



BRIEFING NOTE

DATE: 17 August 2022

CONFIDENTIALITY: Public

SUBJECT: PAP/2021/0663 - Land North-East of Junction 10 M42, North Warwickshire

Introduction

On behalf of Hodgetts Estates (the Applicant), WSP has prepared this document in response to public consultation comments submitted to North Warwickshire Borough Council (NWBC) in relation to planning application ref: PAP/2021/0663. This response forms an addendum to the Statement of Community Engagement, as submitted at the outset of the application.

For the avoidance of doubt, the application relates to Land north-east of Junction 10 of the M42, North Warwickshire ('the site') and seeks outline planning permission to support the creation of "*The Greenest Business Park in the West Midlands*". This ambitious aspiration is derived from the Applicant's commitment to achieving the highest possible level of sustainability and design at the site, to mitigate climate change impacts and in order to create an exemplar business park for North Warwickshire, targeted at attracting national and international businesses to the area, for headquarters and 'campus' style facilities.

This document and attachments have been prepared to provide clarification on a number of key topics and themes that have been raised by members of the public through formal comments to NWBC. This document will also be beneficial for members of the public who are yet to comment formally.

The responses and areas of clarification set out below are in response to the following key topic areas and themes that came out of a comprehensive review of the public comments submitted:

- Traffic, transport and highways impacts
- Public Rights of Way (PRoW)
- Strategic Gap
- Proposed overnight lorry parking facility
- The need for the development
- Noise, air quality and external lighting
- Climate change and sustainability
- Community benefits

It is noted that there are several comments in support of the proposals but also a number of responses in objection to the proposals; the vast majority of which stem from four 'proforma' responses that contain the same concerns pre-populated into letters to which names and addresses are then added (as opposed to bespoke responses) and are therefore not considered to represent distinct responses per se. In any case, these recurring concerns have already been robustly addressed in the application supporting documents but for clarity are also summarised in this response.

It is also noted that the number of objections received (c.480 in total) is relatively small in comparison to the c.2,500 objections received to the proposed allocation of what is now *Site Allocation H4 - Land to east of Polesworth and Dordon*, which is seen as a positive and indicates that the considerable public benefits that the scheme would deliver is acknowledged by locals.

The Applicant is acutely aware of the local interest in the scheme, and it is hoped that this comprehensive review and response to the comments received is helpful to members of the public, local parish councils and NWBC alike.

Topic	Applicant's Response
Traffic, Transport and Highways	
<p>The proposed approach to highways and accessibility.</p>	<p>The Applicant's transport consultants have worked constructively with National Highways, Warwickshire Country Council Highways (WCC Highways) and Staffordshire Country Council Highways (SCC Highways) throughout the pre-application/application processes to ensure that the development, associated trip generation and proposed access arrangements meet the necessary requirements in terms of highways impact and safety.</p> <p>It is expected that some infrastructure improvements will be necessary, for example at Junction 10 of the M42 motorway (J10 M42) and along the A5 between the Pennine Way Bridge, J10 M42 and Dordon, details of which are being agreed with the relevant statutory authorities. Such improvements would seek to mitigate detrimental impacts in accordance with the National Planning Policy Framework (NPPF) and also improve accessibility.</p> <p>The overarching approach to highways seeks to avoid impact on the A5 at peak times and promote sustainable means of transport wherever possible. A site wide Travel Plan would be enforced on future occupiers. The proposals also incorporate enhancements to bus stops at Birchmoor and within the site, as shown on the Bus Turning Area Plan (Appendix A) an on-site bus stop for A5 east & westbound buses, which is supported by Stagecoach and WCC (Network Planning Team).</p> <p>Furthermore, the proposals would deliver a range of connectivity improvements in accessibility, particularly for walking and cycling journeys, that would benefit all users. These improvements include upgrading uncontrolled pedestrian and cycle crossing points at M42 Junction 10 to signal controlled crossings, upgrading east and westbound bus stop facilities at the A5, a new signal controlled crossing for the A5 within the site access junction and over 3.5km of new and enhanced on and offsite public footpaths, bridleways and footway/cycleway routes. In addition to these infrastructure improvements, the proposals would also provide communal cycle parking, showers and changing facilities in the ancillary Hub Office available for use by the general public.</p> <p>These connectivity improvements and active travel proposals are illustrated, where possible, on the Existing and Proposed Connectivity Plans (Appendix B).</p> <p>In addition, a series of 'Commuter Point-to-Point Plans' and 'Community Integration Route Plans' (Appendix C), illustrate the benefits of the connectivity enhancements to commuters and the community when comparing the existing routes available to the proposed new and enhanced routes between a number of key settlements and major housing allocations in the J10 M42 area.</p> <p>As indicated in the Commuter Point-to-Point Plans and Community Integration Plans, the proposals will deliver, in some cases, a reduction in walking and cycling journey times, however in all cases the significant improvements to the surfacing of existing routes, in addition to the new routes proposed and other off-site improvements, will collectively promote active travel through the following means:</p> <ul style="list-style-type: none"> ▪ All new and upgraded dual footway / cycleways would be of a significantly improved quality of surfacing and design than the existing infrastructure in the area and would be compliant with the Equalities Act 2010 providing "Access for All"; ▪ The ability to use new and enhanced routes in an open countryside and landscaped setting as opposed to walking or cycling alongside main roads and narrow lanes; and ▪ Improved safety and perception of route safety through provision of upgraded surfaces, upgrading of uncontrolled crossings to signal controlled and creation of off-line routes increasing distance between non-motorised users (NMUs) and the A5 carriageway. <p>Overall, these measures are designed to, collectively, encourage a modal shift from private vehicle to bus/bike/on foot at the site but will also benefit the surrounding settlements of Dordon, Polesworth, Birchmoor and Tamworth and the cluster of employment sites at J10 M42 and Birch Coppice. All told, the package of transport improvements would enhance linkages with existing and proposed new residential areas to ensure the scheme is accessible by a choice of modes of transport whilst providing benefits for the wider community.</p>
<p>Concerns about whether there is sufficient capacity on the highway network to accommodate the proposals.</p>	<p>The projected traffic volumes have been calculated and agreed with National Highways and WCC Highways.</p> <p>During the busiest hours of the day, the AM and PM peaks, the development would generate up to 265 vehicle movements per hour (in and outbound taken together), equating to less than 4.5 vehicles per minute in total. Of these, only around 105 would be HGVs, equating to less than 2 per minute. At other times the site is expected to generate less traffic.</p>

	<p>The distribution of generated traffic, which again has been agreed with National Highways and WCC Highways, confirms that most of the generated traffic (circa 80%) would travel to and from the site to/from the west, as this gives ready access to the M42 and the main motorway network. The effect of the development on the A5 east of the site is low, therefore, at only around 1 additional vehicle per minute in the busiest hour.</p>
<p>Details of the proposed site access junction and interaction with other junctions on the A5.</p>	<p>The site would be served by a new signal controlled junction on the A5. J10 M42 is already signal controlled, and there are nearby signal controlled junctions for Birch Coppice and Core 42. The proposed site access junction would therefore allow for co-ordination of the adjoining signals to smooth the flow of traffic and minimise delays. The layout includes widening of the A5 to provide 3 ahead lanes in each direction on the A5, plus a separate right turn lane on the A5 East arm (westbound). On the A5 West arm (eastbound) the additional third lane is mainly intended so that traffic turning into the development site can queue without affecting the flows on the A5. The lane is long enough to accommodate 7 articulated lorries or around 18 cars – more than sufficient to serve the site, therefore.</p> <p>The site road approach to the access junction has two right turn lanes for traffic heading to J10 M42, and one left turn lane. These provide plenty of queuing space should it be required to give greater precedence to the A5 traffic. This is not expected to be needed because the site access junction is predicted to work with low levels of delay on the A5.</p> <p>The site access junction also includes signal controlled crossing points for pedestrians and cyclists across the site access road and A5.</p>
<p>Proposals for J10 M42.</p>	<p>Detailed assessment work is in progress to consider the effect of the development on the operation of J10 M42, including the effects of the North Warwickshire Local Plan and its associated improvement scheme for the junction. The Local Plan improvement scheme incorporates widening of the A5 West arm (eastbound) and Trinity Way, widening of the circulatory carriageway between the A5 East (westbound) and M42 northbound off slip, and a dedicated left turn lane from the M42 southbound off slip to the A5 East.</p> <p>These improvements are as yet unfunded and are not included in the successful A5 Housing Infrastructure Funding (HIF) bid, which will fund various improvements known collectively as the ‘A5 Dordon to Atherstone Scheme’. National Highways has recently begun to consider possible wider route improvements known as the ‘A5 Tamworth to Hinckley Scheme’ as part of the Road Investment Strategy (RIS) 3 (2025-2030) pipeline, which could include improvement to J10 M42. However, the A5 Tamworth to Hinckley Scheme is not committed for delivery and there is no guarantee that it would be funded through RIS3, or that if successful, the scheme would include improvements to J10 M42.</p> <p>Without the enhancements that would be brought about by the proposals, there is no guarantee that funding would be secured for improvements to J10 M42 through other means. The proposed development would therefore contribute towards improving J10 M42 and help to reduce this potential funding gap.</p>
<p>Further information on the proposed footway and cycleway improvements.</p>	<p>Extensive footway and cycleway improvements are proposed, which would have a profound and positive public benefit:</p> <ul style="list-style-type: none"> ▪ Over 3.5km of new and enhanced public footpaths, bridleways and footway/cycleway routes, including: ▪ 3m wide dual use footway/cycleway to either side of the site road and access junction; ▪ 3m wide dual use footpath / cycle path linking north from the site road to Birchmoor; ▪ 3m wide footpath / cycleway linking east from the site road to the nexus of Public Bridleway AE45 and Public Footpath AE46 (east-west route); ▪ Cycle parking provided to all units at in excess of the North Warwickshire standards, incorporating a range of parking facilities to include indoor/outdoor parking, secure parking and covered parking, as well as e-bike charging points, all located at or close to pedestrian entrances; ▪ Showers and changing facilities provided to all units; ▪ Communal cycle parking, showers and changing facilities available to use by the general public located at the ancillary Hub Office; and ▪ Site wide Sustainable Travel Plan to be applicable to all future occupiers. <p>Furthermore, a range of off-site active travel improvements are also proposed, including:</p> <ul style="list-style-type: none"> ▪ New fully signal controlled crossing for the A5, compared to the existing unsignalised junction staggered pedestrian crossing that passes through the central reservation; ▪ A network and new and improved footpaths / cycleways crossing the broader area to promote sustainable modes of travel/commuting and local community health and fitness, particularly enhancing east-west routes. This includes tarmac footpaths and cycleways and appropriate surfaces for bridleways, all of which would be designed to comply with the Equalities Act 2010 providing “Access for All”; ▪ New off line footway / cycleway connecting east-west from J10 M42 to Dordon creating a new east-west route; ▪ Through provision of multiple pedestrian and cycle links connecting the A5 to Birchmoor, the proposals would offer a higher quality route for pedestrians and cyclists travelling between the A5 / Birch Coppice and areas to the north and west (particularly within Tamworth); ▪ Upgrade of Public Footpath AE48 (‘The Stumps’) to dual-use footway/cycleway;

	<ul style="list-style-type: none"> ▪ Upgrade of Public Footpath AE46 to dual-use footway/cycleway, and diversion so that it provides a more direct route between Birchmoor/Tamworth and Birch Coppice Business Park; ▪ New footway / cycleway connecting east-west from Public Footpath AE46 to Barn Close, Dordon creating a new east-west route; ▪ Reduction in overall vehicle speeds due to the proximity of an additional signal-controlled junction, thereby improving the overall environment for pedestrians and cyclists using the A5 corridor; ▪ Upgrading existing uncontrolled pedestrian / cycle crossings at J10 M42 to signal controlled crossings; and ▪ Increase the separation between pedestrians / cyclists and A5 carriageway to standard verge. <p>In addition, the above measures would also introduce a series of new leisure routes through an enhanced rural landscape between Dordon and Tamworth, as illustrated on the Walking Routes Plan and Indicative Proposed Fitness Trail Plan (Appendix D). These route options include:</p> <ul style="list-style-type: none"> ▪ 'Dordon Long Walk' – 4.6 km / approx. 1 hr walking time, broadly a larger 'figure of 8' route looping through the Strategic Gap and linking in with the Indicative Fitness Trail; ▪ 'Dordon Medium Walk' – 3.4 km / approx. 45 min walking time, broadly a 'figure of 8' route looping through the Strategic Gap; ▪ Indicative Fitness Trail – 2.1 km / approx. 26 min walking time, route around proposed development site complete with woodland seating and outdoor gym equipment; and ▪ 'Community Orchard Walk' – 1 km / 12 min walking time, route through and around proposed community orchard next to Dordon. <p>All told, the network of new and improved public footpaths, public bridleways and footway/cycleways crossing the site and broader area would promote sustainable modes of travel/commuting and the associated benefits of active travel brought about by the scheme will include decarbonising transport, both for the site and trips further afield to surrounding settlements and business parks, and helping to achieve improved public health (both physical and mental health).</p>
<p>Concerns that additional traffic would increase air pollution to the detriment of the residents of Dordon.</p>	<p>An Environmental Impact Assessment (EIA) has been carried out which rigorously assesses the impacts on a number of environmental topics and sensitive receptors, including air quality.</p> <p>An Air Quality Assessment (AQA) has been undertaken, including dispersion modelling of the likely air quality impacts during construction and operation of the development. For robustness, the operational phase assessment included assessment of impacts in the anticipated opening year (2026) and also a future year scenario (2041).</p> <p>Construction phase impacts would be short-term and of negligible significance following the implementation of mitigation measures (e.g., dust suppression), which could be secured by planning condition (e.g., through implementation of a Construction Environmental Management Plan).</p> <p>The modelling concludes that, for the opening year (2026) scenario, the impact of the proposed development on local air quality is negligible and the impact is therefore adjudged to be not significant. The modelling demonstrates that the concentrations predicted for the future year (2041) scenario are actually lower than for the opening year (2026). This is due to significant improvements in fuel and vehicle technology modelled for future years, which would be brought about in response to established national commitments to decarbonising transport. In each scenario, the concentrations predicted are well below their respective objectives in legislation and guidance.</p> <p>Overall, the proposed development would not result in any adverse impacts in terms of air quality. This position, and the assessment work undertaken, has been accepted by NWBC's Environmental Health Officer.</p>
<p>Anticipated proportion and volume of freight via Birmingham Intermodal Freight Terminal (BIFT)?</p>	<p>The site is classed as being 'rail served', given its close proximity to Birmingham Intermodal Freight Terminal (BIFT). Rail served sites have several benefits, including being able to shunt containers to/from the freight terminal via untaxed yard tractors, as opposed to HGVs which require licenced drivers, creating a significant cost saving. Furthermore, given the short distance nature of these journeys, they are also suitable for battery powered yard tractors, creating a further carbon saving on traditional road haulage.</p> <p>MDS Transmodal has estimated the volume/proportion of freight movements which could realistically come to/from site via rail (BIFT and Hams Hall Freight Terminal) using its inhouse 'GB Freight Model', which produces forecasts for, amongst others, DfT, Network Rail, TfN and Midlands Connect.</p> <p>The results confirm that 122 loaded HGV-equivalent units (in and outbound) would be expected via rail across the 24-hour period, equating to 10% of the total for the site. It is estimated that the modal shift from road to rail at the site would generate a saving of just under 5,800 tonnes of carbon dioxide equivalent per annum.</p> <p>To put that into context, it is broadly the same amount of carbon dioxide produced by around 2,750 typical mid-sized diesel powered cars during the course of a year.</p>

Public Rights of Way (PRoW)	
What will happen to PRoWs during the upgrade/enhancement works?	<p>It is a requirement of both planning and highways legislation that if a PRoW is to be 'temporarily stopped up' or 'diverted', an alternative route should be provided at all times to maintain accessibility during the course of the works.</p> <p>The Applicant would provide alternative routes during the course of works and diversions to Public Bridleway AE45 and Public Footpath AE46 therefore. These would need to be agreed in advance with Warwickshire County Council (WCC) PRoW Team and would be subject to statutory consultation and notification periods before the works commence, to allow relevant statutory consultees and the general public to comment on the proposed temporary and/or alternative routes, including their design.</p> <p>The Applicant is familiar with these processes having diverted two PRoWs during the construction of Core 42 Business Park, Dordon. In that instance, the Applicant provided funds for the off-site enhancement of Public Footpath AE49, at the behest of WCC and NWBC, even though it was not a requirement of the planning permission.</p>
Will the proposed new pedestrian crossing align with the Public Footpath at St Modwen Park Tamworth?	<p>Yes – the proposed location of the signal-controlled pedestrian crossing point across the A5 aligns directly with the nexus of the A5 and Public Footpath AE55, which has been diverted around the western edge of St Modwen Park Tamworth (Phase 2).</p> <p>It is proposed that Public Bridleway AE45, which runs north through the site from the A5 to Birchmoor, would join the A5 in its present location, as shown in the Proposed Connectivity Plans (Appendix B). As such, the proposals would not increase the distance between these two public rights of way and would, in fact, provide a more direct route between the Freasley/Public Footpath AE55 and Birchmoor along the site road incorporating 3m wide dual use footway/cycleways to either side. The benefit of this improvement is shown in the Community Integration Route Plan: Freasley to Polesworth (Appendix C), which demonstrates that, as a result of the new alignment and upgrades to Public Bridleway AE45 and the new access junction, the journey time by bicycle between Freasley and Polesworth would be reduced from 25 minutes (5km) to 19.5 minutes (3.9km).</p>
Strategic Gap	
If approved, there is concern that further development could take place in the Strategic Gap.	<p>Local Plan Policy LP4 Strategic Gap <u>does</u> allow for development to take place within the Strategic Gap, so long as it does not significantly adversely affect the distinctive, separate characters of Tamworth and Polesworth with Dordon. It forms part of the overall planning balance and so the policy protection is not absolute.</p> <p>By contrast, the proposed on and off-site landscape mitigation measures, over 15.5 hectares in total, would be protected from future development via a planning condition and planning obligation (i.e., via a S106 Agreement between NWBC and the Applicant), which would be more restrictive and provide better protection.</p> <p>Indeed, the areas proposed for off-site landscape mitigation, their provision, retention and maintenance, would be secured under a S106 Agreement to ensure they are delivered and maintained in perpetuity and cannot be built upon in the future. Planning obligations within a S106 Agreement are automatically registered as local land charges on the title, so they are tied to the land itself and not the applicant. As such, if the land is sold or transferred in the future, the obligations would remain. Such obligations could potentially also require adherence to a Management Plan to ensure off-site landscape mitigation is appropriately managed (e.g., replacement of dead trees / shrubs during the following planting season where necessary).</p> <p>In addition, the high-pressure gas main, which is broadly contiguous with the eastern site boundary, has a 156m wide inner consultation zone within which development is prohibited. The 156m wide inner consultation zone in conjunction with the 65.8m wide landscape buffer in this location, would act as a significant barrier to future development pressure translating into further eastern expansion of the site. Furthermore, the site lies outside of the Green Belt so its development would relieve pressure on employment land supply in the area, particularly along the M42 Corridor, and allow the Green Belt to be preserved.</p>
Visual Impact	
Concerns about the potential visual impact of the proposals.	<p>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.</p> <p>SLR have undertaken a Landscape and Visual Impact Assessment (LVIA) within a zone of visual/theoretical influence, details of which are set out in the Environmental Statement.</p> <p>The assessment findings demonstrate that, subject to the significant proposed on and off-site mitigation measures, the proposals would maintain a sense of leaving one place, travelling through open countryside before entering the next settlement in line with Local Plan Policy LP4 Strategic Gap.</p>

