given they are linked to one another and form part of a much larger parcel of land. As such, the land within the Area of Interest can be described collectively as being bound that by the M42 to the west (beyond which lies the border between North Warwickshire Borough Council and Tamworth Borough Council), the A5 trunk road to the south, the village of Dordon to the east and further arable farmland and the village of Birchmoor to the north.

2.1.4. The land is owned entirely by Hodgetts Estates and is farmed each year. As such, the monocrop nature of the of arable farming is not conducive to extensive faunal and/or floral diversity, the majority of which is to be found around the periphery of the site.

2.1.5. There is a mature tree belt to the west and south of the site along the route of the M42 and junction 10. To the south of the site is a mature hedgerow along the A5 boundary which contains intermittent semi-mature trees. There are also some thickets of self-set juvenile trees and shrubs surrounding an existing car park and hardstanding in the south of the site.

2.1.6. The Area of Interest is transected by a gas pipeline and oil pipeline. Development proposals will consider these pipelines, as well as their respective easements and consultations zones. Furthermore, two low voltage electricity lines also cross the site in an east-west / north-south axis respectively, with limited uncultivated vegetation around the base of each mast/pole.

2.1.7. A public bridleway (AE45) transects the site and a public footpath (AE46) borders the northern-eastern boundary of the site. These are essentially raised single lane farm tracks for the use of farm vehicles, which have grassed verges and banks down to the fields on each side.

2.1.8. Further details on current land use within the site and surrounding area are provided within the technical chapters (chapters 6-14) of Volume 2 of this ES.

2.2 THE SURROUNDING AREA

2.2.1. The site is situated between Tamworth, Dordon and Birchmoor, strategically located immediately north-east of Junction 10 of the M42.

2.2.2. The M42 provides direct links to the wider strategic motorway network including the M1, M6, M40 and M5 as well as a series of key A roads in the West Midlands area, including the A5 which bounds the site to the south.

2.2.3. Land to the south of the A5 includes the recently developed St Modwen Park Tamworth (south-east of Junction 10) and the established Birch Coppice Business Park and Core 42 Business Park.

2.2.4. Junction 10 comprises a cluster of logistics, warehousing and other development. In addition to St Modwen Park Tamworth, the north-west quadrant comprises Relay Park – home to a Sainsbury's Distribution Centre and other businesses – and Tamworth Motorway Service Area (MSA) which includes coach and HGV parking. The south-west quadrant comprises Centurion Park, which again hosts a range of businesses, particularly in the logistics, storage and distribution sector.

2.2.5. As such, the site is within an area characterised by similar uses to that proposed, owing to its highly strategic location adjacent to Junction 10.

2.3 ENVIRONMENTAL CHARACTERISTICS

2.3.1. Key environmental features are summarised below, with further detail available in technical chapters 6 to 14 of Volume 2.

DESIGNATIONS

2.3.2. The site is not within any national designations for valued landscapes, such as AONBs or National Parks. Other landscape-related designations in the locality are summarised below.

2.3.3. There are two areas of open space to the east of the site on the edge of Dordon. The first of these (Kitwood Avenue Recreation Ground) forms part of the Adopted Local Plan. The second (Site Allocation OS1), which adjoins the A5 is proposed as an Open Space Transfer Location in the North Warwickshire Local Plan, as a replacement for Birch Coppice Sports Club which is allocated for employment uses.

2.3.4. A public bridleway (AE45) extends along part of the eastern boundary and within the eastern edge of the site. A public footpath (AE46) extends from public bridleway AE45 to the east and turns south connecting with the A5. Public footpath AE48 is located to the east of the site. Public footpaths AE52 and AE55 extend in a southerly direction from the A5 to the south of the site.

2.3.5. A number of Grade II and II* Listed buildings are present to the north within the Polesworth Conservation area at a distance of approximately 1.2km from the edge of the Conservation Area to the site. Four Grade II Listed buildings are present within Freasley to the south at a distance of approximately 830m. The Grade II Listed Hall End Hall Farm is present to the south-east of the site at a distance of approximately 780m.

2.3.6. The site forms part of an area of Strategic Gap as defined within the adopted Local Plan (Policy LP4).

2.3.7. Further details of designations within the site and surrounding area are provided in the technical chapters.

NATURAL RESOURCES

Water

2.3.8. The site sits on greenfield land entirely within Flood Zone 1. This is land defined as having less than a 1 in 1000 annual probability of flooding from of river or sea water and is therefore defined as 'less vulnerable'.

2.3.9. An assessment of other means of flooding have led to the conclusion the site has a low probability from surface, groundwater, sewer and artificial sources.

Air quality

2.3.10. The 2020 NWBC LAQM Annual Status Report confirms that NWBC does not have any AQMAs in their jurisdiction.

2.3.11. Nearby monitoring has identified that annual mean concentrations of Nitrogen Dioxide have been below the annual mean objective in 2019 for 3 of the identified passive diffusion tube locations within 2 km of the site. However, an exceedance is identified at the '7' diffusion tube site along A5 Watling Street, near Dordon.

Noise

2.3.12. A desktop review of the site has identified the existing key noise sources around the site and the closest sensitive receptors.

- Existing noise sources include:
  - Road traffic noise from the M42 to the west;
  - Road traffic noise from the M42/A5 roundabout J10, to the south-west; and
  - Road traffic noise from the A5, Watling Street, to the south including from an existing commercial development opposite the proposed development.

2.3.13. No clearly identifiable vibration sources have been identified by our desktop review.

Ecology

2.3.14. No ecological designations have been identified within or adjacent to the site.

2.3.15. The vast majority of the site is dominated by intensively managed arable habitats, which do not represent an ecological constraint on the proposed development.

2.3.16. Internal boundary features are limited to a small number of grassland corridors/paths, which support common species typical of arable boundaries, without mature structural or woody vegetation. Accordingly, these habitats are likely easily replaceable, and they are unlikely to represent a constraint in regard to masterplanning of any proposed development in relation to habitat value.

2.3.17. Mature boundary hedgerows and planting are present at the site boundaries, including a small number of trees (the majority of which are set away from proposed development areas with significant offset buffers).

2.3.18. In terms of faunal considerations, these relate largely to potential for limited grassland corridors associated with the field margins to support common reptiles, along with minor opportunities for bird species.

Land and soil

2.3.19. The site has been the subject of a detailed Agricultural Land Classification survey and found to comprise a mixture of land quality grades. The majority of the site is Grade 2, with an area of Subgrade 3b in the south.

Landscape and visual

2.3.20. The site is not within any national designations for valued landscapes, such as AONBs or National Parks.

2.3.21. In terms of local designations, there are two areas of open space to the east of the site on the edge of Dordon – Kitwood Avenue Recreation Ground and land adjoining the A5, both of which are designated in the adopted Local Plan.

2.3.22. A public bridleway (AE45) extends along part of the eastern boundary and within the eastern edge of the site. A public footpath (AE46) extends from public bridleway AE45 to the east and turns south connecting with the A5. Public footpath AE48 is located to the east of the site. Public footpaths AE52 and AE55 extend in a southerly direction from the A5 to the south of the site.

2.3.23. The site is also located within an area of Strategic Gap as defined within the Local Plan (Policy LP4).

Cultural heritage and archaeology

2.3.24. The National Heritage List for England shows that there are no designated (protected) heritage assets within the site, such as scheduled monuments and listed buildings.

2.3.25. A number of Grade II and II* Listed buildings are present to the north within the Polesworth Conservation area at a distance of approximately 1.2km from the edge of the Conservation Area to the site. Four Grade II Listed buildings are present within Freasley to the south at a distance of approximately 830m. The Grade II Listed Hall End Hall Farm is present to the south-east of the site at a distance of approximately 780m.

OTHER RESOURCES

2.3.26. As stated, a high-pressure gas main runs along a north-south axis immediately to the east of the site. Development cannot take place within the 78m inner consultation zone to either side of the pipe itself (156m in total). This acts as a hard barrier, preventing development pressure from translating into further expansion of this site in the future.

3 THE PROPOSED DEVELOPMENT

3.1 RATIONALE FOR DEVELOPMENT

3.1.1. 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 in the centre of the country.

3.1.2. 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 the effects of COVID-19 and Brexit) which has eroded the supply of available land/buildings across the region to an all-time low. Research undertaken on behalf of the applicant indicates that the area with the most acute shortage of logistics and industrial land/buildings is along the M42 and A5 corridors.

3.1.3. The site is also identified in the West Midlands Strategic Employment Sites Study Phase II (May 2021) as the best-performing site for strategic-scale employment development when compared against a range of criteria and 50 other sites in the West Midlands.

3.1.4. In response to this identified need and supporting evidence base, the proposed development would deliver a highly sustainable business park that would seek to combine "Best in Class" logistics and industrial buildings and smaller SME buildings with significant amenities and social value benefits to local residents and communities.

