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**PLANNING & DEVELOPMENT
DIVISION**

PAP/2022/0663



DESIGN AND ACCESS STATEMENT

Land North East
of Junction 10 M42,
North Warwickshire

*"Ambitious proposals to create The
Greenest Business Park in the West
Midlands."*





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CONTENTS

1.0 INTRODUCTION

- 1.1 Planning Application
- 1.2 Supporting Information
- 1.3 The Applicant
- 1.4 Planning Application Site
- 1.5 Area of Interest
- 1.6 The Design Team
- 1.7 Purpose of the Design and Access Statement
- 1.8 Client Brief

2.0 PLANNING CONTEXT

- 2.1 Planning History
- 2.2 National Planning Policy Framework
- 2.3 North Warwickshire Local Plan
- 2.4 Emerging Dordon Neighbourhood Plan
- 2.5 Dordon Design Guidance and Code
- 2.6 Other Relevant Planning and Design Guidance
- 2.7 Interpreting Policy into HQDPs & Parameters

3.0 SITE & CONTEXT

- 3.1 Site Location
- 3.2 Site Context
- 3.3 Commercial Context
- 3.4 Site History
- 3.5 Heritage Context
- 3.6 Existing & Proposed Land Uses
- 3.7 Access & Public Rights of Way
- 3.8 Ecology & Biodiversity
- 3.9 Hydrology & Ground Conditions
- 3.10 Landscape & Key Views
- 3.11 Site Topography
- 3.12 Built Form Context
- 3.13 Existing Site Photos

4.0 COMMUNITY ENGAGEMENT

- 4.1 Pre-Application Consultation
- 4.2 Consultation Feedback
- 4.3 Overview
- 4.4 Community Engagement Summary
- 4.5 Press Coverage
- 4.6 Statement of Community Engagement

5.0 SITE EVALUATION

- 5.1 Site Climate
- 5.2 Physical Constraints
- 5.3 Key Constraints
- 5.4 Constraints & Opportunities
- 5.5 Client Brief
- 5.6 Interpreting Site Context into HQDPs & Design Parameters

6.0 PARAMETERS & LAYOUT

- 6.1 Parameters Overview
- 6.2 Illustrative Site Layout(s)
- 6.3 Visual Impact Assessment Views

7.0 APPEARANCE & DESIGN

- 7.1 High Quality Design Principles (HQDPs)
- 7.2 Rationale
- 7.3 Density
- 7.4 Layout, Arrangement & Scale
- 7.5 Previous Schemes
- 7.6 Preferred Scheme
- 7.7 Movement Patterns
- 7.8 Urban Grain
- 7.9 Scale and Form
- 7.10 Public Realm
- 7.11 Materials
- 7.12 Infrastructure Design
- 7.13 Drainage Infrastructure
- 7.14 Landscape
- 7.15 Ecology and Nature Conservation
- 7.16 Traffic Generation
- 7.17 Air Quality
- 7.18 Noise
- 7.19 Flood Risk
- 7.20 Geo-Environmental
- 7.21 Employment

8.0 ACCESS FOR ALL

- 8.1 Introduction
- 8.2 Approach to Inclusive Design
- 8.3 Key Access Considerations And The Implementation Of Inclusive Design
- 8.4 Site Access
- 8.5 Pedestrians and Cyclists
- 8.6 Car Parking

9.0 SUSTAINABILITY

- 9.1 Sustainability
- 9.2 Building Performance
- 9.3 Carbon Footprint Reduction Measures
- 9.4 Sustainability Measures
- 9.5 Waste Strategy

10.0 SUMMARY

11.0 APPENDICES





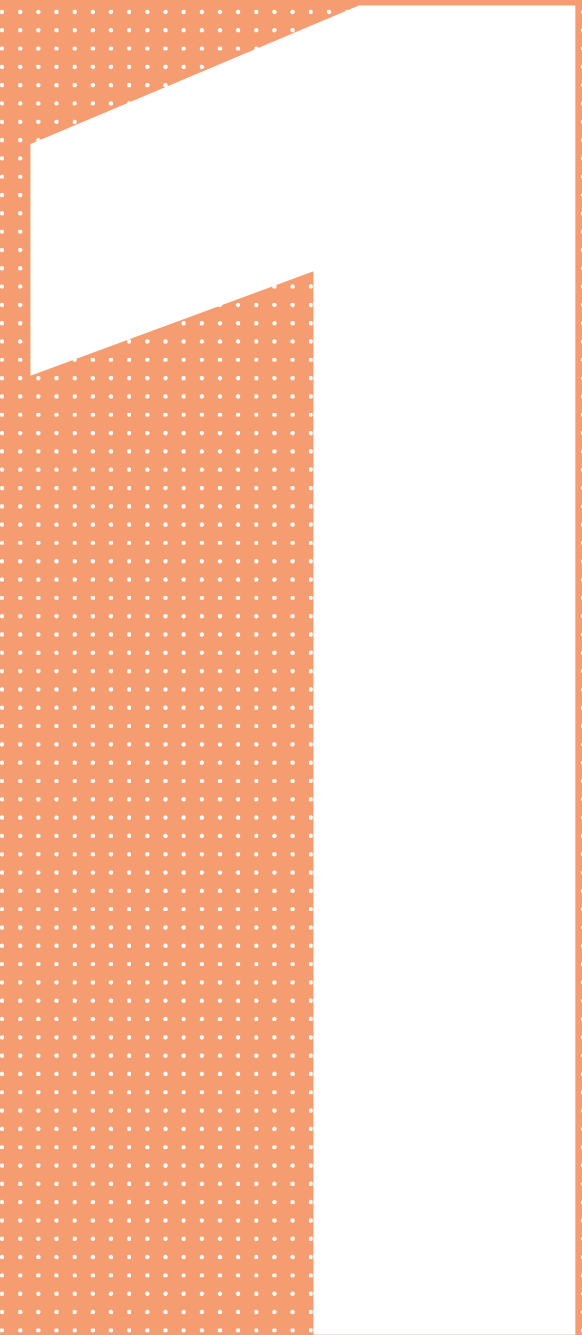
Fig. 1 – Aerial of Site Looking East from Junction 10 M42



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

1.0 INTRODUCTION

- 1.1 Planning Application
- 1.2 Supporting Information
- 1.3 The Applicant
- 1.4 Planning Application Site
- 1.5 Area of Interest
- 1.6 The Design Team
- 1.7 Purpose of the Design and Access Statement
- 1.8 Client Brief



1.0 INTRODUCTION

1.1 PLANNING APPLICATION

This Design and Access Statement (DAS) has been prepared on behalf of Hodgetts Estates (henceforth referred to as 'HE' or 'the Applicant') to support a planning application for a new strategic employment development and secure lorry park on 'Land north east of Junction 10 M42 Motorway, North Warwickshire' (the Site), located within the administrative boundary of North Warwickshire Borough Council (NWBC).

The proposed description of development is:

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

The detailed element of the application is the Site access, therefore, with planning permission for all other matters (appearance, landscaping, layout and scale) sought in outline at this stage.

The planning application seeks to establish a series of High Quality Design Principles ('HQDPs') and overarching minimum and maximum 'Design Parameters' to ensure future reserved matters schemes are designed in accordance with the outline scheme, deliver the planning benefits proposed and meet the highest standards of sustainability. Details of these HQDPs and Design Parameters are set out in this DAS, as well as the submitted 'Design Guide' which would be conditioned to ensure the measures are delivered in practice.

1.2 SUPPORTING INFORMATION

The rationale and justification for the proposed development has emerged following a detailed analysis of the Site, its context and relevant planning policy and legislation. This has been undertaken as part of, and in tandem with, a number of technical studies, including:

- Planning Statement, prepared by WSP;
- Statement of Community Engagement, prepared by WSP;
- Transport Assessment and Framework Travel Plan, both prepared by Bancroft Consulting;
- Employment Land Statement, prepared by JLL;
- Employment Land Needs Assessment, prepared by Nicol Economics;
- HGV Parking Facility Need Assessment, prepared by MDS Transmodal;
- Rail Terminal Connectivity Assessment, prepared by MDS Transmodal;
- Phase 1 and Phase 2 Ground Investigation Report, prepared by Ground and Project Consultants;
- Connectivity Strategy, prepared by KTA;
- Design Guide, prepared by Chetwoods;
- Environmental Statement, prepared by WSP with input from various members of the consultancy team on technical matters.

1.3 THE APPLICANT

Hodgetts Estates is a locally based property developer and investor that specialises in the promotion and development of commercial property with a focus on strategic locations in the Midlands.

At its flagship Core 42 Business Park in Dordon, less than 1km from the Site, the company has delivered in excess of 685,000sqft of mixed-use employment floorspace over the last five years. Its wider portfolio includes a number of business park sites, accommodating a broad range of occupiers from FTSE listed companies to small and medium enterprises (SMEs).

Hodgetts Estates' stated ambition for the project is to create *"The Greenest Business Park in the West Midlands"*.



1.0 INTRODUCTION

1.4 PLANNING APPLICATION SITE

It is important to define the extent of the Site (the planning application site) and the 'Other Land Under the Control of the Applicant', which is intended to deliver offsite enhancements and mitigation measures.

The Site, identified in red at Fig. 2, is owned and controlled by the Applicant and totals some 79.97ac/32.36ha of agricultural land. It forms part of a much wider land ownership in the area with Other Land Under the Control of the Applicant adding a further 102.94ac/41.66ha (identified in blue at Fig. 2) of agricultural land. In total, the Site and Other Land Under the Control of the Applicant total some 182.91ac/74.02ha (the red and blue areas together).

The Site forms the north eastern quadrant of Junction 10 of the M42 motorway (J10 M42), beyond which lies the border between the jurisdictions of North Warwickshire Borough Council (NWBC) and Tamworth Borough Council (TBC). This border also forms the boundary between the Counties of Warwickshire (WCC) and Staffordshire (SCC) therefore.

The application Site is bound by the M42 to the west, A5 trunk road to the south, agricultural land to the East, beyond which lies the villages of Dordon and Polesworth, and the village of Birchmoor to the north.

The monocrop nature of agricultural 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. There is a mature tree belt to the west along the route of the M42 and Junction 10. On the southern site boundary is a mature hedgerow along the A5. There is also an area of existing hardstanding in the south of the Site, associated with historic roadworks to the A5 and M42.

Further details of the Site and its surrounding environs are set out in Section 3 of this DAS.

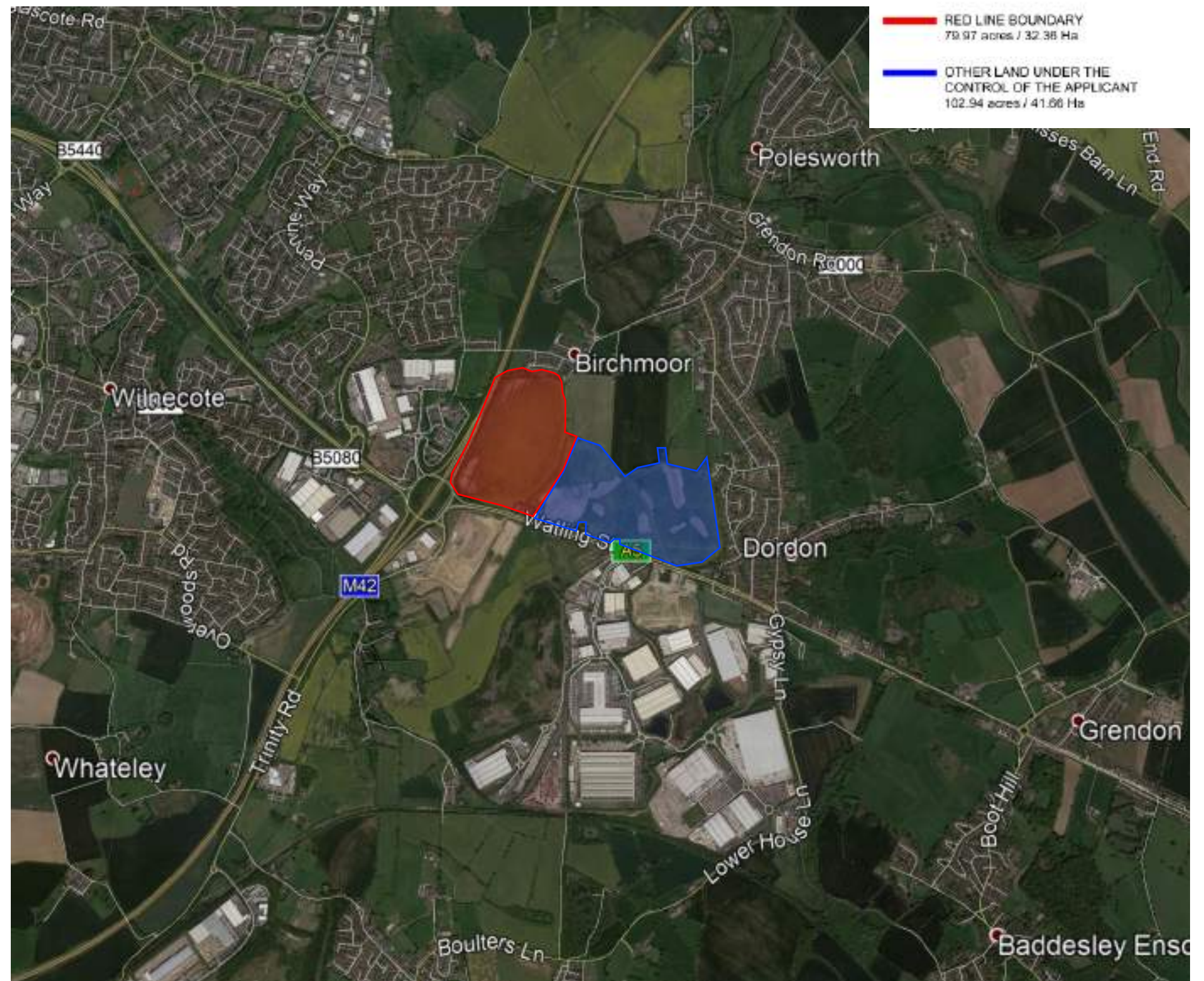


Fig. 2 – Application Site and Other Land Under Applicant's Control



1.0 INTRODUCTION

1.5 AREA OF INTEREST

All temporary and permanent activities relating to the construction and operational activities of the proposed development would be contained within the planning application boundary (identified by the red line at Fig. 3). As noted above, Other Land Under the Control of the Applicant is located to the East (identified by the blue line at Fig. 3).

Some of this Other Land Under the Control of the Applicant has been included within the 'Area of Interest' for the purposes of the Environmental Impact Assessment (EIA).

The two different parcels of land which form the Area of Interest are:

- The development Site (32.36ha), as illustrated by red line at Fig. 3; and
- "OffSite Areas" for EIA purposes (circa 6.51ha), as illustrated by the pink shaded area at Fig. 3).

The "OffSite Areas" will provide landscape and visual impact mitigation, biodiversity enhancements and connectivity enhancements, through planting and new footpaths/cycleways, providing access to members of the public. These enhancements and mitigation measures would be secured through an agreement with NWBC.



Fig. 3 – Application Site and Offsite Areas for EIA Purposes



1.0 INTRODUCTION

1.6 THE DESIGN TEAM

1.6.1. CHETWOODS ARCHITECTS

Chetwoods Architects is an architecture and urban design practice with completed projects throughout the UK. It is led by Laurie Chetwood and comprises three studios, based in London, Birmingham and Wolverhampton and has a diverse portfolio of projects which includes retail, logistics, residential, arts and community and master planning. Chetwoods has won a number of awards including Architectural Practice of the Year, short-listing for the Stirling Prize, and UK Industrial Research and Development Architect of the Year.

1.6.2. WSP

WSP is one of the world's leading professional services firms with over 7,000 talented people in the UK and more than 49,000 globally. WSP provides strategic advisory, engineering and design services to clients in the Property & Buildings, Environment, Transportation & Infrastructure, Power & Energy, Resources & Industry sectors. WSP's global experts include engineers, advisors, technicians, scientists, architects, planners, surveyors and environmental specialists, as well as other design, program and construction management professionals.

1.6.3. SLR

SLR are a global leader in environmental and advisory solutions: helping clients achieve their sustainability goals. It has a team of over 1,600 talented professionals working with clients across seven sectors, delivering over 30 technical disciplines, from a network of offices in Europe, North America, Asia-Pacific and Africa. With the

increasing importance of environmental and related matters, SLR's focus on environmental know-how is a key tenet of its success.

1.6.4. BURROWS GRAHAM

Burrows Graham is a civil and structural engineering consultancy, established in January 2020. Its team has three decades of experience in the UK construction industry providing design and advisory services to developers, building occupiers and contractors across a range of sectors, but specialising in industrial and logistics buildings and associated infrastructure. It provides advice in relation to civil, structural, flood risk/drainage, highways and infrastructure design and consultancy services covering all stages of development.

1.6.5. BANCROFT CONSULTING

Bancroft Consulting are specialist highways and transportation consultants with experience on a large number of projects throughout the country. They provide a wide range of services, including Transport Assessments, Transport Statements, Site Access Appraisals, Travel Plans, Design and Road Safety Audits. They have helped to secure planning permission for various types of development including residential, employment, and healthcare.

1.6.6. KELLY TAYLOR ASSOCIATES (KTA)

KTA has a well-founded reputation as one of the world's most forward thinking building services consultants. Specialists in Logistics, Industrial and Manufacturing/process facilities with over 10,000,000sqm completed successfully to date for both developers and occupiers. KTA has design offices in both South Devon and Lutterworth, with dedicated innovative teams, all with great experience within the logistics sector.

1.6.7. ASPECT ECOLOGY

Aspect Ecology specialises in ecological planning. It provides a complete service, from site surveys and assessment (to inform planning or EIA), Biodiversity Net Gain, Habitats Regulations Assessments and ecological mitigation schemes (including through protected species licensing and monitoring). Aspect Landscape Planning and Aspect Arboriculture provide complementary services in the form of landscape architecture and arboriculture.

1.6.8. GROUND & PROJECT CONSULTANTS

Ground and Project Consultants Limited is a geotechnical and geo-environmental consultancy. Its staff work with organisations in a range of sectors including residential, commercial and energy and provide technical expertise at all stages of the planning and development process. It has experience of work on some of the most complex and challenging geotechnical and contaminated land projects in the UK.

1.6.9. MDS TRANSMODAL

MDS Transmodal is a firm of transport economists which specialises in freight modes of transport. It provides economic and commercial advice in the international transport sector, specialising particularly in freight transport, including shipping, ports, road and rail, logistics and distribution. Clients are drawn from a wide spectrum of public organisations and private companies with whom it works to provide strategic advice based on quantitative analysis, modelling and its sectoral expertise.



1.0 INTRODUCTION

1.7 THE PURPOSE OF THE DESIGN AND ACCESS STATEMENT

The purpose of this document is to communicate the design process and the proposed development principles clearly, whilst demonstrating how the Site can be developed in accordance with relevant planning policies, planning guidance and design guidance. It demonstrates how a high quality development could be achieved in terms of development use, appearance, layout, scale, landscaping and access, which responds innovatively and sympathetically to the surrounding environs of the Site.

The DAS has considered, inter alia, the following:

- **Use:** what the land/building would be used for;
- **Amount:** how much would be built on site;
- **Layout:** how the buildings and public and private spaces are arranged on site and the relationship between them and the buildings and spaces surrounding the Site;
- **Scale:** how big the buildings and spaces would be;
- **Appearance:** what the buildings and spaces would look like;
- **Landscape:** how the green infrastructure and open spaces will be treated to enhance and protect the character of the Site and its surroundings;
- **Access:** how everyone can get to and move through the Site sustainably on equal terms regardless of age, disability, ethnicity or social grouping;
- **Vehicular and transport links:** why the access points and routes have been chosen, and how the proposals respond to existing road layout and public transport provision.

1.8 CLIENT BRIEF

The Client Brief for the proposed development included, inter alia, the following instructions for the Design Team:

- Ambitious proposals to create *“the Greenest Business Park in the West Midlands”*;
- Provide a highly sustainable proposal for a development which includes large format distribution/warehouse uses and a secure overnight lorry parking facility, in response to current demand and market indicators;
- Set out possible proposals for an element of smaller footprint employment units capable of serving local businesses and SMEs;
- Develop options for the above while addressing any site constraints, and respecting the amenity of residents and businesses alike;
- Respect the separate identities of the settlements of Polesworth with Dordon and Tamworth and ensure that a meaningful gap is retained between them;
- Enhance the existing interface and access point associated with the A5 Watling Street dual carriageway on the southern boundary, and provide a high quality gateway into the Site;
- Accommodate and upgrade existing pedestrian and cycle routes and provide extensive new routes, throughout the Site and wider area;
- Incorporate sustainable principles for land forms, water run-off control and energy production/use;
- Create a safe, high quality development which provides significant biodiversity net gains and enhancements and opportunities for leisure.



2.0 PLANNING CONTEXT

- 2.1 Planning History
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- 2.5 Dordon Design Guidance and Code
- 2.6 Other Relevant Planning and Design Guidance
- 2.7 Interpreting Policy into HQDPs & Parameters



2.0 PLANNING CONTEXT

2.1 PLANNING HISTORY

The Site has no relevant planning history owing to its longstanding use as farmland and informal hardstanding.

2.2 NATIONAL PLANNING POLICY FRAMEWORK

The current version of the National Planning Policy Framework (NPPF) was published in July 2021 and is a key material consideration in the determination of planning applications.

2.2.1. ACHIEVING SUSTAINABLE DEVELOPMENT:

Sustainable development means meeting the needs of the present without compromising the ability of future generations to meet their own needs (Paragraph 8). The planning system has three overarching objectives in achieving sustainable development: economic, social and environmental.

Planning should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (Paragraph 9).

2.2.2. SUSTAINABLE TRAVEL AND TRANSPORT:

Paragraph 100 states that: *“Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks”.*

Paragraph 105 adds that: *“...Significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes”.*

2.2.3. ACHIEVING WELL DESIGNED PLACES:

Paragraph 126 states that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve, with good design being a key aspect of sustainable development that creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 129 goes on to state that: *“Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop.”*

Paragraph 130 sets out a number of design criteria that development proposals should clearly demonstrate to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Optimise the potential of the Site to accommodate development, create and sustain an appropriate mix of uses including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Are sympathetic to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; and

- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 recognises that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change.

Paragraph 134 states that, for decision-makers: *“Great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”.*



2.0 PLANNING CONTEXT

2.2.4. MEETING THE CHALLENGE OF CLIMATE CHANGE, FLOODING & COASTAL CHANGE:

Paragraph 154 requires new development be planned for in ways that:

- avoid increased vulnerability to the range of impacts arising from climate change; and
- can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

Paragraph 155 guides the planning for the increased use and supply of renewable and low carbon energy and heat, with requirement to:

- a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);
- b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and
- c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.”

2.2.5. CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT:

Paragraph 174 sets out that planning policies and decisions should contribute to and enhance the natural and local environment. This includes protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils; recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services and preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.



2.3 NORTH WARWICKSHIRE LOCAL PLAN

The North Warwickshire Local Plan was adopted on 29 September 2021 and replaced the saved policies from the North Warwickshire Local Plan 2006 and the Core Strategy. Policies pertaining to design are set out below.

Policy LP1 (Sustainable Development) requires that all development proposals must: provide the required infrastructure, demonstrate a high quality of sustainable design; deter crime; sustain, conserve and enhance the historic environment; conserve and enhance biodiversity; create linkages between green spaces and wildlife corridors; and, protect the existing rights of way network and where possible contribute to its expansion and management.

Policy LP4 (Strategic Gap) requires development to retain and respect the separate identities and characters of the settlements of Tamworth and Polesworth with Dordon to avoid their coalescence.

Policy LP14 (Landscape) states that, within landscape character areas development should look to conserve, enhance and where appropriate, restore landscape character as well as promote a resilient, functional landscape able to adapt to climate change.

Policy LP16 (Natural Environment) states that the quality, character, diversity and local distinctiveness of the natural environment will be protected and enhanced as appropriate relative to the nature of development proposed.



2.0 PLANNING CONTEXT

Policy LP17 (Green Infrastructure) requires development proposals to demonstrate how they contribute to maintaining and enhancing a comprehensive and strategically planned Green Infrastructure network.

Policy LP22 (Recreational Provision) encourages development proposals to provide a range of new on-site recreational provision such as parks and amenity space, sport or recreation facilities and semi-natural areas such as woodland wherever appropriate to the area to the development.

