



PAP/2021/0663

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**PLANNING & DEVELOPMENT
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Hodgetts Estates

LAND NORTH-EAST OF JUNCTION 10 M42, NORTH WARWICKSHIRE

Planning Statement Addendum (Transport)
Application Ref: PAP/2021/0663





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INTRODUCTION

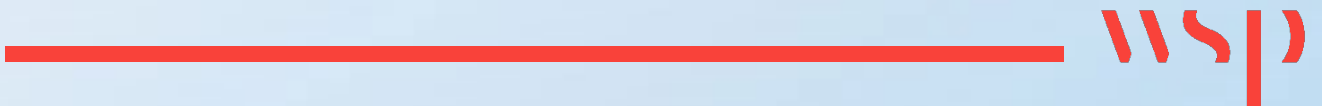


1 INTRODUCTION

- 1.1.1. This Planning Statement Addendum ('Addendum') has been prepared on behalf of Hodgetts Estates ('the Applicant' or 'HE').
- 1.1.2. This Addendum supplements the Planning Statement (ref: rpt.007.JW.1) and other supporting documents forming part of live planning application ref: PAP/2021/0663 and has been prepared in response to a significant number of key transport-related directives, policy and guidance documents being published since the application was submitted in December 2021, all of which are material considerations in the determination of the application. This Addendum should be read alongside the submitted Planning Statement.
- 1.1.3. For the avoidance of doubt, the development sought in PAP/2021/0663 ('the development proposals') is as follows:
- 'Outline planning permission for development of land within Use Class B2 (general industry), Use Class B8 (storage and distribution) and Use Class E(g)(iii) (light industrial), and ancillary infrastructure and associated works, development of overnight lorry parking facility and ancillary infrastructure and associated works. Details of access submitted for approval in full, all other matters reserved'*
- 1.1.4. This Addendum is structured as follows:
- **Chapter 2** provides a synopsis and analysis of the key national-level transport-related publications since the application was submitted in December 2021.
 - **Chapter 3** provides a synopsis and analysis of the key regional-level publications (West Midlands and Warwickshire County).
 - **Chapter 4** provides a synopsis and analysis of the key local-level publications (North Warwickshire Borough and Dordon Parish).
 - **Chapter 5** draws conclusions on chapters 2-4 and the weight to be attributed in the overall planning balance.
- 1.1.5. For completeness, any relevant transport-related policy appraisal contained in the Planning Statement is carried forward and updated where necessary in this Addendum. Furthermore, where support for the application has been received from industry bodies and other key consultees, these are referenced in the relevant parts of the policy appraisal.

2

NATIONAL POLICY, GUIDANCE AND PUBLICATIONS



2 NATIONAL POLICY, GUIDANCE AND PUBLICATIONS

2.1 DFT FUTURE OF FREIGHT: A LONG TERM PLAN

- 2.1.1. In the Written Ministerial Statement ‘Planning reforms for lorry parking’¹, published in November 2021, the Secretary of State set out the need for the planning system to play its part in meeting the needs of hauliers and addressing current deficiencies and outlined a commitment to implementing policy change to fully reflect the importance of providing logistics and freight.
- 2.1.2. In response, the DfT’s Future of Freight Plan² (‘the Plan’) was published in June 2022 and provides government policy on the importance of freight to the UK and the need to properly plan for its infrastructure. The Plan gives clear weight and guidance to local planning authorities (LPA) in considering freight and logistics development at application (and plan preparation) stage.
- 2.1.3. The Plan sets out clear government priorities, to which the development proposals subject to PAP/2021/0663 are fully aligned and can play a significant part in delivering. The Plan reinforces the weight that should be applied to the application under NWBC Local Plan Policy LP6 (which affords greater weight where there is a strategic need) given the site’s location, role in delivering essential infrastructure (warehousing) for the freight and logistics networks, and its role in leading to decarbonization (given its close proximity to Birmingham Intermodal Freight Terminal (BIFT), Hams Hall and the strategic road network). The Plan reinforces the strategic need for and importance of such development, which the proposals clearly and demonstrably align with.
- 2.1.4. The Plan also sets out a number of challenges that changes to the planning system can address including *“How the requirement for HGV parking can be better facilitated within the planning system, particularly at freight sites such as distribution and logistics centres along with the better utilisation of existing infrastructure to accommodate HGV parking”*.
- 2.1.5. A full appraisal of the Plan, prepared by WSP in the form of a bespoke ‘Planning Statement Addendum’ and already submitted as part of the application, is contained at **Appendix A**.