3.2 DESCRIPTION OF DEVELOPMENT

3.2.1. Outline planning permission is sought, and a draft description of development is expected to be:

'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'

3.3 MAXIMUM DEVELOPMENT PARAMETERS

3.3.1. The following maximum and minimum parameters for the development to be contained within the development site (as indicated on the Parameters Plan at **Figure 3.1 of Volume 4**) 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 off-set 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.

OFF-SITE AREAS FOR POTENTIAL LANDSCAPE AND VISUAL MITIGATION

3.3.2. As indicated on the plan showing the Area of Interest at **Figure 1.1 of Volume 4**, a number of additional areas of land within the applicant's control are included within the Area of Interest for the purposes of ES scoping and EIA.

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

3.3.4. Given that no development will take place in these areas, they will only be assessed in terms of landscape and visual and ecology impact from an EIA perspective.

3.3.1. An indicative opening year for the development has been given as spring 2024. The site is anticipated to be built over a 2-year period.

3.4 AMOUNT

3.4.1. The total floorspace assessed for the purposes of this ES is up to 100,000 sqm (1,076,391sqft) of mixed Class B2, Class B8 and Class E(g)(iii) development. Given this aligns with the maximum

floorspace parameter set out at ES Scoping stage and assessed in this ES and technical chapters, the total floorspace proposed is clearly within the acceptable limits.

3.4.2. Of the proposed 100,000sqm maximum floorspace parameter, up to a maximum of 10% could be Class B2 / Class E(g)(iii) development.

3.5 LAYOUT

3.5.1. As this is an outline planning application, details of the proposed layout will be a reserved matter.

3.5.2. A Parameters Plan (Rev P11, contained at **Figure 3.1 of Volume 4**) provides the extent of the development plots which future reserved matters application have to adhere to.

3.6 SCALE OF DEVELOPMENT

3.6.1. Whilst exact details of the proposed scale will also be a reserved matter, as set out above, the proposed development and subsequent reserved matters applications will have to adhere to the following height parameters:

- 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;

3.7 APPEARANCE AND MATERIALS

3.7.1. Where the proposals are in outline only, no details of the proposed external materials are known at this stage. However, it is assumed, given the proposals comprise B2/B8 uses, that the materials will reflect the operational requirements associated with general industrial/logistics development, whilst striving to create high-quality design and finishes. This will ensure a high-quality environment and provide a visual mitigation between the proposed development and context of the wider setting.

3.8 ACCESS AND MOVEMENT

3.8.1. As set out in the Transport Assessment (**Appendix 6.1 of Volume 3**), the proposed development would be served by a new signal controlled all-movements access junction at the A5. The proposed access layout has been designed in accordance with published guidance from National Highways, acting as the Highway Authority responsible for the A5 carriageway.

3.8.2. The site is currently served by a reasonable level of infrastructure to accommodate predicted journeys by walking, cycling and public transport modes. However, HE is committed to delivering enhancements and, as such, the proposed development would deliver a range of substantial accessibility improvements, particularly for walking and cycling journeys, that would benefit all site users as well as nearby employment schemes and residents more broadly.

3.8.3. These improvements include upgrading the existing eastbound bus stop at the A5, provision of signal controlled crossing facilities within the access as an alternative to the current priority controlled crossing nearby, upgrading of existing footpaths within the site and adjacent land to provide much improved pedestrian and cyclist links that avoid the M42 Junction 10 and A5 corridor,

and finally the delivery of a continuous shared footway/cycleway link that extends throughout the scheme connecting the A5 to Birchmoor and a series of designated route options for pedestrians and cyclists. Access by public transport is also achievable through local bus routes, including the nearby bus stops at Birchmoor, and two rail stations at Polesworth and Wilnecote.

3.9 REASONABLE ALTERNATIVES

3.9.1. To accord with EIA Regulations 2017, a description of the reasonable alternatives to the development as proposed in this application must be stated. This ES has considered the following alternatives:

- The 'do nothing' scenario where the proposed development is not progressed;
- Alternative locations for the proposed development;
- Alternative uses for the site; and
- Alternative design and layout for the proposed development in the context of design evolution.

THE 'DO NOTHING' SCENARIO

3.9.2. The 'do nothing' scenario would effectively leave the site undeveloped and in its current agricultural use.

3.9.3. Without the proposed development, the significant benefits would not be realised, and the limited adverse impacts identified in the technical chapters 6 to 14 would also not arise.

ALTERNATIVE LOCATIONS AND USES

3.9.4. Hodgetts Estates is the landowner of the site and the objective of the project is to develop it.

3.9.5. 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 in the centre of the country. It is the last remaining undeveloped quadrant at J10 M42, meaning there are no alternative locations at the junction.

3.9.6. Furthermore, the site identified is in the West Midlands Strategic Employment Sites Study Phase II (WMSESS II) (May 2021) as the joint best-performing site for strategic-scale employment development when compared against a range of criteria and a significant number of other sites (50 in total) throughout the West Midlands. The two other joint best performing sites assessed in the WMSESS II are located in the Green Belt, meaning they are sequentially less preferable.

3.9.7. Consequently, no other locations were considered for the proposed development.

ALTERNATIVE DESIGN

3.9.8. The development parameters have been informed by an extensive design process with indicative designs developed to test the required minimum and maximum development parameters whilst being mindful of site constraints and sensitive receptors.

3.9.9. As approval is sought in outline, the parameters-based approach to the development is intended to enable future flexibility in the layout, scale, appearance and landscaping proposals – matters that will be dealt with in detail at reserved matters stage, whilst working within a defined set of minimum and maximum development parameters and in accordance with the submitted Design Guide.

3.9.10. The quantum of floorspace sought is deemed necessary to respond to the spatial and need case requirements for strategic-scale warehousing and logistics development in this location. A reduced

level of floorspace and/or developable area was therefore ruled out as it would not meet these requirements.

3.9.11. The proposed minimum and maximum development parameters and Parameters Plan (Rev P11, contained at **Figure 3.1 of Volume 4**) have taken into account the site constraints as well as other environmental constraints, which have been integrated into the Design Guide which will provide an overarching design code for subsequent reserved matters applications. In doing so, a number of potentially significant effects will either be reduced in severity, removed altogether or create positive effects.

4 ENVIRONMENTAL IMPACTS, MITIGATION AND EFFECTS

4.1 OVERVIEW

4.1.1. An EIA Scoping Report was submitted to North Warwickshire Borough Council on 20 November 2020 (as presented in **Appendix 1.1 of Volume 3**, together with a formal request for an EIA Scoping Opinion, in accordance with Regulation 15(1) of the EIA Regulations 2017.

4.1.2. A formal Scoping Opinion was subsequently received from the Council on 23 December 2020, followed by supplementary correspondence (dated 12 February 2021) following a request for clarification on a number of points, both of which are included in **Appendix 1.2 of Volume 3**. The full set out consultation responses to the Scoping request are contained at **Appendix 1.3 of Volume 3.** Further details on the Scoping Opinion and how it has informed this ES are provided in **Chapter 5 of Volume 2: Approach to EIA**.

4.1.3. This chapter summarises each technical assessment that has been undertaken as part of this Environmental Impact Assessment. Each assessment considers 'construction phase' and 'operational phase' impacts and, in the interests of robustness, are based on a 'worst-case' scenario of the impacts.

4.1.4. For the avoidance of doubt, the following elements were scoped out of the ES at ES Scoping stage:

- Ground conditions
- Material assets and waste
- Population and human health
- Climate
- Light
- Heat and radiation
- Daylight, sunlight and overshadowing
- Solar glare
- Wind and microclimate

4.1.5. The following topics were therefore assessed as part of the ES (the corresponding technical chapter contained in **Volume 2 of the ES** is provided in brackets):

- Highways, traffic and transport (Chapter 6)
- Noise (Chapter 7)
- Air quality (Chapter 8)
- Land and soils (Chapter 9)
- Landscape and visual impact (Chapter 10)
- Nature conservation and biodiversity (Chapter 11)
- Flooding and drainage (Chapter 12)
- Socio-economics (Chapter 13)
- Cultural heritage and archaeology (Chapter 14)

4.1.6. The assessment of likely effects presented in technical chapters 6 to 14 of **Volume 2** have taken into account a number of criteria to determine whether or not the likely effects are significant. Wherever possible and appropriate, the effects have been assessed quantitatively.

4.1.7. Furthermore, the assessment of likely significant effects varies between ES topic areas, but all are informed by industry guidance and relevant legislation. Indeed, the adopted methodologies were confirmed through the EIA Scoping process and are clearly outlined for each ES topic area.