Policy LP27 (Walking and Cycling) states that all developments should consider improvements that can be made to encourage safe and fully accessible walking and cycling (so called, 'active travel').



Policy LP29 (Development Considerations) states that development should meet the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life that the present generation aspires to. Relevant considerations are:

- Be adaptable for future uses and take into account the needs of all users;
- Promote healthier lifestyles for the community to be active outside their homes and places of work;
- Encourage sustainable forms of transport focussing active travel;
- Provide safe and suitable access for all users;
- Expand/enhance provision of open space, sport and recreation facilities;
- Avoid and address unacceptable impacts upon neighbouring amenities through overlooking, overshadowing, noise, light, air quality or other pollution;
- Manage the impacts of climate change through the design and location of development, including sustainable building design and materials, sustainable drainage, water efficiency measures, use of trees and natural vegetation and ensuring no net loss of flood storage capacity; and
- Protect the quality and hydrology of ground or surface water sources so as to reduce the risk of pollution and flooding, on site or elsewhere.

Policy LP30 (Built Form) sets out a number of design criteria that development proposals should adhere to, including a requirement for its layout, form and density to respect and reflect the existing pattern, character and appearance of its setting.

Policy LP34 (Parking) requires adequate vehicle parking provision, commensurate to a proposed development, to be provided, as guided by the standards in the Document 'Parking Standards'.



2.0 PLANNING CONTEXT

2.4 EMERGING DORDON NEIGHBOURHOOD PLAN

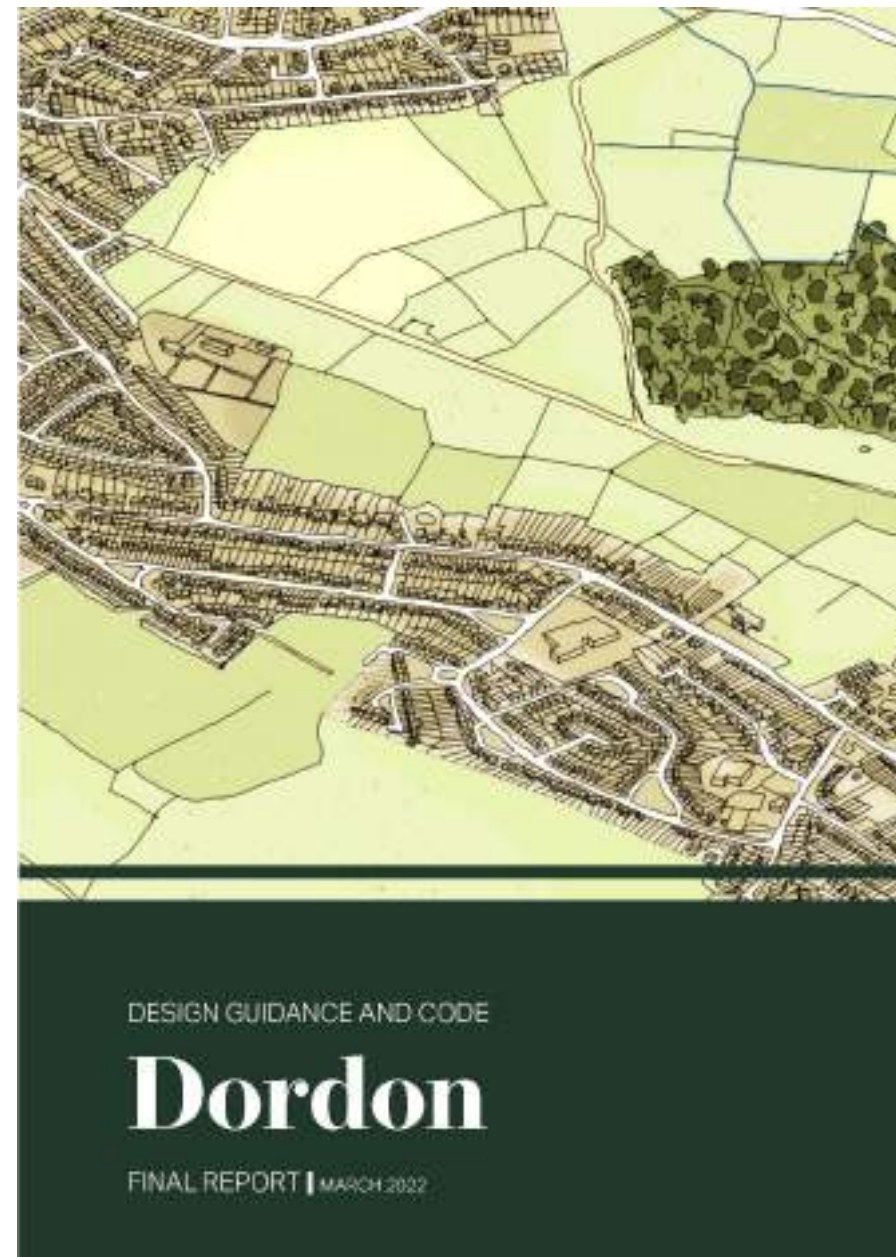
The Dordon Neighbourhood Plan Area was designated on 20 September 2017. Since then, Dordon Parish Council (DPC) and specifically the Neighbourhood Plan Steering Group (NPSG) have been preparing a Neighbourhood Plan for Dordon ('the DNP').

However, a further consultation, again on the Pre-Submission Neighbourhood Plan and supporting documents, commenced from 1 December 2021 and ran until 28 January 2022.

The draft DNP is at a preliminary stage of the plan making process and, as such, is a little way off being submitted for examination and ultimately adoption. Until the public consultation has finished and the level of unresolved objections to relevant policies established, is not clear what weight, if any, should be attributed to the draft DNP and emerging policies at the present time.

2.5 DORDON DESIGN GUIDANCE AND CODE

The Dordon Design Guidance and Code (DDGC) was published alongside the emerging DNP in October 2021. The objective of the draft DDGC is "to provide bespoke design guidance and codes that future developments within the neighbourhood plan area must follow, in order to respond to Dordon's special character".



It sets out a number of high level design principles that new development should factor into scheme design, including:

- Encourage walking and cycling to support growth, limit the negative impacts of traffic congestion and create direct and memorable routes.
- Use public transport to support active travel and provide improved links between places.
- Respond to pedestrian and cyclist desire lines and integrate with the existing network of footpaths and cycle routes, enhancing these where possible and adding new routes that connect places of interest.
- Not be visually intrusive. This should be achieved through appropriate scaling and design, including landscaping.
- Scale and massing of new buildings should be consistent with the form and massing of neighbouring properties.
- Include 'soft' edges to enable development to be better integrated with the wider landscape and ease the transition between the countryside and the urban area.
- Minimise impacts on the natural environment ensuring that the water courses, ancient woodland, local wildlife sites and hedgerows that provide valuable habitats are protected.
- Create new habitats, wildlife corridors and green links and improving existing ones.
- Explore and adopt innovative and proactive approaches to renewable energy systems and infrastructure and strive for good quality design that meets local and national targets in respect of CO2 emissions, with sustainable, low or net zero carbon as the aspiration.



2.0 PLANNING CONTEXT

2.6 OTHER RELEVANT PLANNING AND DESIGN GUIDANCE

2.6.1. CLIMATE CHANGE EMERGENCY

Since the latest iteration of the NPPF was published in 2019 and following UK Parliament’s climate emergency declaration on 1 May 2019, there has been a step-change in the approach to tackling climate change with the majority of local councils, NWBC and Warwickshire County Council (WCC) included, declaring a climate change emergency and commitment to significantly ramp up measures to tackle climate change.



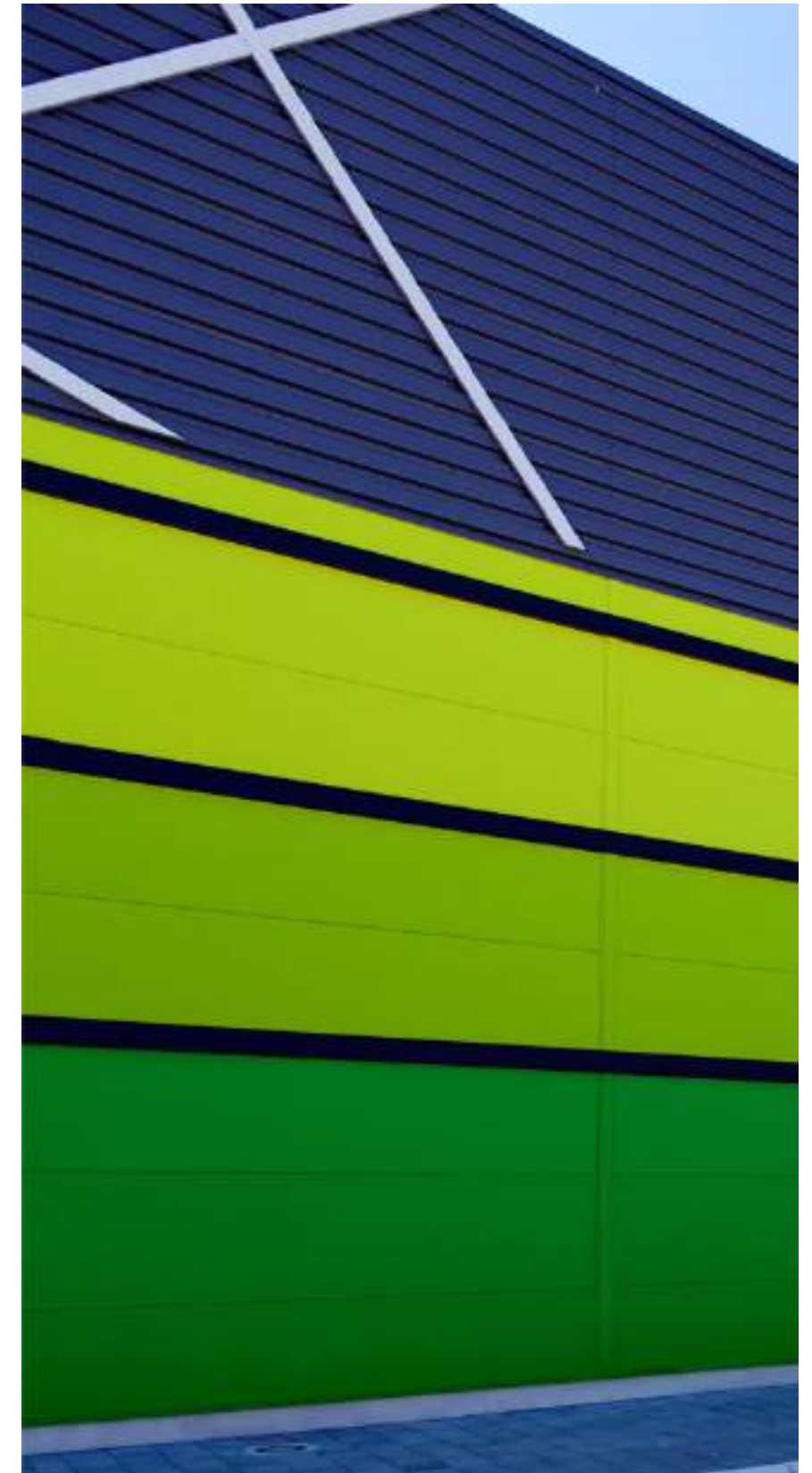
NWBC has committed to a series of measures including ensuring that all strategic decisions, budgets and approaches to planning decisions are in line with a shift to zero carbon by 2030 with a focus on renewable energy generation, provision of electric vehicle infrastructure, increased energy efficiency of buildings and proactively accelerating the delivery of net zero carbon new developments.

2.6.2. ACHIEVING GOOD DESIGN

The publication of various national planning design guidance in recent years demonstrates that achieving good design is high up the Government’s agenda and consequently policy-making and decision-taking, as demonstrated in the July 2021 update to the NPPF.

The National Design Guide, National Model Design Code and Guidance Notes for Design Codes illustrate how well-designed places that are beautiful, healthy, green, enduring and successful can be achieved in practice.

Additionally, the Building Better, Building Beautiful Commission (BBBBC) study, Living with beauty, made several recommendations to Government on improving design quality. The subsequent NPPF 2021 update captured these through the introduction of paragraphs 128 and 129, which encourages developers to prepare design codes in support of planning applications.



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

2.0 PLANNING CONTEXT

2.7 INTERPRETING POLICY INTO HQDPs & PARAMETERS

2.7.1. HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS

In response to the policy context and key issues outlined above, as well as the nature of the Site and surrounding environs, a series of **High Quality Design Principles (HQDPs) and Design Parameters** have been developed to provide an overarching framework and parameters for future reserve matters applications. The HQDPs will ensure that development at the Site would be brought forward in a cohesive manner that respects the local context.

These HQDPs are as follows:

HQDP 1: Responding to the climate change emergency by designing in and future-proofing sustainability from the start across all aspects of building, infrastructure and landscape design, whilst allowing for adaptation and later enhancement to meet occupier requirements.

HQDP 2: Maintaining a Strategic Gap between the development site and Polesworth with Dordon to the east, and Birchmoor to the north, utilising HE's extensive land holdings, to create a strong landscape setting with views and legible routes to and from the Site, and connecting with the surrounding landscape.

HQDP 3: Providing safe and convenient access for all users coming to and from the Site, including the local community for leisure uses, commuters, and visitors.

HQDP 4: Ensuring that prominent buildings are distinctive, distinguishable, and relate to human scale and operational requirements whilst minimising the wider visual impact. Larger warehouse elements will utilise varied ground levels and sympathetic building components to break up facades and screen service yards.

HQDP 5: Generating a uniform architectural language and design of built form to enhance legibility and wayfinding for the Site and surroundings. Creating a sense of place and respecting the distinctive and varied architecture and built form of the surrounding environs.

HQDP 6: Encouraging healthy and active lifestyles through the incorporation and enhancement of landscaping features, and linkages between the Site and surrounding area for recreation and leisure uses.

HQDP 7: Creation of a multi-functional green and blue infrastructure network, where valuable landscape features and ecological assets are enhanced, increasing biodiversity and habitat connectivity. Buildings will also contribute towards these networks and will meet the highest standard of sustainability that is practicably achievable.

The submitted Design Guide demonstrates how each of the HQDPs and Design Parameters have responded to the Site and policy context, and they would be interwoven into building design, infrastructure and landscaping proposals for future developments.



3.0 SITE & CONTEXT

- 3.1 Site Location
- 3.2 Site Context
- 3.3 Commercial Context
- 3.4 Site History
- 3.5 Heritage Context
- 3.6 Existing & Proposed Land Uses
- 3.7 Access & Public Rights of Way
- 3.8 Ecology & Biodiversity
- 3.9 Hydrology & Ground Conditions
- 3.10 Landscape & Key Views
- 3.11 Site Topography
- 3.12 Built Form Context
- 3.13 Existing Site Photos



3.0 SITE & CONTEXT

3.1 SITE LOCATION

The Site is located approximately 13mi (21km) north east of Birmingham City Centre, 14mi (23km) north west of Coventry City Centre, 21mi (34km) west of Leicester City Centre and 3mi (5km) east of Tamworth Town Centre. It is strategically located on the edge of Tamworth, fronting onto the Strategic Road Network with J10 M42 to the south west, the M42 motorway to the west and the A5 trunk road (Watling Street) to the south. The regional towns of Lichfield and Nuneaton are a 12mi (19km) and 11.5mi (18.5km) drive away to west and east respectively.

The Site sits at the heart of the Strategic Road Network – see Fig. 4.

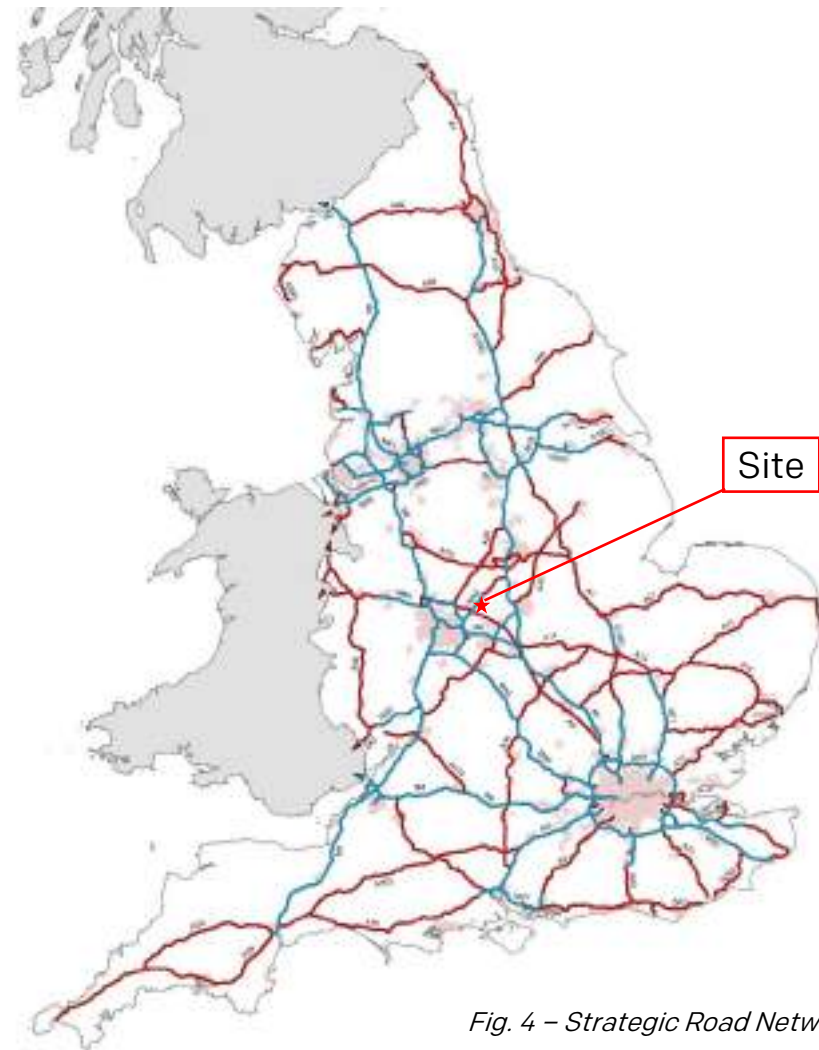


Fig. 4 – Strategic Road Network

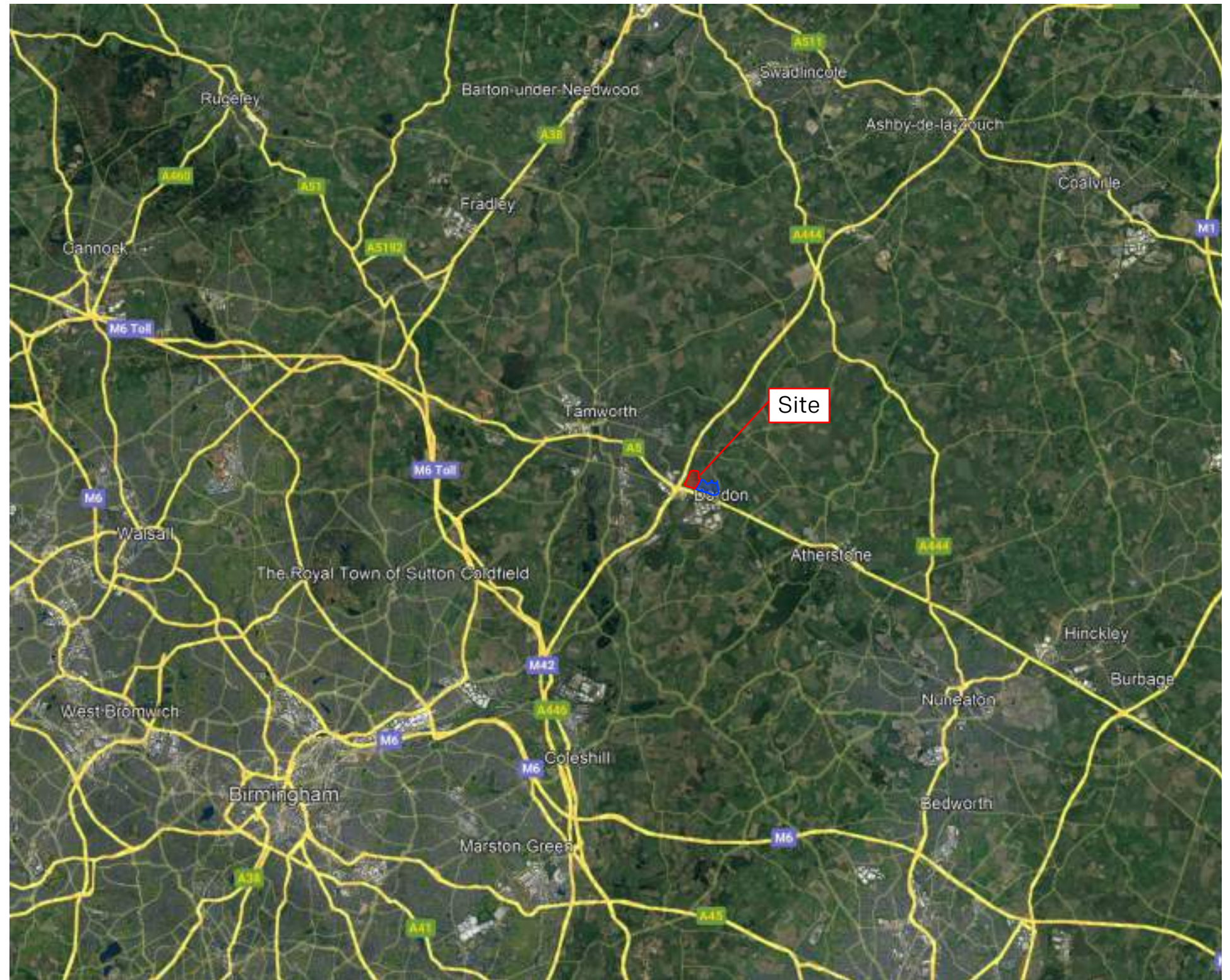


Fig. 5 – Site Location - Wider Context



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.2 SITE CONTEXT

The Site is located just outside Tamworth, with good links into the town as well as onto the nearby M42 via its access point off the A5.

The North Warwickshire villages of Baddesley, Birchmoor, Dordon, Grendon, Polesworth and Wood End are located within few kilometres of the Site. These witnessed the emergence of the coal mining industry in the area, which is underlaid by the 'North Warwickshire Coalfield', and saw significant growth through the 19th Century as their inhabitants worked in and serviced mines associated with each village. During the 19th Century, this corner of North Warwickshire became a movement hub by virtue of both its canal system and then the railways. In the 20th Century, motorways have further cemented its role as a distribution centre.

Nearby Tamworth has a population of approximately 77,000 people and a long history of employment activity dating back to the Industrial Revolution.

Wilnecote (Staffs) Station is location circa 1.9mi (3.10km) to the west along the old A5 Watling Street, Polesworth Station is 1.7mi (2.75km) to the north and Tamworth Station is 3.1mi (4.95km) to the north west. All of these stations are within a 5km cycling radius of the Site therefore.

Local bus services (Routes 766/767 and 785/786) provide a connection between Tamworth, Atherstone, Nuneaton and several local villages, providing access to the Site from bus stops at Birchmoor and the A5 (all within 400m walk).

The wider context includes a number of existing business parks, which offer similar built form and use typologies to the application proposals. Other nearby facilities include Tamworth Services Motorway Service Area (MSA) and Birmingham Intermodal Freight Terminal (BIFT).