<p>Concerns about potential impact in terms of visual amenity.</p>	<p>Whilst a development of this scale would ordinarily be visible from some viewpoints in the surrounding area, the intervisibility of the site and surrounding areas would be significantly reduced through a combination of factors, including:</p> <ul style="list-style-type: none"> ▪ A significant development offset to the settlements of Birchmoor to the north (between 85m and 155m – including a series of paddocks between the site boundary and Birchmoor) and Dordon/Polesworth to the east (a minimum of 775m); ▪ Areas closest to residential properties (Plots A2, B1, B2) will be of reduced building height to ensure possible impacts in those potentially more sensitive locations are reduced; ▪ Excavating earth at the site to provide a development plateau that is largely below existing ground level to reduce overall building height; ▪ Provision of a substantial landscaping buffers to the north, east and southern site boundaries, incorporating naturalistic earth mounds and dense tree planting to provide screening and to soften the visual impact of the development; ▪ Additional off-site landscape mitigation measures (e.g., native woodlands, hedgerows and community orchard) to the east of the site to provide further screening and enhance the rural quality of the landscape there; and ▪ Maximum development height below that approved for St Modwen Park Tamworth and Core 42 Business Park, so that the proposals are in keeping with surrounding developments. <p>The extent and effectiveness of the proposed visual mitigation measures is illustrated in the enclosed Existing and Proposed Views (Appendix E), Illustrative Landscape Plans (Appendix F) and Illustrative Landscape Sections (Appendix G).</p>
<p>Landscaping proposals to north of the development (between the site and Birchmoor) and potential visual impact.</p>	<p>A key objective of the extensive landscaping measures is to offset the development in sensitive locations to the north and east of generally between 134m and 65m from the built development edge to site boundary (i.e., the width of the on-site landscape buffers).</p> <p>In addition to creating development plateaux below existing ground level in the north of the site, the northern landscaped area would comprise substantial areas of naturalistic earth mounds, dense tree and shrub planting (including understory), parkland, fitness trails and a variety of wildlife habitats. An Illustrative Landscape Section (Appendix G) is enclosed that demonstrates the beneficial screening effects that the combination of this significant development offset and substantial landscaping buffer zone would provide, such that the development would not be visible when viewed from Birchmoor.</p> <p>Furthermore, the substantial landscaped area to the north would be publicly accessible open space and therefore provide a key benefit and serve an important community function, particularly for the residents of Birchmoor.</p>
<p>Length of time for planting/screening to mature.</p>	<p>The Existing and Proposed Views (Appendix E) and Illustrative Landscape Sections (Appendix G) are enclosed for information. These viewpoints show the trees at 15 years from planting (with a height of 10m) with the built form almost entirely screened from sensitive views from Birchmoor, Dordon and Polesworth. However, in reality, the tree planting/screening would continue to grow and mature beyond the 15 year period so ultimately would provide greater screening as time passes.</p> <p>In the short to medium term, the proposed landscaped bunds and formation of development plateaux largely below existing ground level would ensure partial screening of the development from Day 1 whilst the planting matures. The use of interspersed adolescent and semi-mature trees (so called advanced structure planting) as part of the landscape planting scheme, a commitment set out as a Development Parameter in the Design Guide, would also provide an instant screening effect.</p>
<p>What would happen to the remainder of the Strategic Gap within the control of the Applicant (i.e., land within the 'blue line' boundary)?</p>	<p>As noted above, the proposed off-site landscape mitigation measures (some 6.51 hectares in total), their provision, retention and maintenance, would be secured under a S106 Agreement to ensure they are delivered and maintained in perpetuity and cannot be built upon in the future.</p> <p>Furthermore, the 156m wide inner consultation zone for the high-pressure gas main, within which development is prohibited, would act as a significant barrier to future development pressure translating into further eastern expansion of the site. Of the overall 156m wide no development zone, a width of 90.2m would be to the east of the site boundary. This land would remain in agricultural use but would have the added protection of the high-pressure gas main inner consultation zone.</p> <p>Under the current proposals, the remainder of the Strategic Gap within the 'blue line' boundary (i.e., land to the east of the site not forming part of the off-site landscape mitigation measures) would remain as agricultural land with no change in status. Please refer to the Illustrative Landscape Plans (Appendix F).</p> <p>Arguably, the importance of this remaining land to fulfilling the function of the Strategic Gap (i.e., maintain the separate identity of Tamworth and Polesworth with Dordon and preventing their coalescence) would be elevated following approval of this scheme and the policy protection afforded to it by Local Plan Policy LP4 Strategic Gap would be much greater, therefore.</p>

Proposed Overnight Lorry Park	
Concerns that the proposed overnight lorry park would potentially lead to crime/safety issues.	<p>The proposed 150 space overnight lorry park would be a secure facility with 24h on-site security, 2.4m high palisade security fence around the perimeter, CCTV coverage with automatic number plate recognition (ANPR) capability, and gatehouses with barrier-controlled entry and exit. Refuse and recycling provision would be provided throughout the parking area and at the amenity building. These commitments are set out in the Design Guide which would be secured through a condition. There is also a commitment to target Park Mark® Safer Parking Scheme accreditation in order to deter criminal activity and anti-social behaviour.</p> <p>Indeed, the very purpose of this facility is to address the significant local issue of inappropriately parked HGVs, which have led to a substantial number of complaints in the community and a rise in recorded criminal activity and anti-social behaviour locally. This point was acknowledged by Warwickshire Police in its consultation response on the planning application, noting:</p> <p><i><u>“There were 4,434 reports of HGV crime to NaVCIS in 2021 and 70% of the lorries attacked were parked on roads, laybys and MSA’s. The ‘National Vehicle Crime Intelligence Service’ and Police Crime Commissioner would support this application, a secure parking facility would offer drivers an appropriate place to park.”</u></i> [underlining our emphasis]</p> <p>Furthermore, the National Vehicle Crime Intelligence Service (NaVCIS) has also submitted a letter of support for the proposals, stating that:</p> <p><i>“The proposals present a unique opportunity to bring forward an exemplar secured overnight lorry parking facility that will significantly raise the bar of quality of overnight lorry parking in the West Midlands, whilst also providing a substantial amount of parking in a secured facility with potentially multiple security accreditations.</i></p> <p><i>The enhanced security measures provided by the facility will in turn deter cargo crime in the area, saving local police forces potentially significant amounts of time and allow already constrained resources to be allocated elsewhere - resources that would otherwise have to be utilised to investigate cargo crime and criminal activity associated with inappropriately parked lorries.”</i></p> <p>By providing a secured and dedicated overnight lorry park with associated welfare/amenities, the facility would help address these issues, rather than lead to a worsening of current conditions. As such, this element is considered to be a key benefit of the wider proposals.</p>
What is the need for the proposed overnight lorry park?	<p>There is an identified need for an overnight lorry park in this location, as evidenced by a plethora of national evidence base documents and statements, including the National Survey of Lorry Parking (2017) which identified the existing situation at J10 M42 as being “critical”. Furthermore, a parking beat survey conducted on behalf of the Applicant, which confirmed there are on average 114 HGVs parking at inappropriate non-truck stop locations each night along the A5 corridor between Tamworth and Atherstone, focused on J10.</p> <p>In addition, national planning policy and guidance now requires new developments to provide sufficient lorry parking to accommodate the additional demand they generate. This is predominantly to allow sufficient parking for HGVs to wait for their allotted delivery/collection time slots, which can be as tight as plus/minus 10 minutes, and is a significant generator of inappropriately parked lorries.</p> <p>There is also a qualitative need for providing dedicated new overnight lorry parking facilities, as set out in an open letter to the UK Logistic Sector from DfT, DWP and DEFRA, in July 2021. This is in order to attract and retain new HGV drivers to the industry, including female drivers, and in light of the existing national shortage of drivers. This point was also reflected in a number of positive comments received from local residents and businesses during the pre-application stakeholder engagement, particularly from residents who have worked in the industry and are aware of the chronic shortage of adequate overnight lorry parking facilities.</p> <p>Following the approval in November 2020 of a relatively modest uplift in overnight lorry parking at Tamworth MSA (38 additional spaces, application ref: PAP/2020/0224), we understand that the only live planning application for additional HGV parking in the M42 Corridor is the proposed 200 HGV parking facility at Marsh Lane, Hams Hall, near Junction 9 of the M42 (application ref: PAP/2020/0295). This application remains undetermined. Fundamentally, the proposed J9 scheme lies in the Green Belt and constitutes inappropriate development. Green Belt policy is a very high policy bar given its national importance and development should only be granted where Very Special Circumstances exist, including evidence that there are no suitable alternative sites outside the Green Belt.</p> <p>Taken together, these factors and evidence provide significant justification for the proposals for up a 150 space overnight lorry park at J10.</p>
Concerns that the proposed overnight lorry park would potentially lead to an increase in noise and visual impacts.	<p>Noise impacts for the whole development have been rigorously assessed and modelled based on a worst-case scenario and would comfortably fit within the acceptable thresholds at the nearest sensitivity receptors. In the case of the overnight lorry park, the significant landscaped areas to the north and east, which would include naturalistic earth mounds/bunds up to 5m in height, would act as physical barriers in their own right. Planning condition(s) would further control noise and ensure that any noise emissions are kept within acceptable thresholds (such a condition(s) could require the submission of Noise and Site Management Plans).</p>

	<p>From a visual perspective, as a result of the substantial landscaping proposals, the overnight lorry park and its secured and fenced perimeter would be entirely screened from view when viewed from public bridleway AE45, public footpath AE46 and Dordon and Polesworth more broadly. This is illustrated by the enclosed Illustrative Landscape Sections (Appendix G) showing a cross-section through the proposed overnight lorry park and the 5m high landscaped bund immediately east of the facility, which would be created prior to site occupation to ensure it is screened from Day 1.</p> <p>It is also worth considering that the proximity of the proposed overnight lorry park would be, at its closest point, over 325m from Birchmoor and 775m from Dordon/Polesworth. For comparison, the existing lorry parking at Tamworth MSA is broadly a similar distance from Birchmoor.</p>
<p>The Need Case</p>	
<p>Evidencing the need case.</p>	<p>A comprehensive need case has been prepared and submitted as part of the planning application, specifically set out in the following documents:</p> <ul style="list-style-type: none"> ▪ JLL Employment Land Assessment; ▪ Nicol Economics Economic Need Assessment; ▪ MDS Transmodal Lorry Parking Need Assessment; and ▪ WSP Planning Statement. <p>Whilst there are a plethora of publications and research evidencing the need for strategic scale employment development in this location, a key part of the need case is the West Midlands Strategic Employment Sites Study Phase 2 (May 2021) (WMSESS Phase 2) which identifies ‘Key Locations’ / ‘Clusters’ where the focus for identifying strategic employment sites should be.</p> <p>The M42 Corridor (identified as Area 2 in the WMSESS Phase 2) is identified as one of the areas of greatest need for strategic scale employment with a current supply of just <u>2.09 years</u> available land based on annual take-up for the last 5 years. The site lies within this area of acute need and is adjacent to a motorway junction.</p> <p>There is also demonstrable evidence of historically low levels of strategic employment land supply in the broader area. Addendum work to the submitted JLL Employment Land Statement calculates the current employment land supply in the ‘Golden Triangle’, the area of the East and West Midlands generally defined by the M1, M6 and M42 motorway corridors, to be just <u>4.13 years</u>, given the significant take-up level across that geography.</p> <p>Furthermore, the WMSESS Phase 2 scored the site as <u>the best performing site</u>, out of 50 sites across the West Midlands, in terms of its suitability to accommodate the identified need, when measured against a range of assessment criteria.</p> <p>The West Midlands Combined Authority (WMCA) Spatial Investment and Delivery Plan is another key evidence base document. It identified the A5 as a ‘Growth Corridor’, and noted that “<i>There are also strategic employment opportunities along the corridor including Tamworth at the A5/M42 junction.</i>”</p> <p>Crucially, the site is also located outside of the Green Belt so its development would relieve pressure on employment land supply in the area and allow the Green Belt to be preserved.</p> <p>Policy LP6 of the adopted Local Plan provides the planning policy mechanism for sites in this location to come forward for employment use.</p>
<p>Who are the likely occupiers?</p>	<p>Without having actively marketed the site, both before and during the course of working up these proposals, the Applicant has been approached by a number of prospective occupiers given its strong suitability to accommodate strategic employment development of the type proposed.</p> <p>For strategic scale sites in strategic locations such as this, the type of companies tends to be Multinationals / FTSE 250 / ‘blue chips’ looking for campus and headquarters type facilities, including grocers, retailers, online retailers, third-party logistics and parcel / courier delivery firms.</p>

<p>Further information about the potential for smaller 'SME' units.</p>	<p>Whilst the majority of the floorspace is proposed to be Class B8 (storage and distribution) use, a flexible permission is sought which also enables the provision of up to 10,000 sqm (over 107,000 sqft) of Class B2 (general industrial) and Class E(g)(iii) (light industrial).</p> <p>This diverse employment offer would enable locally based Small and Medium Enterprises (SMEs) to take up smaller units at the site and benefit from the strategic location whilst remaining in North Warwickshire, particularly through the Class E(g)(iii) (light industrial) floorspace.</p> <p>The proposed location for these SME units is Plot A2 where the maximum building height is proposed to be lower and where a significant landscaped buffer zone is to be created to the north and east, such that the SME units would be completely screened when viewed from Birchmoor, Polesworth and Dordon. The SME units would also provide a transitional zone between the larger industrial warehouses to the south.</p> <p>Provision of these SME units, which would be facilitated by the overarching strategic-scale development, responds directly to the need for smaller 'starter' / 'incubator' units targeted at local businesses, as identified in the Coventry & Warwickshire Sub-Regional Employment Market Signals Study 2019 (CWSREMSS 2019). CWSREMSS 2019 was prepared on behalf of the six Local Authorities of the Coventry and Warwickshire Housing Market Area (including North Warwickshire Borough Council).</p>
<p>Why are the proposals needed when there are existing vacant units nearby?</p>	<p>At the time of writing, the only existing vacant unit in the vicinity of the site is as follows:</p> <ul style="list-style-type: none"> ▪ T48 A/B / T96, St Modwen Park Tamworth, 48,800sqft / 97,600sqft, B8 (storage and distribution) use – which is understood to be under offer. <p>As such, there is extremely limited availability in the immediate area surrounding J10 M42, and any availability that does exist is under offer and is anticipated to be occupied very soon.</p> <p>However, irrespective of vacancy rates (or the lack of), the WMSESS Phase 2 report shows a critical need for strategic scale industrial / warehousing development and floorspace (over 100,000sqft+) of the type proposed along the M42 corridor.</p> <p>The upsurge in take up due structural changes accelerated by the global pandemic and Brexit, has exacerbated the available land supply constraining business and the economic recovery. There is insufficient land or units of a sufficient scale at Core 42 Business Park, or other existing employment site along the M42 corridor, to deliver a strategic employment site of the type required, as defined at paragraph 1.16 of the WMSESS Phase 2: "<i>large sites, providing at least some 25 ha and often much more</i>".</p> <p>The type of site and credentials required to meet the definition of a <i>strategic employment site</i> are stringent. Location, size and proximity to strategic road and rail infrastructure is critical.</p> <p>The WMSESS Phase 2 scored the site as the best performing out of 50 sites across the West Midlands in terms of suitability to accommodate this identified need. Crucially, the site is also located outside of the Green Belt so its development would relieve pressure on employment land supply in the area and allow the Green Belt to be preserved.</p>
<p>Amenity</p>	
<p>Would the development lead to an increase in light impact on neighbouring areas?</p>	<p>Throughout the development, lighting elements would be positioned and directed sensitively to provide required user safety whilst minimising impact beyond the site.</p> <p>There are a range of design measures and parameters that have been established in the Design Guide and Parameters Plan that would ensure lighting does not lead to any adverse impacts on residential amenity; these include:</p> <ul style="list-style-type: none"> ▪ Street lighting would be limited to the internal streetscape; ▪ All sitewide lighting would be of an appropriate lumen level and directional downwards to avoid light spill above the horizontal; ▪ Internal office and amenity block lighting would be sensor operated to negate unnecessary light spill from windows when rooms are not being used; ▪ 'Dark corridors' would be maintained throughout the site, in the transitional landscaped buffer zones to the north and east, to provide foraging areas for wildlife and to not cause unacceptable levels of light pollution; and ▪ The naturalistic earth mounds/bunds proposed in the north and east landscaped areas would further screen the surrounding area from potential light spillage. <p>As the application is in outline, the exact nature of the future development at the site is not yet known, therefore a detailed assessment of external lighting would take place at a later stage. Nevertheless, the requirement for this assessment would be secured by planning condition at this stage, requiring approval prior to any occupation of the development.</p>