4.1.8. Each technical chapter in **Volume 2** follows a common structure relating to each of the ES topic areas, as follows:

- Introduction and approach (which will include methodology)
- Baseline assessment
- Impacts (construction and operational)
- Assessment of cumulative effects (where relevant)
- Mitigation (construction and operational)
- Residual impacts (construction and operational)
- Conclusions

4.1.9. Combining the assessment of baseline conditions with the proposed working method, an assessment of the effect of the proposed development, the potential impacts of the development and cumulative effects and mitigating measures to overcome or reduce any impact, has been made. Non-technical summaries of the ES findings are set out for each ES topic area below.

4.2 TRAFFIC, TRANSPORT AND ACCESS

INTRODUCTION AND APPROACH

4.2.1. **Chapter 6 of Volume 2**, supported by **Appendix 6.1 – 6.3 of Volume 3**, has assessed the potential significant environmental effects of the proposed development in terms of traffic, transport and access.

4.2.2. A comprehensive Transport Assessment (TA) has been prepared to inform this assessment (**Appendix 6.1 of Volume 3**) and examines in detail the existing transport conditions around the site and the anticipated impacts of the development. The TA also details all the transport modelling and assessment work that underpins this ES.

4.2.3. In addition, a Framework Travel Plan (FTP) (**Appendix 6.2 of Volume 3**) has been prepared to support the application.

4.2.4. The scope of the TA was discussed extensively in advance of its submission with officers of Warwickshire County Council (WCC), Staffordshire County Council (SCC) and National Highways (NH) (formerly Highways England) as the highway's authorities responsible for the adjoining road network. A Scoping Study was submitted to WCC, acting as the Local Highway Authority (LHA), and NH, as the Strategic Highway Authority (SHA), as part of formal pre-application consultation in October 2019.

4.2.5. The defined study area identified in the TA comprising Junction 10 of the M42 motorway, the proposed site access, and the existing Birch Coppice access. The study area for further detailed assessment comprises the following junctions:

- M42/A5 Junction 10 Signal Controlled Gyratory
- Proposed A5/Site Access Signal Controlled Junction
- A5/Birch Coppice Access Signal Controlled Junction

4.2.6. Committed development has been taken into consideration through the WCC strategic traffic model that formed the basis of the Local Plan assessment, as agreed with WCC for the TA modelling exercise, which informed all capacity analyses.

4.2.7. As detailed in the TA, the majority of development traffic is expected to arrive and depart the site via the west, with a split of around 80% associated with the west and 20% with the east.

BASELINE ASSESSMENT

4.2.8. The TA provides details of all network traffic flows for the relevant locations that have been extracted from the Paramics modelling exercise (using the local area strategic traffic model) for each scenario.

4.2.9. The baseline conditions required for this ES are essentially the same as those presented within the TA, and can be considered to comprise the following scenarios:

- 2021 Reference Case plus development
- 2026 Reference Case plus development
- 2031 Reference Case plus development
- 2031 Local Plan plus development

4.2.10. The TA includes detailed descriptions of the various links and junctions already referenced within this ES, including infrastructure pertaining to all modes of travel (i.e., including footways, cycleways, bus stops, the actual carriageways, etc).

IMPACTS

Construction

4.2.11. During the construction phase, any highways, transport and access impacts will be temporary and likely limited to construction and delivery vehicles accessing and egressing the site. As discussed below, any adverse environmental impacts arising from the construction phase can be suitably mitigated through the implementation of a Construction Environmental Management Plan (CEMP).

Operational

4.2.12. The proposed development will have a broadly neutral impact on the environment of the local highway network, with almost no adverse impacts of greater than a minor adverse effect and transport improvement works proposed that would contribute to mitigating any moderate adverse effects.

4.2.13. **Table 4.1** below provides a summary of the highways and transport impacts.

Table 4.1 - Summary of Impacts - Highways and Transport

Impact	Geographical Importance	Sensitivity	Magnitude of Impact	Adverse / Beneficial	Significance of Effect
Severance	Local	Low	Negligible	Adverse	Negligible
Driver Delay	Local	Low	Minor	Adverse	Minor
Pedestrian Delay	Local	Low	Negligible	-	Negligible
Fear and Intimidation	Local	Low	-	-	-

Accidents and Safety	Local	Low	Negligible	Adverse	Negligible

4.2.14. In addition to the impacts identified above, none of which are deemed to be higher than a minor adverse significance or effect, the FTP prepared for the proposed development site (**Appendix 6.2 of Volume 3**) should serve to reduce the volume of development traffic generated and therefore slightly decrease any detrimental highways and transport effects caused by traffic flows associated with the proposed development.

MITIGATION

4.2.15. During the active construction phases of the proposed development, a CEMP will be prepared and implemented in order to minimise the risk of potential environmental impacts and to mitigate against the potential impacts associated with construction vehicles.

4.2.16. This ES has not identified any adverse impacts rated as having more than a minor adverse significance of effect and, as such, no mitigation measures are required for the operational phase.

CONCLUSION

4.2.17. The ES and TA concludes that, from an EIA perspective, the proposed development **would not result in any impacts above a minor adverse significance or effect**.

4.2.18. The TA in fact details several improvements primarily on the basis of providing sustainable transport benefits and not environmental issues.

4.2.19. The proposed development would deliver the following improvements that should serve to benefit both the proposed development and existing users alike:

- Provision of signal-controlled crossings at the proposed access on the A5 as a safer alternative to the dropped kerb priority arrangement that exists to the east serving the bus stop.
- Improvements to the existing bus stop facility with the segregation of cyclists and pedestrians to minimise potential conflict.
- Enhanced links to the bus stops north of the site in Birchmoor.
- Delivery of an internal shared footway/cycleway link that extends between the A5 and Birchmoor, ensuring that pedestrians and cyclists are able to bypass the Junction 10 of the M42 and gain access to the established network of employment facilities to the south, from Tamworth, Polesworth and Birchmoor.
- Upgrading of existing public footpaths and bridleways as well as provision of new public footpaths / bridleways / cycleways extending to the east of the site, providing pedestrians, cyclists and all users with a higher quality route that avoids the A5 corridor.
- Replacing the existing substandard parking laybys at the A5 with a designated lorry parking facility for up to 150 vehicles, with associated driver facilities.
- Showers and changing facilities provided to all units.
- Communal cycle parking, showers and changing facilities at the ancillary Hub Office, available for use by site occupiers and the general public (including staff of neighbouring business parks) to encourage walking and cycling to work.

4.2.20. Furthermore, adoption of the sustainable FTP principles and occupier-specific TP's in due course will further promote the use of sustainable travel patterns and in doing so reduce highways, transport and access impacts further below an already acceptable level.

4.3 NOISE

INTRODUCTION AND APPROACH

4.3.1. **Chapter 7 of Volume 2**, supported by **Appendices 7.1 – 7.7** and **Figures 7.1 – 7.3**, considers the potential effects of the proposed development on noise and vibration.

4.3.2. The methodology for assessing the effects of noise and vibration was agreed with NWBC's Pollution Control Officer. The assessment comprised an assessment of construction noise and vibration and development generated noise and road traffic noise during operation.

4.3.3. The development generated road traffic noise assessment considered the following scenarios, for which traffic data has been generated:

- 2026 do-minimum opening year;
- 2026 do-something opening year:
- 2041 do-minimum future year; and
- 2041 do-something future year.

4.3.4. Operational noise break-out from the proposed development has been assessed for service yard/haulage operations and car park use.

BASELINE ASSESSMENT

4.3.5. A baseline noise level survey was undertaken at the site, starting on Friday 9 October 2020 and ending on Friday 16 October 2020, the survey ran continuously for seven days. Additional supplementary attended measurements were undertaken during the daytime on Friday 9 October and Friday 16 October; and during the night-time on Tuesday 13 October.

4.3.6. The survey was undertaken to establish the prevailing levels and noise environment at the following locations, which were selected as representative of the closest existing noise-sensitive receptors:

- Birchmoor Village ('Receptor R01');
- Dwellings on A5 Watling Street ('Receptor R02'); and
- Dwellings of Birchmoor Road ('Receptor R03').