Fig. 6 – Site Context



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS OR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.2 SITE CONTEXT



Fig. 7 – Site Context Aerial View



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.2 SITE CONTEXT

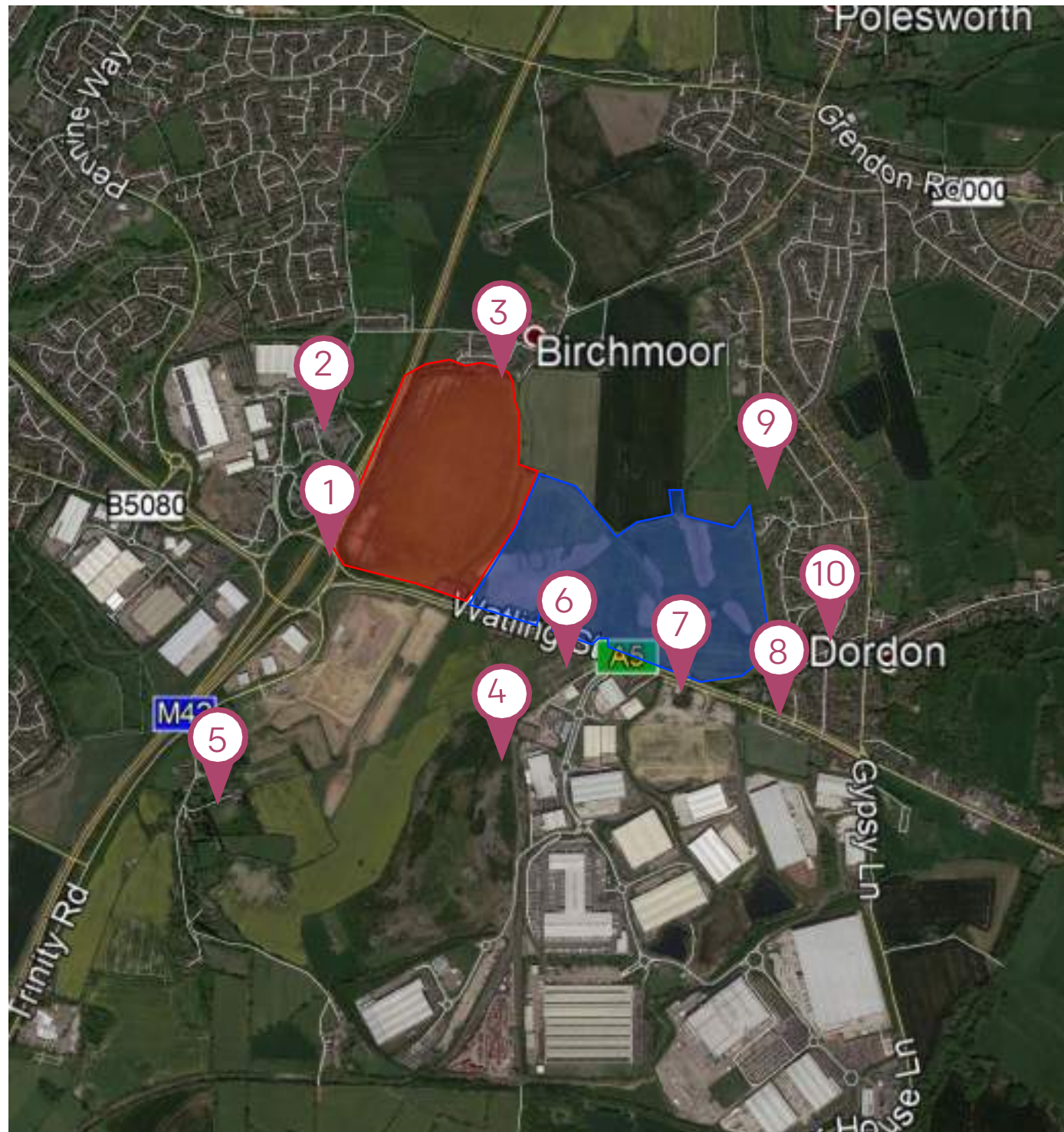


Fig. 8 – Site Context Map



1. Junction 10 M42 Roundabout



2. Tamworth Services



3. Birchmoor



4. Birch Coppice Spoil Heap



5. Freasley



6. Birch Coppice Allotments



7. Hall End Hall Farm



8. Birch Coppice Miners Social Welfare Centre & Playing Fields



9. Kitwood Avenue Recreation Ground



10. Dordon Village Centre



- 1.0 INTRODUCTION
- 2.0 PLANNING CONTEXT
- 3.0 SITE & CONTEXT
- 4.0 COMMUNITY ENGAGEMENT
- 5.0 SITE EVALUATION
- 6.0 PARAMETERS & LAYOUT
- 7.0 APPEARANCE & DESIGN
- 8.0 ACCESS FOR ALL
- 9.0 SUSTAINABILITY
- 10.0 SUMMARY
- 11.0 APPENDICES

3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

The Site forms the last remaining undeveloped commercial quadrant at J10 M42 and the surrounding areas is characterised by a cluster of business parks, industrial estates, warehouses and complementary commercial uses, details of which are set out below:

- 1 Relay Park (including Ace135) and Tamworth Services MSA – home to a Sainsbury’s distribution centre and other businesses;
- 2 Centurion Park – home to occupiers such as Aldi, DFS and DB Schenker;
- 3 Birch Coppice Business Park – formerly designated as a ‘Regional Logistics Site’ (RLS) in the West Midlands Regional Spatial Strategy (WMRSS). Today it has over 4,000,000sqft of occupied floorspace;
- 4 Birmingham Intermodal Freight Terminal (BIFT) – a rail freight interchange with services to the ports of Felixstowe and Southampton;
- 5 Core 42 Business Park – over 700,000sqft of predominantly ‘big box’ logistics floorspace with occupiers including Bond International, Greencore Group, NDI and Marshall Fleet Solutions;
- 6 St Modwen Park Tamworth – immediately south of the Site, over 700,000sqft of predominantly B8 storage and distribution floorspace;
- 7 Kingsbury Link, industrial warehouses and Kingsbury Oil Terminal; and
- 8 Proposed development Site.



Fig. 9 – Commercial Context Map



3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

RELAY PARK (INCLUDING ACE135) AND TAMWORTH MSA

Relay Park is located at the north western quadrant of J10 M42, which is also home to Tamworth Services MSA, Ace135 (a freestanding industrial warehouse building), a cluster of offices and a car dealership/garage.

Relay Park can be accessed directly from the M42/A5 interchange and is approximately 600m west from the Site. There is a range of plot sizes and uses including large scale distribution centres for Sainsbury's and Headlam and a warehouse and operations centre for Lloyds Transport.



CENTURION PARK

To the south of Relay Park, Centurion Park is located at the south eastern quadrant of J10 M42. The park has been progressively developed out over a number of decades and comprises a range of small, medium and large scale warehouses for occupiers such as Aldi, DB Schenker, DFS and AAH Pharmaceuticals, offices for Aldi (separate to the warehouse) and Bellway Homes and a Premier Inn hotel. The park is accessed from the A5, west of J10 M42.

Centurion Park is approximately 700m south west of the Site.



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

BIRCH COPPICE BUSINESS PARK

Birch Coppice Business Park is located c.950m east of J10 M42, along the A5 carriageway. Originally Birch Coppice Colliery, the Site was bought by IM Properties in 1997 and has since been progressively developed in three phases. Today the business park is fully developed and accommodates 370,000sqm (+4,000,000sqft) of predominantly storage and distribution floorspace. The large scale development includes occupiers from many sectors including logistics, manufacturing and retail. Notable occupiers include UPS, Volkswagen Group, Ocado and Euro Car Parts.

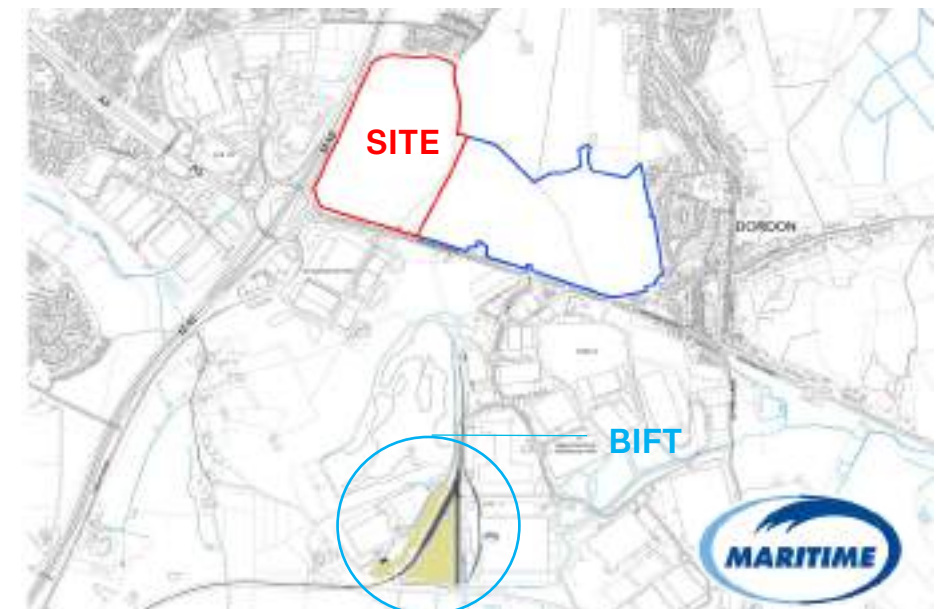
Birch Coppice is c.500m south east of the Site.



BIRMINGHAM INTERMODAL FREIGHT TERMINAL

The Birmingham Intermodal Freight Terminal (BIFT) at Birch Coppice is strategic rail freight interchange operated by Maritime Transport, since it acquired the facility as part of its acquisition of Roadways Container Logistics in 2014.

The 35ac terminal can hold up to 3,000 containers and operates 24 hours a day 7 days a week with daily services to the UK ports of London Gateway, Southampton and Felixstowe. The gantry cranes are able to lift up to 25 High Cube (9'6" height) ISO containers per hour, allowing deep sea ISO containers to be transferred directly onto container trailers.



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

CORE 42 BUSINESS PARK

Adjacent to Birch Coppice, Core 42 Business Park is a 43ac logistics park that comprises a three 'Big Box' warehouse buildings with a complimentary provision of small and medium sized mixed-use industrial warehouse units. The final unit (Core 1) of 345,414sqft is current under construction with completion due in early 2022.

Existing occupiers include Greencore Plc, Bond International, NDI (part of Grafton Group) and Marshall Fleet Solutions (part of Marshall Group).

Core 42 is located approximately 900m south east of the Site.



ST MODWEN PARK TAMWORTH

Directly opposite the Site, St Modwen Park Tamworth is located at the south eastern quadrant of J10 M42 and accessed off Trinity Road. The 32ac distribution park accommodates eight industrial unit ranging in size from 321,000sqft down to 12,000sqft.

The park is now fully developed following completion of the final building, T118 in October 2021.

The park's design incorporates a fitness trail with installed gym equipment set within a biodiverse landscape.



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

KINGSBURY LINK

Kingsbury Link is a business park that accommodates small to medium size predominantly warehouse units on the Site of the former Kingsbury Colliery.

Accessible from the M42/A5 interchange via Trinity Road, Kingsbury Link is located approximately 2.55km south west of the Site.

To the south of Kingsbury Link is Kingsbury Oil Terminal, the largest inland oil storage depot in the UK that was opened in the late 1960s and serves the Midlands region.



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.4 SITE HISTORY

The Site has largely remained as open farmland over several decades, as shown below.

The M42 motorway, which passes through a cutting to the west of the Site, was built in 1970s and has had a significant urbanising effect on the area. The historic Roman road of Watling Street (A5 trunk road) is immediately south of the Site, which runs from Dover to Wroxeter via London and St Albans.

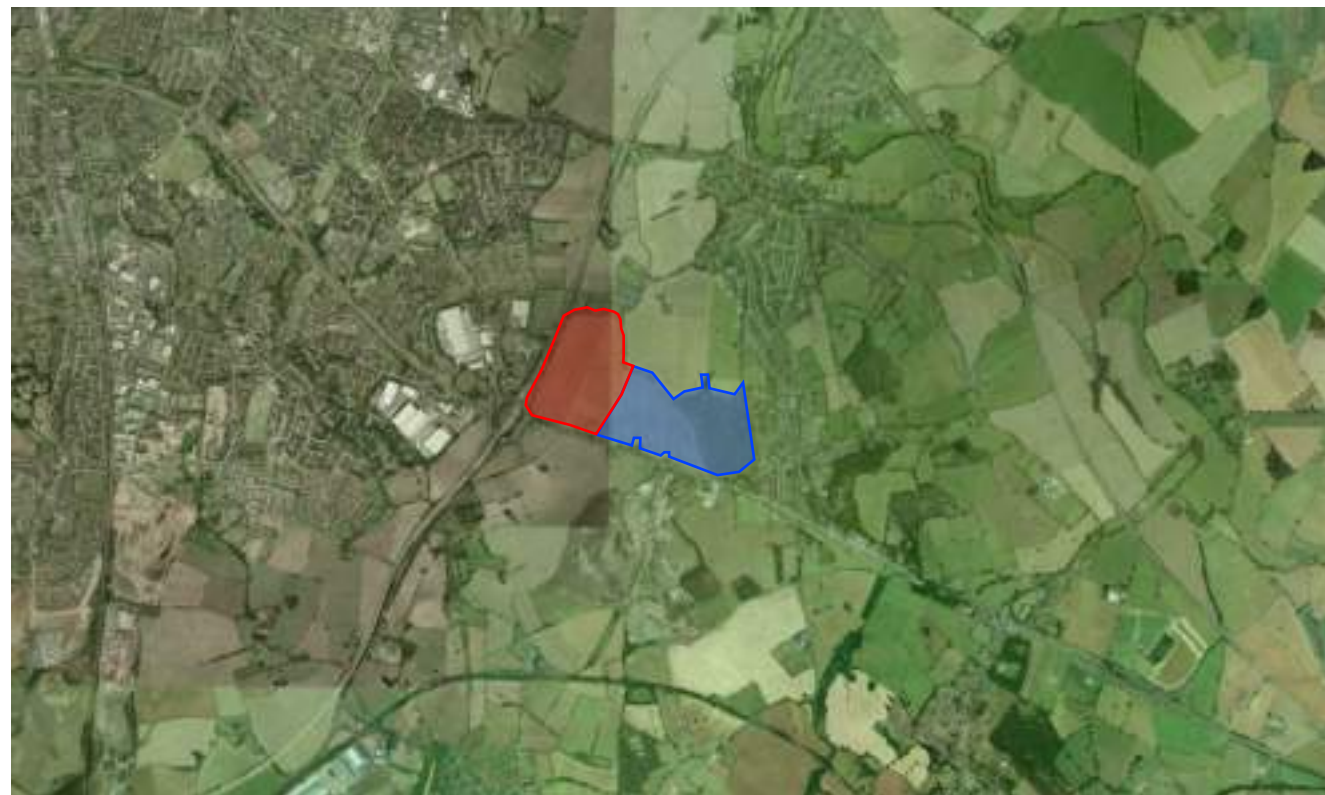


Fig. 10 – December 1999 - Prior to Development of Birch Coppice Business Park

Fig. 10 shows the Site and surrounding area prior to the significant expansion of commercial uses locally, which were brought about by the remediation and redevelopment of Birch Coppice Colliery, eventually becoming Birch Coppice Business Park (BCBP) and Birmingham Intermodal Freight Terminal (BIFT). In 1999, the majority of BCBP Phase 1 is shown as brownfield land. Phases 2 and 3 of BCBP, Core 42 Business Park, the eastern expansion of Centurion Park and St Modwen Park Tamworth are greenfield land and yet to be developed. As such, the area, its residents and trade are heavily linked to Tamworth and Birmingham.

The Site is in agricultural use, for intensive arable cultivation.



Fig. 11 – August 2007 - Development of Birch Coppice Business Park Phase 1

Eight years later, the situation had changed significantly. Phase 1 of BCBP had been remediated, site infrastructure installed (access from the A5, site spine road and BIFT) and various buildings built out (notably units for Volkswagen Group and Bristan). The western expansion of Relay Park, north west of J10 M42 had also been built out.

The cluster of commercial uses around J10 M42 had therefore intensified.

The Site remained in agricultural use.



3.0 SITE & CONTEXT

3.4 SITE HISTORY



Fig. 12 – April 2015 – Continued Expansion of Birch Coppice Phases 1 & 2

By April 2015, Phase 1 of Birch Coppice is almost complete, including notable facilities occupied by UPS and Euro Car Parts. Phase 2 (to the south east of Phase 1) had been plateaued and buildings delivered for Ocado, Bunzl and Draxlmaier.

The cluster of commercial uses at J10 M42 continued to grow.

The Site remained in agricultural use.



Fig. 13 – May 2021 – Expansion of Birch Coppice, Centurion Park, Core 42 and St Modwen Park Tamworth

By May 2021, Phases 2 and 3 of BCBP (to the east of Phase 1) were complete. Centurion Park had expanded east towards the motorway, with two new units delivered adjacent to J10 M42. Site infrastructure (site road, signal controlled access junction from A5, etc) was installed at Core 42 Business Park, and the Core 2, 3, 4 and 5 buildings complete. In addition, Phases 1 and 2 of St Modwen Park Tamworth, to the south east of J10 M42, had been delivered including the T12, T28, T49A/B, T50, T63 and T321 buildings all built out.

The last eight years have been characterised by significant expansion of the commercial cluster at J10 M42, which is illustrative of the location's suitability for storage and distribution uses, as well as the broader structural shift to online retail which has happened over the last decade.

The Site remains in agricultural use.



3.0 SITE & CONTEXT

3.5 HERITAGE CONTEXT

3.5.1. BUILT HERITAGE ASSETS WITHIN 1KM OF SITE

The Site does not contain any nationally designated (protected) heritage assets, nor are there any scheduled monuments, registered battlefields, registered parks and gardens or conservation areas within 1km. The closest listed building is the Grade II Listed Hall End Hall Farm (List UID: 1034715), located 780m south east of the Site. A group of four Grade II Listed buildings are located at Freasley, approximately 830m to the south west – see Fig. 14.

Hall End Hall Farm was constructed in the late 17th-early 18th century, and is a double-gable fronted brick building of some three storeys with a wide driveway and front and rear gardens. Its historic value is derived from its former use as a farmhouse within the surrounding rural landscape.

Hall End Hall Farm is no longer in use as a farmhouse and the land enclosing it to the south, east and west has been developed for modern industrial warehousing. Furthermore, the busy A5 (dual carriageway) runs close by to the front of the property (approximately 30m to the north). As such, the setting of Hall End Hall Farm has been significantly altered in a harmful way and the ability to appreciate its former function considerably diminished. Nevertheless, the sensitivity of Hall End Hall Farm and its setting has been given due consideration in the design process.

Located between the Grade II Listed buildings at Freasley (see Fig. 14) and the Site is St Modwen Park Tamworth and the A5 trunk road, which create a physical division between the two thereby diminishing any understanding and experience of associations between them and the Site and blocking any intervening views. Additionally, the proximity of the M42 has resulted in the loss of the tranquillity formerly associated with their setting.

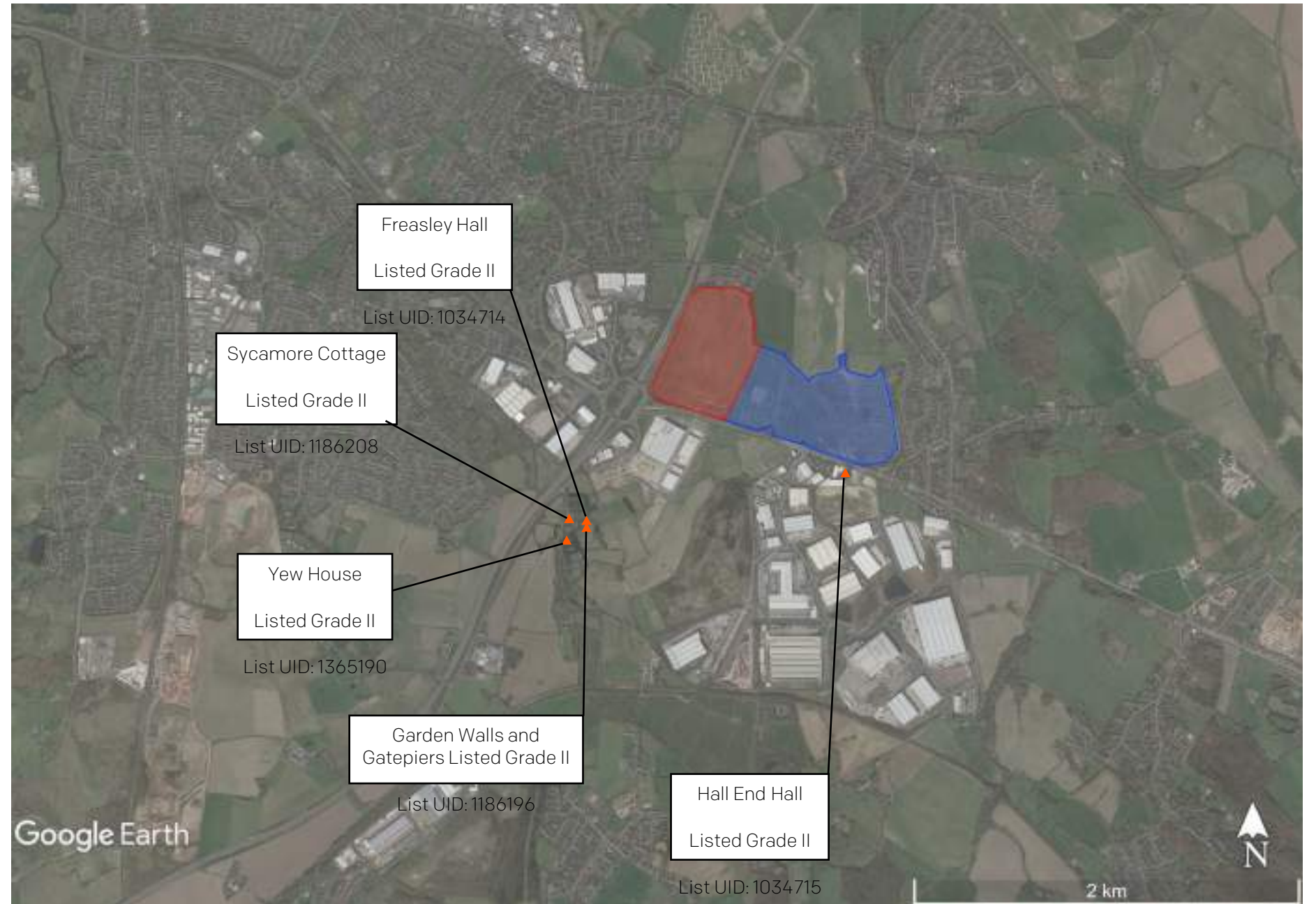


Fig. 14 – Location of Built Heritage Assets within 1km of Site

3.5.2. BUILT HERITAGE ASSETS OVER 1KM FROM SITE

A number of Grade II and II* Listed buildings are present to the north within Polesworth Conservation Area at a distance of approximately 1.2km.



3.0 SITE & CONTEXT

3.6 EXISTING & PROPOSED LAND USES

Fig. 15 shows the range of land uses within the immediate vicinity of the Site, including the various business and industrial parks set out above. This highlights the different uses nearby which help to contextualise the Site.

To the north, separated by a series of paddocks, the village of Birchmoor is the closest residential area to the Site. To the east of the Other Land Under the Control of the Applicant (blue line area) is the village of Dordon, beyond which is Site Allocation H7 (highlighted orange). To the north east, separated by an area of agricultural land is the village of Polesworth. To the west is the cluster of commercial uses surrounding J10 M42, beyond which is the eastern extent of Tamworth, including the nearby Wards of Stonydelph, Wilnecote and Hockley.

The urbanising effect of industrial uses locally will further intensify as Employment Site Allocations E2 and E3 come forward for development to the south east.

Kitwood Avenue Recreation Ground and Open Space Transfer Site OS1 to the east of the Site will require careful consideration as part of the on and offsite landscape mitigation measures.



Fig. 15 – Existing & Proposed Land Uses



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.6 EXISTING & PROPOSED LAND USES

Fig. 16 shows the existing and proposed designations surrounding the Site at a sub-regional level, including:

- Site allocations from both the North Warwickshire Local Plan (NWLP) (September 2021) and Tamworth Local Plan (TLP) (February 2016);
- County and Local Authority boundaries;
- Public rights of way (PRoW) (Public Footpaths and Public Bridleways);
- Green infrastructure and designated ecological sites, including ancient woodland, country parks, local nature reserves (LNR), Sites of Special Scientific Interest (SSSI), green spaces and open spaces;
- Designated heritage assets, including Listed Buildings, Scheduled Monuments and Conservation Areas, including the aforementioned group of Grade II and II* Listed buildings within Polesworth Conservation Area to the north east of the Site at a distance of approximately 1.2km;
- The route of HS2 Phase 2b, as safeguarded in the NWLP Policies Map.

Please note that housing allocations are not shown.

The Site is washed over by Policy LP4 Strategic Gap in the NWLP, which seeks to retain and respect the separate identities and characters of the settlements of Tamworth and Polesworth with Dordon, to avoid their coalescence. As such, landscape mitigation measures and the maintenance of a functioning gap between Tamworth and Dordon are key considerations of scheme design.

Public Bridleway AE45 transects the Site and Public Footpath AE46 borders the northern-eastern boundary of the Site.