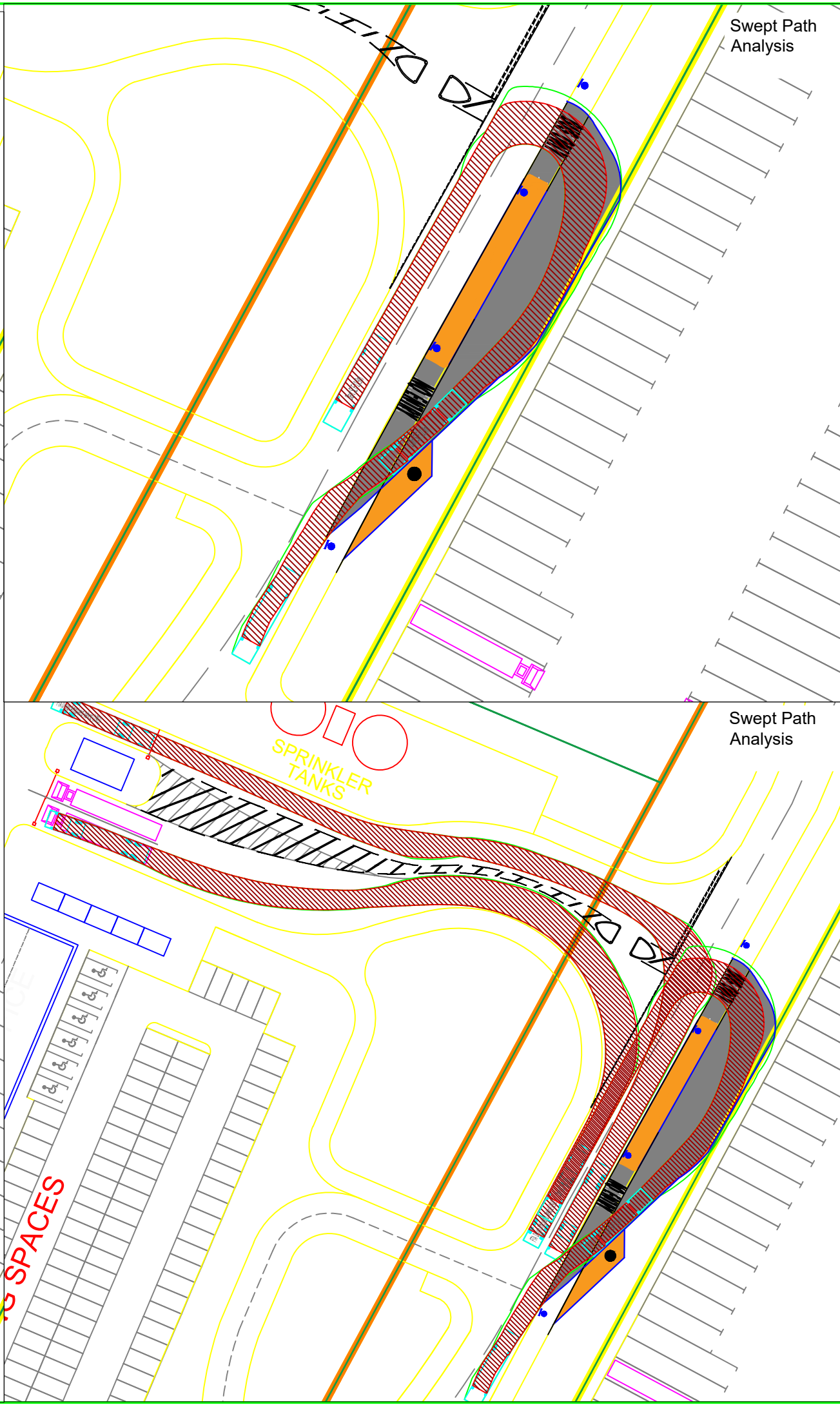
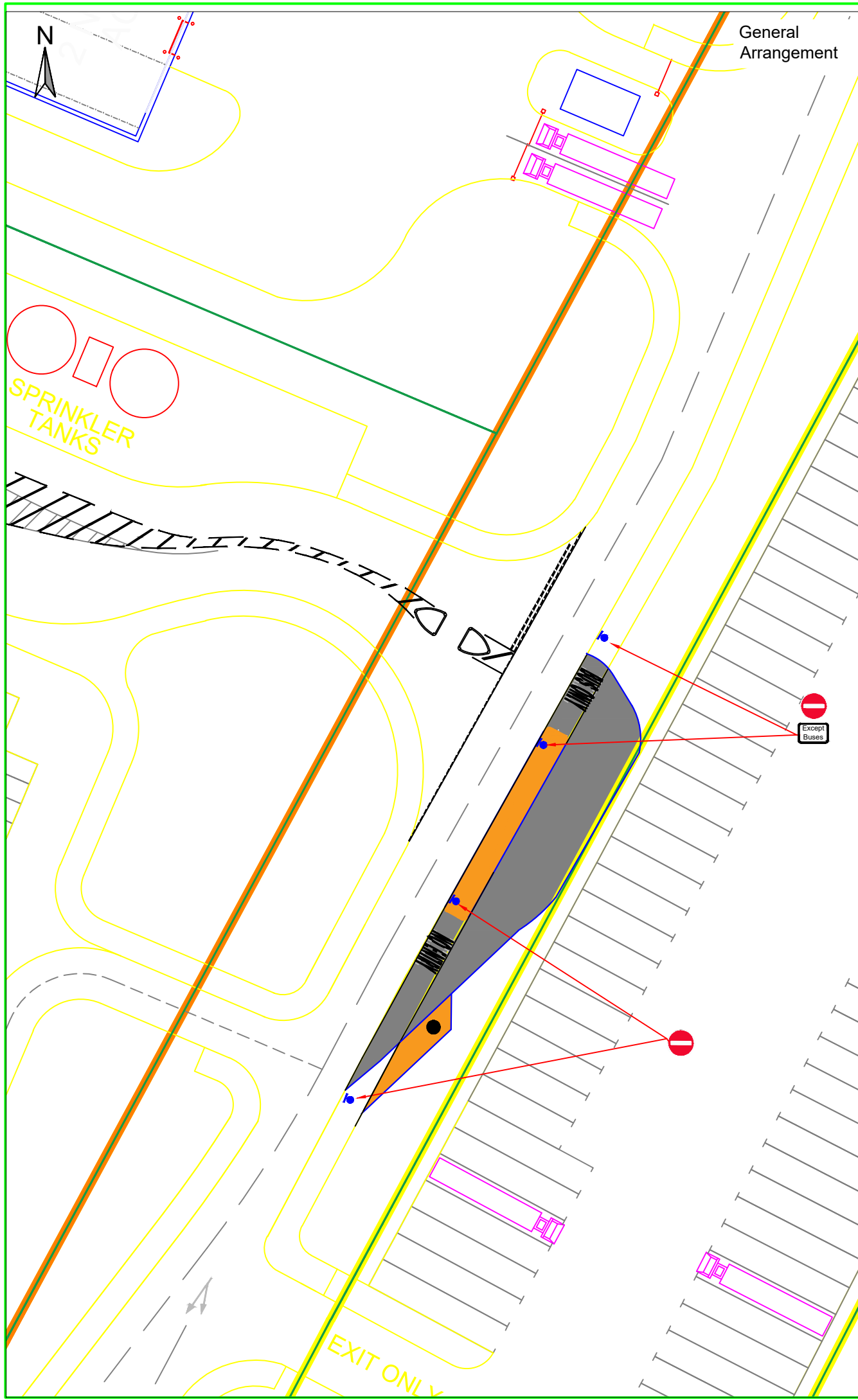
Sustainability	
What sustainability measures would be incorporated into the proposals.	<p>The Applicant is committed to sustainability and has set a very high bar for the development; the stated ambition is for this to be <i>'the Greenest Business Park in the West Midlands'</i>.</p> <p>Some of the overarching sustainability principles, which have been embedded into the scheme design from project outset, are as follows:</p> <ul style="list-style-type: none"> ▪ Targeting BREEAM 'Excellent' rating for all buildings; ▪ Energy Performance Certificate 'A' rating for all buildings; ▪ Speculative buildings to be built to UK Green Building Council's 'Net Zero Carbon Ready' standard for construction; ▪ At least 10% of energy generated from on-site renewable or low carbon sources, electricity to sitewide infrastructure to be 100% renewable and ensuring all buildings can be adapted to accommodate existing and future renewable or low carbon technologies; ▪ Electric vehicle charging points and 'rapid' charging points, with ducting provided to future proof the development; and ▪ Communal cycle parking, showers and changing facilities provided in the ancillary Hub Office, available to use by the general public and employees of neighbouring business parks, to encourage walking and cycling to work and reduce traffic on the surrounding road network. <p>The proposed development would deliver a range of other sustainability benefits to society, including, inter-alia:</p> <ul style="list-style-type: none"> ▪ Increased connectivity, sustainable commuting routes, the promotion of active and healthy lifestyles and access to nature; ▪ Substantial biodiversity net gains of +30.3% for habitats and +158% for linear features – far in excess of the 10% policy requirement; and ▪ As shown in the Walking Routes Plan and Indicative Proposed Fitness Trail Plan (Appendix D), a new publicly accessible fitness trail, incorporating hydraulic and other outdoor gym equipment, and a series of leisure walking routes which would lead to positive impacts on health and wellbeing.
How would the sustainability principles and design measures be delivered in practice?	<p>A Design Guide has been submitted as part of the application and is available to view on NWBC's planning portal. The Design Guide, which can be secured by planning condition, would deliver the architectural vision for the scheme and extensive scheme benefits, acting as a development framework for creating beautiful, healthy, greener, enduring, distinctive and successful places with a consistent and high-quality standard of design.</p> <p>The seven 'High Quality Design Principles' (HQDPs) and associated 'Design Parameters', set out in the Design Guide, would ensure that future developments follow a prescribed design template. Application of these would ensure the extensive scheme benefits are realised and guarantee compliance with relevant planning policies and guidance.</p> <p>Driven by the Design Guide, in all aspects relevant to sustainability and design (including energy efficiency, renewable energy generation and ecological enhancements), future development proposals would either meet or exceed the standards currently required by legislation, policy and guidance.</p>
Community Benefits	
Can you provide more information on the proposed community orchard adjacent to Dordon?	<p>It is proposed that the off-site landscaping measures would incorporate a circa 3.4 hectare community orchard next to Dordon, the proposed extent and location of which are illustrated on the enclosed Illustrative Landscape Plans (Appendix G).</p> <p>The community orchard has been designed to enhance the rural quality of the Strategic Gap, generate biodiversity net gains, soften the existing hard urban edge of the ridgeline development of Dordon and filter views from the settlement towards the site. It is intended that the community orchard would be publicly accessible and could include a series of informal routes for recreation. Furthermore, it is proposed that the community orchard would be subject to obligations in a S106 Agreement to ensure its provision, retention and maintenance in the future.</p> <p>The proposed community orchard responds directly to policies contained within the NPPF and emerging Dordon Neighbourhood Plan, which seeks to encourage "<i>native trees (including local heritage fruit trees) and shrub planting</i>". As such, there is a commitment within the Design Guide for the community orchard to include planting of local heritage fruit tree varieties.</p>
Where in relation to the off-site landscape mitigation scheme is the proposed relocated Birch Coppice Miner's Social	<p>The Applicant has, for a number of years, worked closely with relevant partners, including NWBC, Birch Coppice Allotments Association, the Coal Industry Social Welfare Organisation (CISWO) and the Birch Coppice Social Welfare Centre Trustees, in order to secure the allocation of what is known as 'Open Space Transfer Site OS1' within the North Warwickshire Local Plan.</p>

<p>Welfare Centre and playing fields?</p>	<p>OS1 provides for the transfer of Birch Coppice Allotments (owned by NWBC), as well as Birch Coppice Miner's Social Welfare Centre and playing fields, to land north of the A5 owned by the Applicant.</p> <p>The exact location of Open Space Transfer Site OS1 is shown on the enclosed North Warwickshire Local Plan extract, Map 4: Dordon - Employment Site Allocations & Open Space Transfer (Appendix H). As a site allocation, OS1 has been incorporated into the design for the proposed off-site landscape mitigation measures to ensure consistency with the Local Plan. The location of OS1 is therefore also shown on the enclosed Illustrative Landscape Plans (Appendix G). The off-site landscape mitigation measures have also been designed to complement and integrate with Open Space Transfer Site OS1.</p>
<p>Skills and Training</p>	
<p>The potential for the development to address skills and employment gaps in Polesworth and Dordon.</p>	<p>The proposed development would deliver substantial employment benefits in both construction and operational phases.</p> <p>Implementation of the development would include a significant construction period (at least a year) which would generate turnover and temporary employment for local construction firms and related trades, as well as construction training opportunities.</p> <p>The Applicant is committed to provide training, Apprenticeships and work experience in a range of construction trades targeted at local residents and is already in discussion with Warwickshire Skills Hub as to how these could be delivered in practice. For example, there would be opportunities for local young people to gain NVQ Level 2 and Level 3 training and practical experience in a range of different construction and engineering trades. This initiative would be run by local training providers in partnership with the main contractor for the construction programme.</p> <p>It is estimated that the development would generate 255 to 283 person years of temporary construction employment. This is equivalent to 255 to 283 construction workers being employed on a full-time basis for twelve months.</p> <p>Once operational, it is estimated that the proposed development would create 776 to 1,295 FTE net additional jobs at the local level, with an additional 471 to 786 FTE jobs at the regional level. Taken together, the proposed development could support up to 2,081 FTE permanent jobs throughout the region.</p> <p>The proposed development therefore provides a significant opportunity to address the local jobs and skills gap in Polesworth and Dordon by directly employing and training local workers during the construction and operational phases.</p> <p>To achieve this, the Applicant is proposing an 'Employment Scheme' for the site, both for the 'Construction Phase' and 'Occupation Phase' of the development, which would be secured through an agreement with NWBC (e.g., a S106 agreement). These documents would set out, inter-alia, the following possible details/commitments:</p> <ul style="list-style-type: none"> ▪ How preference would be given to procurement of products and services from businesses and traders in the local area; ▪ Measures to maximise the proportion of local construction workers; ▪ Training and/or work experience opportunities at the site; and ▪ How employment opportunities at the site would be advertised locally (particularly to job centres, unemployed persons and students). <p>Furthermore, in direct response to feedback from planning officers during pre-application discussions, the Applicant has amended the application scheme to include the ancillary Hub Office. The Hub Office would act as a site office incorporating management suite, security and maintenance functions and a marketing space during construction, as well as communal cycle parking, showers and changing facilities available to use by the general public (see section on 'Sustainability' above).</p> <p>The Hub Office would also act as a communal training facility for use by local training and education programmes associated with the site, site contractors as well as site occupiers. These parties would be able to use the communal facilities including meeting rooms, presentation rooms, computer suite and office space. These facilities are a project commitment and would be conditioned as part of any planning permission to ensure they are delivered in full.</p> <p>The Hub Office could also tie in with any necessary financial contributions (S106 contributions) towards further education and training for local residents that may be required by the borough and/or county council(s). Similar contributions were required for Core 42 Business Park and the associated programmes are currently being delivered by Warwickshire Skills Hub in conjunction with NWBC.</p> <p>The Applicant has also committed to running a series of 'Jobs Fairs' and 'Open Days' during the course of construction and operation of the site, in conjunction with the main site contractor and prospective future occupier(s), to promote jobs and opportunities directly to local residents.</p>

<p>What job opportunities would be provided?</p>	<p>The development would provide a range of employment uses and unit sizes to facilitate a mix of employment providers and types.</p> <p>A substantial amount of storage and distribution floorspace would be provided (as this is demanded by the market), complimented by a range of smaller ‘starter’ / ‘incubator’ units targeted at local SMEs for general industrial use / light industrial use.</p> <p>Given the high-level sustainability measures incorporated into the proposals, as well as its prominent motorway junction location, it is likely to attract interest from Multinationals / FTSE 250 / ‘blue chip’ companies looking for campus and headquarters type facilities, which would include a significant element of office and management roles.</p> <p>The importance of the supply chain / logistics to the safe working of the wider economy has been highlighted in recent years, with the sector having ‘key worker’ status in order to ensure a continuous supply of essential goods such as food and medicine. This has translated into a renewed focus on the sector as a potential landing place for aspiring job seekers.</p> <p>DfT recently published the Future of Freight Plan (June 2022), which, amongst other aims, seeks to establish freight and logistics as an industry for talented, skilled, and diverse people. Other initiatives, such as ‘Generation Logistics’, created through a collaboration between Logistics UK and The Chartered Institute of Logistics and Transport (CILT) with DfT acting as lead supporting Department, have been initiated to change perceptions of working in the logistics sector to emphasise the breadth of opportunities that exist in the industry.</p> <p>Roles in the logistics supply chain are available in a broad range of areas including environment & sustainability, transportation, warehousing, customer care, infrastructure, digital tech, engineering, human resources, solutions design, consultancy, operations excellence, sales & marketing and finance.</p>
<p>Community Fund</p>	
<p>Further information on the proposed Community Fund.</p>	<p>Whilst not a statutory requirement of the planning system, and not a material consideration in the determination of the planning application therefore, under the proposals the Applicant is intending to set up a Community Fund as a catalyst for change to benefit local communities potentially affected by the development with funding for local programmes, initiatives, projects, and community asset improvements within their communities.</p> <p>Under the proposals, a Community Panel made up of interested stakeholders would be created with input from local communities (including but not limited to Parish Councillors, Local Councillors, and other leaders of community organisations) to advise on where funding is best allocated. The Community Fund would run for a number of years and be administered by the Heart of England Community Foundation, who have established links and ongoing projects within the local communities already.</p> <p>Similar community funds have been successfully delivered for strategic employment sites elsewhere in the Midlands, where several hundred thousand pounds has been distributed to qualifying projects within communities affected by those developments. The fund would be available to all residents potentially affected by the development throughout North Warwickshire.</p> <p>Further information is provided in the enclosed Community Fund Information Sheet (Appendix I).</p>