IMPACTS

4.3.7. Having modelled anticipated noise impacts during construction and operational phases of the development against the recorded baseline noise levels, the impacts can be summarised as follows in **Table 4.2** and **Table 4.3**:

Table 4.2 – Summary of construction phase impacts

Receptor	Potential Effects	Additional Mitigation	Residual Effects
Receptor R01 Birchmoor Village	Noise as a result of on-site operations during the construction programme. Vibration as a result of on-site operations during the construction programme.	Compliance with BPM ensured through use of a CEMP.	**Not significant**
Receptor R02 Dwellings on A5	Noise as a result of on-site operations during the construction programme. Vibration as a result of on-site operations during the construction programme.	Compliance with BPM ensured through use of a CEMP.	**Not significant**
Receptor R03 Dwellings off Birchmoor Road	Noise as a result of on-site operations during the construction programme. Vibration as a result of on-site operations during the construction programme.	Compliance with BPM ensured through use of a CEMP. Revised groundborne vibration assessment once requirement for piling and excavation works is known. Provision of notice to receptor of when works will be undertaken.	**Not significant**

Table 4.3 – Summary of operational phase impacts

Receptor	Potential Effects	Additional Mitigation	Residual Effects
Receptor R01 Birchmoor Village	Industrial / commercial noise as a result of on-site operations.	Additional mitigation measures would be dependent upon the nature and intensity of future operations, as well as the finalised layout and design. Planning conditions specifying fixed/mechanical noise level limits.	**Not significant**
Receptor R02 Dwellings on A5	Industrial / commercial noise as a result of on-site operations.	No mitigation required to comply with background sound levels from noise emanating from HGV usage. Planning conditions specifying fixed/mechanical noise level limits.	**Not significant**
Receptor R03 Dwellings off Birchmoor Road	Industrial / commercial noise as a result of on-site operations.	Additional mitigation measures would be dependent upon the nature and intensity of future	**Not significant**

Receptor	Potential Effects	Additional Mitigation	Residual Effects
		operations, as well as the finalised layout and design. Planning conditions specifying fixed/mechanical noise level limits.	
Receptors adjacent to the wider road network	Increased noise from road traffic sources on the existing road network	None required	**Not significant**

MITIGATION

4.3.8. As no significant effects are currently identified, mitigation measures are not considered warranted for the reasons outlined above. Additionally, a robust design capacity of 25% has been assumed for both daytime and night-time periods; should a lower intensity of use be exercised at night-time then noise levels could be reduced from those presented in this assessment and the need for mitigation unwarranted.

4.3.9. Once a detailed masterplan(s) is put forward in subsequent reserved matters applications, then such matters may be investigated further.

CONCLUSION

4.3.10. This ES and in particular the Noise Assessment (**Appendix 7.1 – 7.7 of Volume 3**) has clearly and robustly assessed the potential significance of noise and vibration impacts arising from the proposed development. The clear conclusion reached is that the proposed development, during both construction and operational phases, would result in residual environmental effects that are considered **not significant** at the closest residential receptors.

4.4 AIR QUALITY

INTRODUCTION AND APPROACH

4.4.1. **Chapter 8 of Volume 2**, supported by **Appendices 8.1 - 8.5 of Volume 3** and **Figures 8.1 - 8.4 of Volume 4**, considers the potential effects of the proposed development on air quality.

4.4.2. The proposals have the potential to cause air quality impacts as a result of fugitive dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the application site during operation. As such, an Air Quality Assessment was undertaken in order to determine baseline conditions and assess potential effects as a result of the proposed development.

4.4.3. The methodology for assessing the effects of air quality was agreed with NWBC's Pollution Control Officer. The assessment comprised an assessment of construction fugitive dust and particulate matter emissions and, once operational, road vehicle exhaust emissions.

BASELINE ASSESSMENT

4.4.4. A baseline modelling exercise has been carried out for the proposed development, accounting for the identified sensitive receptor locations included in the operational phase assessment. The modelling

has been carried out for a base year of 2019, for which local authority data is available to facilitate model verification.

4.4.5. The baseline modelling exercise was informed by local authority monitoring data, including diffusion tubes along the A5, a review of local emissions sources, a review of DEFRA background pollutant concentrations and identification of nearby ecological conservation sites and designated habitats.

IMPACTS

Construction Phase

4.4.6. Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and trackout activities on vehicles visiting the site.

4.4.7. Based on the current local air quality in the area, the proximity of sensitive receptors to the roads likely to be used by construction vehicles and the likely numbers of construction vehicles and Non-Road Mobile Machinery (NRMM) that will be employed across the proposed development site, the impacts are considered to be *negligible* and thus **not significant**.

Operational Phase

4.4.8. Potential impacts during the operational phase of the development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site.

4.4.9. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the proposed development in place.

4.4.10. Review of the dispersion modelling results indicated that predicted air quality impacts as a result of traffic generated by the proposed development were not significant at any sensitive location (e.g., residential dwellings) in the vicinity of the application site.

4.4.11. The residual impacts of the proposed development on local air quality will be of *negligible* significance which is adjudged to be **not significant**.

MITIGATION

4.4.12. It is considered that the use of good practice control measures, secured by a Construction Environmental Management Plan (CEMP), would provide suitable mitigation for the proposed development to ensure that the potential construction phase impacts remain at an acceptable level. The CEMP can be secured by pre-commencement planning condition by NWBC.

4.4.13. The changes in pollutant concentrations attributable to traffic emissions associated with the operational phase of the proposed development (i.e., impacts on local air quality) are predicted to be of *negligible* significance and adjudged to be **not significant**. Future users of the proposed development will not be exposed to concentrations that exceed any of the relevant air quality objectives. However, the below measures (which form part of the proposals) will facilitate local air quality enhancement.

- A sustainable FTP aiming to encourage occupants to adopt travel behaviour in favour of sustainable travel modes such as public transport, which would be of benefit to local air quality.
- The provision of electric vehicle charging stations, with optional extra future charging points available.

CONCLUSION

4.4.14. This ES and in particular the Air Quality Assessment (**Appendix 8.1 – 8.5 of Volume 3**) has clearly and robustly assessed the potential significance of air quality impacts arising from the proposed development. The clear conclusion reached is that the proposed development, during both construction and operational phases, would result in residual environmental effects that are considered **not significant** at all sensitive receptors.

4.5 LAND AND SOILS

INTRODUCTION AND APPROACH

4.5.1. The site is currently in agricultural use and given the scale of the proposals, assessment of the environmental impacts on agricultural land and soils was scoped into the ES.

4.5.2. The methodology for the assessment of agricultural land quality involved an initial desk-top study followed by a detailed Agricultural Land Classification (ALC) field survey. The assessment of the effect on farm businesses involved a telephone discussion and over-the-fence field survey.

BASELINE ASSESSMENT

4.5.3. **Table 4.4** summarises the results from the ALC survey to establish the baseline:

Table 4.4 - ALC Results

ALC Grade	Description	Area (ha)	Area (%)
2	Very good	29	91
3b	Moderate	2	6
Non-Ag	Non-agricultural	1	3
Total		**32**	**100**

IMPACTS

Construction phase

4.5.4. The proposed development involves the development of approximately 29 ha of Grade 2 “good quality” agricultural land. The soil resources will be stripped for reuse in landscaping wherever possible, but the loss to agricultural use, and consequently the loss of agricultural land, is a permanent and adverse effect.

4.5.5. The adverse effects on agricultural businesses also commences at the start of the construction phase. In this case the effect is limited. The land is farmed by the farming arm of the applicant, who is also the site promoter, and no machinery or farm buildings will be lost as part of the proposals. The business is therefore considered to be part-time and will continue unabated as a result of the proposals.

Operational phase

4.5.6. The effects on soil and land quality, and the direct and permanent effects on farm businesses, commenced at the construction phase. Being permanent effects, they continue throughout the operational phase.

4.5.7. The proposed development is for a mixed employment development and an overnight lorry parking facility, and associated development. As a consequence, there should be no reason why users of the facility might venture wider afield and cause trespass or other adverse effects on surrounding farmland and farm businesses.

4.5.8. Any adverse effects on agricultural land and occupying farm businesses are specific to, and limited to, the proposed site. Whilst other development may be proposed or underway in the wider area affecting agricultural land, those effects are not directly related to the agricultural effects of the proposed development. That includes other land owned and farmed by the same farmer, located in the Local Plan allocation ref: E2 (land to the west of Birch Coppice, Dordon), which, if it was also to be developed there would be a greater impact, but this would still be a negligible impact cumulatively.

4.5.9. Accordingly, there is no consequential cumulative impact arising from other development proposals that needs to be considered in the ES, and only a slight adverse effect if other land farmed by the same business was to be developed.

MITIGATION

4.5.10. The loss of agricultural land cannot be mitigated. Therefore, there is a significant adverse effect as a result of the loss of land that is defined as “best and most versatile” (BMV) agricultural quality. In this area BMV land is widespread, and the significance of the effect must be considered in that wider context.

CONCLUSION

4.5.11. The proposed development will result in the permanent loss of 29 ha of Grade 2 agricultural land. This is a moderate adverse significance effect. The area around the junction is all predicted to be mostly of BMV quality. In the local context, therefore, the land is typical of the wider area.

4.5.12. There is a small localised effect on the farm business and the contractors used to carry out the farming operations. The overall effect is a **negligible adverse effect**.

4.6 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

INTRODUCTION AND APPROACH

4.6.1. A full Landscape and Visual Impact Assessment (LVIA), in accordance with the Guidelines for Landscape and Visual Impact Assessment (3rd Edition, 2013, also known as GLVIA3, produced by the Landscape Institute and Institute of Environmental Management and Assessment) has been undertaken by experienced chartered landscape architects.