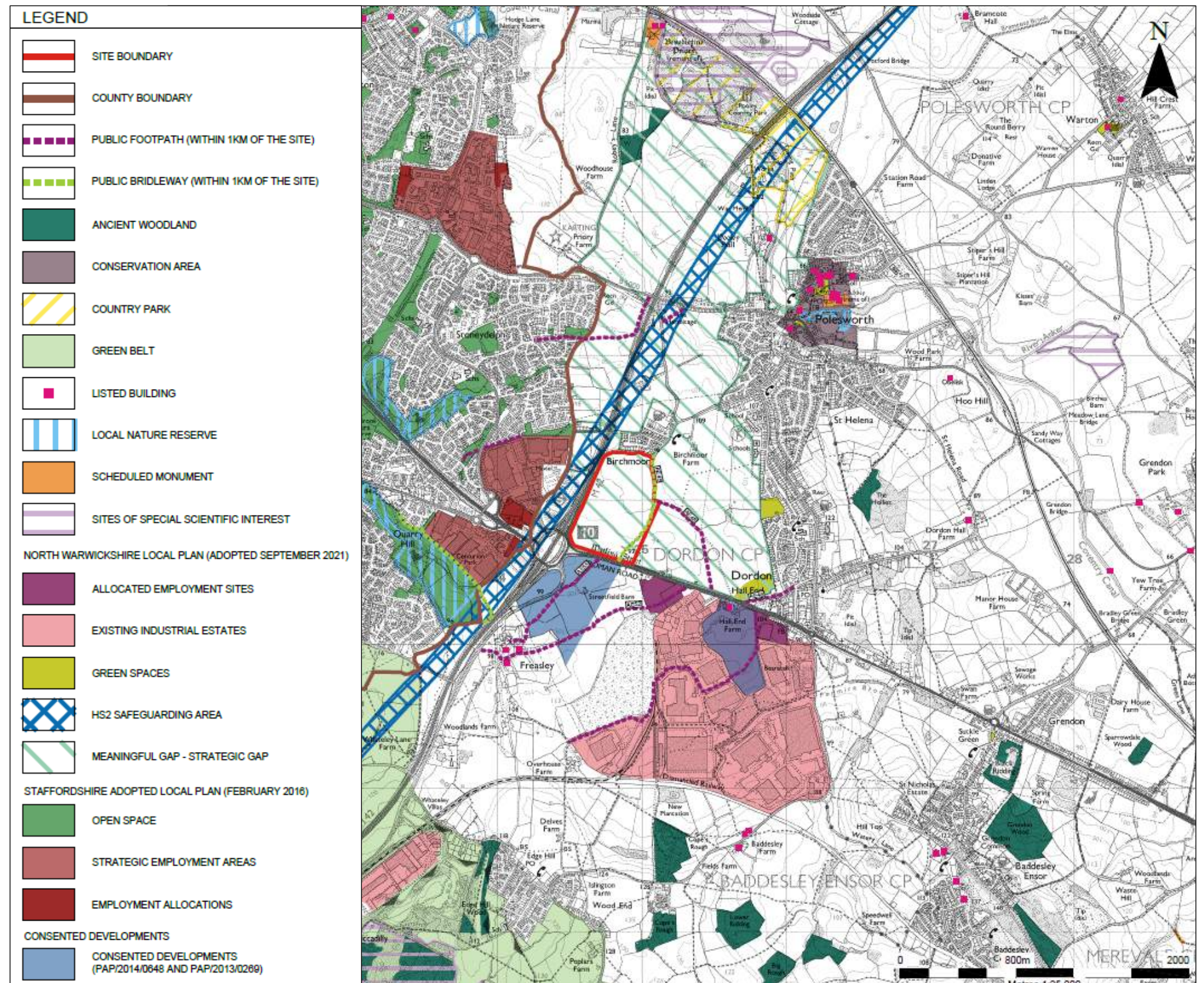


Fig. 16 – Designations Plan



3.0 SITE & CONTEXT

3.6 EXISTING & PROPOSED LAND USES

3.6.1. REGIONAL CONTEXT

At a regional level, the Site is situated outside of the West Midlands Green Belt, which covers 60% of the Borough of North Warwickshire, including every other M42 motorway junction (J9-J7 inclusive) within the Borough. The Site is therefore sequentially preferable to these alternative strategic locations in Green Belt terms.

3.6.2. RESIDENTIAL SITE ALLOCATIONS

The Site is within a 5km cycling radius of several large scale NWLP housing allocations, including Site Allocation H4 (Land to the east of Polesworth and Dordon) for a minimum of 2,000 new houses (to the east of the Site) and Site Allocation H5 (Land west of Robey's Lane, adjacent to Tamworth) for a minimum of 1,270 new houses (to the north of the Site). In addition to the existing population centres at Polesworth, Dordon, Birchmoor and Tamworth therefore, the Site is sustainably co-located close by to these forthcoming developments. The importance of co-location warehouses close-by houses is set out in the report, 'What Warehousing Where? Understanding the Relationship between Homes and Warehouses to Enable Positive Planning' prepared by Turley Associates on behalf of the BPF.

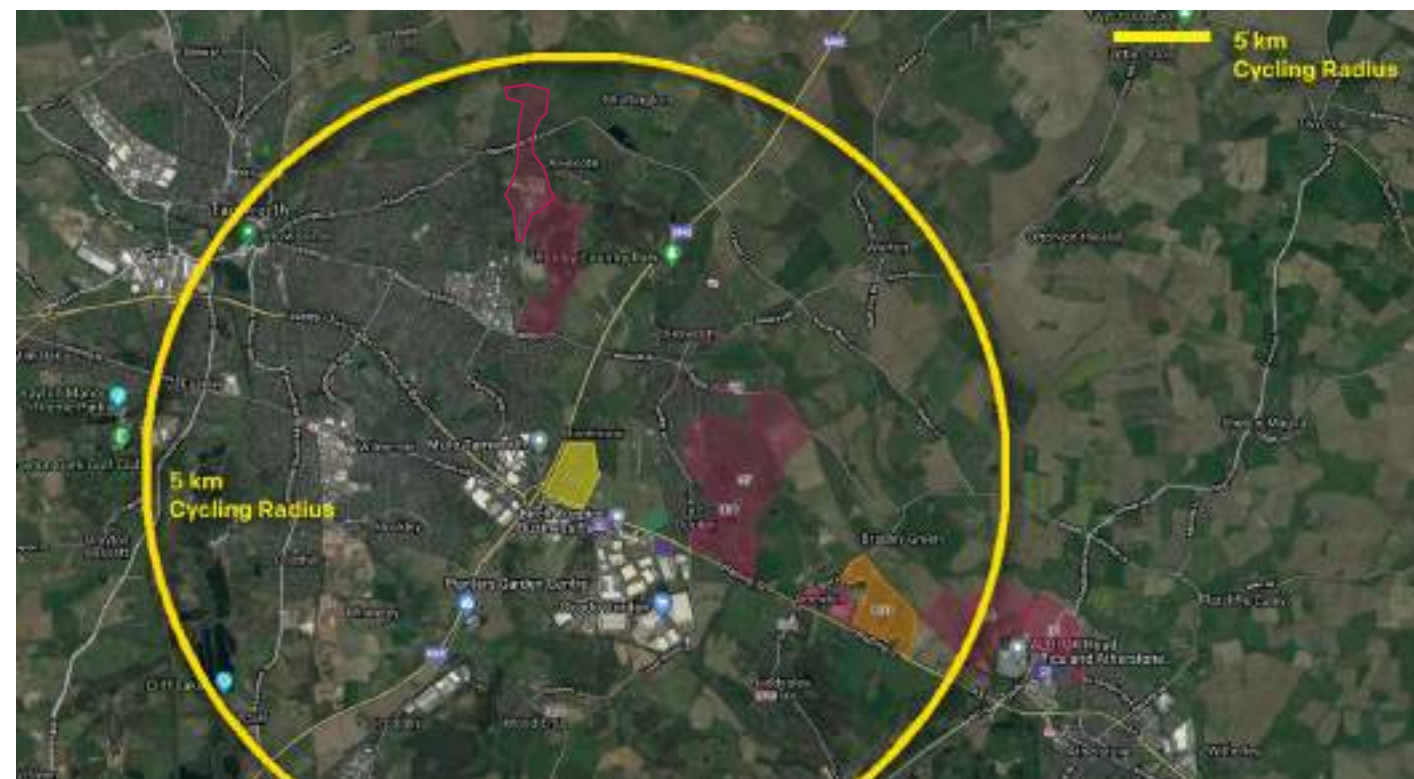


Fig. 17 – NWLP Site Allocations

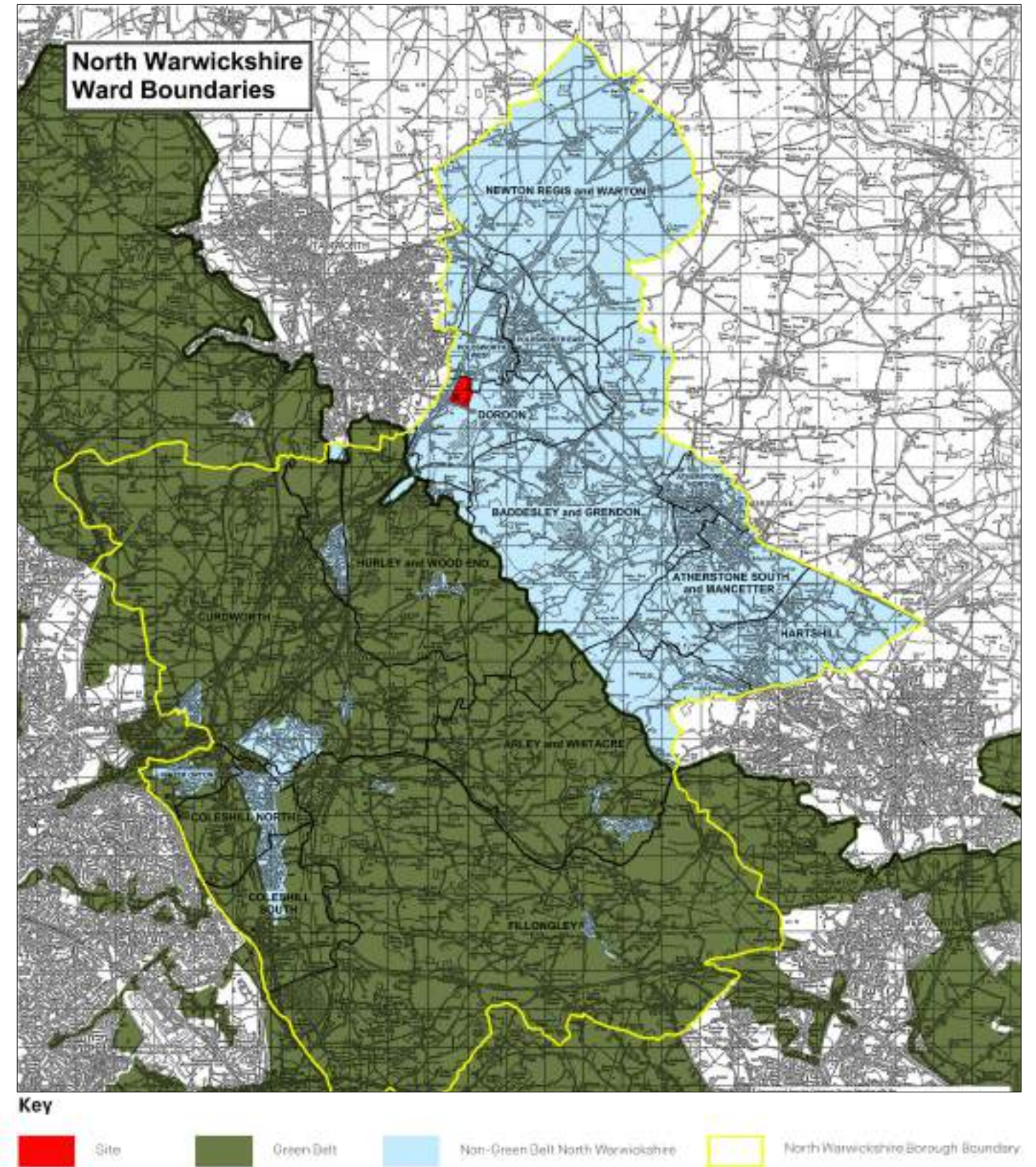


Fig. 18 – Green Belt Plan



3.0 SITE & CONTEXT

3.7 ACCESS & PUBLIC RIGHTS OF WAY

3.7.1. STRATEGIC ROAD NETWORK

The Site lies at an important East-West, North-South axis, immediately adjacent to the Strategic Road Network, specifically the M42 motorway and the A5 trunk road. The Site therefore benefits from excellent access links and is strategically positioned just off J10 M42.

The M42 is a key route into Birmingham from the North East and connects Birmingham with Nottingham and Derby in the East Midlands as well as providing connections to the wider National Motorway Network. The M42 provides direct links to the M6, M6 Toll, M40 and M5 to the south and M1 to the north.

The A5 is one of the Midlands' most important East-West road corridors, connecting businesses with ports, airports, rail freight interchanges and motorways, allowing them to access major UK and international markets. The route connects the M1 and M6 and intersects with the M42 and M69, four of the region's busiest motorways. It also sits at the heart of the so-called 'Logistics Golden Triangle'. Furthermore, the A5 is the subject of strategic improvement proposals which form a key component of the strategy within the North Warwickshire Local Plan 2021.

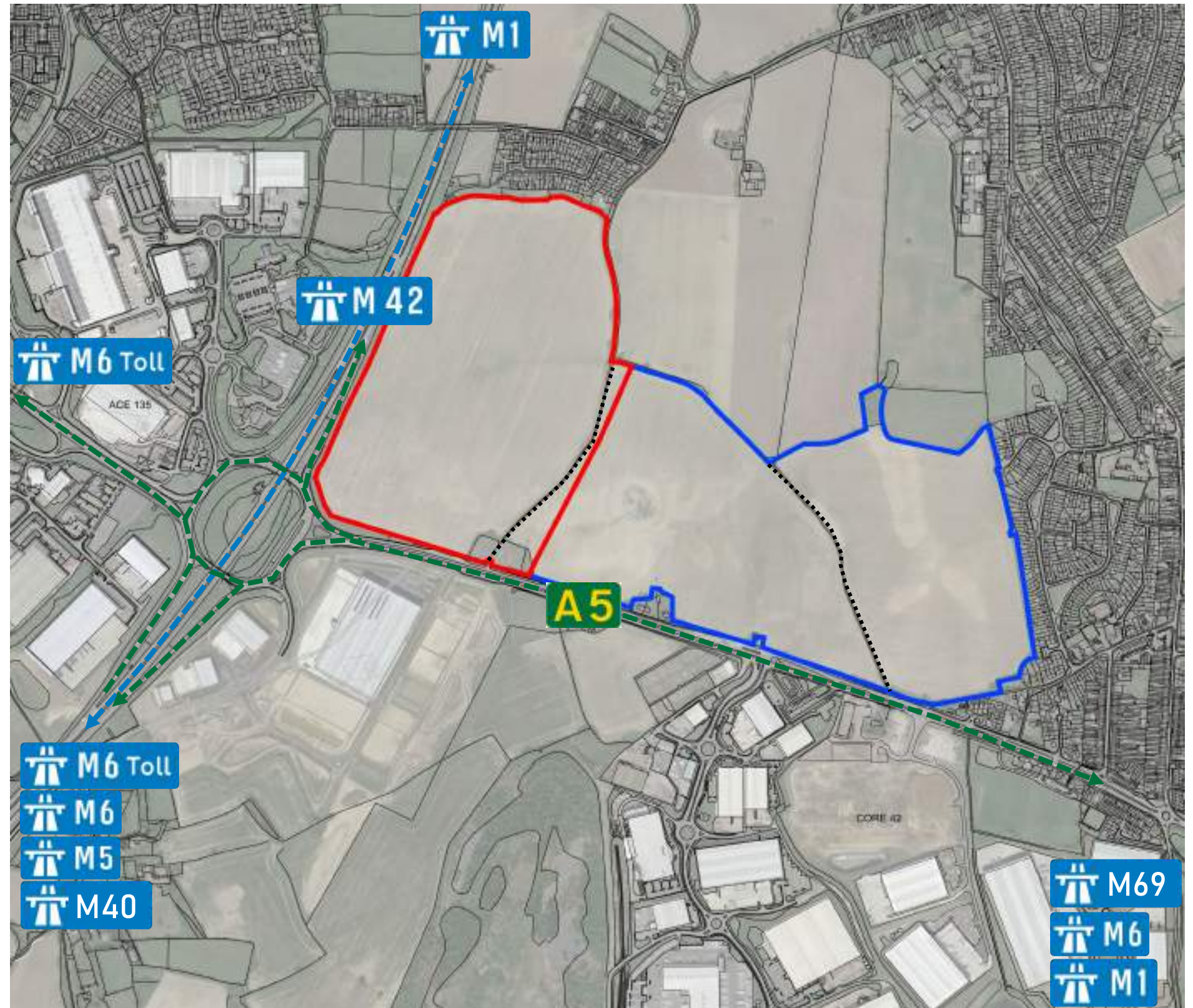


Fig. 19 – Strategic Road Network



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS OR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.7 ACCESS & PUBLIC RIGHTS OF WAY

3.7.2. WALKING

As illustrated by Fig. 20, Public Bridleway AE45 extends along part of the eastern boundary and within the eastern edge of the Site linking Birchmoor and the A5. It would be diverted as part of the proposals. Public Footpath AE46 extends from Public Bridleway AE45 to the east and turns south connecting with the A5 opposite Hall End Villas.

3.7.3. CYCLING

Various cycle paths and advisory cycle routes exist to the north and south, albeit there is limited cycle permeability through the Site. This presents a major opportunity to enhance cycle connectivity locally – see Fig. 21.

3.7.4. PUBLIC TRANSPORT

Existing bus stops are situated within 400m walking distance of the Site at Birchmoor to the north (Bus Route No. 785/786) and the A5 to the south (Bus Route No. 766 / 767), providing bus services East-West to the settlements of Nuneaton, Atherstone and Tamworth – see Fig. 22. The Site is also within a 5km cycling radius of railway stations at Wilnecote, Polesworth and Tamworth, presenting opportunities for linked trips from further afield.

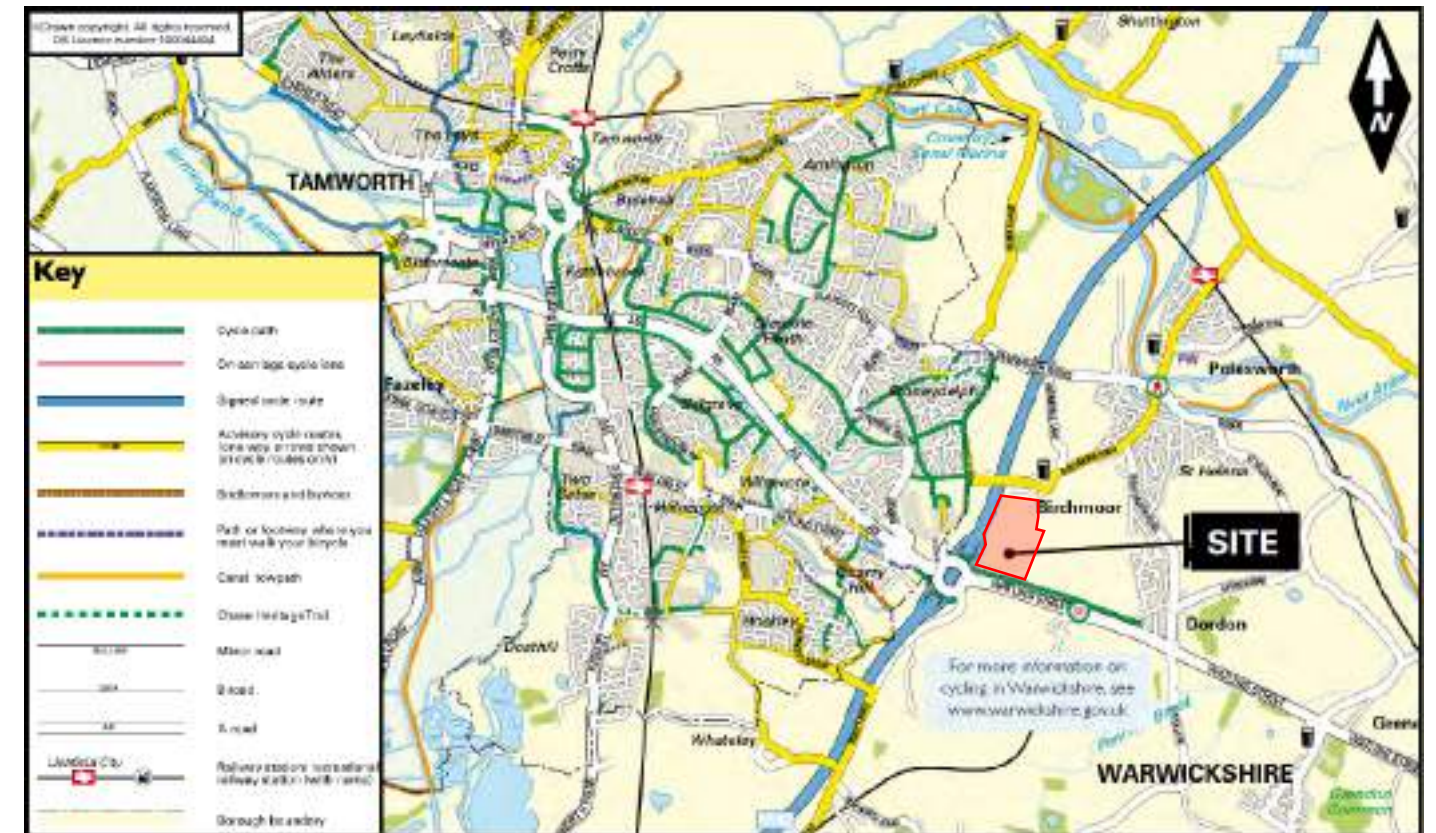


Fig. 21 – Local Cycling Facilities



Fig. 20 – Existing Public Rights of Way



Fig. 22 – Local Bus Stops



3.0 SITE & CONTEXT

3.8 ECOLOGY & BIODIVERSITY

3.8.1. SITE ECOLOGY

The Site and surrounding environs have been subject to a range of ecological survey work in order to identify the broad habitats present and inform initial consideration of likely constraints and opportunities associated with the proposed development. In addition, specific surveys have been undertaken in regard to common reptile species and wintering birds. Pre-application advice was also obtained from Warwickshire County Council (WCC) in order to inform the scope of ecological survey and assessment work undertaken.

The habitats within the internal areas of the Site are almost entirely formed of intensively managed arable land. 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 and do not pose a constraint on the proposed development.

Mature boundary hedgerows and planting are present at the boundaries, including a small number of mature trees along the northern boundary of the Site. From the outset of the design process, it was decided that these existing ecological boundary features would be retained and strengthened throughout. Furthermore, the proposals would incorporate substantial planting buffers to the Site boundaries, to minimise any potential long term effects of the proposals on associated receptors and providing the opportunity for substantial new habitats and biodiversity net gains to be provided.



Fig. 23 – Site Habitats and Ecological Features



3.0 SITE & CONTEXT

3.8 ECOLOGY & BIODIVERSITY

3.8.2. ECOLOGICAL CONTEXT

The Site falls outside of the Tame Valley Nature Improvement Area (NIA) and is not subject to any Local Nature Reserves (LNR) or SSSI – refer to Figs. 24 and 25. The nearest ecological designation is Kettle Brook LNR, which is located approximately 730m to the west and south west. It is therefore separated from the Site, including by the M42 motorway corridor, which forms a considerable barrier to potential wildlife movement.