Appendix A





Dart SLF 11.9m

Overall Length	11.900m
Overall Width	2.501m
Overall Body Height	3.077m
Min Body Ground Clearance	0.312m
Track Width	2.360m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.518m

FTA Design Articulated Vehicle (1983)

Overall Length	15.500m
Overall Width	2.500m
Overall Body Height	3.695m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.750m

KEY

- PROPOSED KERBLINE
- PROPOSED BUS STOP
- PROPOSED CARRIAGEWAY
- PROPOSED FOOT/CYCLEWAY
- PROPOSED TRAFFIC SIGN

PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	29.04.22	AJA	DG	NB
Document Control					

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HODGETTS INDUSTRIAL DEVELOPMENTS (TAMWORTH) LTD

Project Name
 LAND NE OF M42 JUNCTION 10

Sheet Title
 PROPOSED BUS TURNING AREA AND SWEEP PATH ANALYSIS

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @	Subsidiary	
784-B033920	AJA	Apr '22	DG	Apr '22	NB	Apr '22	A3	S0	
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Rule	Number	Revision			
784-B033920	TTE	- 00 - XX - DR - O - 0001	P01						

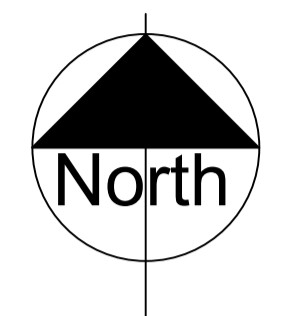
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Appendix B



BIRCHMOOR

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 Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.
 Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
 The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design team's comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



- SITE BOUNDARY
79.97 acres / 32.36 Ha
- OTHER LAND UNDER THE CONTROL OF THE APPLICANT
102.94 acres / 41.66 Ha
- - - - PUBLIC BRIDLEWAY AE45
- - - - PAVEMENT / CYCLEWAY ALONG A5
- - - - PUBLIC FOOTPATH AE46
- - - - PUBLIC FOOTPATH AE48
- BUS STOP - ONE WAY
- BUS STOP - TWO WAYS
- KEY UNCONTROLLED CROSSING POINT
- KEY CONTROLLED CROSSING POINT

Rev	Revision Description	Date	Author	Reviewer

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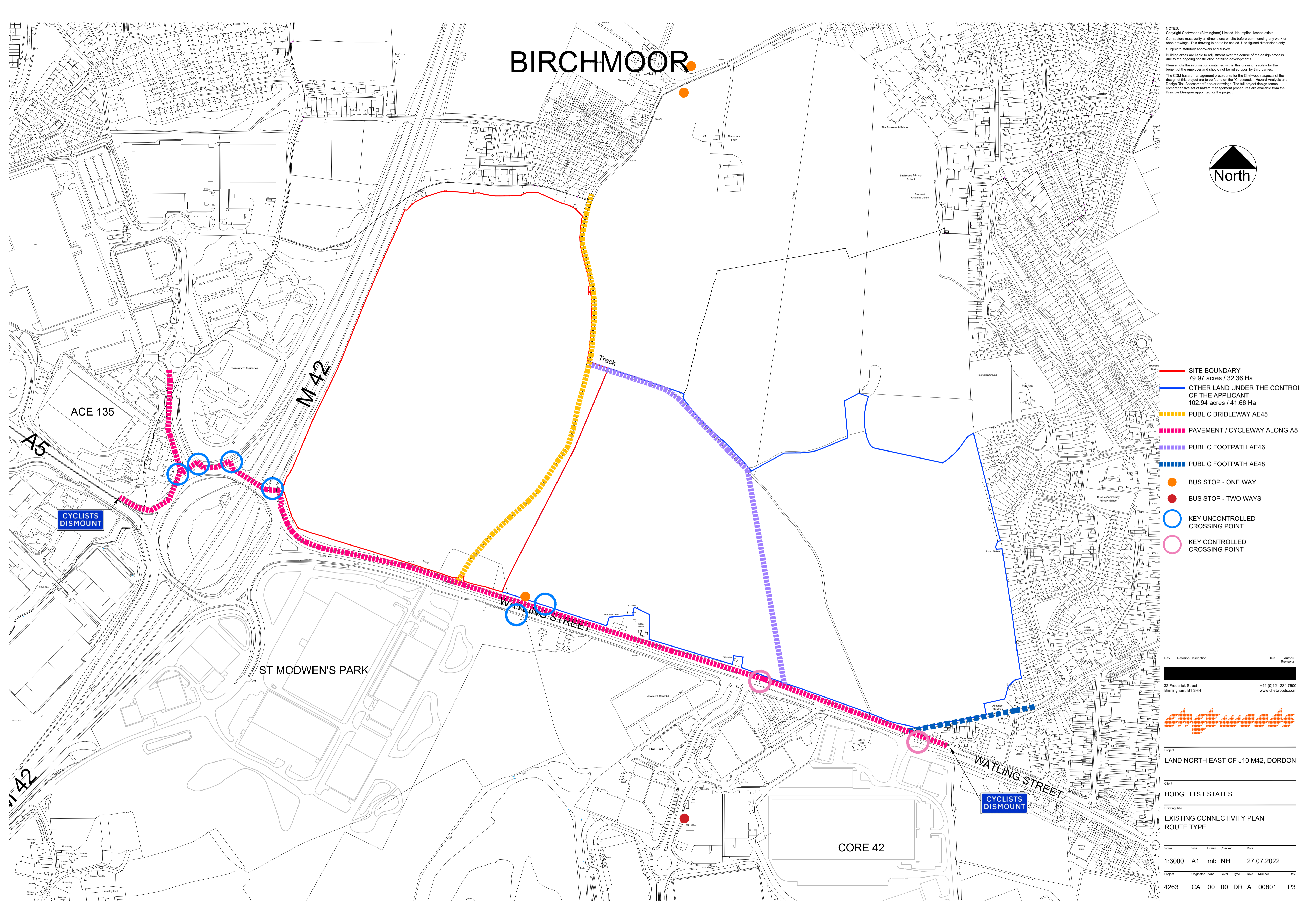
Project: LAND NORTH EAST OF J10 M42, DORDON

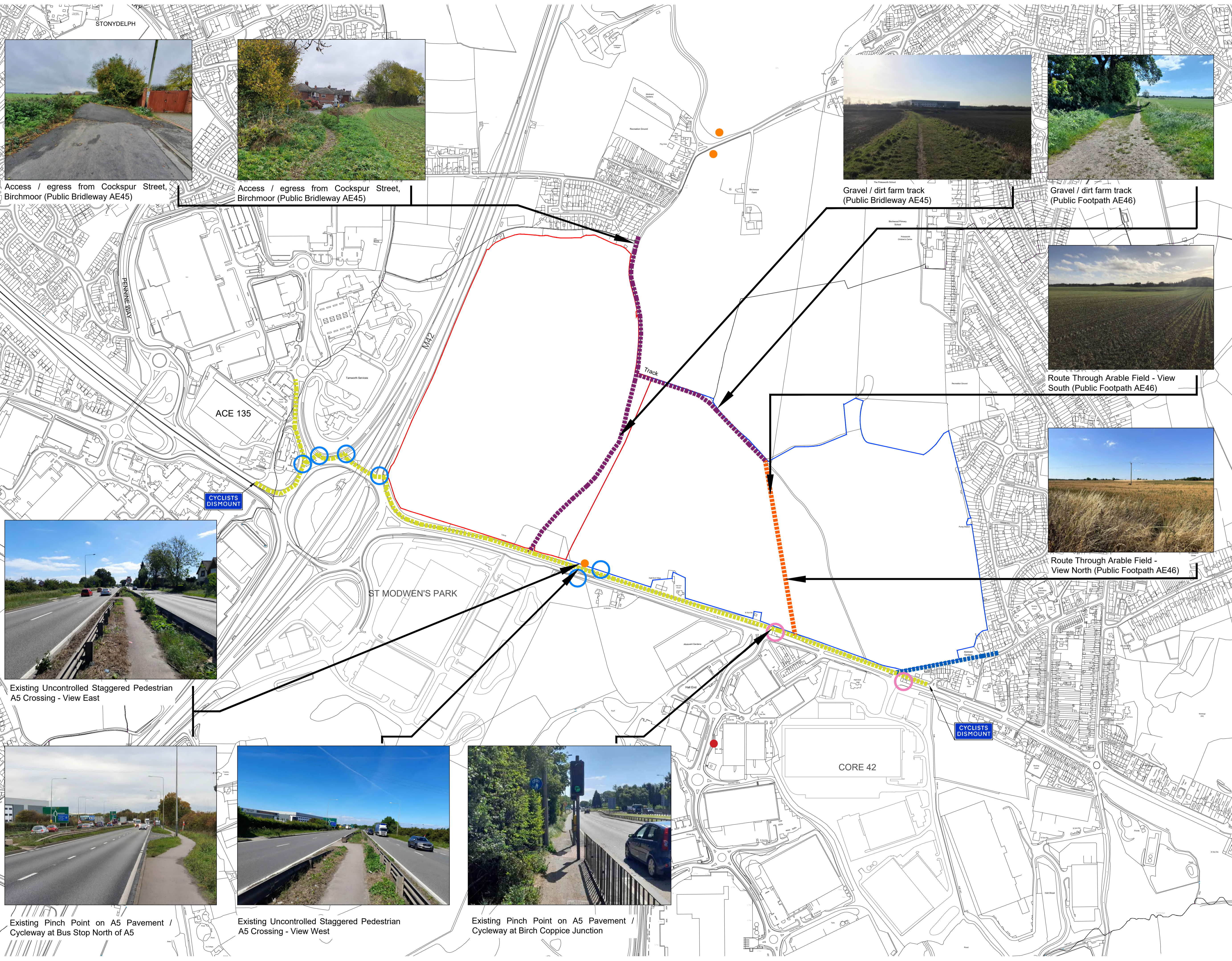
Client: HODGETTS ESTATES

Drawing Title: EXISTING CONNECTIVITY PLAN ROUTE TYPE

Scale	Size	Drawn	Checked	Date
1:3000	A1	mb	NH	27.07.2022

Project	Originator	Zone	Level	Type	Role	Number	Rev.
4263	CA	00	00	DR	A	00801	P3





Access / egress from Cocksbur Street, Birchmoor (Public Bridleway AE45)



Access / egress from Cocksbur Street, Birchmoor (Public Bridleway AE45)



Gravel / dirt farm track (Public Bridleway AE45)



Gravel / dirt farm track (Public Footpath AE46)



Route Through Arable Field - View South (Public Footpath AE46)



Route Through Arable Field - View North (Public Footpath AE46)



Existing Uncontrolled Staggered Pedestrian A5 Crossing - View East



Existing Pinch Point on A5 Pavement / Cycleway at Bus Stop North of A5

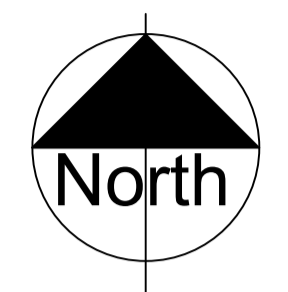


Existing Uncontrolled Staggered Pedestrian A5 Crossing - View West



Existing Pinch Point on A5 Pavement / Cycleway at Birch Coppice Junction

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N.B.
 • EXISTING PAVEMENT/CYCLEWAY ALONG THE A5 DOES NOT MEET THE RELEVANT DESIGN STANDARD AND IS THEREFORE DANGEROUS AND UNAPPEALING TO PROSPECTIVE USERS

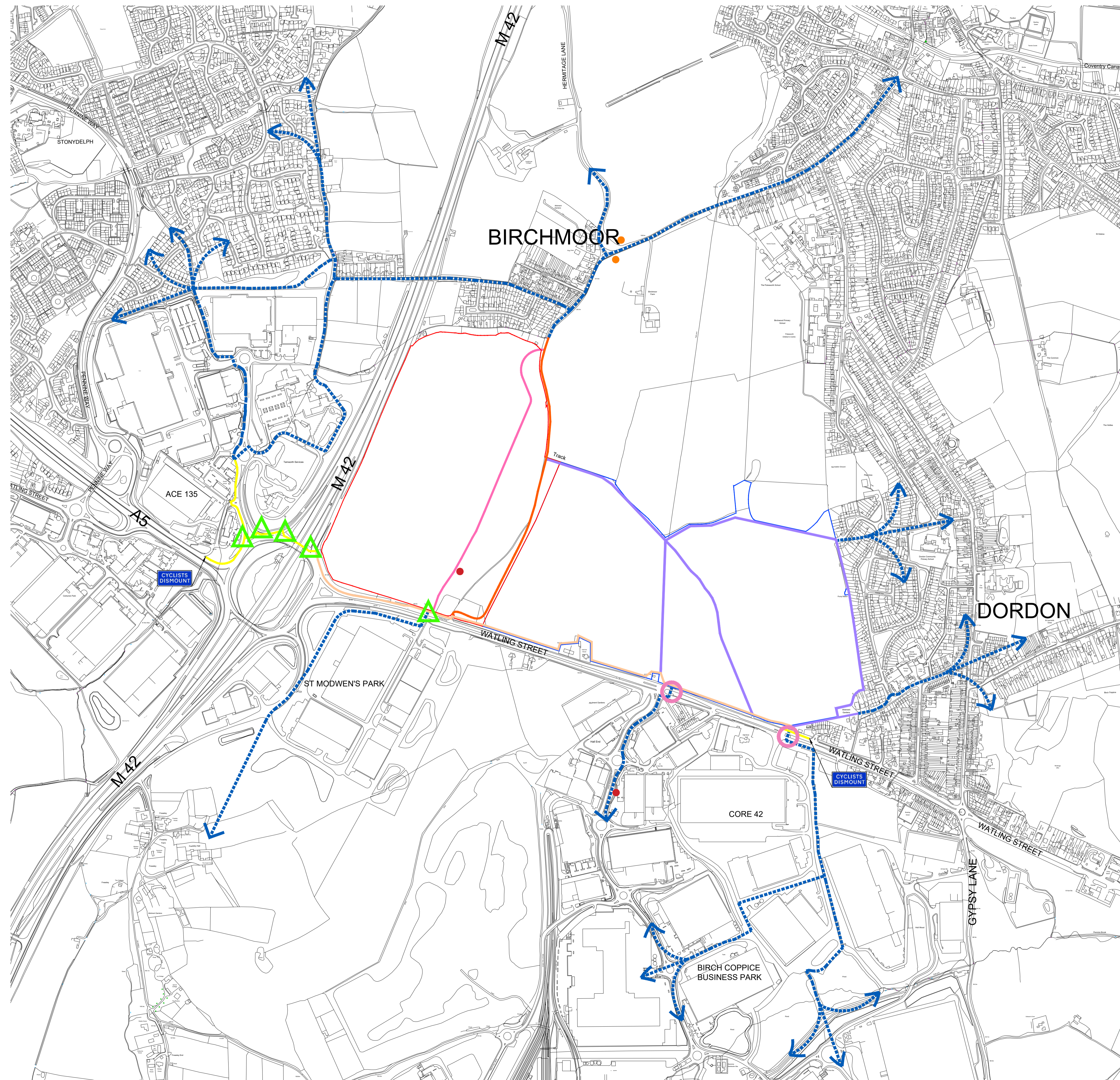
- SITE BOUNDARY
79.97 acres / 32.36 Ha
- OTHER LAND UNDER THE CONTROL OF THE APPLICANT
102.94 acres / 41.66 Ha
- GRAVEL / DIRT FARM TRACK
- TARMAC PAVEMENT / CYCLEWAY ALONG THE A5 - NOT COMPLIANT WITH DESIGN STANDARDS
- ROUTE THROUGH ARABLE FIELD
- TARMAC PUBLIC FOOTPATH
- BUS STOP - ONE WAY
- BUS STOP - TWO WAYS
- KEY UNCONTROLLED CROSSING POINT
- KEY CONTROLLED CROSSING POINT

Rev Revision Description Date Author/Reviewer
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Project
LAND NORTH EAST OF J10 M42, DORDON
 Client
HODGETTS ESTATES
 Drawing Title
EXISTING CONNECTIVITY PLAN ROUTE SURFACE

Scale	Size	Drawn	Checked	Date			
1:4000	A1	mb	NH	27.07.2022			
Project	Originator	Zone	Level	Type	Rate	Number	Rev.
4263	CA	00	00	DR	A	00802	P3



Dual 3m wide tarmacked footway/cycleways for the new pedestrian/cycle routes



Part Tarmac, Part Grass/Sand Public Bridleway



Tarmac Public Footpath

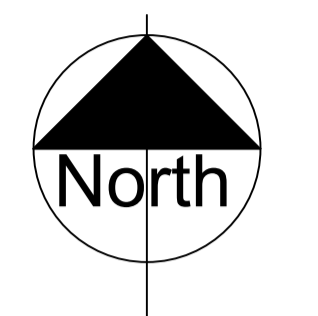
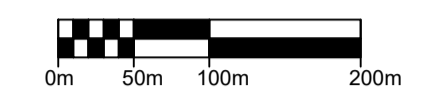


All Routes to Be Lined With Trees / Hedgerows to Enhance Rural Quality, Biodiversity and Wayfinding