4.6.2. The LVIA provides an assessment of the existing landscape, drawing upon published landscape character assessments and site-specific assessments, in order to identify landscape character at a local and site-wide scale (landscape receptors). Fieldwork identified a range of potential views that represent groups of people (visual receptors) who may be affected by the proposed development.

These have included views obtained from a variety of distances and orientations within the landscape representing, for example, users of public rights of way: residents; and local roads.

4.6.3. The LVIA also provides an assessment of the potential effects of the proposed development on the Strategic Gap between the settlements of Tamworth, Polesworth with Dordon, and Birchmoor.

4.6.4. The methodology used in the LVIA, as well as the extent of the Study Area, Landscape Character Assessments and viewpoint locations have been agreed with NWBC through the scoping process.

BASELINE ASSESSMENT

4.6.5. The site is not within any national designations for valued landscapes, such as AONBs or National Parks.

4.6.6. At a national scale the site is included within Natural England's National Character Area 97: Arden. The north-eastern part of this area is described as an "*industrial area based around a former Warwickshire coalfield, with distinctive colliery settlements*". The assessment also notes that transport infrastructure is a key characteristic.

4.6.7. At a county scale the Warwickshire Landscape Guidelines (November 1993) classifies the site as part of the Arden Landscape Character Area (LCA) within Landscape Character Type (LCT) Wooded Estatelands.

4.6.8. At a district level the North Warwickshire Landscape Character Assessment (August 2010) identifies the site as part of LCA 5 Tamworth Fringe Uplands which is described as a "*fragmented landscape with a complex mix of agricultural, industrial and urban fringe land uses*", "*heavily influenced by adjacent settlement edges of Tamworth and Dordon and by large scale modern industry at Kingsbury, and in the vicinity of the M42 motorway junction*" with "*Generally large, open arable fields between urban land uses*".

4.6.9. At a local level the LVIA confirmed that the character of the landscape was strongly influenced by large-scale commercial buildings and the prominent, elevated, settlement edge and the noise, movement and lighting associated with it. The site itself is part single large-scale, irregular, arable field, with a gently rising landform and included mixed, native boundary hedgerows, with woodland copses within its periphery.

IMPACTS

4.6.10. The assessment concluded that there would be a moderate and negative level of effect on the overall arable field and its gently rising landform.

4.6.11. There would be a minor / moderate and negative short-term effect on the sense of stillness which would reduce to minor in the longer term.

4.6.12. There would be a minor / moderate, short-term negative effect on existing boundary vegetation which over time would become moderate and positive due to the reinstatement of historic field boundaries and proposed woodland copses and native woodland planting around the edges of the site which would create a net gain in structural vegetation.

4.6.13. The effect of proposed lighting would be limited as the site is already affected by high light levels emitted by surrounding employment uses and infrastructure.

4.6.14. The level of effect on the localised area of LCA 5 Tamworth Fringe Uplands would be less than significant (minor/moderate) but negative in the short-term since large-scale commercial

development is already a characteristic of the local area. The level of effect would reduce over time to minor as proposed planting became established and the proposed development became less intrusive within the character area. The proposed inclusion of off-site areas including the reinstatement of historic hedgerows and publicly accessible local park which would soften the existing prominent edge of Dordon and would help to mitigate potential effects on overall character.

4.6.15. The overall visibility of the proposed development was determined by the preparation of a Zone of Theoretical Visibility (ZTV) and refined by field survey.

4.6.16. The ZTV indicated that, as a result of the retention of existing trees and the provision of proposed naturalistic earth mounds with woodland planting, that theoretical visibility would be largely contained within the site. There would be some visibility on elevated ground to the north-east and towards the edge of Polesworth within the Polesworth school grounds filtered by a combination of the reinstatement of historic field boundary hedgerows and proposed planting within the proposed local park which extends along the eastern edge of the off-site area.

4.6.17. An assessment was made of the effect on the views of residents (on the edge of Birchmoor, Polesworth, Dordon and Freasley), of walkers on public rights of way (including AE45, AE46, AE48, AE52 and AE55), on vehicular users (along Birchmoor Road, the M42 and the A5) and users of areas of open space (including Kitwood Avenue Recreation Ground and the Junction 10 motorway services). The visual assessment concluded that visual effects would be localised, and significant negative effects would be limited to changes to the views available from PRoW AE45 and AE46.

MITIGATION

4.6.18. Measures to avoid or reduce potential landscape and visual effects would be inherent within the design. Aspects of the design which have been considered in relation to this include the following:

- Location of buildings moved to the southern end of the site to minimise potential visual effects on residents on the edge of the settlement of Birchmoor and to maintain a sense of separation between the settlement and the proposed development;
- Provision of parkland, at the northern end of the site adjacent to the settlement of Birchmoor, with localised earth mounds which would be planted with mixed native trees and shrubs to filter views from the settlement edge;
- Historic field boundaries would be reinstated in the area to the east of the site with provision of mixed, native hedgerow and tree planting to reinforce the rural character of the landscape;
- 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 whould include orchard planting and this would provide connection from the existing / proposed PRoW network to the proposed area of open space transfer identified within the Local Plan (site OS1) and allow the provision of circular walking routes;
- 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 from the settlement and PRoW towards the proposed development;
- Earth mounds would be created along the eastern edge of the site which would be densely planted with mixed, native trees to help screen and filter views of the proposal and to reinforce the sense of openness within the remaining arable landscape to the east. Earth mounds would

be carefully modelled to fit with the existing landform and would take account of restrictions and easements such as the high pressure gas pipeline;
- Existing native tree and shrub planting along the western boundary of the site with the M42 would be reinforced with new mixed native planting where required to filter views from the M42;
- SuDS would be provided at southern end of the site which would be planted and this zone would mirror the approved frontage of St Modwen Park Tamworth, on the opposite side of the A5.

CONCLUSION

4.6.19. The development proposed would be viewed within a context of existing large-scale commercial development to the immediate south and west. This characteristic would intensify as proposed employment allocations are built out in the future. Visual effects would reduce over time as proposed native woodland planting on earth mounds matured, with the massing of built form becoming progressively filtered by proposed planting.

4.6.20. The assessment of the potential effect of the proposed development on the Strategic Gap concluded that the gap between settlements would remain effective and would be formed by open arable land which would become increasingly rural in character as a result of proposed extensive offsite planting, landscaping and reinstatement of historic field boundaries.

4.7 NATURE CONSERVATION AND BIODIVERSITY

INTRODUCTION AND APPROACH

4.7.1. **Chapter 11 of Volume 2**, supported by **Appendix 11.1 – 11.3 of Volume 3**, assesses the effects on biodiversity and wildlife as a result of the proposed development. In particular, it assesses the potential loss, disturbance, damage and enhancement to biodiversity.

4.7.2. Key legislative and policy requirements of relevance to ecology and nature conservation have been taken into account during the design of the proposals, particularly when considering mitigation and enhancement measures, with features and species of nature conservation interest protected and enhanced where possible in line with the aims of the policies.

4.7.3. The scope of the assessment is largely focussed on the site itself, although consideration has been given to ecological receptors within the surrounding areas where appropriate. Notably, the desktop study has included a search for statutory ecological designations within at least 5km of the site boundary, whilst the assessment is informed by survey work undertaken across the site and wider Area of Interest over a number of visits.

BASELINE ASSESSMENT

4.7.4. In addition to the desktop study of available ecological background information on the site and its surrounds, the site was surveyed in July 2020 in order to ascertain the general ecological value of the land contained within the boundaries of the site and to identify the main habitats and ecological features present.

4.7.5. The site itself is dominated almost exclusively by habitats of negligible ecological value, being mostly intensively managed arable land. Habitats of value are limited to field boundary habitats including hedgerows and a small number of trees. In addition, an offsite area of mature scrub provides some ecological value, with connectivity to the wider landscape, and accordingly is taken

into consideration. The proposals incorporate substantial buffers of vegetation to the site boundaries, minimising any potential long-term effects of the proposals on associated receptors.

4.7.6. In addition to the retention of boundary vegetation, the incorporation of considerable open space and landscape planting will provide compensation for any losses of vegetation and represent ecological habitat enhancements. Similarly, the site offers few existing opportunities for protected species, such that minimal mitigation measures are required, albeit new habitats will provide additional opportunities for faunal species and construction safeguards are proposed.

IMPACTS

Construction

4.7.7. All statutory ecological designations are well-removed and separated from the site, whilst the site is not located within any identified Impact Risk Zones associated with ecological designations that are of relevance to the proposed development. Accordingly, no significant adverse effects on any statutory ecological designations are anticipated as a result of construction activities.