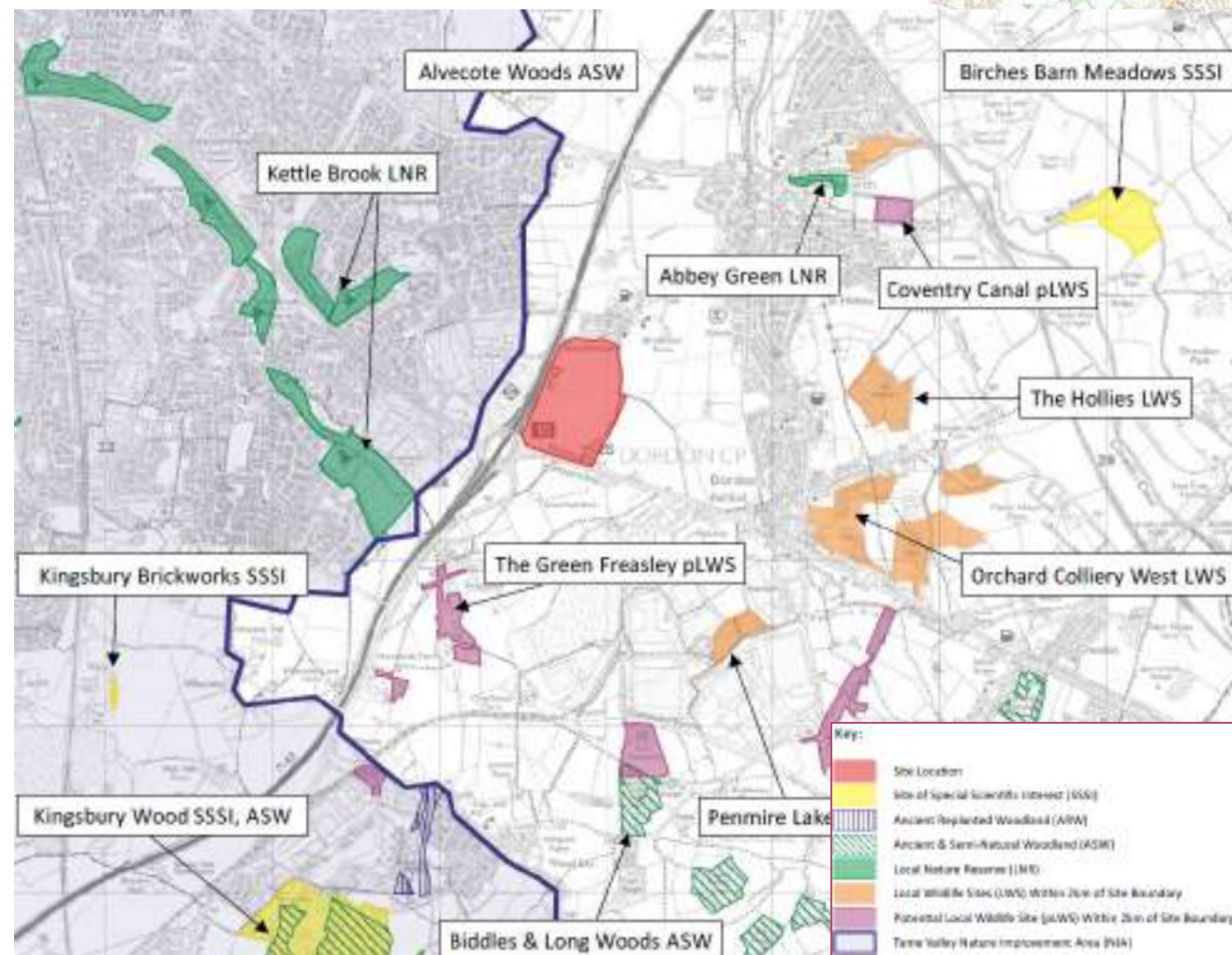


Fig. 24 – Ecological Designations

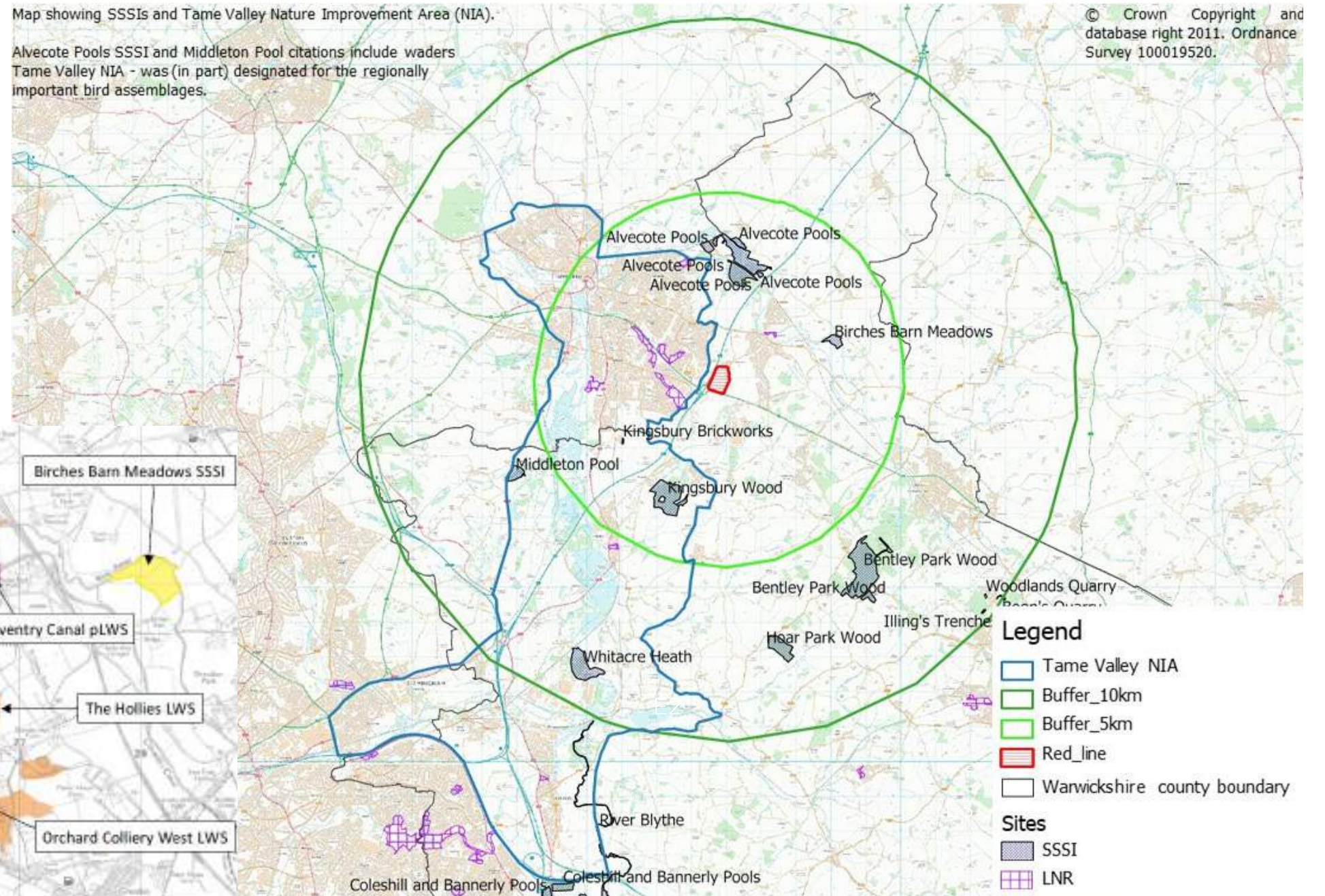


Fig. 25 – Tamworth NIA, SSSIs and LNRs

There are no areas of Priority Habitats, ancient woodland or notable trees within or adjacent to the Site, whilst all such features are well-separated from the Site, as illustrated by Fig. 23.

The nearest identified ancient woodland, The Hollies (ancient and semi-natural woodland) is located approximately 1.3km due east of the Site.



3.0 SITE & CONTEXT

3.9 HYDROLOGY & GROUND CONDITIONS

3.9.1. FLOOD RISK & DRAINAGE

National and local planning policy seeks to locate development in areas of the lowest flood risk, i.e. Flood Zone 1. The Site is entirely located within Flood Zone 1, land defined as having less than a 1 in 1000 annual probability of flooding from of river or sea water – see Fig. 27. Furthermore, the proposed commercial uses are classed as being ‘less vulnerable’, as set out at Annex 3: of the National Planning Policy Framework 2021 (NPPF2021).

Furthermore, the Site is considered to be at ‘low risk’ from all sources of flooding; fluvial, pluvial, tidal, sewer related, groundwater and artificial sources.

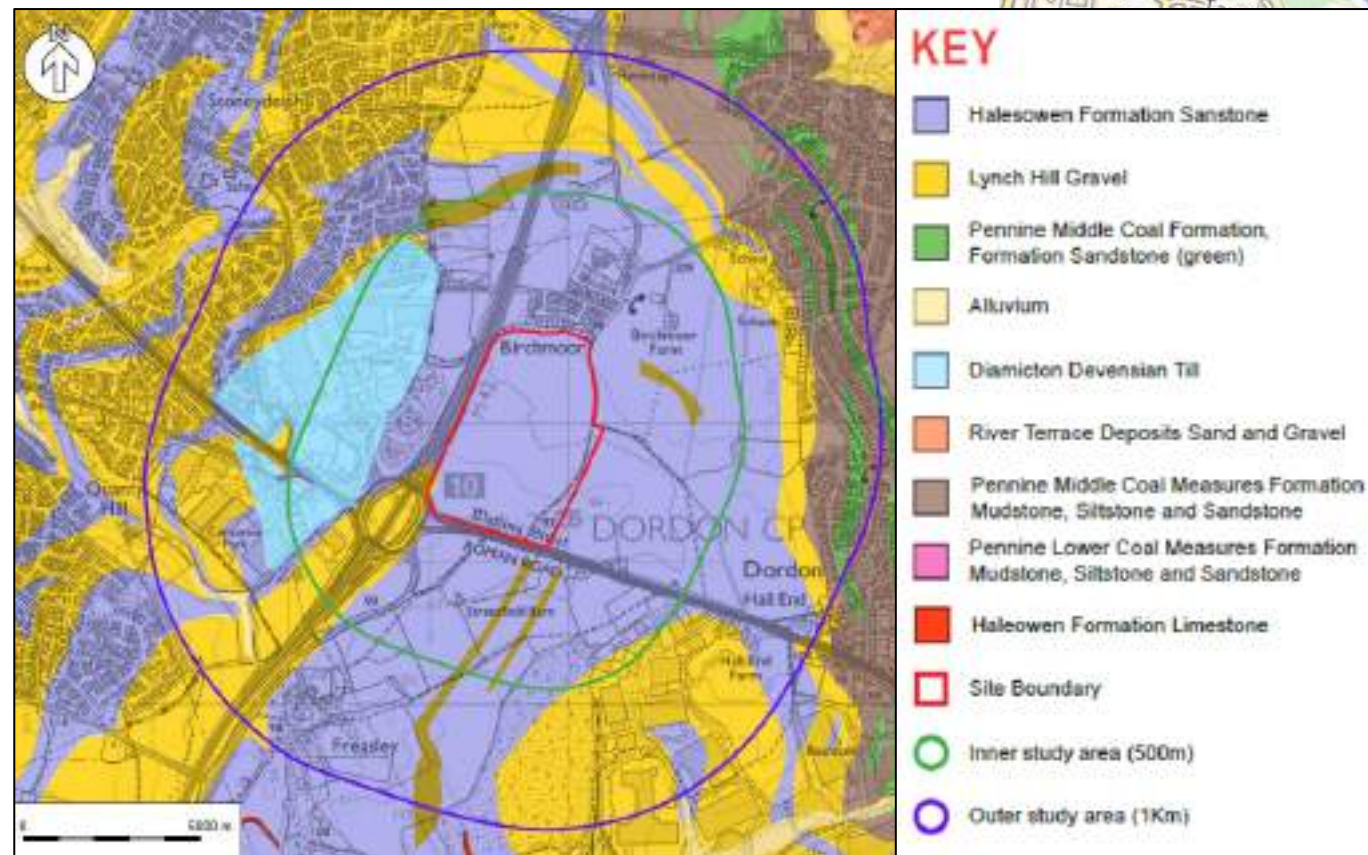


Fig. 26 – Geology (British Geological Society)

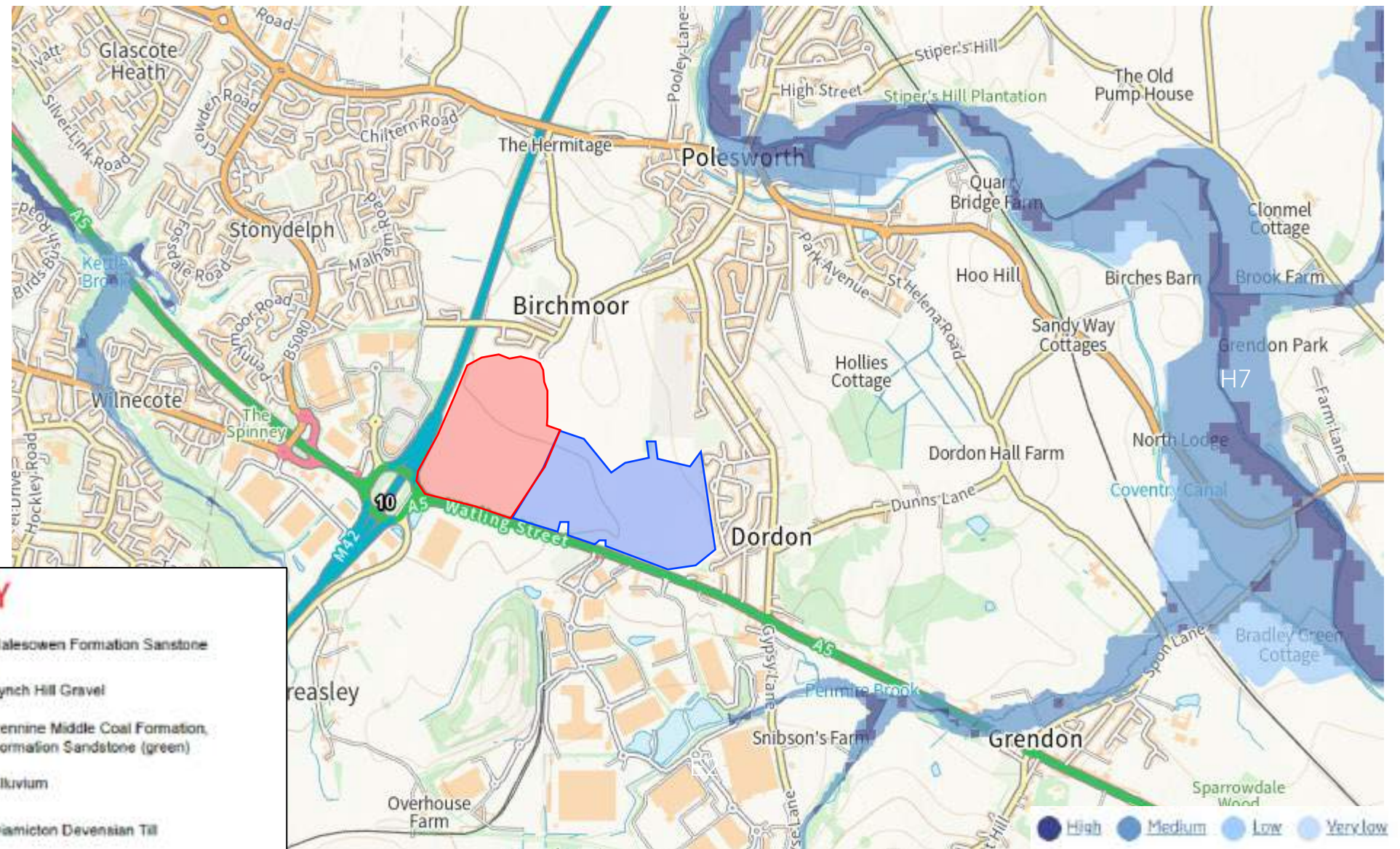


Fig. 27 – Extent of flooding from rivers or the sea

3.9.2. GROUND CONDITIONS

The Site is underlain by topsoil and then varieties of the Halesowen Formation, ranging from weathered clayey gravelly sands to rock strength sandstone. Ground investigation has established that the underlying bedrock should be a suitable bearing stratum for shallow conventional foundations.

The Site is characterised as characteristic situation 1, meaning no ground gas protection measures are considered necessary.

The Site has a concrete classification of Design Sulphate Class DS-1 and an Aggressive Chemical Environment for Concrete as AC-1, meaning no special precautions are necessary.



3.0 SITE & CONTEXT

3.10 LANDSCAPE & KEY VIEWS

The Site is not within any national designations for valued landscapes, such as Areas of Outstanding Natural Beauty (AONBs) or National Parks. In terms of local designations, there are two areas of existing/proposed open space to the east of the Site on the edge of Dordon – Kitwood Avenue Recreation Ground and Open Space Transfer Site OS1, both designated within the North Warwickshire Local Plan.

The Site is perceived as an “urban fringe” location, being heavily influenced by the commercial built form of Tamworth and the cluster of employment sites surrounding J10 M42. The North Warwickshire Landscape Character Assessment (August 2010) identifies the Site within the ‘Tamworth Fringe Uplands’ landscape character area – see Fig. 29.

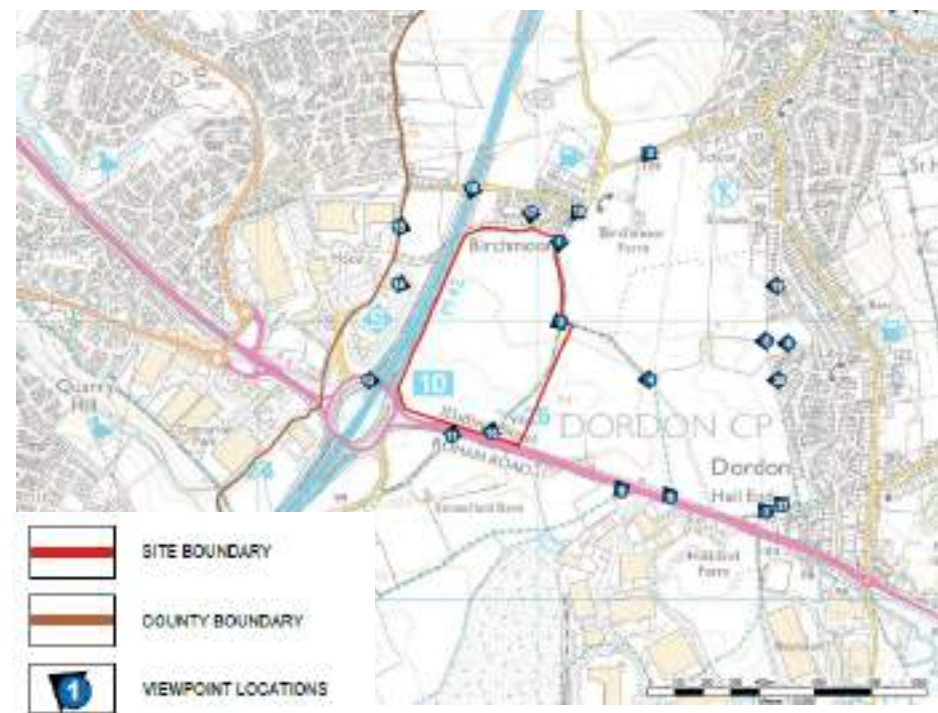


Fig. 28 – Viewpoint Location Plan

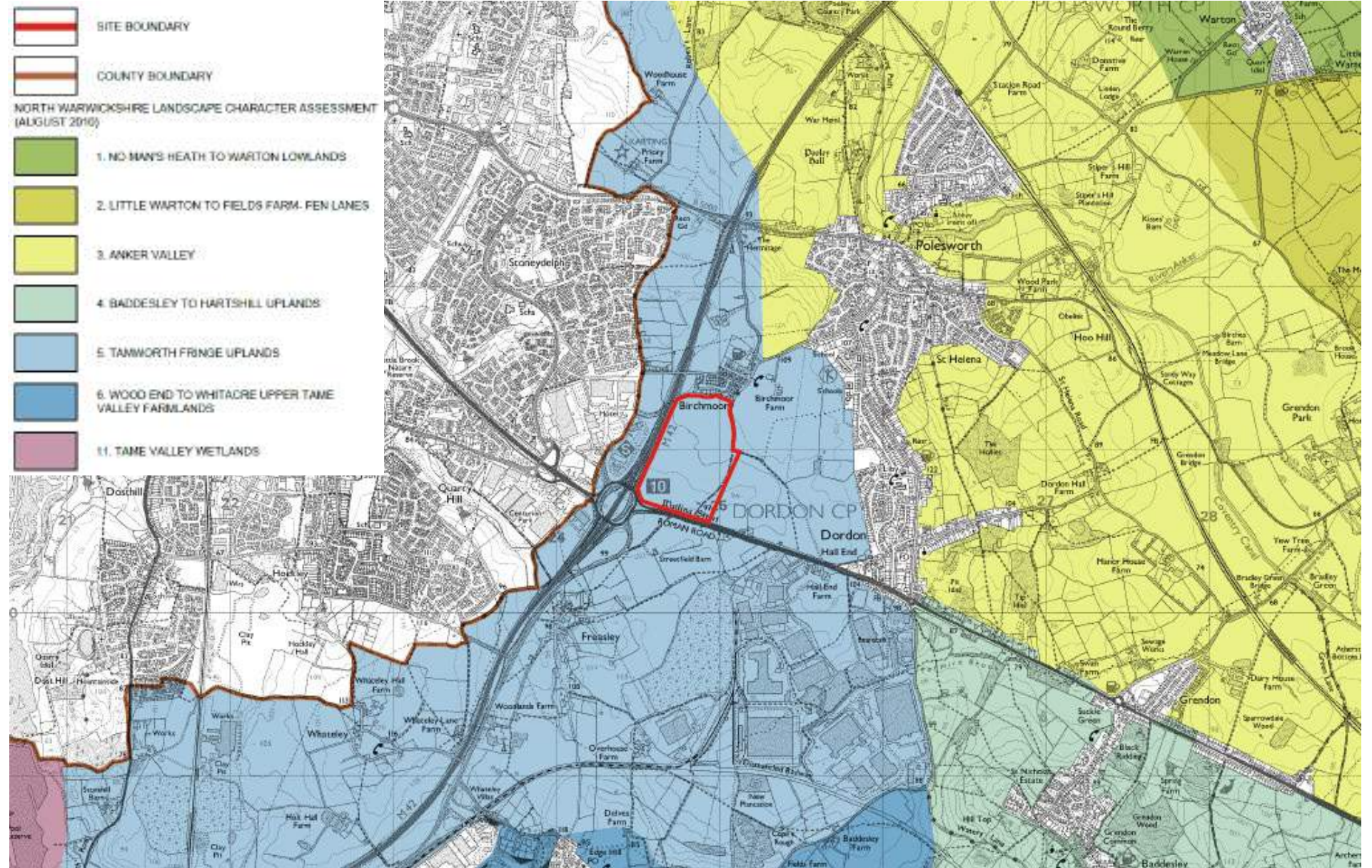


Fig. 29 – North Warwickshire Landscape Character Assessment (August 2010)

A Landscape and Visual Impact Assessment (LVIA) was carried out by SLR, identifying 21 viewpoints associated with landscape receptors (residential receptors, public rights of way (PRoW), vehicular users and public open space) surrounding the Site. Each viewpoint location was visited, photographed and assessed against the emerging masterplan for the scheme.

Modelling was then undertaken to understand how the design might be adjusted to reduce potential impacts from key viewpoints. The location of the viewpoints is illustrated on Fig. 28.



3.0 SITE & CONTEXT

3.10 LANDSCAPE & KEY VIEWS

Three 'Key Viewpoints' were selected from the 21 viewpoints identified in the LVIA, to be taken forward for the preparation of indicative 'Wirelines' to inform the emerging Parameters Plan. The Key Viewpoints, namely Viewpoints 1, 4 and 5, were selected by an experienced Landscape Architect at SLR as being representative of views from the key sensitivity receptors of Birchmoor, Polesworth with Dordon and nearby PRow.

Photographs of these viewpoints are illustrated here and are later used to evaluate the visual impact of the proposed design through the Wirelines set out in Section 6.

View 1

Existing view looking south west towards the Site from Public Bridleway AE45, which is also representative of views of the Site from Birchmoor.

View 4

Existing view looking north west towards the Site from Public Footpath AE46, which is also representative of views from Dordon (albeit much closer up) and Open Space Transfer Site OS1.

View 5

Existing view looking south west towards the Site from the edge of Dordon, which is also representative of the views from Kitwood Avenue Recreation Ground.

Viewpoint 1



Viewpoint 4



Viewpoint 5



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.11 SITE TOPOGRAPHY

The topography of the Site rises gently from a low point of approximately +92m above ordinance datum (AOD) in the south west to the highest point located along the edge of Birchmoor in the north east at around +105m AOD. The Site is therefore relatively flat and would not require extensive remodelling.

Land to the north and east of the Site rises up to an elevation of c.+110m AOD, with Dordon and Polesworth beyond on higher ground (+115-125m AOD). Similarly, land to the south of the Site rises up to an elevation of roughly +110m AOD with the large spoil heap associated with Birch Coppice Colliery rising above the natural landform at +145m AOD. Land to the west of the Site/M42 undulates between approximately +95m and +100m AOD.