Tarmac cycling route

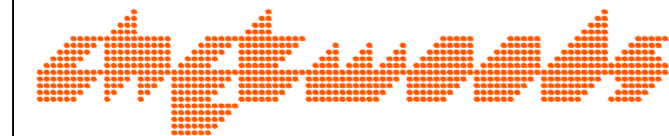
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- SITE BOUNDARY
79.97 acres / 32.36 Ha
- OTHER LAND UNDER THE CONTROL OF THE APPLICANT
102.94 acres / 41.66 Ha
- 3M WIDE DUAL USE TARMAC PAVEMENT / CYCLEWAY ALONG SITE ROAD AND NORTH TO BIRCHMOOR
- PART TARMAC, PART GRASS/SAND PUBLIC BRIDLEWAY (AE45)
- 3M WIDE TARMAC OFFLINE SHARED USE CYCLEWAY
- 3M WIDE DUAL USE TARMAC PAVEMENT / CYCLEWAY ALONG ROUTE OF EXISTING AND PROPOSED PUBLIC RIGHTS OF WAY NETWORK
- ENHANCED TARMAC PAVEMENT / CYCLEWAY ALONG A5
- - - POSSIBLE INBOUND / ONWARD JOURNEY ROUTE OPTIONS
- BUS STOP - ONE WAY
- BUS STOP - TWO WAYS
- ▲ KEY CROSSING POINT UPGRADED TO SIGNAL CONTROLLED
- KEY CONTROLLED CROSSING POINT

Rev	Revision Description	Date	Author/Reviewer

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Project
LAND NORTH EAST OF J10 M42, DORDON

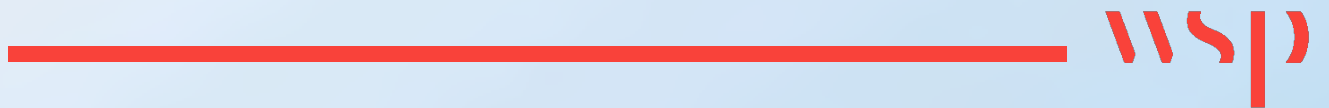
Client
HODGETTS ESTATES

Drawing Title
PROPOSED CONNECTIVITY PLAN - ROUTE TYPE & SURFACE

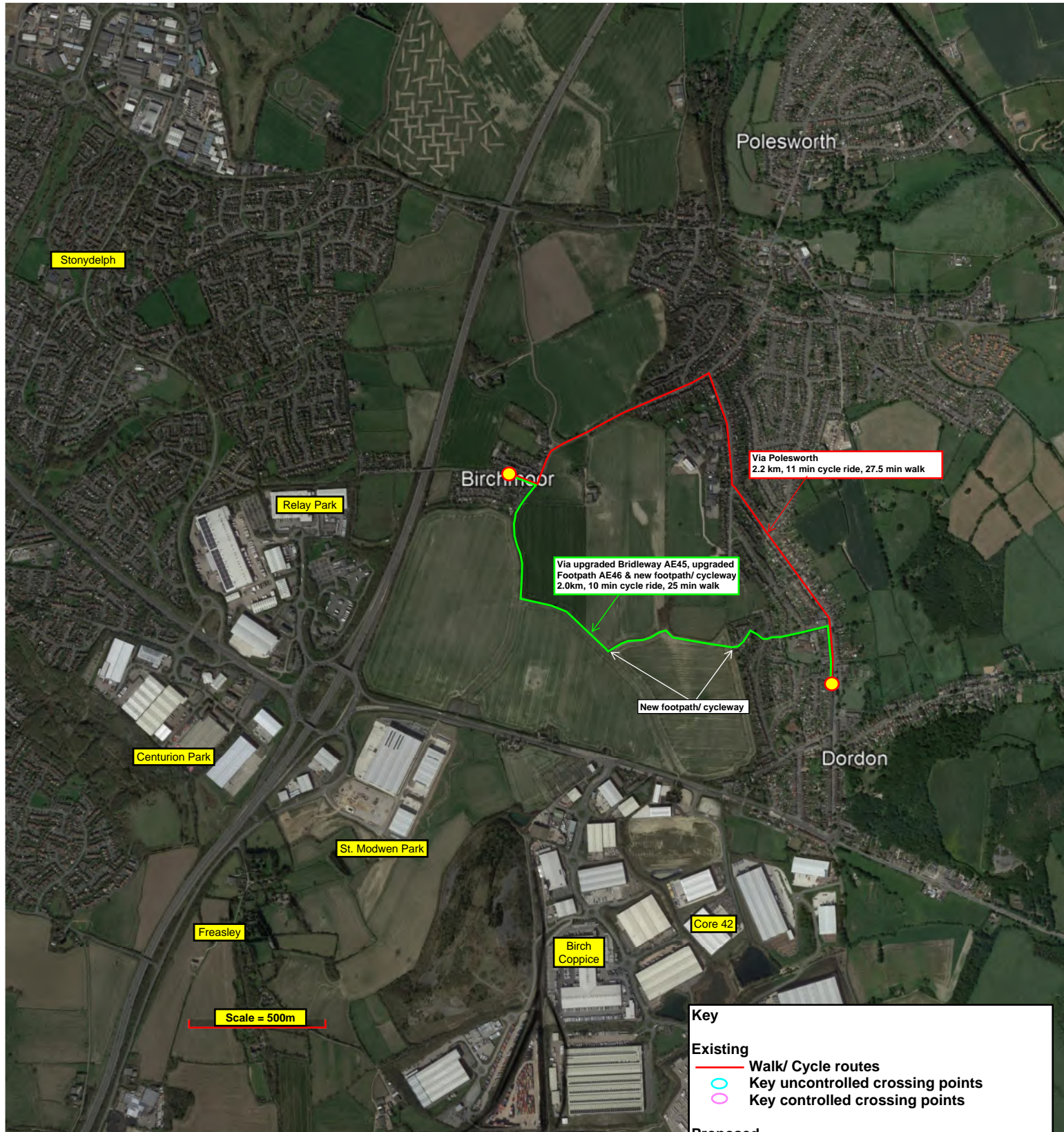
Scale	Size	Drawn	Checked	Date
1:5000	A1	mb	NH	27.07.2022

Project	Original	Zone	Level	Type	Rate	Number	Rev.
4263	CA	00	00	DR	A	00803	P3

Appendix C



Community Integration Route Plan: Birchmoor to Dordon



Note:
Plan showing existing and proposed tarmac surfaced route options accessible by a typical road bike and Equalities Act 2010 compliant, therefore suitable for all residents/ visitors. It should be noted that with the benefit of specialist equipment, such as an off-road bike, other existing route options would be open to some (but not all). However, the use of these existing routes is not practicable for all residents/ visitors (such as those with physical and mobility impairments).

Key

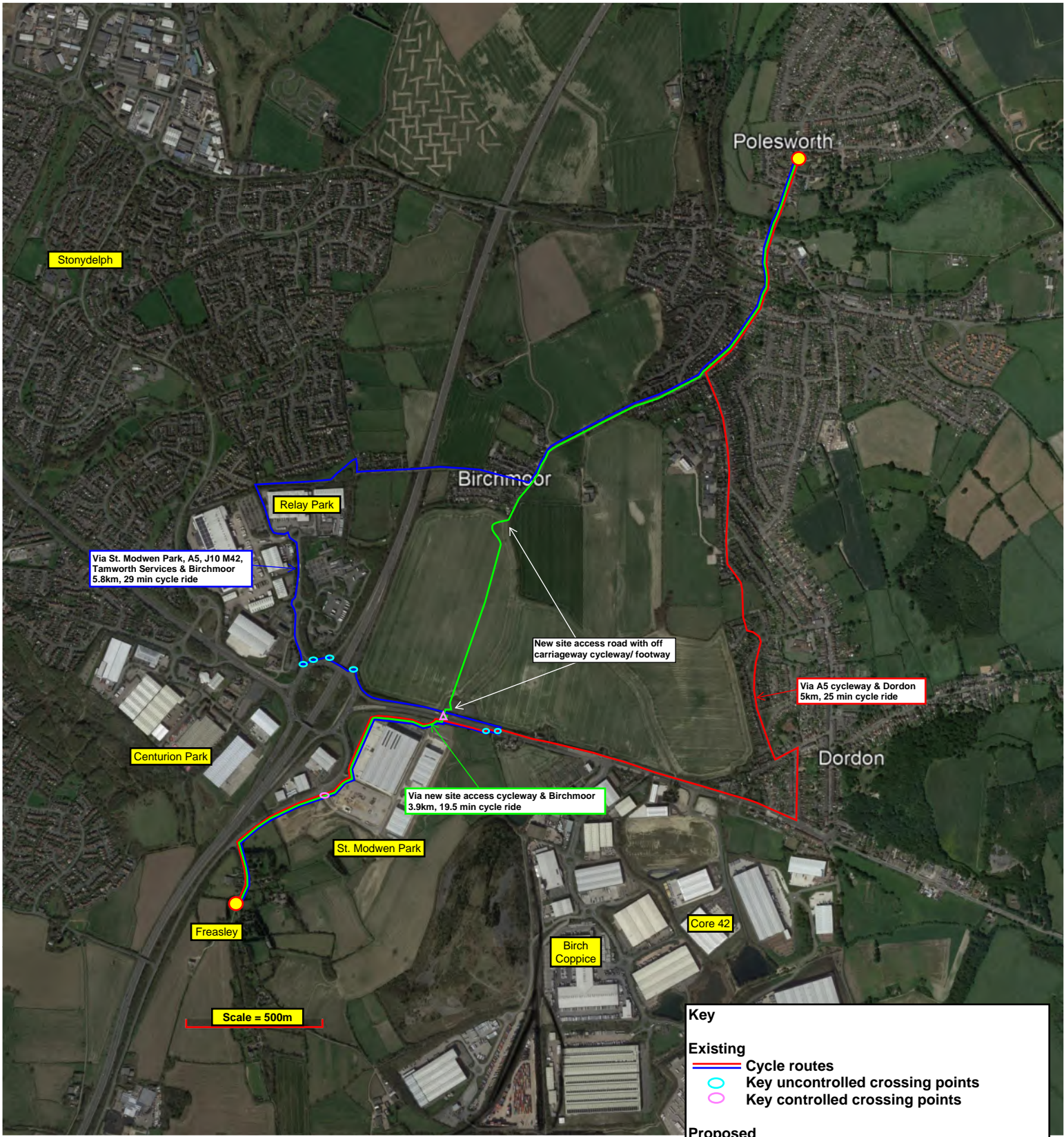
Existing

- Walk/ Cycle routes
- Key uncontrolled crossing points
- Key controlled crossing points

Proposed

- Walk/ Cycle routes
- △ Key crossings upgraded to signal control

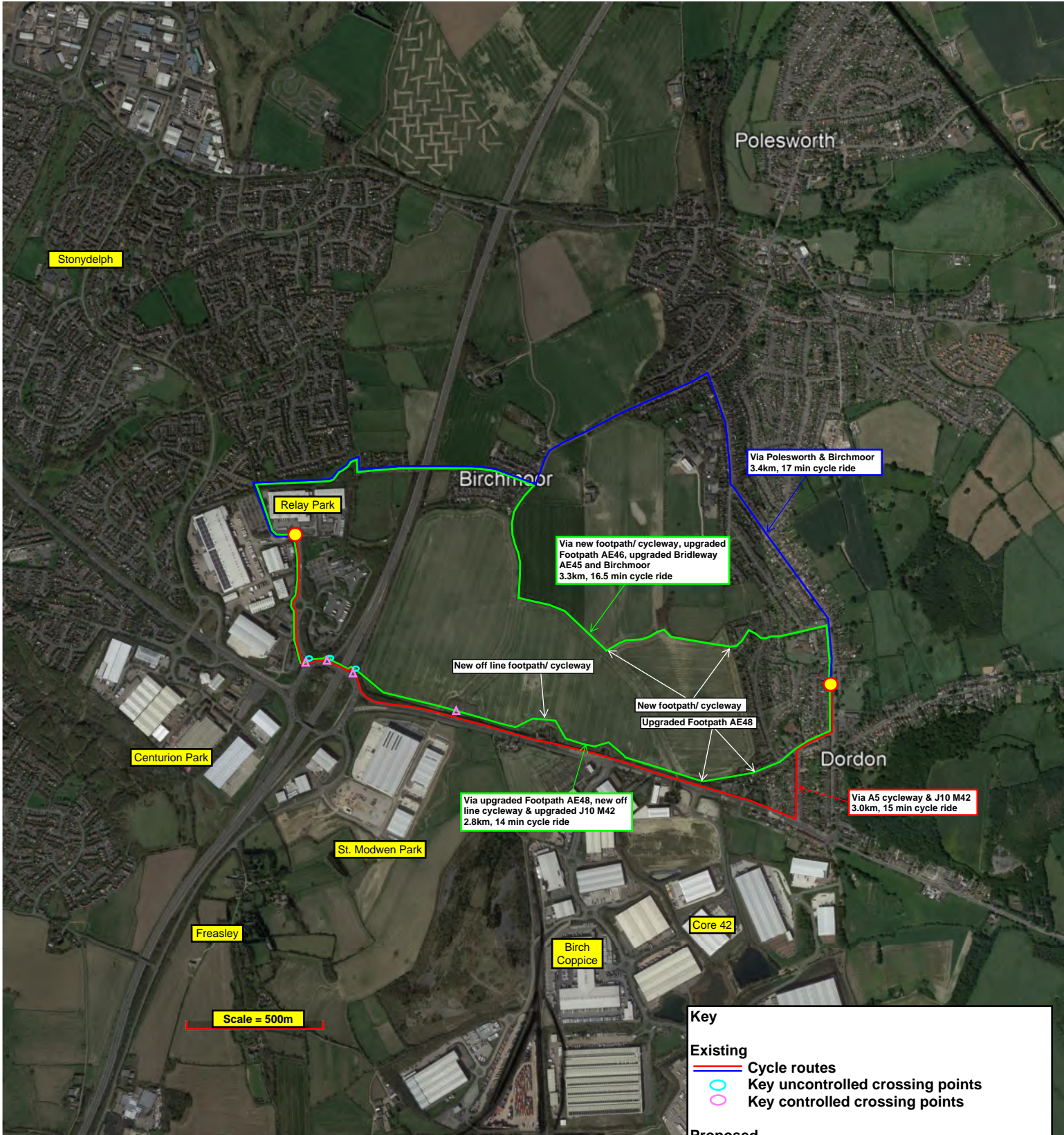
Community Integration Route Plan: Freasley to Polesworth



Note:
Plan showing existing and proposed tarmac surfaced route options accessible by a typical road bike and Equalities Act 2010 compliant, therefore suitable for all residents/ visitors. It should be noted that with the benefit of specialist equipment, such as an off-road bike, other existing route options would be open to some. However, the use of these existing routes is not practicable for all residents/ visitors (such as those with physical and mobility impairments).

The existing and proposed routes shown are in excess of the typical 2.4km maximum walking distance for leisure and 'other' purposes, so possible walking routes are therefore not shown on this plan.

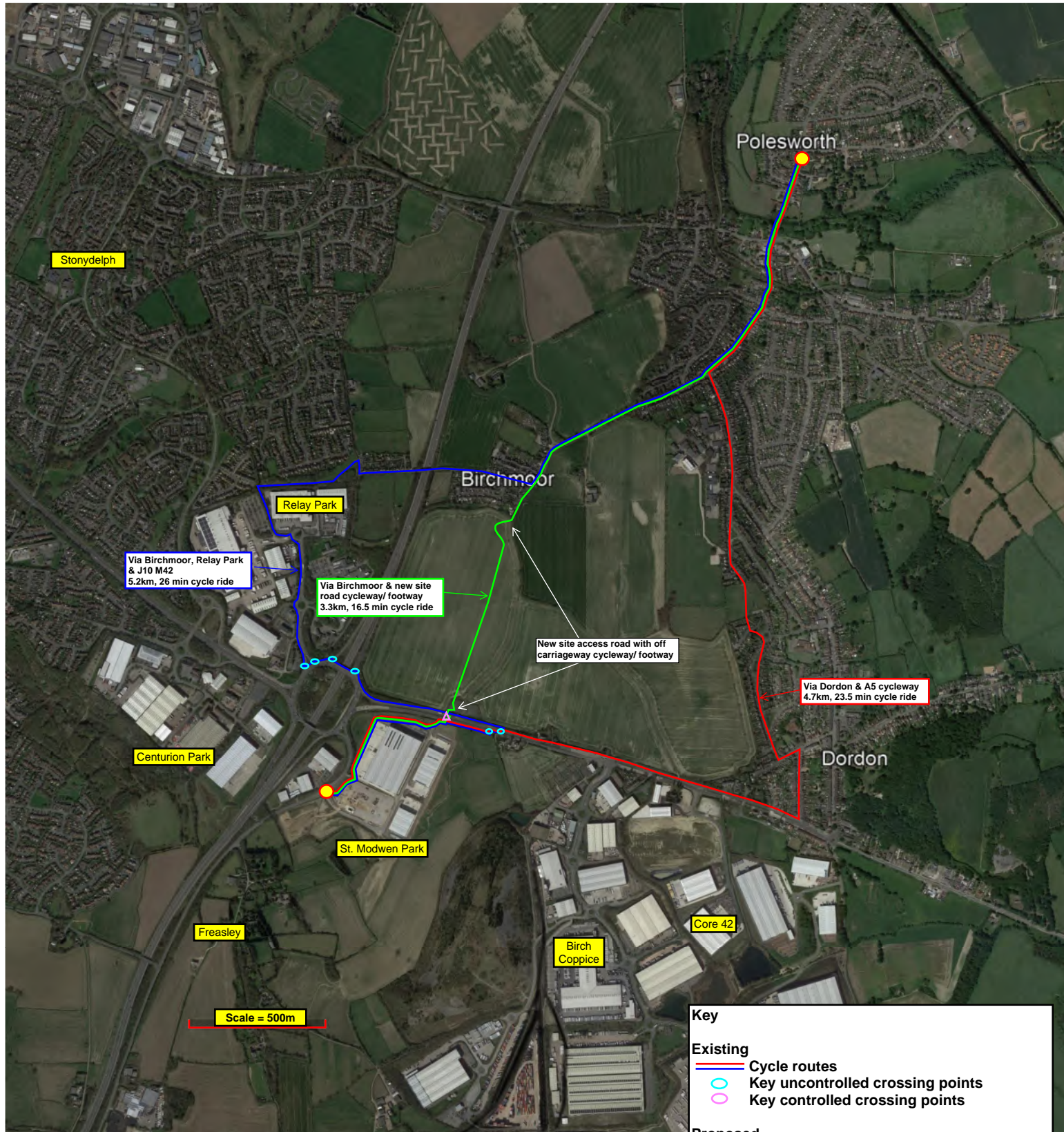
Commuter Point-to-Point Plan: Dordon to Relay Park



Note:
Plan showing existing and proposed tarmac surfaced route options accessible by a typical road bike and Equalities Act 2010 compliant, therefore suitable for all commuters. It should be noted that with the benefit of specialist equipment, such as an off-road bike, other existing route options would be open to some (but not all) commuters. However, the use of these existing routes is not practicable for all commuters (such as those with physical and mobility impairments) or certain jobs/positions where there is an imperative to arrive clean and/or shower facilities are not readily available.