4.7.8. The site itself is not subject to any non-statutory nature conservation designations, whilst, the nearest such designations are well-separated and removed from the site (with the M42 acting as a significant barrier). Accordingly, no significant adverse effects on any non-statutory ecological designations are anticipated as a result of construction activities.

4.7.9. Construction effects on hedgerows and trees prior to mitigation are considered to be **moderate**, **adverse** and **medium-term**, and could be **significant** at the local level.

4.7.10. In terms of wildlife (fauna):

- Construction effects on roosting bats are considered to be **slight, adverse** and **medium-term**, and **non-significant**.
- Construction effects on foraging and commuting bats are considered to largely relate to temporary increases in lighting levels, and would be **slight, adverse** and **short-term** and **non-significant**.
- Construction effects on badgers are considered to largely relate to construction site hazards and disturbances should individuals enter the site, and would be **slight**, **adverse** and **short-term,** and **non-significant**
- Construction effects on birds are **slight**, **adverse** and **short-term,** and **non-significant.**

Operational

4.7.11. All statutory ecological designations are well-removed and separated from the site, which is not located within any identified Impact Risk Zone associated with offsite designations that are of relevance to the proposals. In addition, specific wintering bird surveys carried out at the site to date indicate that the site is not of any functional importance to bird species, including those associated with identified offsite ecological designations.

4.7.12. Accordingly, **no significant adverse effects** on any statutory ecological designations are anticipated as a result of operational activities.

4.7.13. The site itself is not subject to any non-statutory nature conservation designations, whilst the nearest such designations are well-separated and removed from the site. Accordingly, **no significant adverse effects** on any non-statutory ecological designations are anticipated as a result of operational activities.

4.7.14. Potential adverse effects on hedgerows in the absence of mitigation are considered to be **slight**, **adverse** and **long-term**, and **non-significant** at the **local level**.

4.7.15. In terms of wildlife (fauna):

- Operational effects on roosting bats (should they be present) are considered to be **slight**, **adverse** and **long-term** and **non-significant**
- Effects on foraging and commuting bats from the completed development prior to mitigation are considered to be **slight**, **adverse** and **long-term**, and **non-significant**
- Effects on badgers from the completed development prior to mitigation are considered to be **slight**, **adverse** and **long-term**, and **non-significant**
- Likely effects on bird species as a result of the operational phase of development would be **slight**, **adverse** and **long-term,** and **non-significant.**

MITIGATION

4.7.16. A number of mitigation measures are embedded into the proposed development parameters, which have therefore been considered as part of the assessment. Further 'mitigation by design' would be incorporated during the detailed design process, albeit does not form an integral part of the proposed parameters.

4.7.17. Particular ecological mitigation measures incorporated within the parameters design and therefore relate to the identified operational effects as a result of the proposals include:

- Retention of the majority of boundary hedgerows and associated boundary vegetation within landscape buffers along the margins and through the site;
- Creation of substantial areas of natural green space (measuring approximately 9ha), to include the provision of native grassland and shrub planting; and
- An additional 6.5 hectares of offsite green infrastructure incorporating native woodland and hedgerow planting and a community orchard, along the route of the existing and enhanced PRoW network.

4.7.18. A range of specific ecological mitigation measures are recommended in **Chapter 11 of Volume 2**.

4.7.19. Landscaped areas and buffers will be provided around the site boundaries, in particular associated, including new wildlife habitat creation. Where new landscaped areas and buffers are included, these will be planted with native species including shrubs of wildlife value, along with wildflower grassland providing increased wildlife habitat provision, and managed in the long term to maximise habitat value.

4.7.20. Furthermore, a Biodiversity Impact Assessment (BIA) (**Appendix 11.2 of Volume 3**) has been undertaken based on indicative landscaping proposals to give an indication of the potential biodiversity net gain that could be delivered on site as a result of the proposals. The BIA demonstrates that, based on indicative details at this stage, a significant Biodiversity Net Gain of 19.26 units (an estimated 30.3% gain in relation to the existing value) can be delivered as part of the proposed development. Well in excess of current guidance and emerging legislation.

CONCLUSION

4.7.21. Following implementation of the mitigation and enhancement measures set out above, all adverse construction and operational effects of the proposed development on ecological receptors are considered to be reduced to **non-significant levels**, whilst a number of **positive effects** have been

identified in regard to individual ecological receptors and in particular the substantial potential Biodiversity Net Gain is considered to be a **significant benefit** of the scheme.

4.8 FLOODING AND DRAINAGE

INTRODUCTION AND APPROACH

4.8.1. **Chapter 12 of Volume 2**, supported by the Flood Risk Assessment and Drainage Strategy Report (**Appendix 12.1**), considers the potential effects of the proposed development on hydrology, drainage and flood risk.

4.8.2. An assessment of existing conditions has been made using numerous sources of information including Environment Agency (EA) data and mapping, proposed development plans, a Phase 1 & 2 Site Investigation, and the Magic Map application.

BASELINE ASSESSMENT

4.8.3. The site is not located within close proximity to any watercourse or surface water features. The nearest water body is Kettle Brook which is located approximately 325m south west of the site across the M42, which ultimately connects to the Coventry Canal west of Tamworth.

4.8.4. The site is underlain by topsoil and then varieties of the Halesowen Formation, ranging from weathered clayey gravelly sands to rock strength sandstone.

4.8.5. Overall, the geology/hydrogeology underlying the site indicates permeability and therefore a medium sensitivity to environmental change and pollution.

4.8.6. The EA maps confirm the site is situated within Flood Zone 1, defined as having less than a 0.1% (1 in 1000 annual probability of tidal/fluvial flooding). As such, the tidal and fluvial flood risk is considered to be low.

4.8.7. The EA maps also show that some parts of the site are currently susceptible to a high risk of surface water flooding, this is primarily due to the current topography of the site and will therefore be reduced due to the proposed levels and drainage design. As such the risk of surface water flooding to the development is considered to be low.

4.8.8. There is no risk to any flooding from artificial sources to the site.

4.8.9. There are no public sewers within the site, the nearest foul and surface water sewers are to the west and east of the site adjacent to the M42 and Dordon respectively.

IMPACTS

4.8.10. Due to the increased impermeable areas, the surface water runoff from the site will be managed and discharged at a restricted rate by the use of SuDS features in the form of a detention basin. Drainage networks and conveyance SuDS features will be designed to accommodate the 1 in 100 year rainfall event runoff with a 20% allowance for climate change and discharge this to SuDS features and then ultimately to the existing sewer network to the south of the site.

4.8.11. There will be a requirement to divert an existing land drain that runs across the development in a north east to south west direction as part of the works.

4.8.12. The foul flows will be conveyed to a private pumping station and discharged via a new rising main to the nearest Severn Trent Water foul infrastructure to the east of the site.

Construction Phase

4.8.13. Subject to the adoption of mitigation measures outlined in the FRA (**Appendix 12.1 of Volume 3**) and the Construction Environmental Management Plan (CEMP), the construction phase impacts are summarised as follows:

- Short term increase in flood risk due to construction activities - likely to be a **negligible significance** of this risk.
- Water quality due to accidental spillages and leaks - likely to be a **negligible significance** of this risk.
- Physical contamination such as sediment and silt following ground operations - likely to be a **negligible significance** of this risk.
- Short term alteration to groundwater due to construction activities - likely to be a **negligible significance** of this risk.

Operational Phase

Increase in Flood Risk

4.8.14. Due to the increase in impermeable surfaces associated with the development there is potential for an increase in the flood risk to the site and downstream catchment. The mitigation for this has been set out within the FRA and has been accommodated within the Drainage Strategy (**Appendix 12.1 of Volume 3**). This potential effect is therefore **insignificant** and is not assessed further.

Accidental Spillages and Leaks

4.8.15. During the operational phase untreated runoff from leaks and spillages could find its way into the surface water network and contaminate the downstream network. The mitigation for this has been set out within the FRA (**Appendix 12.1 of Volume 3**) and is in line with current NPPF guidelines. This risk is therefore considered **insignificant** and will not be assessed further.

Physical Contamination such as Sediment and Silt

4.8.16. During the operational phase there is potential for physical contamination of the surface water system from silts and sediment associated with the runoff from the hard standing areas. The mitigation for this has been set out within the FRA and Drainage Strategy Report (**Appendix 12.1 of Volume 3**) and is in line with current NPPF guidelines. This risk is therefore considered **insignificant** and will not be assessed further.

Water Supply

4.8.17. There is likely to be a long term, permanent effect of the proposed development due to the increased water supply, however, given the proposed usage this is likely to be of **negligible significance.**

Sewage Infrastructure

There is likely to be a long term, permanent effect of the proposed development due to the increased foul flows into the public sewer, however, given the proposed usage this is likely to be of **negligible significance.**

MITIGATION

4.8.18. Through the adoption of best practice construction methods there are several measures that can be considered as embedded mitigation which will reduce the risk and likelihood that some potential impacts on water resources or flood risk would occur. Best practice recommendations for the prevention of contamination will be outlined in more detail in the CEMP or equivalent in line with the Code of Construction Practice (CoCP) and agreed with statutory consultees prior to commencement of construction works.