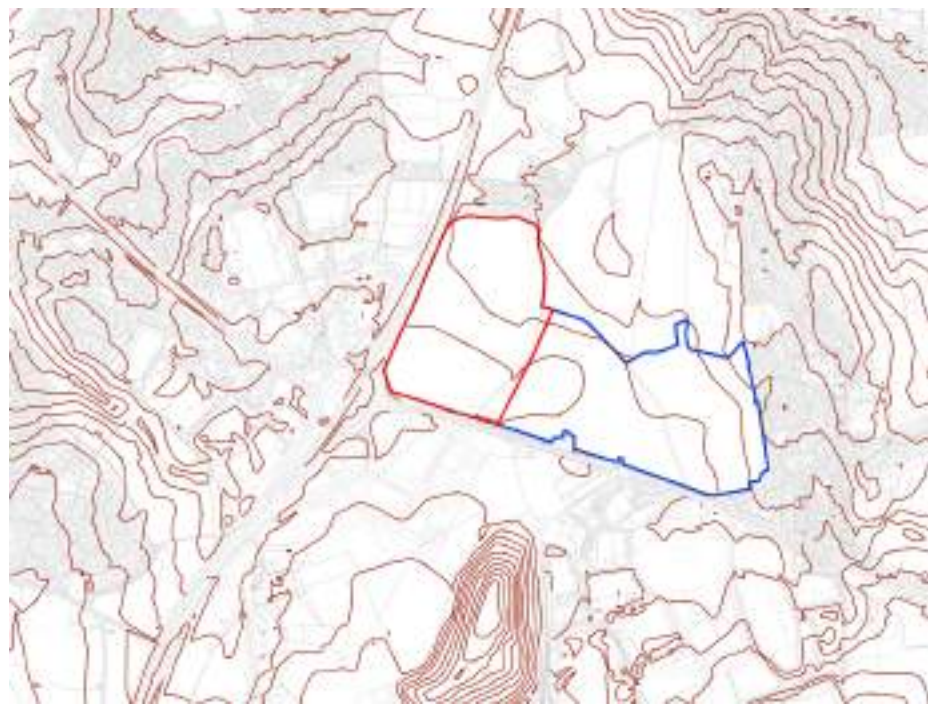


Fig. 30 – Site Contours

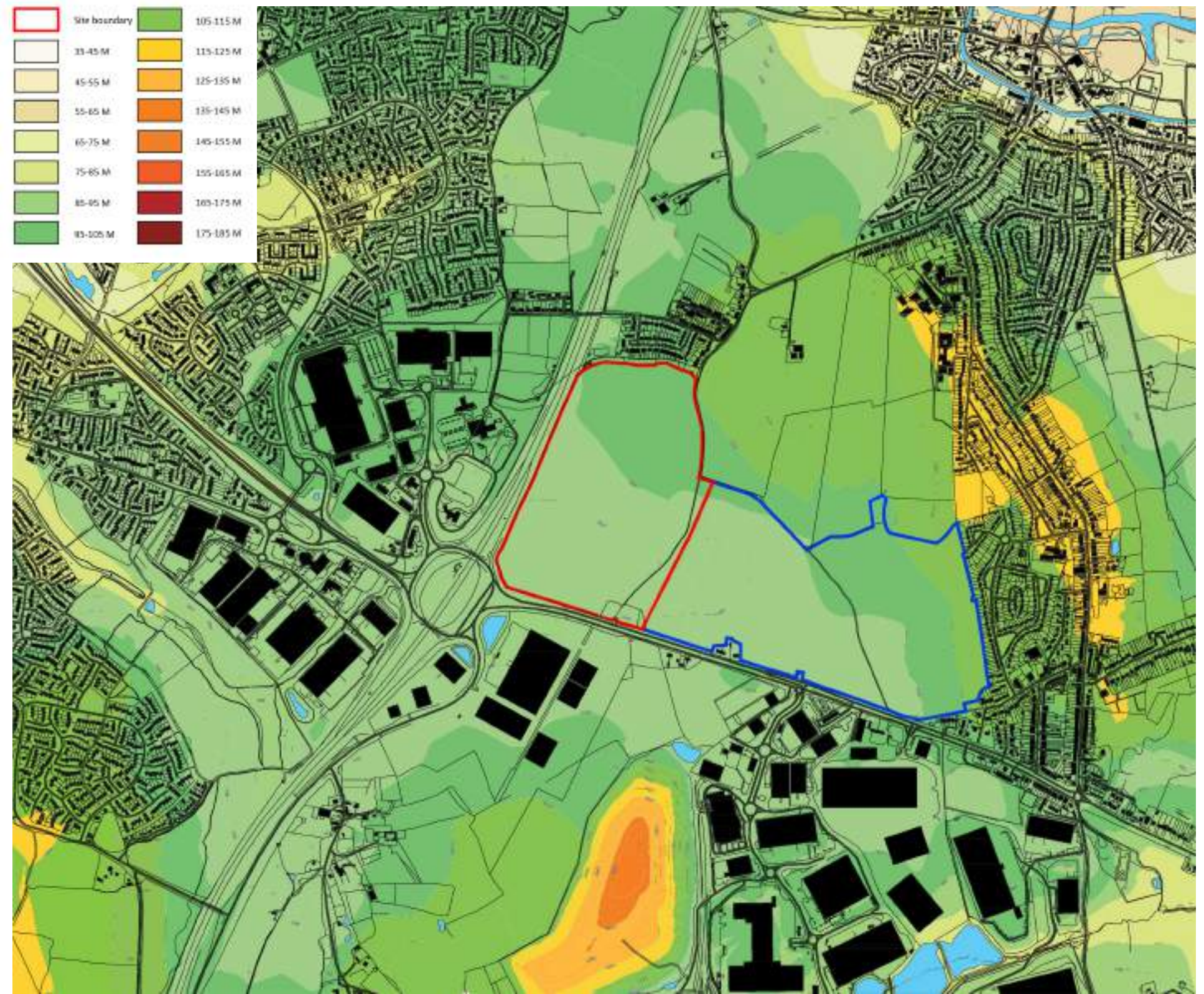


Fig. 31 – Site Topography



3.0 SITE & CONTEXT

3.11 SITE TOPOGRAPHY

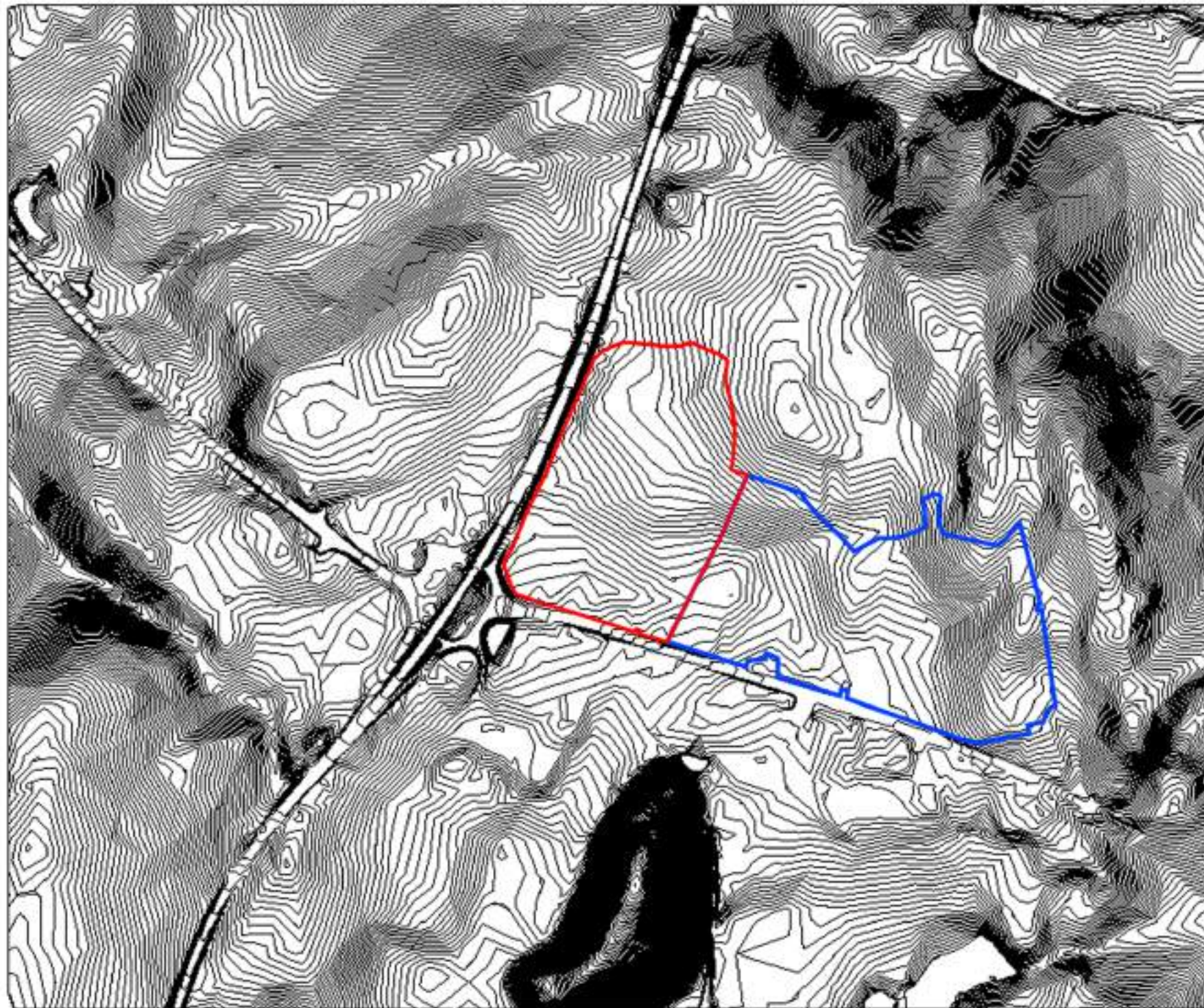


Fig. 32 – Site Contours 3D Visual Plan

Fig. 32 and 33 illustrate the topography of the Site in 3D diagrammatic form.

Fig. 33 in particular illustrates the relatively flat Site with the landscape rising to the north and east to form the ridgeline development of Polesworth with Dordon. It also shows the Birch Coppice Colliery spoil heap in the foreground to the south west of the Site, which rises up sharply from the natural landform.

As a result of the prevailing site topography, built form has generally been directed to the low point in the south west corner of the Site meaning the proposed development would not be highly prominent within the landscape. Furthermore, the maximum development height has been restricted in the more sensitive locations in the north and east of the Site.

Details of the maximum height being applied for each development zones/plots are set out at Section 6 below.

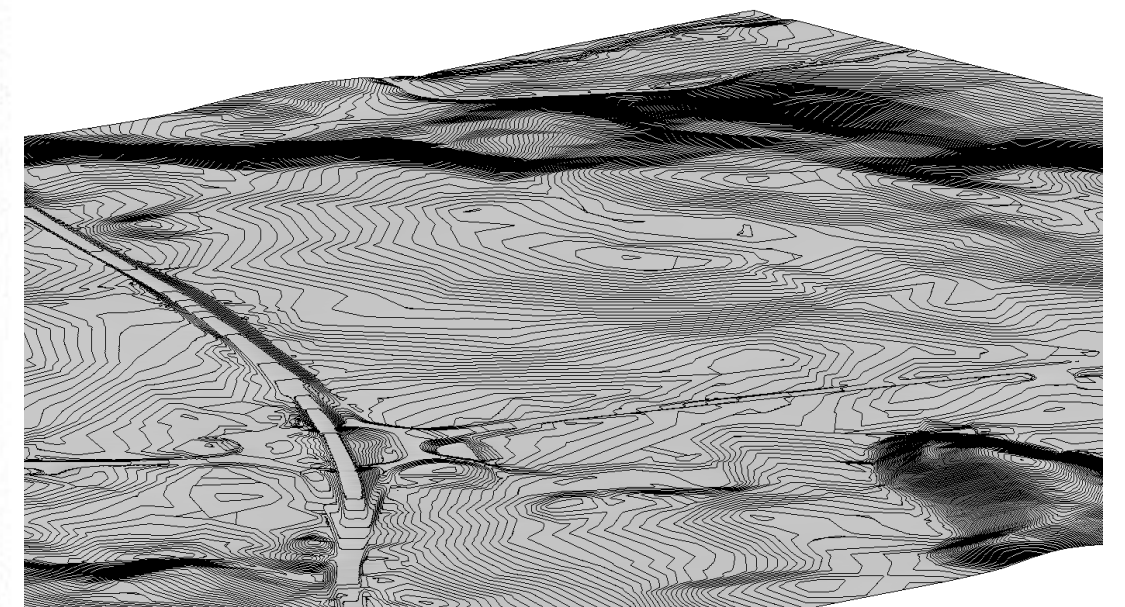


Fig. 33 – Site Contours 3D Visual



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS OR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.12 BUILT FORM CONTEXT

Existing built form is heavily influenced by the cluster of business parks and industrial estates surrounding J10 M42, as well as Birch Coppice and Core 42 Business Parks to the south east. These are all within a kilometre of the Site and successfully offer similar built form and use typologies. Fig. 34 illustrates the large grouping of industrial warehouse buildings in the vicinity of the Site, including over 25 'Big Box' units (i.e. buildings greater than 9,290sqm/100,000sqft). Nearby units range in scale from 12,000-780,000sqft and up to 23m in height. Large-scale commercial development is therefore already characteristic of this part of the landscape and the edge of Tamworth. The future development of Employment Site Allocations E2 and E3 will intensify the urbanising effect of these established built forms on the surrounding landscape.

To the north and east are the villages of Birchmoor, Polesworth and Dordon, which are generally set out in linear rows of terraced, semi-detached and detached houses of one and two storeys.

As such, the surrounding architectural character can be described in two distinct typologies:

SOUTH, WEST AND SOUTH EAST OF THE SITE

High-bay industrial warehouse and logistics buildings are very prominent, with a range of lesser building scales associated with other commercial uses such as Tamworth Services MSA.

NORTH AND EAST OF THE SITE

Residential uses at a residential scale (typically one and two storeys) with some taller buildings such as Polesworth School prominent in the landscape.

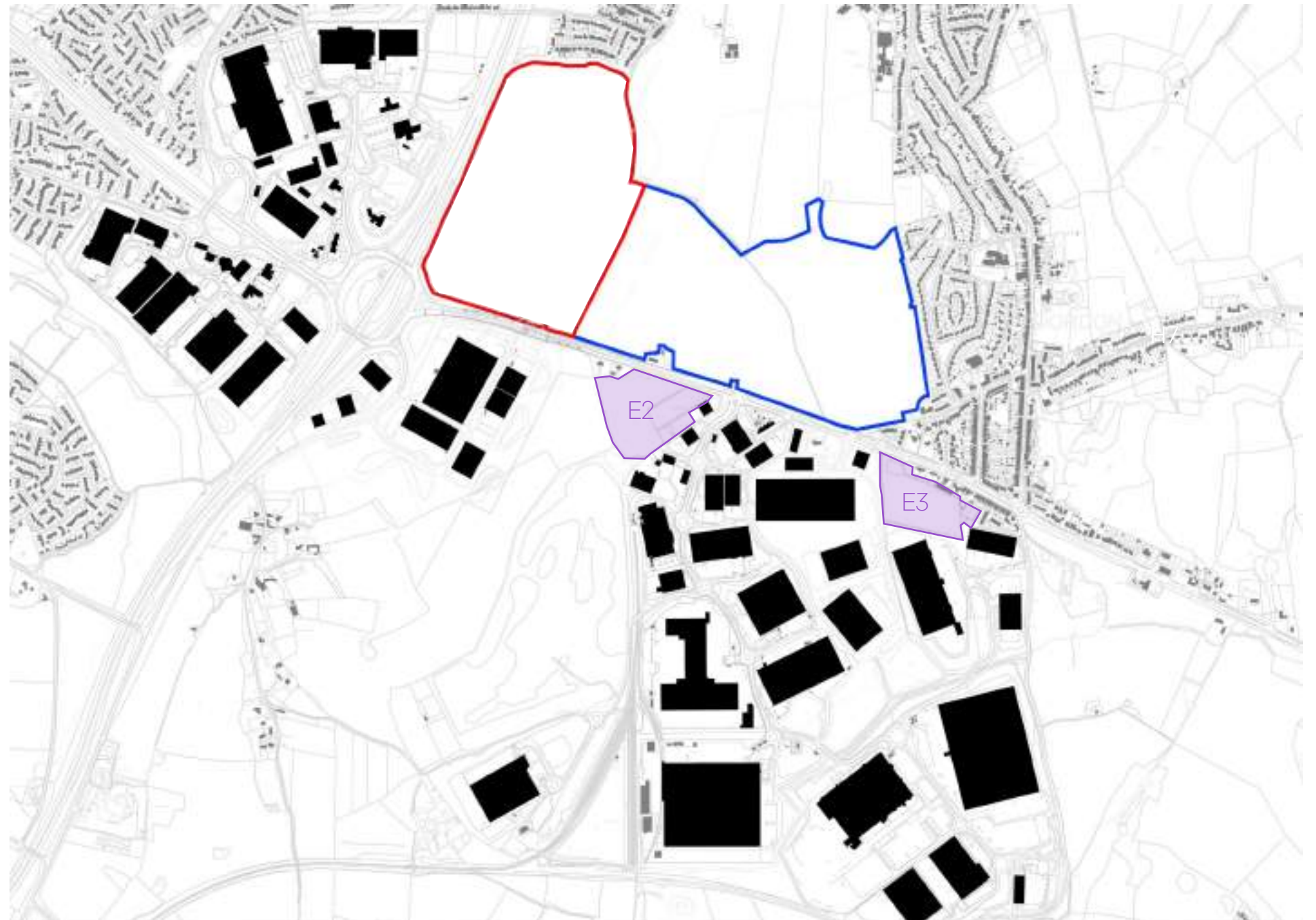


Fig. 34 – Built Form Plan



3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

The following pages set out photographs of the Site, with associated Viewpoint Plans showing the location and direction of each photo.



1 Aerial view looking west towards J10 M42



2 View south from adjacent to Bridleway AE45



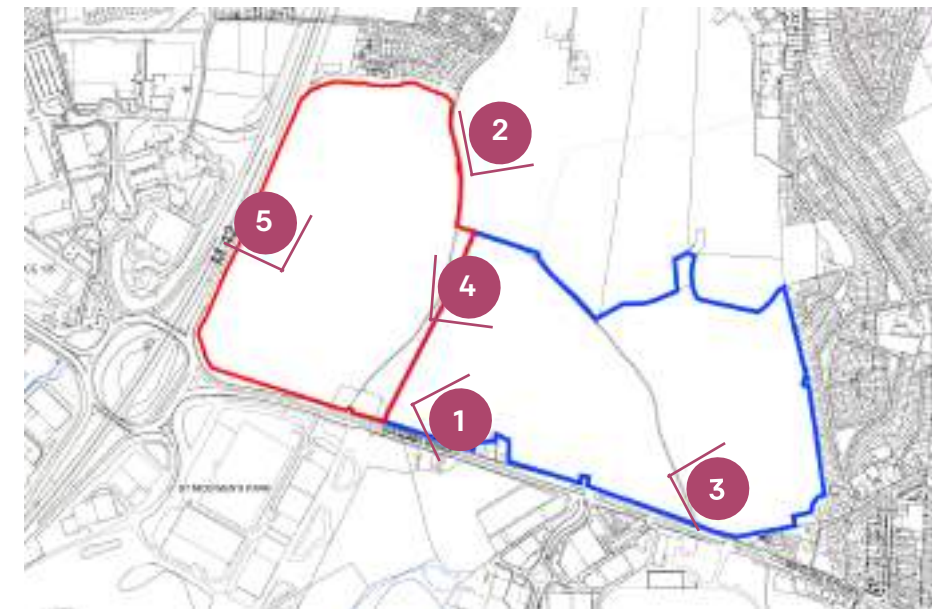
3 View west from farm track



4 View south from Public Bridleway AE45



5 View south east towards A5 and Birch Coppice spoil heap



Existing Site Photo Viewpoints

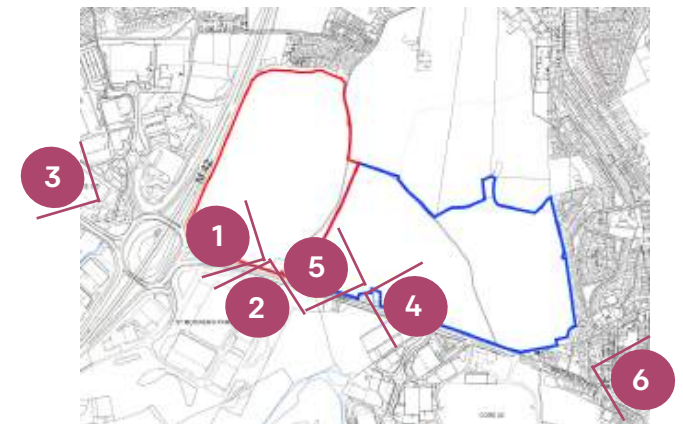


1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Existing access from the A5 dual carriageway and surrounding highways infrastructure.



1 View east of existing site access



2 View south of existing site access



3 Aerial view of Site looking east from Tamworth over J10 M42



4 View of A5 dual carriageway facing west



5 View of A5 dual carriageway facing east



6 Aerial view of Site looking west from Dordon



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Hardstanding area in the south of the Site.



1 Existing hardstanding in the south of the Site looking west to Tamworth



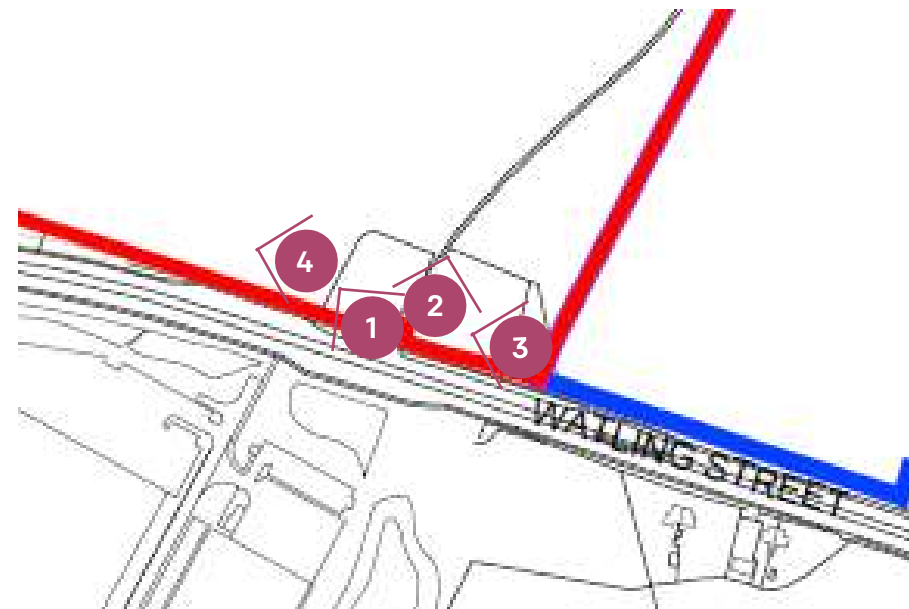
2 Existing hardstanding in the south of the Site looking north to Birchmoor



3 Existing hardstanding in the south of the Site looking west



4 View west from hardstanding towards layby on A5 and J10 M42



Existing Site Photo Viewpoints



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Laybys and bus stop on A5.