The existing and proposed routes shown are in excess of the typical 2km maximum walking distance for commuters, so possible walking routes are therefore not shown on this plan.

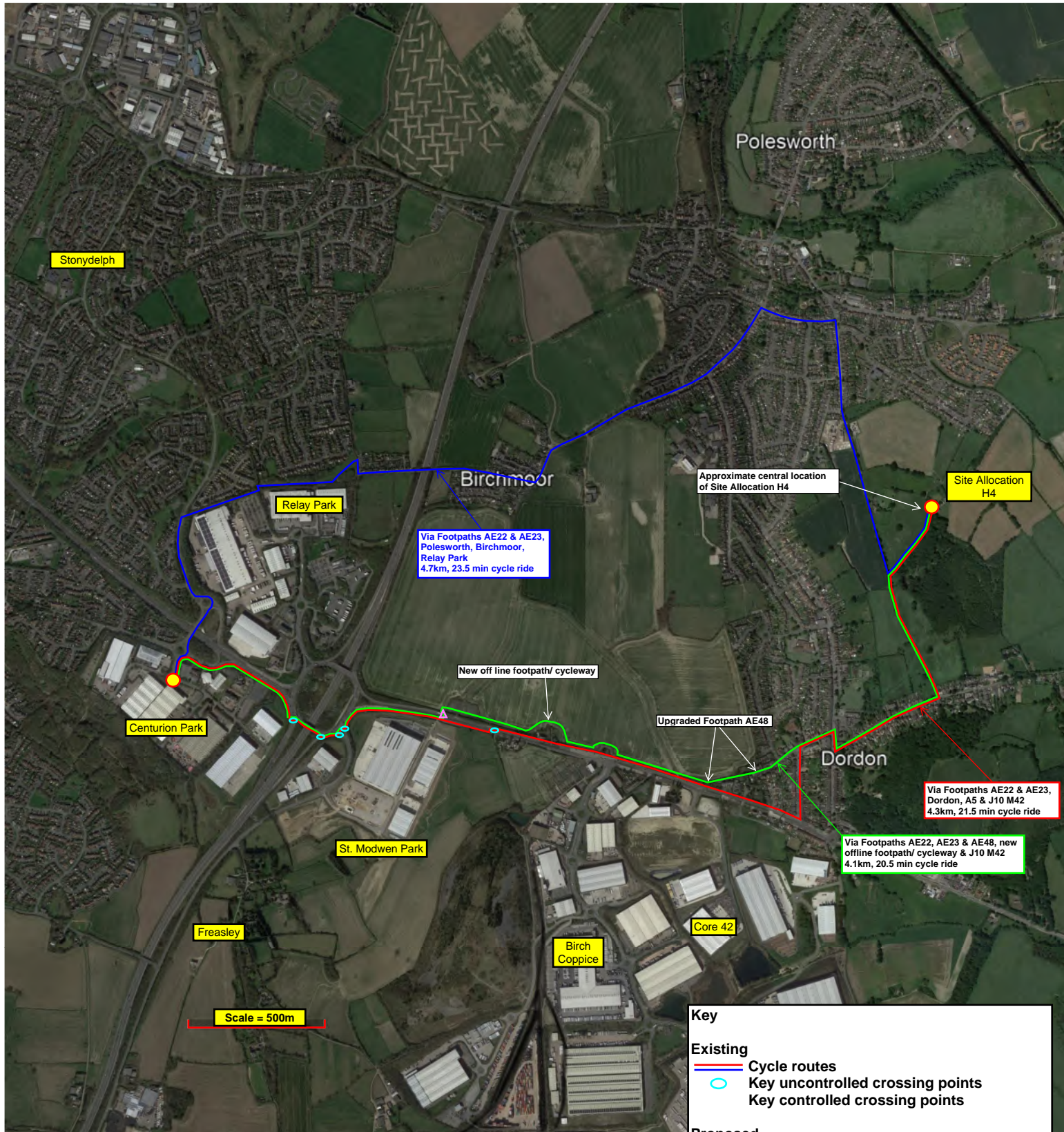
Commuter Point-to-Point Plan: Polesworth to St. Modwen Park



Note:
Plan showing existing and proposed tarmac surfaced route options accessible by a typical road bike and Equalities Act 2010 compliant, therefore suitable for all commuters. It should be noted that with the benefit of specialist equipment, such as an off-road bike, other existing route options would be open to some (but not all) commuters. However, the use of these existing routes is not practicable for all commuters (such as those with physical and mobility impairments) or certain jobs/positions where there is an imperative to arrive clean and/or shower facilities are not readily available.

The existing and proposed routes shown are in excess of the typical 2km maximum walking distance for commuters, so possible walking routes are therefore not shown on this plan.

Commuter Point-to-Point Plan: Site Allocation H4 to Centurion Park



Note:
Plan showing existing and proposed tarmac surfaced route options accessible by a typical road bike and Equalities Act 2010 compliant, therefore suitable for all commuters. It should be noted that with the benefit of specialist equipment, such as an off-road bike, other existing route options would be open to some (but not all) commuters. However, the use of these existing routes is not practicable for all commuters (such as those with physical and mobility impairments) or certain jobs/positions where there is an imperative to arrive clean and/or shower facilities are not readily available.

The existing and proposed routes shown are in excess of the typical 2km maximum walking distance for commuters, so possible walking routes are therefore not shown on this plan.

Key

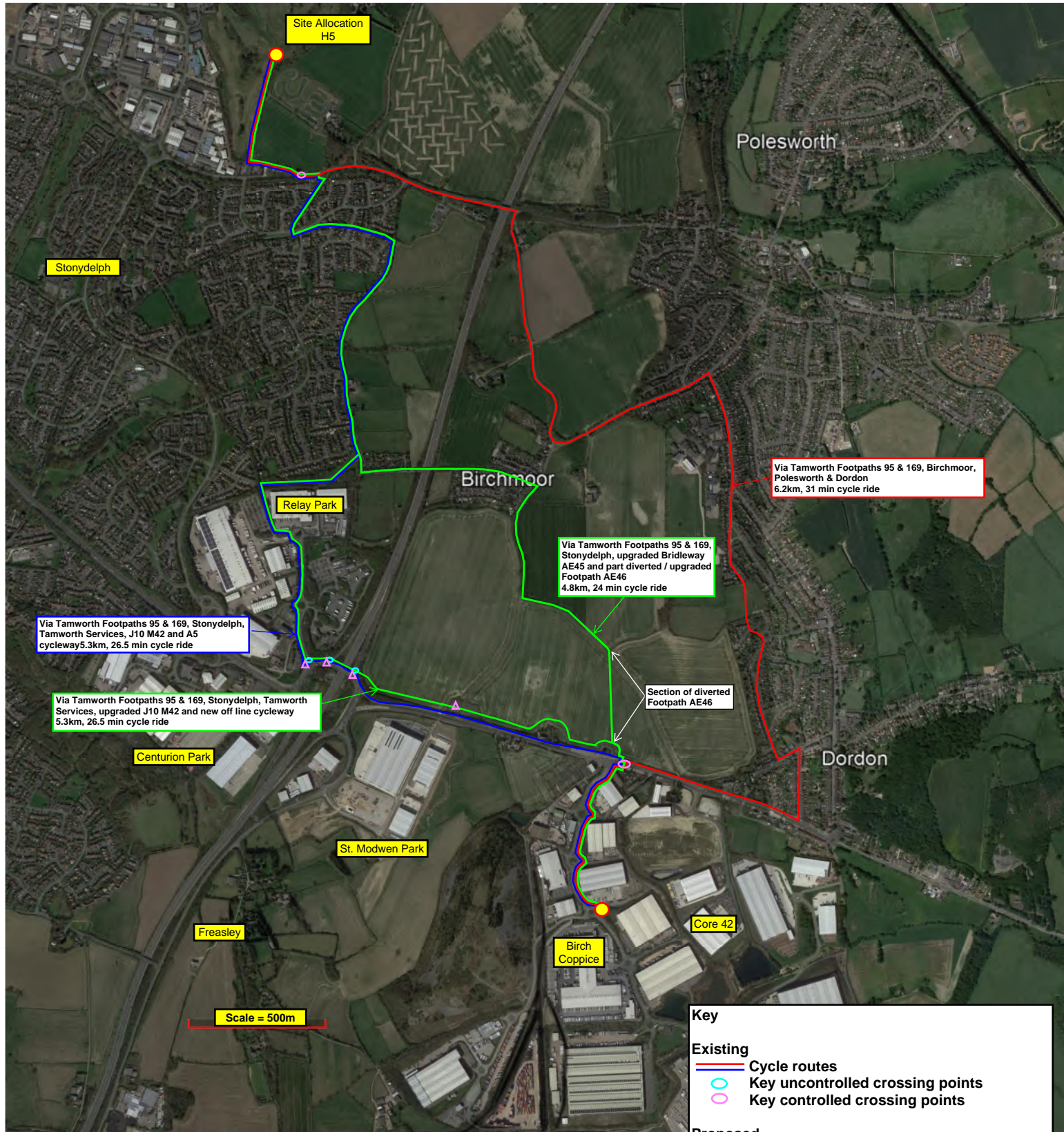
Existing

- Cycle routes
- Key uncontrolled crossing points
- Key controlled crossing points

Proposed

- Cycle routes
- Key crossings upgraded to signal control

Commuter Point-to-Point Plan: Site Allocation H5 to Birch Coppice



Via Tamworth Footpaths 95 & 169, Stonydelph, Tamworth Services, J10 M42 and A5 cycleway 5.3km, 26.5 min cycle ride

Via Tamworth Footpaths 95 & 169, Stonydelph, Tamworth Services, upgraded J10 M42 and new off line cycleway 5.3km, 26.5 min cycle ride

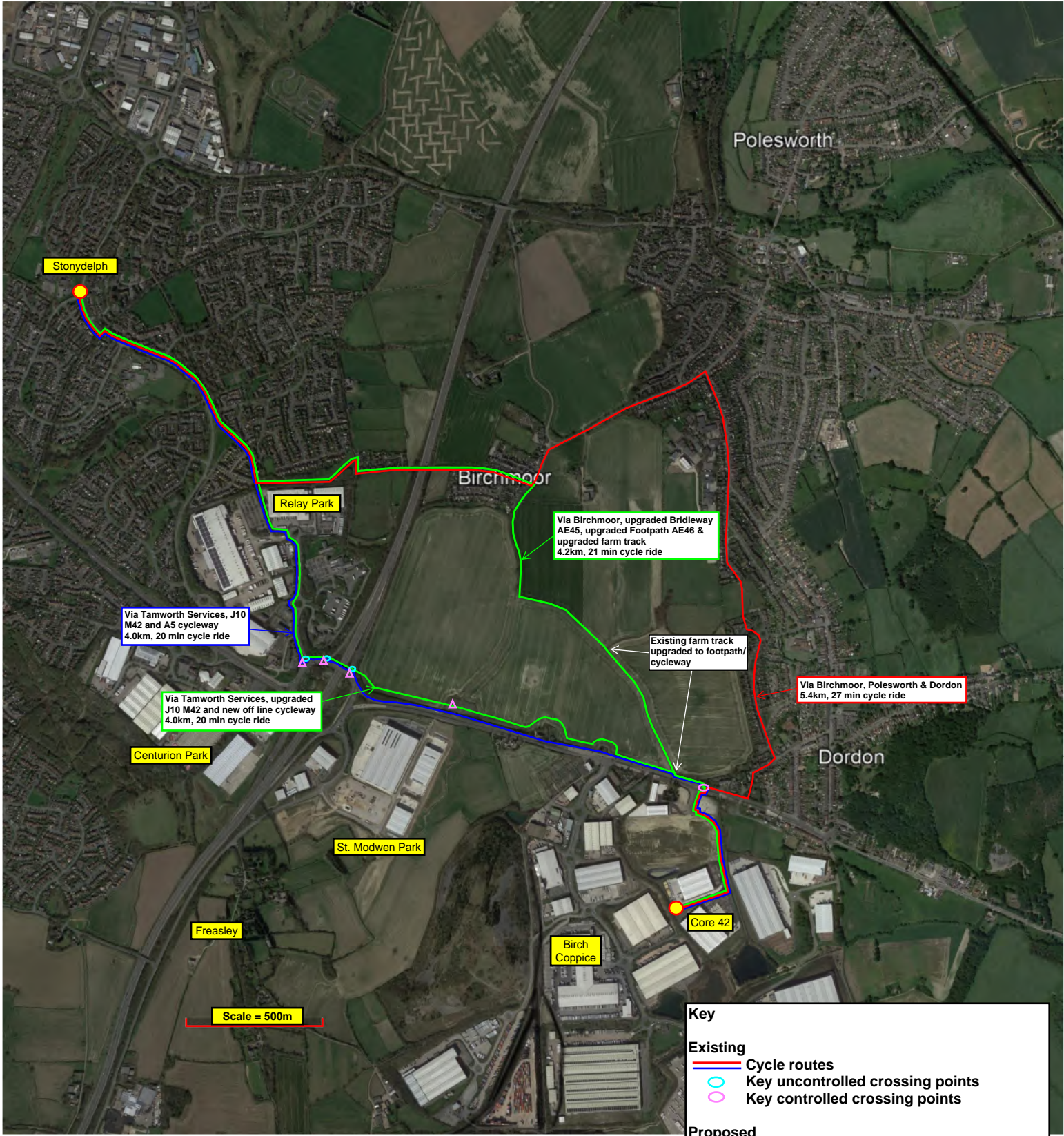
Via Tamworth Footpaths 95 & 169, Stonydelph, upgraded Bridleway AE45 and part diverted / upgraded Footpath AE46 4.8km, 24 min cycle ride

Via Tamworth Footpaths 95 & 169, Birchmoor, Polesworth & Dordon 6.2km, 31 min cycle ride

Note:
Plan showing existing and proposed tarmac surfaced route options accessible by a typical road bike and Equalities Act 2010 compliant, therefore suitable for all commuters. It should be noted that with the benefit of specialist equipment, such as an off-road bike, other existing route options would be open to some (but not all) commuters. However, the use of these existing routes is not practicable for all commuters (such as those with physical and mobility impairments) or certain jobs/positions where there is an imperative to arrive clean and/or shower facilities are not readily available.

The existing and proposed routes shown are in excess of the typical 2km maximum walking distance for commuters, so possible walking routes are therefore not shown on this plan.

Commuter Point-to-Point Plan: Stonydelph to Core 42



Note:
Plan showing existing and proposed tarmac surfaced route options accessible by a typical road bike and Equalities Act 2010 compliant, therefore suitable for all commuters. It should be noted that with the benefit of specialist equipment, such as an off-road bike, other existing route options would be open to some (but not all) commuters. However, the use of these existing routes is not practicable for all commuters (such as those with physical and mobility impairments) or certain jobs/positions where there is an imperative to arrive clean and/or shower facilities are not readily available.

The existing and proposed routes shown are in excess of the typical 2km maximum walking distance for commuters, so possible walking routes are therefore not shown on this plan.

Appendix D



* Images are for illustrative purposes only



Outdoor Gym



Trim Trail



Seating Area

NOTES:
Copyright Chetwoods (Birmingham) Limited. No implied licence exists.
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Subject to statutory approvals and survey.
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.
Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



- Indicative Proposed Fitness Trail
- Proposed Diverted Public Bridleway AE45
- Existing Trim Trail
- Existing Public Bridleway AE45
- Existing Public Footpath
- Indicative Equipment and Seating Area Locations



Outdoor Drinking Fountain

Rev	Revision Description	Date	Author/Reviewer

32 Frederick Street, Birmingham, B1 3HH +44 (0)121 234 7500
www.chetwoods.com



Project
LAND EAST OF J10, M42

Client
HODGETTS ESTATES

Drawing Title
INDICATIVE PROPOSED FITNESS TRAIL

Scale	Size	Drawn	Checked	Date
1:1500	A1	RC	NH	23/02/21

Project	Originator	Zone	Level	Type	Role	Number	Rev
4263	CA	00	00	DR	A	00084	P6

220810_403.11077.00001_Walking Routes_EW.dwg



LEGEND	
	DORDON LONG WALK 2.9 Miles/4.6km
	START/FINISH POINT OF ROUTE FOR DORDON LONG WALK (Approximately 1hr Walking Time.)
	DORDON MEDIUM WALK 2.1 Miles/3.4km
	START/FINISH POINT OF ROUTE FOR DORDON MEDIUM WALK (Approximately 45 Minutes Walking Time.)
	COMMUNITY ORCHARD WALK 0.6 Miles/1.0km
	START/FINISH POINT OF ROUTE FOR COMMUNITY ORCHARD WALK (Approximately 12 Minutes Walking Time.)