4.8.19. To manage the flood risk associated with the operational phase of the proposed development, a surface water drainage strategy has been produced in line with the FRA (**Appendix 12.1 of Volume 3**). This strategy is to be delivered in accordance with the national and local policies to ensure that the flood risk is not increased as a result.

4.8.20. Petrol interceptors will be provided to treat the HGV yard areas prior to discharge into the attenuation pond.

4.8.21. All drainage features shall be maintained in line with the typical maintenance regime included within the FRA (**Appendix 12.1 of Volume 3**).

CONCLUSION

4.8.22. It is considered that due to the appropriate design considerations outlined in the FRA and Drainage Strategy Report (**Appendix 12.1**) there are no significant residual risks associated with:

- Flood risk;
- Physical contamination due to sediment and silts; and
- Spillages and leaks.

4.8.23. Furthermore, whilst there will be long term, permanent effects of the proposed development on the water supply and sewage infrastructure, given the proposed use these are likely to be of **negligible significance**.

4.8.24. Overall, following the adoption of the recommended mitigation measures, the impacts of the proposed development on the water environment during construction and operational phases are considered to be of **negligible significance**.

4.9 SOCIO-ECONOMICS

INTRODUCTION AND APPROACH

4.9.1. **Chapter 13 of Volume 2**, supported by **Appendix 13.1 of Volume 3**, considers the socio-economic effects of the proposed development.

4.9.2. In order to assess the socio-economic effects of the proposed development, WSP has identified and interpreted baseline information on a variety of socio-economic indicators. The indicators have been grouped into a number of subject areas. Taken together, these subject areas provide a robust indication of the socio-economic strengths and weaknesses of a local area.

4.9.3. The main thematic areas considered within the baseline assessment are as follows:

- Population;
- Economic activity;

- Employment structure;
- Education and skills;
- Health conditions; and
- Deprivation.

4.9.4. The baseline assesses the economic and social conditions at a range of spatial scales (impact areas), and across different time periods, utilising the most up-to-date data at the time of the assessment.

BASELINE ASSESSMENT

4.9.5. The key findings from the baseline assessment (**Appendix 13.1 of Volume 3**) are as follows:

- **Population** – Dordon ward and Tamworth have a very similar age breakdown to England and Wales as a whole, whereas North Warwickshire has a higher proportion of older people (aged 65+) than the local and national comparisons.
- **Economic Activity** – In general, economic activity levels are lower at ward level than regional level, but higher than national level. The proportion of the working age resident population who were claiming out of work benefits in Dordon ward was higher than the rates for North Warwickshire and Great Britain as a whole, but lower than the rates in Tamworth.
- **Employment Structure** – The proportion of people employed in higher skilled occupations in Dordon ward was notably lower than the comparative figures for North Warwickshire, Tamworth and England and Wales as a whole.
- **Education** – At the ward level, the proportion of people with no qualifications was higher than the rates across North Warwickshire and Tamworth and across the country as a whole. Concurrently, the proportion of residents within Dordon ward with higher level qualifications was significantly lower than North Warwickshire, Tamworth and England and Wales averages.
- **Health** – Male and female life expectancy at birth (for the period 2017-2019) were lower in North Warwickshire and Tamworth than England.
- **Deprivation** – The neighbourhood impact area (North Warwickshire 002B) is ranked among the 50% most deprived areas in England. The LSOA is ranked in the 30% most deprived across the living environment and education, skills and training domains. Overall, the area has average levels of deprivation.

IMPACTS

Construction Phase – Temporary Socio-economic Effects

4.9.6. During demolition and construction, the proposed development is estimated to generate around 255 to 283 person years of temporary construction employment. This net additional construction employment would generate gross value added (GVA) to the regional economy of around £17.9 million to £19.9 million.

4.9.7. There will also be opportunities to provide training, apprenticeships and work experience in a range of construction trades. For example, there will be opportunities for local young people to gain NVQ Level 2 and Level 3 training and practical experience in a range of different construction and engineering trades. Initiatives of this sort are typically run by a training provider in partnership with the main contractor for the construction programme. The applicant is committed to delivering these benefits which can be delivered through agreements where necessary.

Operational Phase – Permanent Socio-economic Effects

4.9.8. Once complete and operational the proposed development will create an estimated 776 to 1,295 full-time equivalent (FTE) net additional jobs at the local level, with an additional 471 to 786 FTE jobs at the regional level.

4.9.9. It is estimated that the jobs to be supported by both the proposed development and the supply chain linkages could contribute approximate GVA to the West Midlands economy of up to £62.5 million to £104.2 million annually in perpetuity.

4.9.10. All of the socio-economic effects identified in the assessment are anticipated to be beneficial and, as such, no mitigation measures are proposed.

4.9.11. 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 shared facilities including meeting room, presentation room, computer suite and office space. Furthermore, The Hub Office will incorporate communal bike parking and male and female changing rooms and showers that are open to use by the general public, to encourage local residents to cycle/walk to work, be they working at the site or the cluster of other business park sites nearby.

MITIGATION

4.9.12. All of the socio-economic effects identified in this ES are anticipated to be beneficial and, as such, no mitigation measures are proposed.

CONCLUSION

4.9.13. This ES has clearly and robustly assessed the potential significance of socio-economic impacts anticipated as a result of the proposed development. The clear conclusion reached is that the proposed development, during both construction and operational phases, would result in substantial socio-economic benefits at the local and regional levels that clearly constitute **significant beneficial effects**.

4.10 CULTURAL HERITAGE AND ARCHAEOLOGY

INTRODUCTION AND APPROACH

4.10.1. **Chapter 14 of Volume 2**, supported by **Appendix 14.1 – 14.3 of Volume 3** and **Figure 14.1 – 14.13 of Volume 4**, considers the potential effects of the proposed development on cultural heritage and archaeology.

4.10.2. It reports the outcome of the assessment of likely significant environmental effects arising from the proposed development upon historic environment. The focus of the assessment is on buried heritage assets (archaeological remains) and above ground heritage assets (buildings, structures, monuments and areas of heritage interest); the latter includes the historic character and setting of designated heritage assets.

4.10.3. **Appendix 14.1 of Volume 3** provides a desk-based study and includes a review of available information to determine the baseline conditions in the site and surrounding study area. This assessment consisted of an analysis of existing written, graphic, photographic, electronic information and a site walkover, in order to identify the likely heritage assets within the site and wider study area, and determine their significance. The desk-based study was supported by a site visit.

BASELINE ASSESSMENT

Designated heritage assets

4.10.4. The site does not contain any nationally designated (protected) heritage assets, such as scheduled monuments, listed buildings, conservation areas, registered battlefields or registered parks and gardens.

4.10.5. The closest listed building is the Grade II listed Hall End Hall Farm, constructed in the late 17th-early 18th century, located 750m south east of the site. A group of four Grade II listed buildings is located at Freasley between 830m and 930m south west of the site.

4.10.6. There are no scheduled monuments, registered battlefields, registered parks and gardens or conservation areas within the 1km outer study area.

Non-designated heritage assets

4.10.7. There are a number of known non-designated features of heritage interest within the site, as identified during the course of this study. These comprise two possible prehistoric or Romano-British enclosures recorded during a geophysical survey of the proposed development area in October 2020, as well as evidence for field boundaries, possible plough headlands, the site of a post medieval sheep wash and the site of a small post medieval farmstead known as Leisure Barn.

4.10.8. The site has potential to contain possible, previously unrecorded, archaeological remains.

IMPACTS

4.10.9. Archaeological survival is anticipated to be high as the majority of the site has not been previously developed. There is a moderate potential for prehistoric activity and a moderate potential for Romano-British activity, possibly of medium to high heritage significance depending upon the nature, survival and extent of any remains present. There is a high potential for medieval and post-medieval agricultural activity of low significance to be present.

4.10.10. **Table 4.5** summarises the construction phase effects prior to mitigation:

Table 4.5 – Construction phase effects (prior to mitigation)

Heritage asset (receptor)	Heritage significance	Magnitude of Change	Significance of Environmental Effect (prior to mitigation)
Possible prehistoric remains. (Moderate potential)	Medium or High (where geophysical survey features correlate with sustained activity)	High (Substantial Harm)	Moderate or Major Adverse Permanent, Long Term Effect (Significant)

Heritage asset (receptor)	Heritage significance	Magnitude of Change	Significance of Environmental Effect (prior to mitigation)
Possible Roman remains (Moderate potential)	Medium or High (where geophysical survey features correlate with sustained activity)	High (Substantial Harm)	Moderate or Major Adverse Permanent, Long Term Effect (Significant)
Possible later medieval and post-medieval remains. (Moderate to High potential)	Low	High (Substantial Harm)	Minor Adverse Permanent, Long Term Effect (Not Significant)

4.10.11. The operational stage effects are entirely confined to setting impacts on designated heritage assets within the study area. **Table 4.6** summarises the operational phase effects (prior to mitigation).