1 View looking east towards layby on westbound A5



2 View looking north to layby on eastbound A5



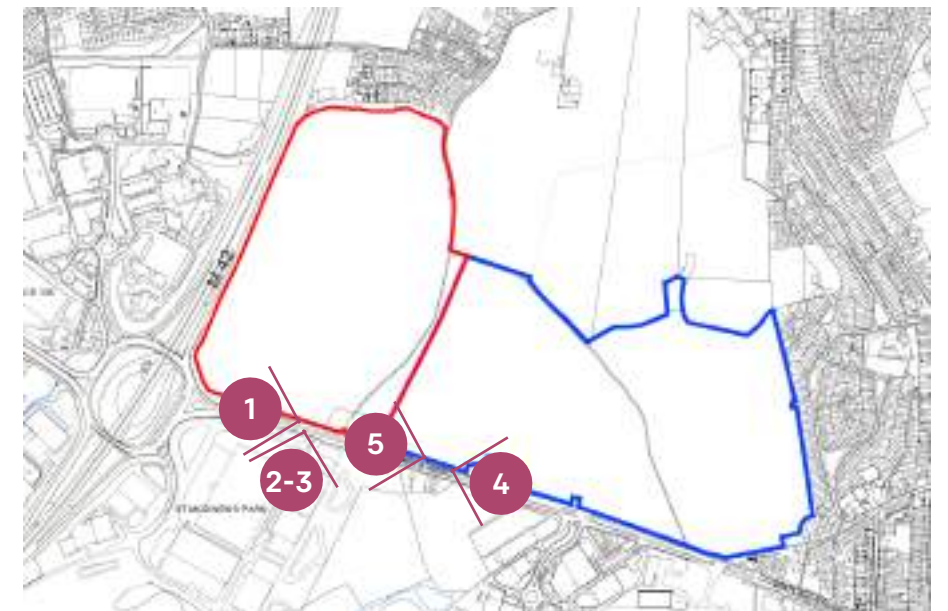
3 Layby on eastbound A5



4 View westwards towards bus stop on eastbound A5



5 Bus stop on eastbound A5



Existing Site Photo Viewpoints



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

J10 M42 and M42 motorway.



1 View looking south towards J10 M42



2 View looking south towards J10 M42



3 View south from Green Lane bridge over M42



Existing Site Photo Viewpoints



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Footpaths, bridleways and farm track.



1 View of Site looking south from end of Public Bridleway AE45 / Birchmoor



2 View north to Cockspur Street/Birchmoor from Public Bridleway AE45



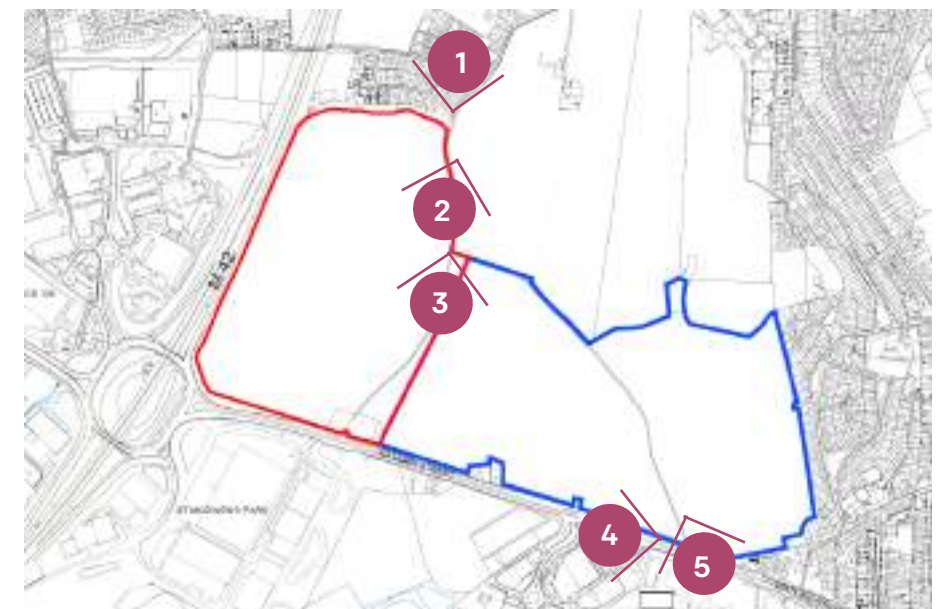
3 View north to from Public Bridleway AE45



4 View of agricultural track/access opposite Core 42 Business Park



5 View north west of agricultural track



Existing Site Photo Viewpoints



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Peripheral site vegetation.



1 View looking north east towards Birchmoor



2 View south from hardstanding to Site access & St Modwen Park Tamworth



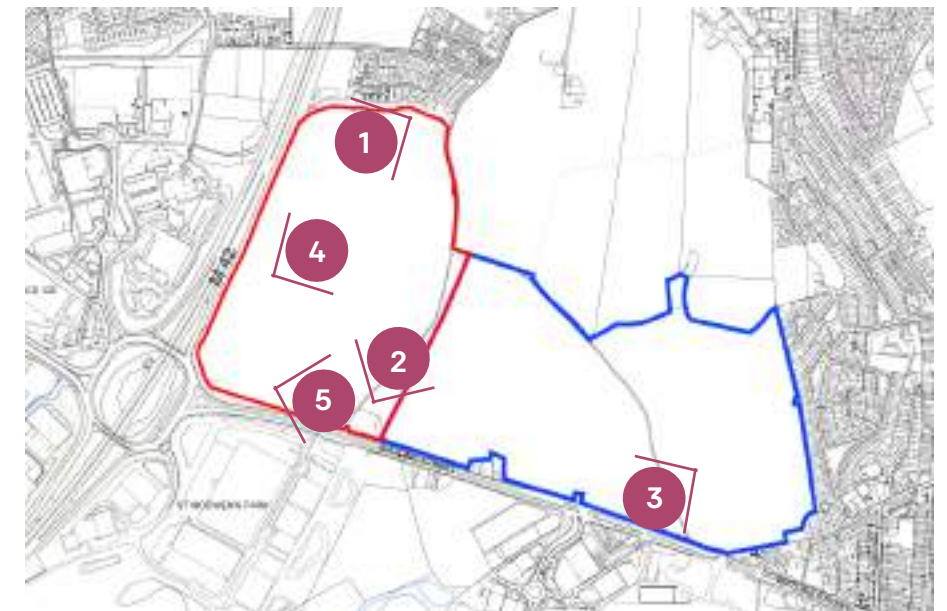
3 View north east from agricultural track to ridgeline development of Dordon



4 View looking south west towards J10 M42



5 View west towards J10 M42 from south of Site



Existing Site Photo Viewpoints



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Views from within and around the Site



1 View looking north towards Birchmoor



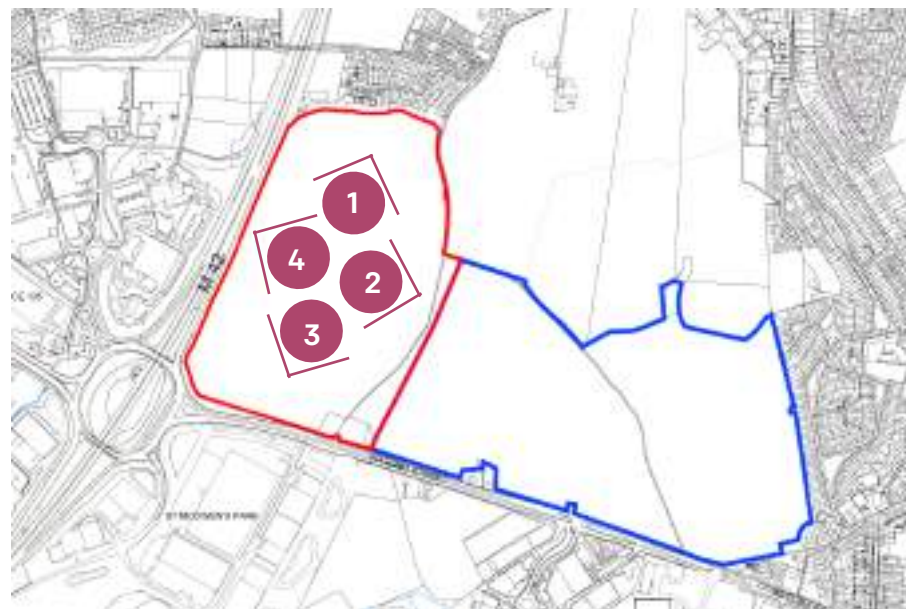
2 View looking east towards Dordon



3 View south looking towards the A5 and St Modwen Park Tamworth



4 View west towards the M42 motorway, beyond which is Relay Park



Existing Site Photo Viewpoints



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Views into the Site.



1 *View of Site westwards from Kitwood Avenue Recreation Ground*



2 *Existing site access and entrance from Cockspur Street, Birchmoor*



3 *View of Site looking westward from Barn Close*



Existing Site Photo Viewpoints



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Highways infrastructure.



1 View looking south to existing signal controlled access junction for Core 42 Business Park



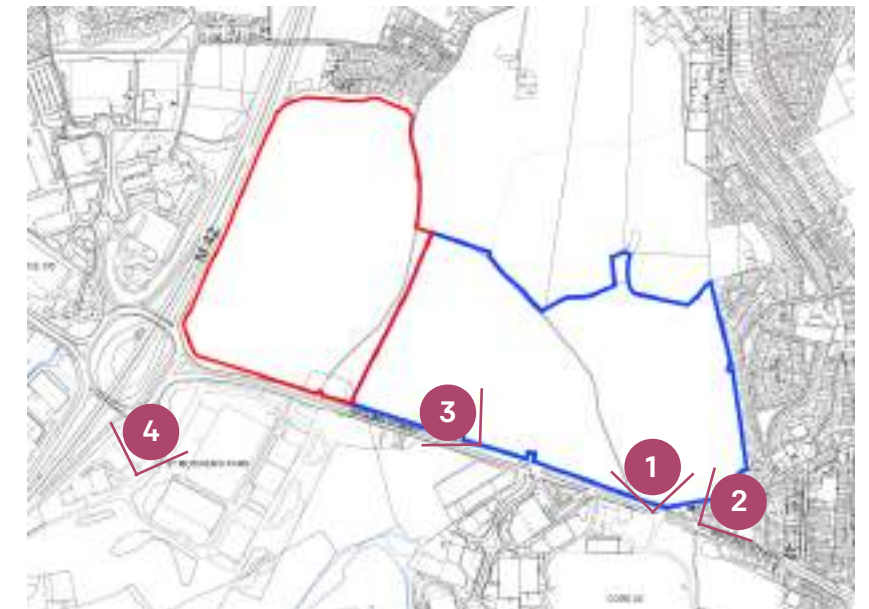
2 View of looking south west of feeder lane for Core 42 access



3 View eastwards to existing access junction for Birch Coppice Business Park



4 View south towards signal controlled access junction for St Modwen Park Tamworth



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

St Modwen Park Tamworth, immediately to the south of the A5/Site.



1 *'Trim trail' on the eastern side of St Modwen Park Tamworth*



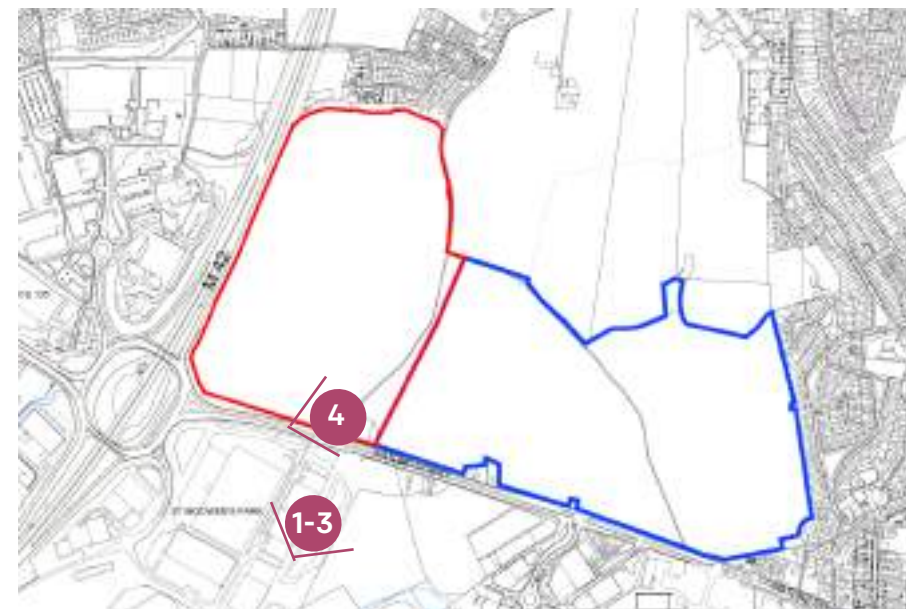
2 *Gym equipment along the route of the trim trail*



3 *View looking south over extensive landscaping at St Modwen Park Tamworth*



4 *View west of landscaping along A5 corridor at St Modwen Park Tamworth*



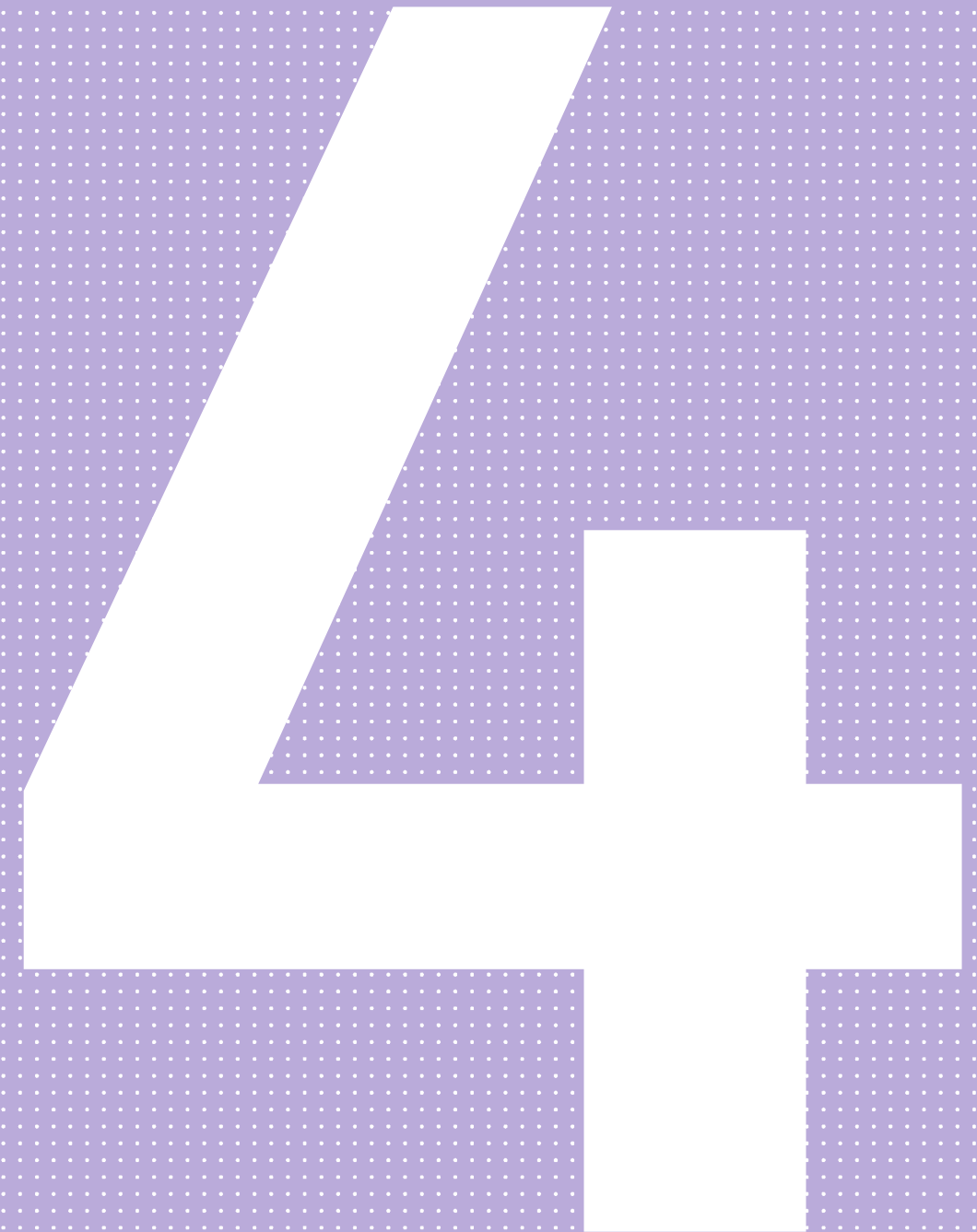
Existing Site Photo Viewpoints



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

4.0 COMMUNITY ENGAGEMENT

- 4.1 Pre-Application Consultation
- 4.2 Consultation Feedback
- 4.3 Overview
- 4.4 Community Engagement Summary
- 4.5 Press Coverage
- 4.6 Statement of Community Engagement



4.0 COMMUNITY ENGAGEMENT

4.1 PRE-APPLICATION CONSULTATION

Given the prominence of the Site and the potential scale of development, the Applicant has undertaken extensive Stakeholder & Community Engagement since Autumn 2019 in order to ensure a comprehensive approach is taken to engagement, and as wide a variety of interested parties as possible can provide feedback to help to shape the emerging proposals.

The principal activities undertaken as part of the pre-application consultation process were:

- Holding pre-application meetings with senior planning officers at NWBC in November 2020;
- Delivering a presentation to NWBC Members and senior planning officers in February 2021;
- Making individual telephone calls to all Councillors on the North Warwickshire Executive Board, Planning and development Board and Ward Councillors for Dordon during August 2021;
- Inviting local residents, business stakeholders and Local and Parish Councillors (elected members) to the virtual exhibition via a letter drop in August 2021;
- Offering to speak (virtually) or present to key stakeholders one-on-one or collectively;
- Launching a website (<http://landne-j10m42.co.uk/>) to host a virtual public exhibition with plans and information on the proposals August 2021-present. The consultation website formed the key component of the community engagement exercise, hosting a variety of consultation materials including details of the proposals and accompanying plans – see opposite;

- Providing a variety of feedback mechanisms and channels of communication for enquires;
- Responding to queries and requests for more information where appropriate.

The Applicant has also undertaken early discussions with the following parties in relation to the proposed development:

- Health and Safety Executive (HSE) – who confirmed that it would not ‘advise against’ the proposals based on the scheme design;
- Cadent Gas, Mainline Pipelines Limited, Western Power, Severn Trent Water and BT Openreach;
- Tamworth Borough Council;
- National Highways, Warwickshire County Council (WCC) Highways and Staffordshire County Council (SCC) Highways;
- Various other statutory consultees at WCC, including, inter alia, WCC Ecological Services, WCC Local Lead Flood Authority (LLFA), WCC Public Rights of Way (PRoW) Team and WCC Archaeological Information and Advice Team;
- HS2 Ltd;
- Coventry & Warwickshire and Local Enterprise Partnership (LEP).



4.0 COMMUNITY ENGAGEMENT

4.2 CONSULTATION FEEDBACK

The virtual public exhibition ran between 25 August 2021 and 17 September 2021 (over three weeks), allowing sufficient time for a review of the proposals and responses to be made, timed to coincide with the letter drop to local residents, businesses and stakeholders.

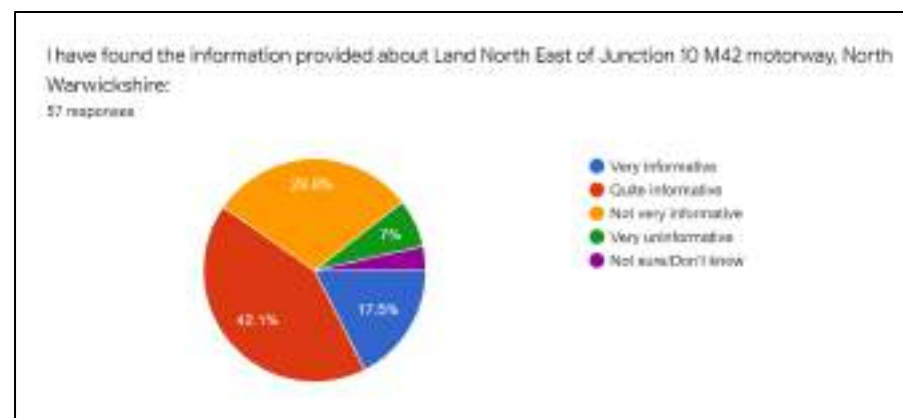
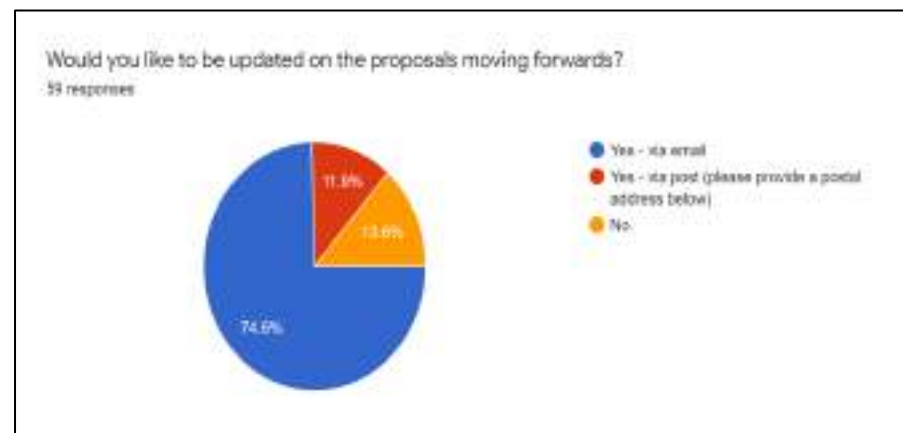
A total of 60 responses were received from local residents and businesses via the online questionnaire, with a further 8 responses received via email. Of these, the vast majority were from residents located in close proximity to the Site, however there were a few respondents located further afield.

It was clear that the majority of respondents found the consultation information informative and were keen to be kept updated on the proposals moving forward.

Overall, opinions varied across a wide spectrum of views from opposition to the proposals to strong support. The common issues and themes to emerge from the community engagement process can be summarised as follows:

- There is general support for job creation and local employment, particularly the provision of SME units;
- Concerns that there is not sufficient capacity on the highway network to accommodate the proposals and that the A5 is already busy;
- Additional traffic from this new site eastbound on the A5 will increase air pollution in Dordon to the detriment of the residents of Dordon;
- The scheme having a negative impact in terms of sustainability; There has been a large increase in logistics development in the nearby area and as such there is a feeling that there is no need for more of this type of development;

- Whilst a number of stakeholders were concerned by the impact on the open countryside in terms of visual amenity, there were a number of stakeholders in support of the proposed landscaping scheme to mitigate visual impact; and
- The area is the Meaningful Gap/Strategic Gap which is designated to provide a clear gap between Tamworth and Dordon/Polesworth.



4.3 OVERVIEW

The following responses are provided to the main topics identified in the consultation feedback. The submitted Statement of Community Engagement provides a comprehensive assessment, analysis and justification for the proposed development, highlighting where design responses have been made to feedback received.

4.3.1. TRAFFIC, TRANSPORT AND HIGHWAYS

Underpinned by a Sustainable Transport Strategy, a Transport Assessment has been prepared to consider the implications of the proposed development on the local highway network. A site-wide Sustainable Travel Plan would also be implemented by all future occupiers of the development to reduce travel to and from the Site by single occupancy private vehicles.

The proposals incorporate enhancements to Junction 10 of the M42 and would also improve nearby bus stops.

HE is aiming to enhance links with nearby residential areas, as well as proposed new site allocations, through the creation of new and enhanced multiuse pedestrian/cycle/bridleway links that will run through the Site and into the surrounding area.

4.3.2. NEED

A comprehensive need case has been prepared and submitted as part of the application which demonstrates there to be an acute need for large-scale employment development in the area.

A key part of the need case is the West Midlands Strategic Employment Sites Study (WMSESS 2021) report which identifies four 'Key Locations' / 'clusters' where the focus for identifying strategic employment sites should be.

Area 2 (broadly the M42 Corridor), within which the Site lies, is identified as one of the areas of greatest need for strategic scale employment. Furthermore, the WMSESS 2021 study scored the Site as the joint best performing out of 50 sites assessed across the West Midlands in terms of suitability to accommodate this identified need.



4.0 COMMUNITY ENGAGEMENT

4.3.3. ENVIRONMENTAL IMPACTS

HE is committed to sustainability and has set a very high bar for the development; the stated ambition for the project is to create “The Greenest Business Park in the West Midlands”. The submitted Design Guide sets out the High Quality Design Principles (HQDPs) and Design Parameters which would ensure future developments meet the highest standards of sustainability and deliver the scheme benefits proposed.

An Environmental Impact Assessment (EIA) has been carried out which comprehensively assesses the impacts of the proposals on a number of environmental topics and sensitive receptors, including air quality, noise, traffic & highways, ecology & biodiversity, and landscape & visual impacts.

Specifically with regards to noise and air quality impacts, the EIA concludes that the proposed development would not result in any adverse impacts to surrounding residential areas.

Furthermore, in terms of biodiversity and landscape, substantial enhancements in the form of extensive native woodland planting, new hedgerows and naturalistic earth mounds, amongst other measures, would result in significant environmental benefits – benefits that can also be enjoyed by local residents and future workers at the Site as a result of the various connectivity enhancements proposed.