NOTES

1. WALKING ROUTE TIMES ARE INDICATIVE AND HAVE BEEN CALCULATED ASSUMING AN AVERAGE WALKING SPEED OF 3 MILES PER HOUR.

HODGETTS ESTATES

SLR 
global environmental solutions

2ND AND 3RD FLOORS,
15 MIDDLE PAVEMENT,
NOTTINGHAM. NG1 7DX
T: 01159 647280

www.slrconsulting.com

LAND NORTH EAST OF J10 M42,
DORDON

WALKING ROUTES PLAN

Scale
1:5000 @ A3

Date
AUGUST 2022

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Appendix E



6.0 PARAMETERS & LAYOUT

6.3 VISUAL IMPACT ASSESSMENT VIEWS



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 1 with development



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE'S 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

6.0 PARAMETERS & LAYOUT

6.3 VISUAL IMPACT ASSESSMENT VIEWS



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 OSI.



View 4 with development



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE'S CONTEXT
4.0	COMMUNITY MANAGEMENT
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

6.0 PARAMETERS & LAYOUT

6.3 VISUAL IMPACT ASSESSMENT VIEWS



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.



View 5 with development



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE CONTEXT
4.0	COMMUNITY MANAGEMENT
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

Appendix F



7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE



- LEGEND**
- EXISTING HEDGEROW
 - EXISTING CONTOURS
 - PROPOSED DRAINAGE BASIN
 - PROPOSED TREE PLANTING
 - PROPOSED ORCHARD TREE PLANTING
 - PROPOSED REINFORCEMENT / NEW NATIVE HEDGEROWS
 - PROPOSED ORNAMENTAL PLANTING
 - PROPOSED SHRUB PLANTING
 - PROPOSED WET GRASSLAND AND REED BEDS
 - PROPOSED WILDFLOWER MEADOW
 - PROPOSED SPECIES-RICH GRASSLANDS
 - AGRICULTURAL LAND TO BE RETAINED
 - OPEN SPACE TRANSFER DESIGNATION
 - PROPOSED WAREHOUSES
 - PROPOSED OFFICE HUB
 - PROPOSED MAIN ROADS
 - PROPOSED MINOR ROADS
 - PROPOSED PARKING
 - PROPOSED FOOTWAYS/ CYCLEWAYS
 - EXISTING/ DIVERTED PUBLIC RIGHTS OF WAY
 - PROPOSED OFFLINE FOOTWAY/ CYCLEWAY
 - PROPOSED RECREATIONAL ROUTES
 - PROPOSED FITNESS TRAIL

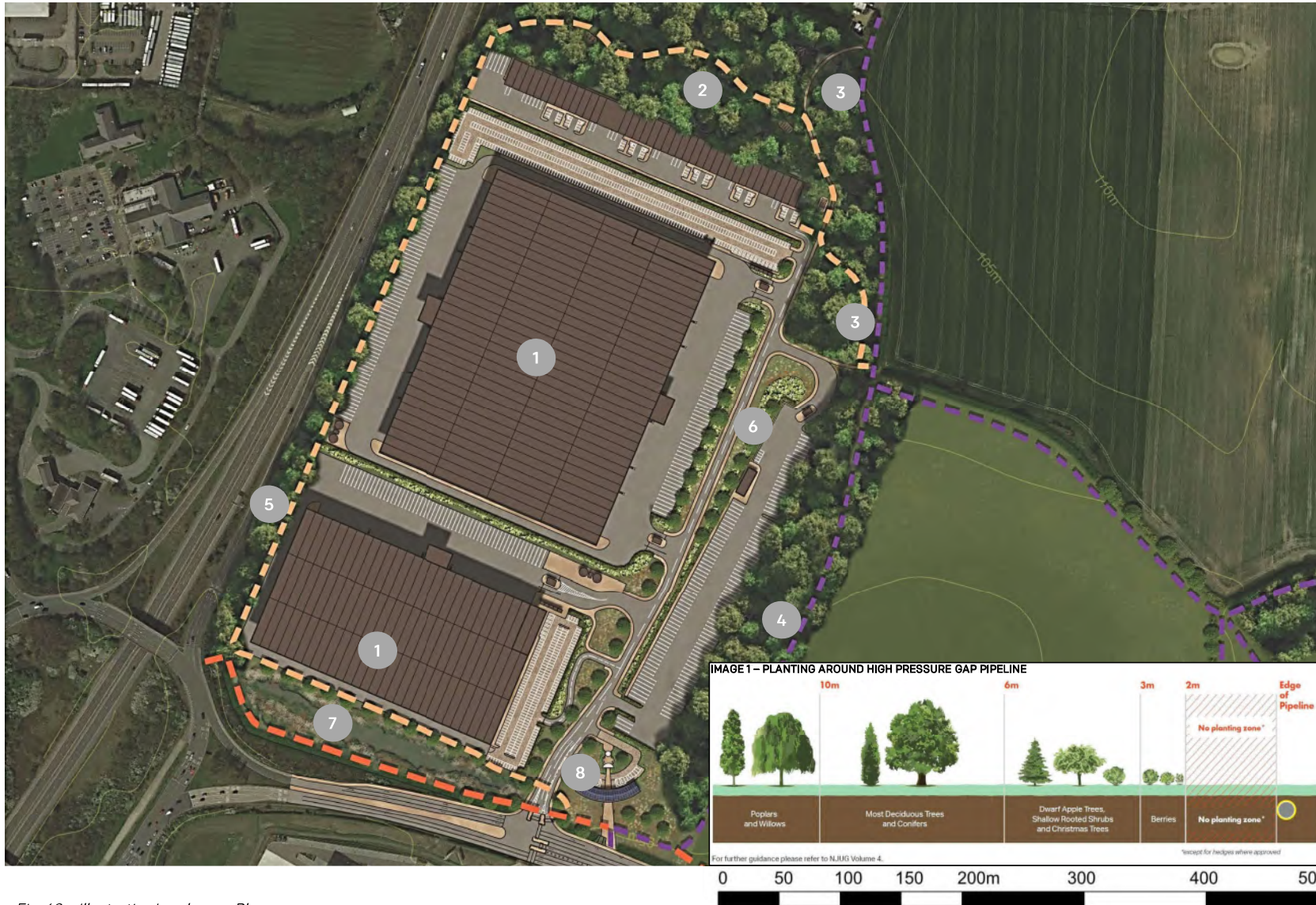
Fig. 68 – Illustrative Landscape Plan



1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE CONTEXT
4.0	COMMUNITY MANAGEMENT
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

7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE



- 1 The buildings have been located in, and close to, the south-western corner to minimise potential visual effects on residents on the edge of Birchmoor and Dordon, and to maintain a sense of separation between the settlements and the proposed commercial units.
- 2 Public open space and earth mounds, which would be planted with mixed native trees and understorey, have been located to the north of the proposed commercial units to filter views from the settlement edge of Birchmoor.
- 3 Recreational routes have been distributed throughout the proposed woodland to encourage exercise and retain connections between Birchmoor and Watling Street.
- 4 Earth mounds would be created to the east of the proposed commercial units, which would be densely planted with mixed, native trees and understorey to help screen and filter views and to reinforce the sense of openness within the remaining arable landscape to the east. These mounds, along with the woodland planting, would be designed to avoid the high pressure gas pipeline and planting would be in accordance with image 1.
- 5 Existing native tree and shrub planting along the western boundary of the Site would be reinforced to screen views from the M42 and beyond.
- 6 Native specimen trees, native hedgerows and ornamental shrub planting would be planted amongst the road network to soften the hard façade and connect the larger habitats to the north and south.
- 7 Drainage basins, located near to the entrance of the Site, would comprise of wetland meadow and reed planting, this introduces additional habitat and increases biodiversity.
- 8 Formal planting located at the Site entrance and adjacent to the ancillary Hub Office reflects the character of the planting located within nearby commercial sites.

Fig. 69 – Illustrative Landscape Plan



7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE



Fig. 70– Illustrative Landscape Plan

- 1 Historic field boundaries would be re-instated to the east of the proposed development, as shown, with mixed, native hedgerow and tree planting to re-inforce the rural character of the landscape.
- 2 An area of publicly accessible landscape would be provided along the western edge of Dordon to screen existing housing, present along the ridgeline, and to create a soft green edge to the settlement. It is proposed that this area should include orchard planting and would provide a connection from the existing public right of way network to the proposed area of replacement green space identified within the Local Plan and allow the provision of circular walking routes.
- 3 Copses of mixed native trees would be provided, where appropriate, at the corners of existing fields to reinforce the local character and help to filter views of the proposal from the settlement edge and public rights of way.
- 4 Proposed area of open space transfer identified within the Local Plan (Site OS1), including provision of Birch Coppice Allotments and Birch Coppice Social Welfare Centre and playing fields.
- 5 Existing peripheral vegetation, including mature and veteran trees and hedgerows to be protected and reinforced with native species and planting.
- 6 New and enhanced treelined / hedgerow-lined public rights of way through the Strategic Gap for pedestrians, cyclists and riders on horseback. Footpaths to be Equalities Act 2010 compliant so suitable for all.



7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE

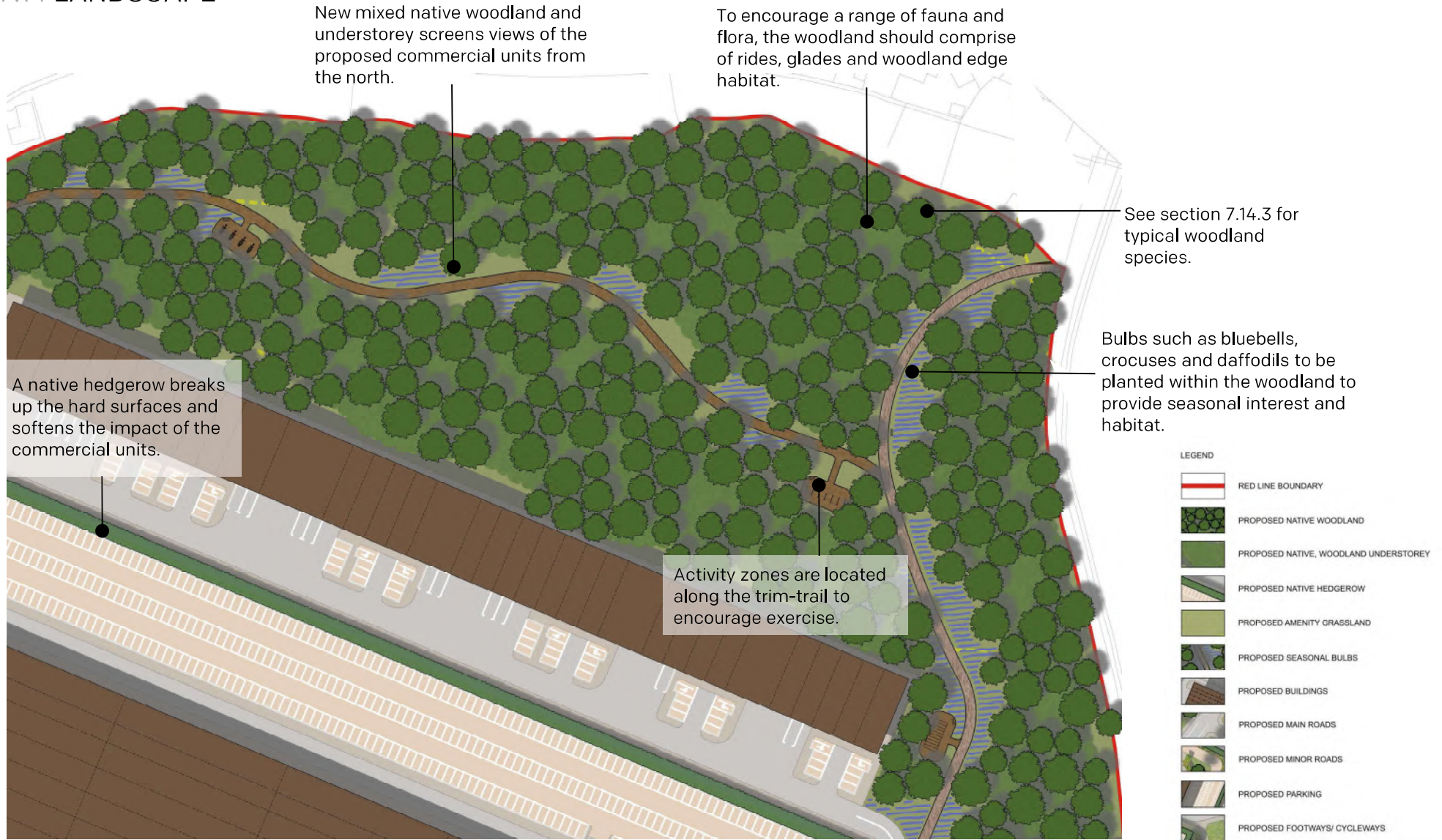


Fig. 71 – Illustrative Landscape Plan



7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE



Fig. 72- Illustrative Landscape Plan

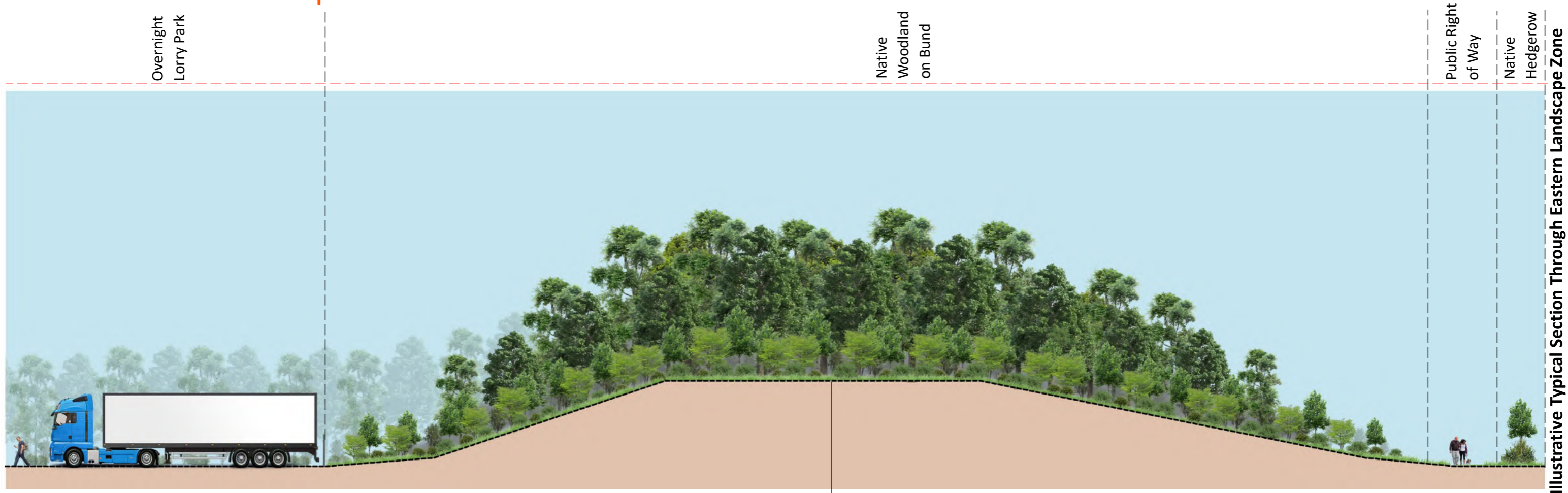


- 1.0 INTRODUCTION
- 2.0 PLANNING CONTEXT
- 3.0 SITE CONTEXT
- 4.0 COMMUNITY MANAGEMENT
- 5.0 SITE EVALUATION
- 6.0 PARAMETERS & LAYOUT
- 7.0 APPEARANCE & DESIGN
- 8.0 ACCESS FOR ALL
- 9.0 SUSTAINABILITY
- 10.0 SUMMARY
- 11.0 APPENDICES

Appendix G



Illustrative Landscape Sections

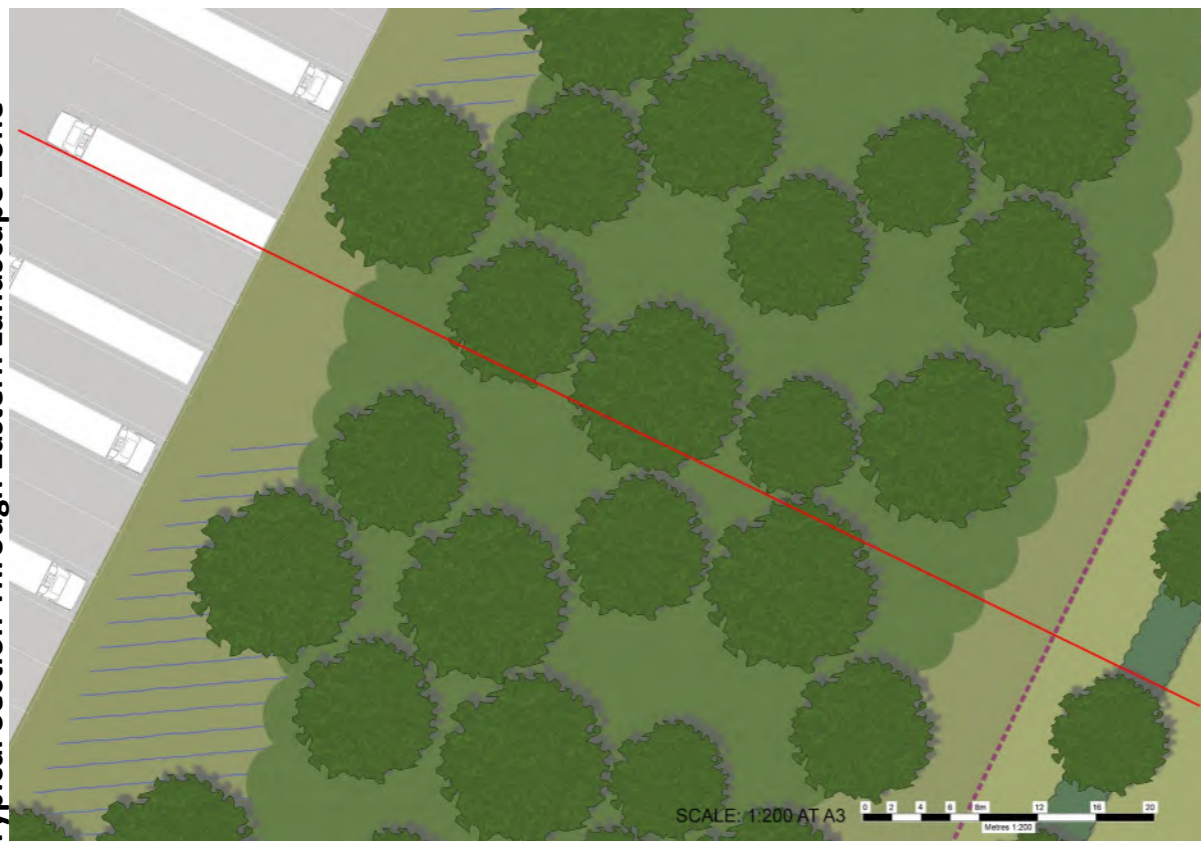


THE COMBINATION OF THE NATIVE WOODLAND AND BUND LANDFORM HELPS TO SCREEN AND FILTER VIEWS OF THE DEVELOPMENT FROM THE EAST