4.10.12. The impacts would arise principally from potential change to the setting of built heritage assets associated with the introduction of the proposed new buildings.

Table 4.6 – Operational phase effects (prior to mitigation)

Heritage asset (receptor)	Heritage significance	Magnitude of Change	Significance of Environmental Effect (prior to mitigation)
Hall End Hall Farm, Grade II listed building	Medium	None (No Harm under the terminology of the NPPF)	Negligible (Not Significant)

MITIGATION

4.10.13. In order to mitigate the potential effects on all buried heritage assets further investigative works were required in order to clarify the nature, survival, condition and extent of any archaeological assets that may be affected. A programme of archaeological trial trenching to be completed in advance of the determination of the planning application was agreed with WCC's archaeological advisor.

4.10.14. The physical trial trenching commenced in late September 2021 and was completed in November 2021. At the time of submission, the Archaeological Evaluation Report is still being prepared. The results of this evaluation will inform the mitigation strategy for all archaeological assets that could be affected.

4.10.15. Mitigation could take the form of a targeted excavation (preservation by record) well in advance of the commencement of ground works across all areas where disturbance is proposed. Alternately a programme of 'strip, map and record' could be employed alongside the preliminary construction works (site strip) to ensure all potential archaeological remains would not be not removed without record.

4.10.16. The potential adverse effect on the setting of the Grade II listed Hall End Hall Farm could be derived from changes to how the asset is understood and experienced due to the presence of the proposed development. **No significant adverse effects** have been identified pertaining to the Grade II Listed Building and, as a result, no mitigation is proposed.

CONCLUSION

4.10.17. Following the implementation of an archaeological mitigation strategy the residual effects of the proposed development would be **negligible**.

4.10.18. The heritage value of the Grade II listed Hall End Hall Farm is medium. The residual effect would be **negligible**.

4.11 CUMULATIVE EFFECTS

INTRODUCTION AND APPROACH

4.11.1. Schedule 4(5)(e) of the EIA Regulations 2017 states that the ES should include a description of the likely significant effects of the development on the environment resulting from:

'*the cumulation of effect with other existing and / or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources*.'

4.11.2. There is no widely accepted methodology or best practice for assessing cumulative effects, although various guidance documents exist. The following approach has been adopted for the assessment of cumulative effects, based on previous experience, the types of receptors being assessed, the nature of the proposed development, the other developments under consideration and the information available to inform the assessment.

4.11.3. Effect interactions, or intra-project effects, are the combined effects caused by the combination of effects of the proposed development on a particular receptor which may collectively cause a greater effect than individually. In-combination, or inter-project effects are the combined effects of the proposed development on a common receptor together with other developments.

4.11.4. Not all technical chapters have cumulatively assessed inter-project/in-combination effects with other developments as the assessment of cumulative effects is not applicable to all technical chapters.

4.11.5. Where inter-project/in-combination effects have been considered, these are set out in the relevant technical chapters 6-14, such as the Traffic, Transport and Highways, Noise and Air Quality chapters, which have taken into account committed development through use of the WCC strategic traffic model that formed the basis of the North Warwickshire Local Plan assessment, as agreed with WCC for the TA modelling exercise.

4.11.6. Likewise, assessment of intra-project cumulative effects, where relevant, are presented in technical chapters 6 to 14.

INTER-PROJECT EFFECTS

Traffic, noise and air quality

4.11.7. Committed development has been taken into consideration through using the WCC the strategic traffic model that formed the basis of the Local Plan assessment, as agreed with WCC for the TA modelling exercise.

4.11.8. The traffic flows from the cumulative schemes have been included within the baseline, therefore they have been intrinsically considered within the assessments. This applies to the traffic cumulative effects associated with both air quality and noise and vibration as well.

Land and soils

4.11.9. Any adverse effects on agricultural land and occupying farm businesses are specific to, and limited to, the site. Whilst other development may be proposed or underway in the wider area affecting agricultural land, those effects are not directly related to the agricultural effects of the proposed development.

4.11.10. It is noted that the farming owners occupy agricultural located in the Local Plan allocation ref: E2 (land to the west of Birch Coppice, Dordon) and that were both to be developed there would be a greater impact, but this would still be a negligible impact cumulatively.

4.11.11. Accordingly, there is no consequential cumulative impact arising from other development proposals that needs to be considered.

Landscape and visual

4.11.12. The following developments have been scoped into and assessed in the LVIA for consideration of potential cumulative landscape and visual effects with the proposed development:

Table 4.7 – Landscape and visual impact – cumulative development

Site	Planning / Appeal Reference	Development	Status
Core 42 (Land at Hall End Farm Watling Street Dordon	PAP/2013/0272	Demolition of existing buildings, totalling 3,785 sqm of mixed use employment floorspace and engineering works to: construct an improved signal controlled vehicle access to the A5; a site access road; to form six development plateaux; associated site drainage & attenuation measures and peripheral landscaping.	Granted and constructed
Birch Coppice Industrial Estate	N/A	Existing business park to the south of	Constructed
E2	N/A	Employment allocation in Local Plan.	Allocation
E3	N/A	Employment allocation in Local Plan	Allocation

Land south east of the M42 Junction 10, Tamworth, Warwickshire, B78 2EY (St Modwen Park Tamworth)	APP/R3705/W/15/3136495	Development of land within Use Class B1(c) (light industry), Use Class B2 (general industry), and Use Class B8 (storage and distribution), demolition and removal of existing structures and associated works. Details of access submitted for approval all other matters reserved	Appeal allowed and constructed
Centurion Park	N/A	21 acre logistics and distribution park located adjacent to Junction 10 of the M42 Motorway. Centurion Park	Constructed
Warehouses off Relay Drive (Relay Park)	N/A	Large scale warehouses	Constructed

4.11.13. The cumulative sequential effect of the proposed development when taken with Core 42 Business Park, Birch Coppice Business Park, employment allocations E2 and E3, St Modwen Park Tamworth and Centurion Park would be **minor** for walkers and **minor / negligible** for vehicle users, reducing over time as woodland planting establishes.

4.11.14. When taken with the warehouses of Relay Park, the cumulative sequential effect of the proposed development would be **minor** for residents on the edge of Dordon, reducing over time as proposed woodland planting establishes.

Nature conservation and ecology

4.11.15. No other schemes or proposals have been identified within the immediate vicinity of the site that could provide potential for interactive or cumulative effects in terms of ecological receptors. The site is dominated by common and widespread habitats and supports limited interest in terms of faunal species, such that there is limited potential for cumulative losses of rare or notable habitat types or important faunal assemblages as a result of interactive or cumulative effects. Indeed, following mitigation and enhancements, the proposals are expected to result in benefits in terms of habitats and the majority of faunal species such that there is unlikely to be potential for significant cumulative adverse effects on ecological receptors resulting from the current proposals.

Flooding and drainage

4.11.16. The water environment is covered by the NPPF as well as stringent local and national policies. As such, every development site in proximity to the site will be subject to the same legislation. Therefore, there are no site specific impacts identified that can be considered as part of the cumulative assessment.

Socio-economics

4.11.17. In terms of socio-economics, as the proposed development has only identified positive impacts, any cumulative impacts arising in relation to the cumulative developments would be positive in nature.

4.11.18. The other technical areas have either stated no cumulative effects or only non-significant cumulative effects.

INTRA-PROJECT EFFECTS

4.11.19. There is the potential for both adverse and beneficial combined effects arising on individual receptors or receptor groups, but there is not considered to be the potential for those effects to interact with one another.

CONCLUSION

4.11.20. Overall, with the adoption of mitigation measures where recommended, there are **no significant adverse cumulative effects** predicted during the construction or operational phases of the development. **Beneficial cumulative effects** are anticipated to result from the development, which are set out in further detail in **Volume 2 of the ES**.

5 FURTHER INFORMATION

5.1 WHAT HAPPENS NEXT?

5.1.1. The ES has been submitted together with other planning application documents and plans to North Warwickshire Borough Council to assist planning officers and consultees in making a decision on the planning application.

5.1.2. The planning officer will take the information contained in the ES into account when considering whether to recommend approval of the planning application to elected Members that sit on the Planning Committee.

5.2 HOW CAN I ACCESS FURTHER INFORMATION?

5.2.1. Further information, along with the full suite of planning application documents, can be viewed on North Warwickshire Borough Council's online planning register: http://planning.northwarks.gov.uk/portal/servlets/ApplicationSearchServlet

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