4.3.4. EMPLOYMENT

The development would provide a range of employment uses and unit sizes to promote a mix of employment providers and types. Predominantly storage and distribution warehouse space would be provided (as this is underpinned by market need), complemented by a range of smaller ‘starter’ / ‘incubator’ units targeted at local SMEs for general industrial / light industrial uses.

The ancillary hub office would incorporate education and training facilities for use by site occupiers, and to tie in with contributions and commitments towards skills and training for local residents.

It is estimated that the proposed development would create 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 (based offsite). Taken together, the proposed development could support up to 2,081 FTE permanent jobs throughout the region.

4.3.5. LANDSCAPE AND VISUAL IMPACT (STRATEGIC GAP)

This is an area that the design team has considered very carefully. The developer has employed the services of one of the UK’s leading landscape architectural practices, SLR.

SLR has undertaken a landscape and visual impact assessment within a zone of visual/theoretical influence, details of which are set out in the EIA.

The assessment findings demonstrate that, subject to the significant proposed on and offsite mitigation measures, an improvement in the rural quality and functionality of the Strategic Gap can be achieved whilst the separate identities of Tamworth, Polesworth & Dordon and Birchmoor can be maintained and enhanced.

4.4 COMMUNITY ENGAGEMENT SUMMARY

The process has identified the key considerations for the various parties and the proposed development has sought to accommodate these considerations where justified. Among the most frequently raised issues about the scheme were queries and concerns relating to transport and traffic management, landscape and visual impact, need and use.

In summary, the pre-application engagement undertaken with the local community and stakeholders has been timely, meaningful and effective.

This Design and Access Statement explains the design rationale and the proposed development parameters, which have evolved positively in response to the engagement process.

The consultation website will remain active and will continue to be updated when appropriate to provide updates on major milestones so that the local community can keep abreast of progress. Respondents who requested to be kept up to date will also receive these same updates via email and by post, dependent on their preference specified on the feedback form.

4.5 PRESS COVERAGE

Following the commencement of the virtual consultation, local press coverage appeared in the Atherstone & Coleshill Herald, Tamworth Herald and Birmingham Live website :
<https://www.birminghammail.co.uk> on 16 September 2021.

4.6 STATEMENT OF COMMUNITY ENGAGEMENT

A detailed Statement of Community Engagement (SCE) has been prepared which provides further details on the public consultation undertaken, methods implemented, and feedback received, highlighting how feedback has been considered, addressed and translated into amendments to the scheme design.



5.0 SITE EVALUATION

- 5.1 Site Climate
- 5.2 Physical Constraints
- 5.3 Key Constraints
- 5.4 Constraints & Opportunities
- 5.5 Client Brief
- 5.6 Interpreting Site Context into HQDPs & Design Parameters



5.0 SITE EVALUATION

5.1 SITE CLIMATE

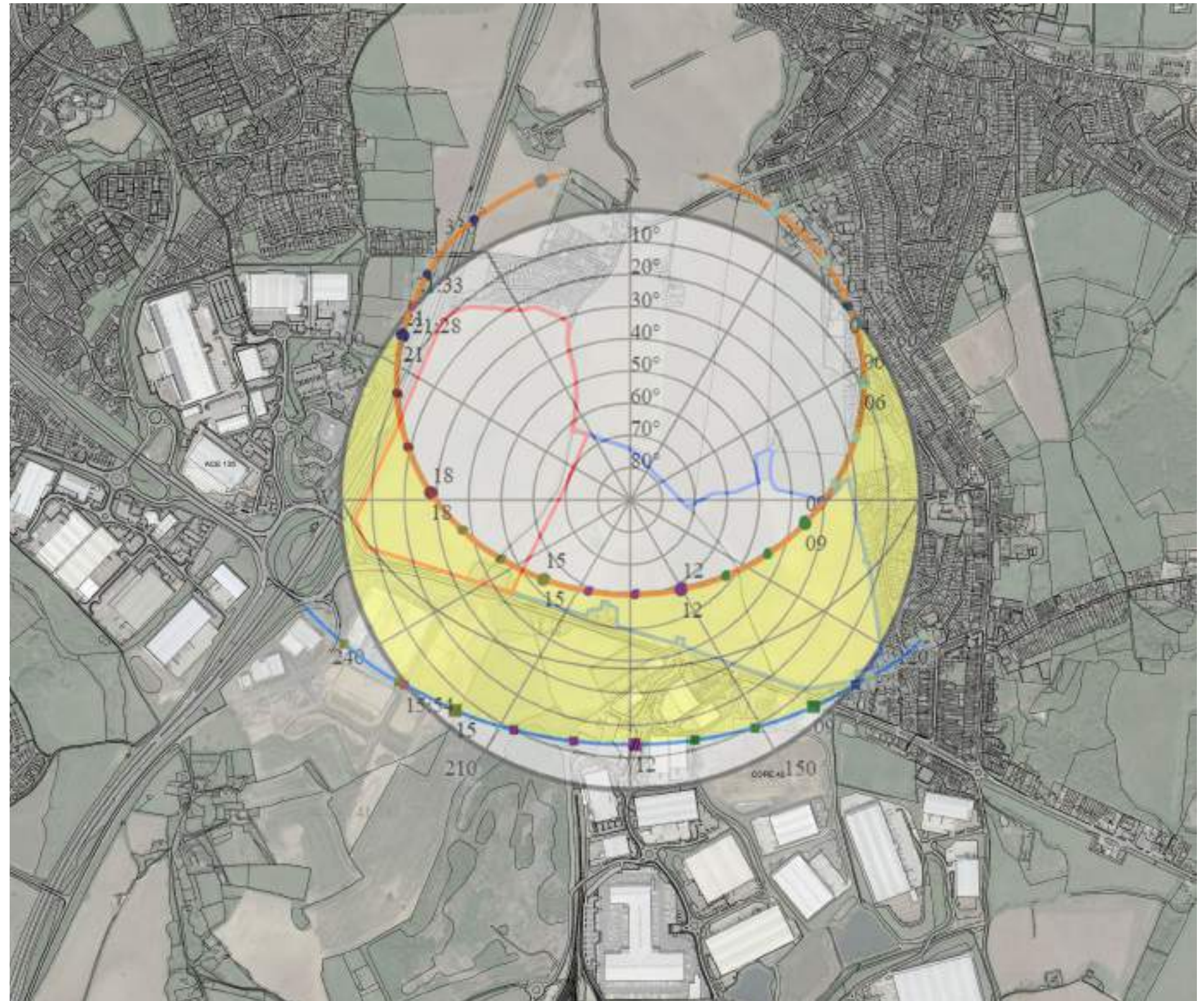


Fig. 35 – Sun Path



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

5.0 SITE EVALUATION

5.2 PHYSICAL CONSTRAINTS

The Site is crossed by an oil pipeline that transects its entire length in a north east/south west direction broadly parallel to the eastern site boundary – see Fig. 36. A 3m easement is required to each side of the line of the pipeline.

A high pressure gas main (HPGM) is situated to the east of the Site, also running in a North-East/South-West direction broadly parallel to the Site boundary. A 12.2m easement is required to each side of this pipeline. The easement for the HPGM lies entirely outside the Site boundary. The edge of the inner consultation zone (IZ) (78m from pipeline) as set out by the Health and Safety Executive (HSE) under its Planning Advice for Developments near Hazardous Installations (PADHI) system for land use planning defines the eastern edge of the developable area, albeit this land is suitable for planting and landscaping subject to certain planting restrictions. No built development is therefore proposed within the 78m HSE PADHI inner consultation zone. The Applicant met with the Health and Safety Executive (HSE) in November 2019 who confirmed that they would not 'advise against' the proposals.

Two low voltage electricity lines cross the Site in an East-West/North-South axis respectively, introducing an urban element to the broadly agricultural landscape. These would be diverted underground around the periphery of the Site as part of the scheme.

The development proposals have therefore considered these pipelines, easements and consultations zones, as well as the overhead voltage electricity lines present. In this regard, the proposed layout would mirror that of St Modwen Park Tamworth to the south, which is also impacted by the presence of the pipelines.

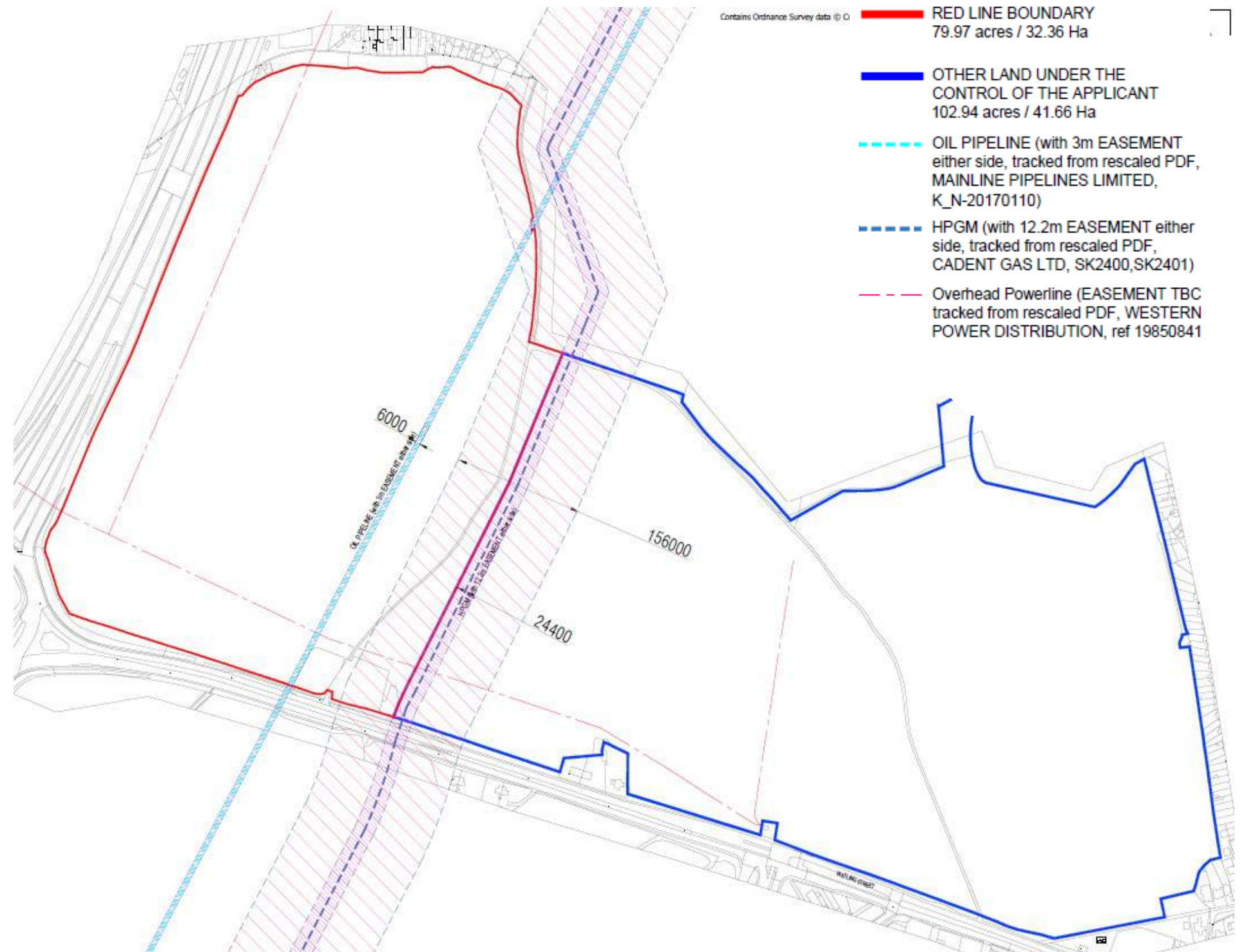


Fig. 36 – Physical Constraints Plan



5.0 SITE EVALUATION

5.3 KEY CONSTRAINTS

Based on the Site analysis set out in Section 3, the following constraints have been identified as being particularly relevant to scheme design, and addressing these constraints suitably has been a primary focus when developing the emerging layout and Parameters Plans:

High Pressure Gas Main and Oil Pipeline: the HPGM, including its 12.2m easement and 78m HSE PADHI inner consultation zone to either side, form a hard boundary which dictates the eastern extent of the Site boundary and developable area. No building would therefore be located within the 78m HSE PADHI inner consultation zone. The presence of the oil pipeline with 3m easement also has a bearing on scheme design. Where practicable, site infrastructure and utilities would be placed away from this pipeline. Where it is necessary to cross the pipeline, such as internal distributor roads serving the land to the east, these should cross perpendicular (at right angles) to the North-East/South-West route of the pipeline to minimise any impact.

The presence of the HPGM would also prevent potential future development pressure from translating into further eastern expansion of the scheme into the Strategic Gap, forming a physical defensible boundary.

Residential amenity and views: residential noise and light concerns and sensitive views are to be considered for the north and east of the Site, from Birchmoor and Dordon respectively.

Possible mitigation measures include significant development offset, bunding, tree planting and acoustic barriers and the respective settlement edges will also require careful consideration.

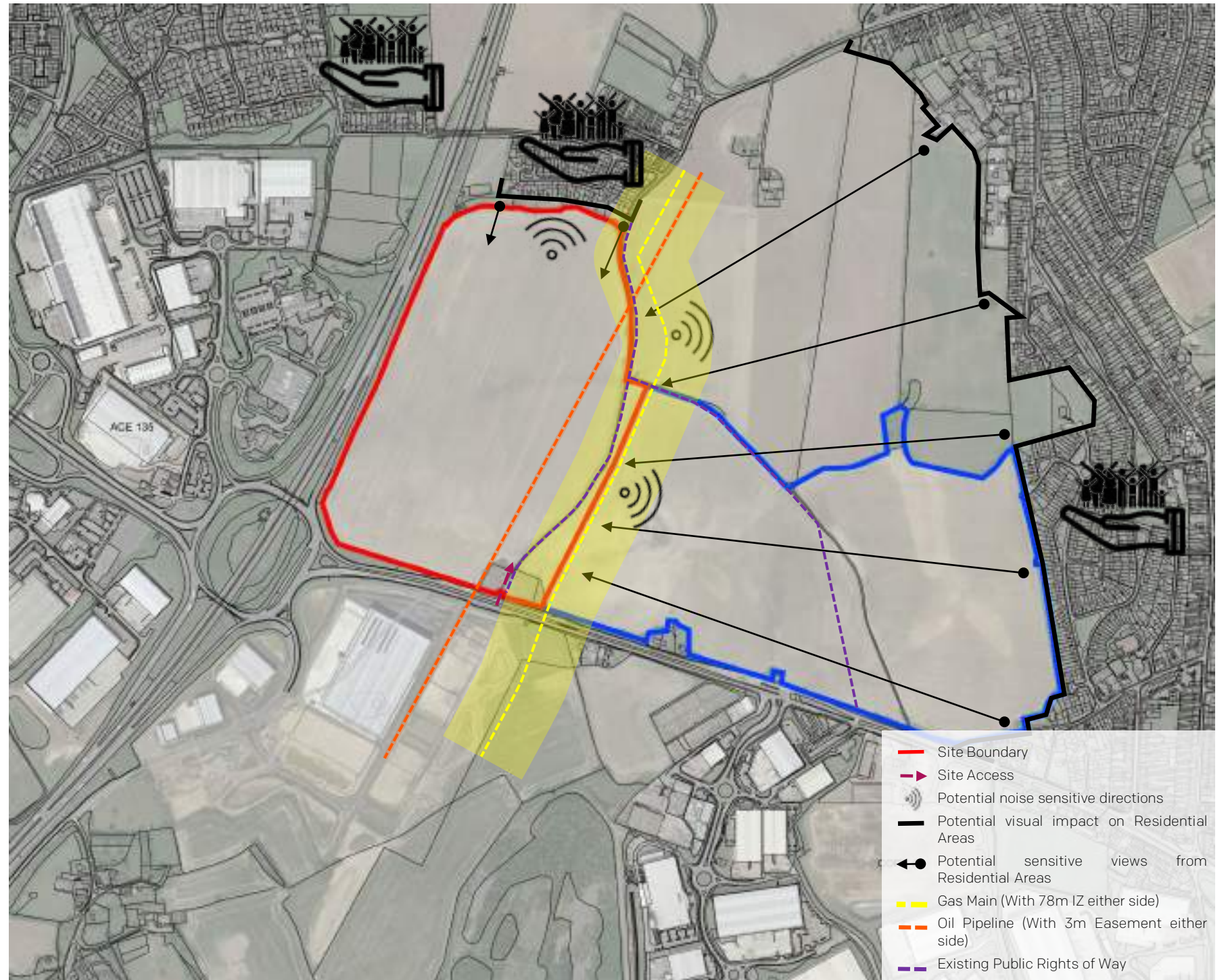


Fig. 37 – Physical Constraints Path

Landscape: Policy LP4 of the NWLP seeks to retain and respect the separate identities and characters of Tamworth and Polesworth with Dordon, to avoid their coalescence. As such, landscape mitigation measures, boundary treatments and the maintenance of a functioning gap between Tamworth and Dordon are key considerations of the scheme design.



5.0 SITE EVALUATION

5.4 CONSTRAINTS & OPPORTUNITIES

5.4.1. CONSTRAINTS

In summary, the constraints and considerations that the masterplan should respond to, include:

- High pressure gas main (HPGM) and oil pipelines, as well as their respective easements and HSE PADHI inner consultation zone (HPGM only), which transect the Site and Other Land Under the Control of the Applicant respectively;
- Overhead low voltage electricity lines transect the Site and Other Land Under the Control of the Applicant, to be diverted underground around the periphery of the Site;
- Residential amenity and views from the settlements of Birchmoor, Dordon and Polesworth, and the small grouping of standalone houses to the east of the Site on the A5;
- Landscape, in terms of the designation of the Site and Other Land Under the Control of the Applicant as part of a strategic gap between Tamworth and Polesworth with Dordon, as well as the existing and proposed PRoWs and open space designations (Kitwood Avenue Recreation Ground the Open Space Transfer Site OS1);
- Proximity to the M42/A5 roundabout – the A5, M42 and Junction 10 form hard boundaries which constrain development to the south, west and south west respectively. A suitable development offset would be necessary to ensure the proposals do not impact on this highways infrastructure;
- Existing trees and hedgerows along the Site/field boundaries, particularly along the A5;
- Existing public footpaths and bridleways transect the Site and Other Land Under the Control of the Applicant;
- Hardstanding/storage yard in the south of the Site.

5.4.2. OPPORTUNITIES

The Site presents several opportunities that are born out of the Site conditions and context, as well as possible responses to the Site constraints. They include:

- Onsite and offsite planting and landscape buffers to minimise visual impacts of the proposals, soften the ridgeline development of Dordon and provide a more successful/rural settlement edge, as well as screening St Modwen Park Tamworth, which includes several prominent buildings that are visible from both Dordon and Birchmoor;
- Utilise cut and fill material to create suitable landscape buffers/bunds and reduce the finished floor levels (FFLs) of the proposed building plots to further minimise the visual impact of the proposed development;
- Creation of substantial areas of green infrastructure, predominantly to the north, south and east of the Site, could incorporate parkland, public open space, community orchards, formal planting, sustainable drainage measures and a variety of wildlife habitats;
- Retain, enhance and reinstate existing and historic hedgerows and trees along site boundaries, to screen existing and proposed development, enhance landscape character in the Strategic Gap and provide biodiversity net gains;
- Significant biodiversity net gains across the Site and Other Land Under the Control of the Applicant, on what is currently intensively managed arable farm land with limited potential to support wildlife;

- Divert and enhance footpaths and bridleways and provide new public rights of way to create safe routes that are accessible to all (i.e. pedestrians, cyclist and riders on horseback, as well as providing wheelchair access and meeting the standards of the Equalities Act 2010), enhance pedestrian/bicycle connectivity, reinforce commuting links to existing employment centres at J10 M42/Birch Coppice and encourage healthy lifestyles;
- Signal controlled pedestrian and cycle crossing within the Site access, would be a significant improvement on the existing crossing in this part of the A5 trunk road which is formed of a staggered gap in the central reservation;
- Provide links into existing/proposed recreation facilities west of Dordon (i.e. Kitwood Avenue Recreation Ground and Open Space Transfer Site OS1), as well as providing new publicly accessible recreation facilities on Site;
- Layout and urban grain (the size and position of buildings within each plot) could reflect the existing character of the local context, most notably to the south of the A5 at St Modwen Park Tamworth and Birch Coppice;
- Locate the internal service road(s) adjacent to the oil pipeline easement to maximise the developable area, a similar design response to that approved at St Modwen Park Tamworth to the south;
- Gently sloping land from north east to south west is suitable for large format buildings of the type proposed;
- Flood Zone 1 – the Site lies entirely outside a flood risk zone.



5.0 SITE EVALUATION

5.5 CLIENT BRIEF

It is worth restating the [Client Brief](#) for the proposed development, which included, inter alia, the following instructions for the Design Team:

- Ambitious proposals to create *“The Greenest Business Park in the West Midlands”*;
- Provide a highly sustainable proposal for a development which includes large format distribution/warehouse uses and a secure overnight lorry parking facility, in response to current demand and market indicators;
- Set out possible proposals for an element of smaller footprint employment units capable of serving local SMEs;
- Develop options for the above while addressing any site constraints, and respecting the amenity of residents and businesses alike;
- Respect the separate identities of the settlements of Polesworth with Dordon and Tamworth and ensure that a meaningful gap is retained between them;
- Enhance the existing interface and access point associated with the A5 Watling Street dual carriageway on the southern boundary, and provide a high quality gateway into the Site;
- Accommodate and upgrade existing pedestrian and cycle routes and provide extensive new routes, throughout the Site and wider area;
- Incorporate sustainable principles for land forms, water run-off control and energy production/use;
- Create a safe, high quality development which provides significant biodiversity net gains and enhancements and opportunities for leisure.



Highly sustainable proposal for a development which includes large format distribution/warehouse uses and a secure overnight lorry parking facility



Provision of extensive new routes throughout the Site and wider area



Sustainable principles for water run-off control



Significant biodiversity net gains



5.0 SITE EVALUATION

5.6 INTERPRETING SITE CONTEXT INTO HQDPS & DESIGN PARAMETERS

The proposed development seeks to provide a level of flexibility to ensure future occupier requirements can be accommodated. Outline planning permission is sought for up to 100,000 sqm (1,076,391 sqft) of mixed, Class B2, Class B8 and Class E(g)(iii) floorspace.

The proposed HQDPs are as follows:

- **HQDP 1:** Responding to the climate change emergency by designing in and future-proofing sustainability from the start across all aspects of building, infrastructure and landscape design, whilst allowing for adaptation and later enhancement to meet occupier requirements.
- **HQDP 2:** Maintaining a Strategic Gap between the development site and Polesworth with Dordon to the east, and Birchmoor to the north, utilising HE's extensive land holdings, to create a strong landscape setting with views and legible routes to and from the Site, and connecting with the surrounding landscape.
- **HQDP 3:** Providing safe and convenient access for all users coming to and from the Site, including the local community for leisure uses, commuters, and visitors.
- **HQDP 4:** Ensuring that prominent buildings are distinctive, distinguishable, and relate to human scale and operational requirements whilst minimising the wider visual impact. Larger warehouse elements will utilise varied ground levels and sympathetic building components to break up facades and screen service yards.

- **HQDP 5:** Generating a uniform architectural language and design of built form to enhance legibility and wayfinding for the Site and surroundings. Creating a sense of place and respecting the distinctive and varied architecture and built form of the surrounding environs.
- **HQDP 6:** Encouraging healthy and active lifestyles through the incorporation and enhancement of landscaping features, and linkages between the Site and surrounding area for recreation and leisure uses.
- **HQDP 7:** Creation of a multi-functional green and blue infrastructure network, where valuable landscape features and ecological assets are enhanced, increasing biodiversity and habitat connectivity. Buildings will also contribute towards these networks and will meet the highest standard of sustainability that is practicably achievable.

The development plots would remain flexible given it is not known at this stage whether there is specific demand for a building of a particular size, or multiple buildings, within Plot A. Plot B1 would also remain flexible to potentially deliver the proposed overnight lorry parking facility, including welfare building, or alternatively to provide space for other employment uses or a mix of employment uses should there be a requirement for such. In all instances, no built forms or uses are designed for specific plots at this stage.



Bio Based Materials



Sustainable Drainage Systems



Outdoor Gym Equipment promoting physical health