SCALE: 1:100 AT A0



Site Extract- Typical Section Through Eastern Landscape Zone



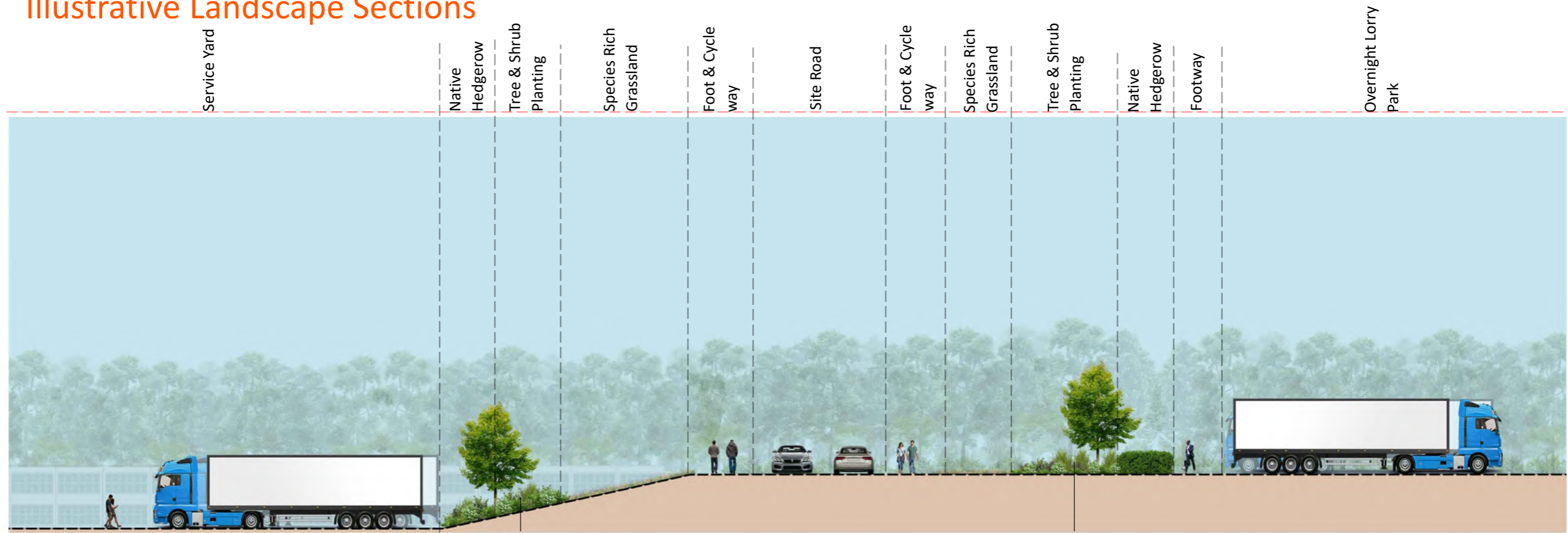
SECTION LINE

Site Extract- Key Plan



Illustrative Typical Section Through Eastern Landscape Zone

Illustrative Landscape Sections

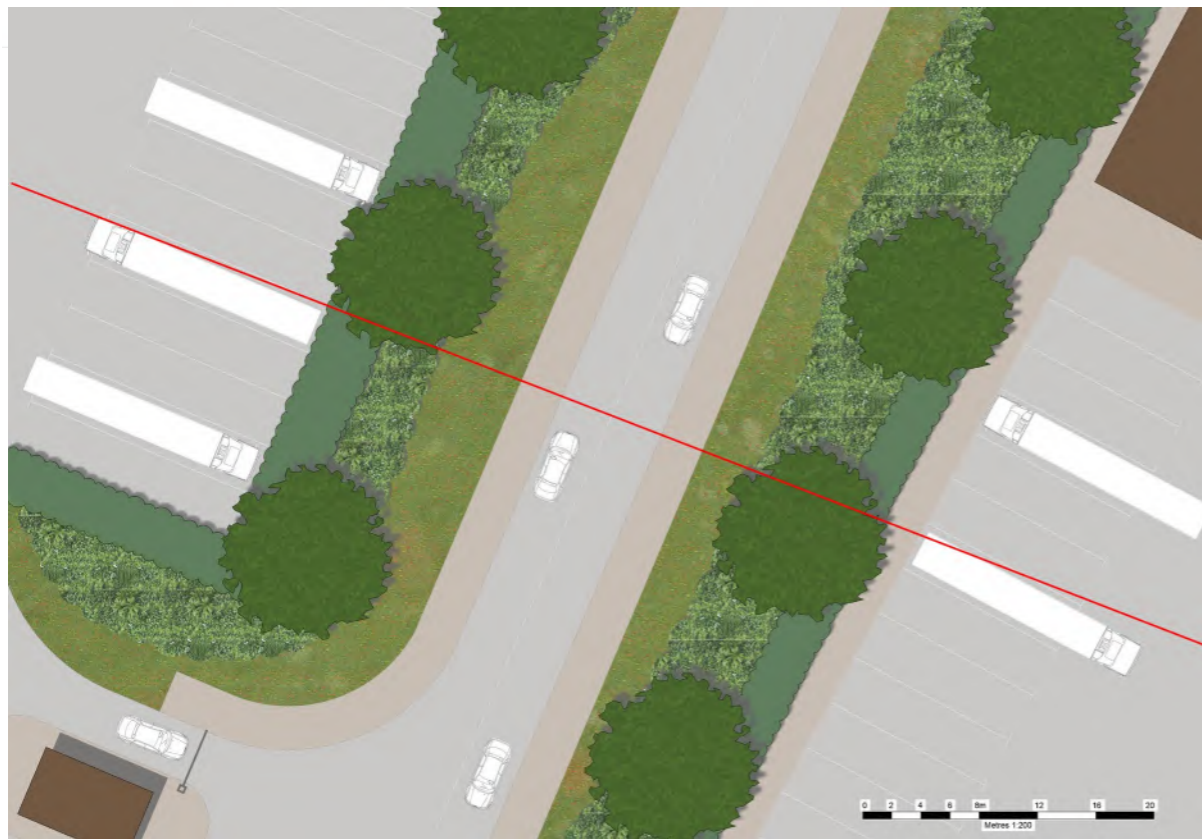


TREE AND SHRUB PLANTING HELPS TO SOFTEN THE IMPACT OF THE CAR PARKS AND COMMERCIAL UNITS

LINEAR PLANTING ALONG THE ROADS HELP TO CONNECT LARGER AREAS OF HABITAT

SCALE: 1:100 AT A0
0 1 2 3 4m 6 8 10
Metres 1:100

Site Extract- Typical Section Through Site Road



SECTION LINE

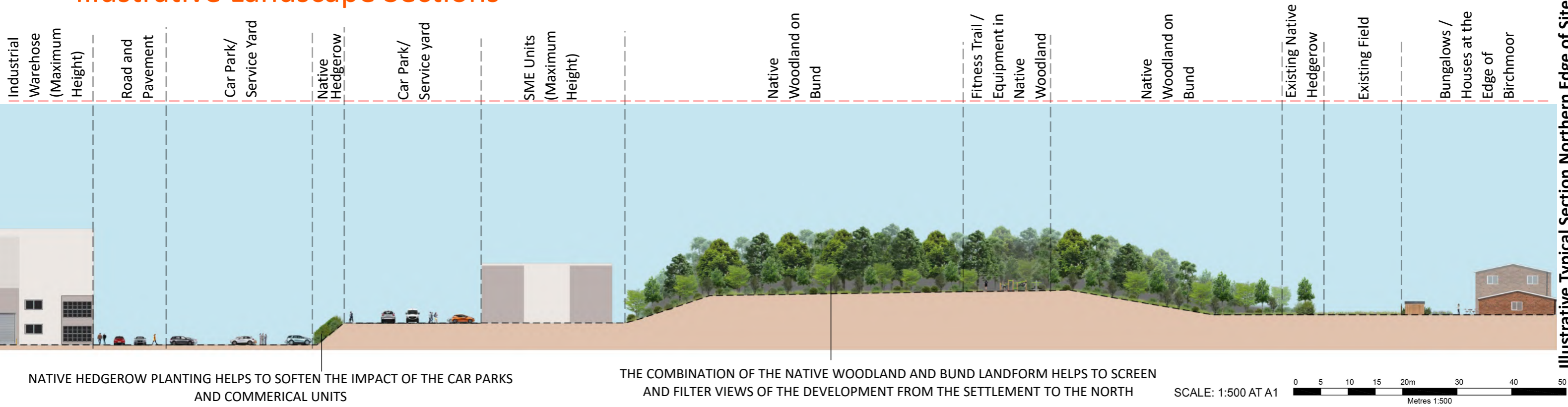
Site Extract- Key Plan



Illustrative Typical Section Through Site Road



Illustrative Landscape Sections



Illustrative Typical Section Northern Edge of Site

Site Extract- Typical Section Northern Edge of Site



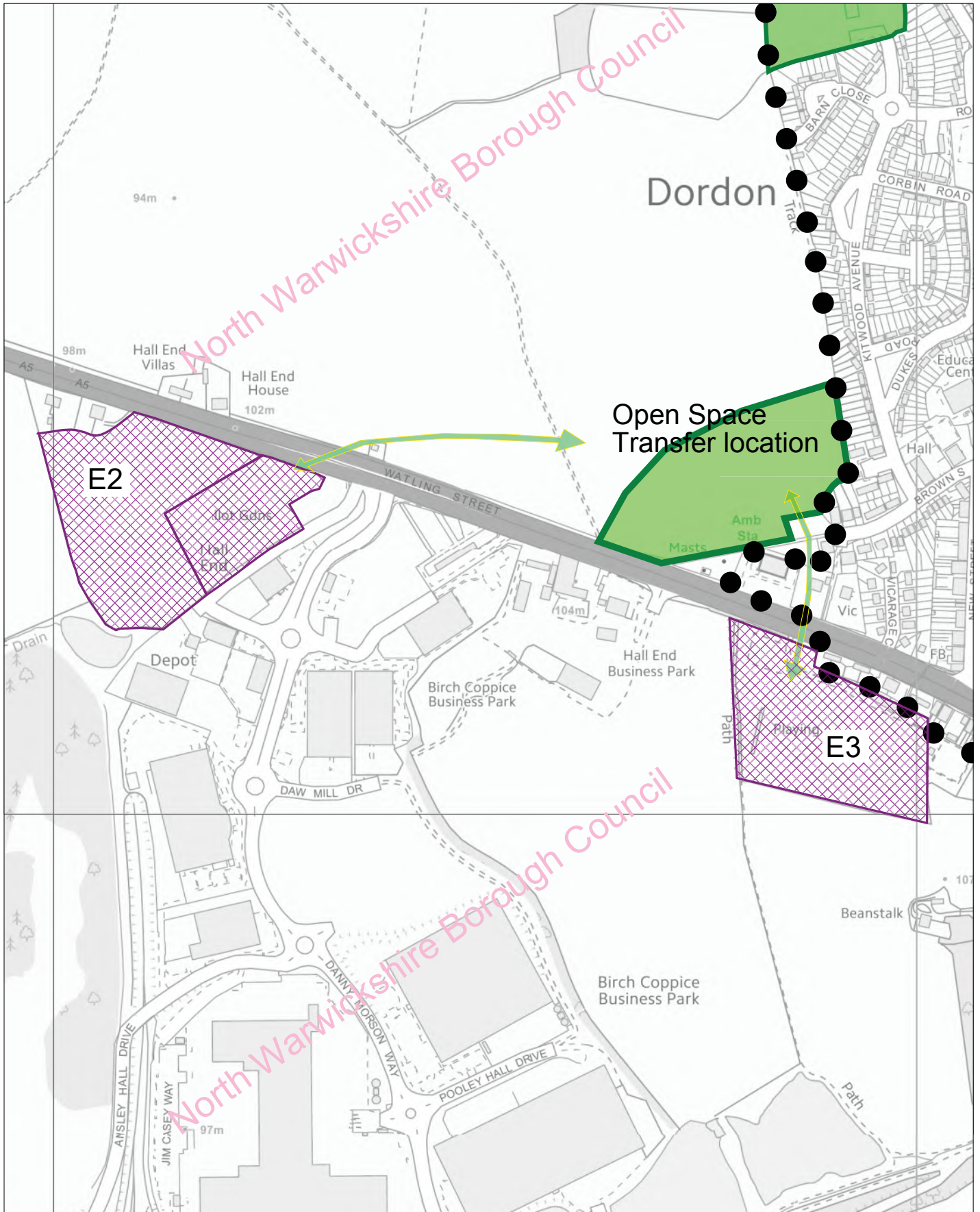
Site Extract- Key Plan



Appendix H



Policy LP39 & LP20 - Dordon - Employment Site Allocations & Open Space Transfer



North Warwickshire Local Plan
 Adopted September 2021
 Employment Site Allocations E2 & E3

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 Ordnance Survey 100017910



- Proposed transfer of existing recreational open space to new location



Appendix I





Dated 20.05.2022

Land North-East of Junction 10 M42 Community Fund – ‘A Catalyst for Change’

Background to the Community Fund

Whilst not required by law, under the proposals the developer is seeking to set up the Community Fund as a **catalyst for change** to **benefit local communities** affected by the development with funding for projects within their communities. Under the proposals a **Community Panel** made up of interested stakeholders will be set up with input from local communities (including but not limited to Parish Councillors, Local Councillors, and other leaders of community organisations) **to advise on where funding is best allocated**.

A series of **presentations and community workshops** will be held at various community centres across the borough to inform the public about the opportunities available. The Community Fund would run for a number of years and be administered by the Heart of England Community Foundation, who have **established links** and ongoing projects within the local communities already.

The Community Fund is being volunteered by the developer and will be capitalised through a developer contribution, aligning with their vision for **ESG-RI and Social Value priorities**.

More information on the Heart of England Community Foundation can be found at their website at the following link www.heartofenglandcf.co.uk.

Definitions of ESG-RI & Social Value

ESG-RI (Environmental, Social, Governance and Responsible Investment) is the consideration of environmental, social, and governance factors alongside financial factors in the investment decision making process. This includes consideration of carbon emissions, natural habitats, having a positive impact on communities, and meeting the needs of stakeholders.

Social Value is the consideration of corporate actions and projects holistically, taking account of the wider economic, social and environmental effects and making a conscious effort to ensure that these effects are positive and can be seen as contributing to the long-term wellbeing and resilience of individuals, communities and society in general.

The Aspirations for the Community Fund

It is currently envisaged that the Community Fund will focus on the following aspirations although we welcome community input on this:

Aspiration 1: To help strengthen local communities (particularly their quality of life and life chances)

Examples of funding projects may include:

- Funding to assist with improvements to playgrounds and existing green spaces; and

- Funding to improve existing facilities and to broaden their outreach; and
- Funding for social enterprises and education programmes to encourage sustainable modes of transport; and
- Improvement or establishment of community organisations and groups focused on improving health and wellbeing such as sports and recreation clubs.

Aspiration 2: To help communities and individuals within those communities achieve their full potential through assistance with education, qualifications provision, re-training provision, and improving employability prospects.

Examples of funding projects may include:

- Creation or improvement of groups assisting after work retraining provision for older generations looking to change their careers; and
- Funding for social enterprises working in schools and colleges to improve knowledge of post-education employment opportunities.

Applying for Grants

Once established, applications will be welcomed from a broad range of locally based and community focused entities, including but not limited to:

- Registered Charities
- Constituted Community or Voluntary Groups
- Companies Limited by Guarantee with charitable aims
- Social Enterprises
- Friends Organisations
- Parish Councils (undertaking projects which are not related with their statutory authority responsibilities)

Applicants will be supported by the Heart of England Community Foundation to ensure they are achieving the most successful outcome from the process including the ability to match fund for larger community projects.

Proposed Presentation & Workshop locations to include:

- North Warwickshire Borough Council Offices – Atherstone
- Dordon Village Hall
- Polesworth Memorial Hall
- Grendon Community Centre
- Newton Regis Village Hall
- Curdworth Village Hall
- Water Orton Pavillion
- Coleshill Town Hall
- Hartshill Community Centre
- Fillongley Village Hall
- Arley & St Michael’s Community Centre
- Kingsbury Sports & Community Centre
- Austrey Village Hall
- Online presentation/workshop for those unable to attend the in person events
- Other community venues by request.