2.2 DFT GREAT BRITISH RAILWAYS: THE WILLIAMS-SCHAPPS PLAN FOR RAIL

- 2.2.1. The Williams-Schapps Plan for Rail³ was published in May 2021 and sets out Government’s commitments to rail passengers and freight customers. In particular, the Plan outlines the

¹ The Rt Hon Grant Schapps, Written Ministerial Statement (8 November 2021) - https://www.gov.uk/government/speeches/planning-reforms-for-lorry-parking?utm_medium=email&utm_campaign=govuk-notifications&utm_source=7afd55ca-5ea5-48a8-8a41-f94cdcc2ca51&utm_content=daily

² DfT, Future of Freight: A Long Term Plan (June 2022) - <https://www.gov.uk/government/publications/future-of-freight-plan>

³ DfT, Great British Railways: The Williams-Schapps Plan for Rail (May 2021) - <https://www.gov.uk/government/publications/great-british-railways-williams-shapps-plan-for-rail>

importance of freight for the country and economy, commenting that national co-ordination, greater opportunities for growth and strong safeguards will put rail freight on the front foot.

- 2.2.2. There is a commitment to unleashing the private sector's potential whereby the economic and environmental benefits of rail freight will be supported by a new customer-focused approach, modern track access rights, and new safeguards.
- 2.2.3. The Plan places an onus on the required modal shift from road to rail. It states that the rail freight market has been transformed over the past quarter century, from largely moving coal and steel to now moving construction materials, containers and food supplies between ports and businesses across the country. Freight trains are vital to reducing road congestion, connecting markets over long distances and are much less carbon intensive than road freight. The freight sector will be key to *building back better* and post-Pandemic economic recovery.
- 2.2.4. Great British Railways, the proposed new overarching rail transport body, will have a statutory duty to promote rail freight to secure economic, environmental and social benefits for the nation. A national freight coordination team will be created within Great British Railways to help embed freight firmly into strategic decision making, to set a growth target for rail freight and strengthen the place of rail freight on the national network to create new opportunities for growth and investment.
- 2.2.5. A key commitment is to identify opportunities to better unlock housing, local economic growth and social value. The Plan recognises that delivering the best possible outcomes from development around stations and railway assets requires collaboration between different public bodies and agencies and that enabling collaboration between public bodies is essential to fostering development.
- 2.2.6. Mindful of the clear Government prioritisation of rail and in particular the rail freight industry, development proposals, such as in application ref: PAP/2021/0663, which have the ability to contribute significantly to the desired modal shift from road to rail and to maximise economic opportunities by virtue of the site's proximity to the nearby Strategic Rail Freight Interchanges (including BIFT and Hams Hall), clearly align with Government priorities and this should be given considerable weight in the determination of the application.
- 2.2.7. Indeed, such is the significance of the application site's location, the development proposals have the potential to be considered 'rail-served' due to the site being located c.0.5 mi from BIFT. Rail-served sites can provide a plethora of economic and environmental benefits, including maximising take-up of warehousing floorspace, cost-competitive options for rail freight compared with road haulage, a reduction in the proportion of road traffic associated with development and the resultant reduction in the inherent carbon and emissions involved in freight transport.
- 2.2.8. Furthermore, as indicated on the maps contained at **Appendix B**, the highly strategic and sustainable location is such that there are a total of 10 existing or proposed Rail Freight Interchanges (RFI) and Strategic Rail Freight Interchanges (SRFI) within a 25 mile radius. As acknowledged within the letter of support for the proposals from the operator of BIFT, Maritime Transport (see **Appendix G**), the vast majority (80%) of BIFT's user base is located within 20mi of the facility. In this respect, the site quite unique being one of very few motorway junction locations nationally which is also 'rail served' and within close proximity of multiple RFI/SRFI. These significant locational benefits and the resultant modal shift from road to rail would also contribute positively to decarbonising the freight sector, which is another key Government priority, as summarised below.

2.3 DFT DECARBONISING TRANSPORT: A BETTER, GREENER BRITAIN

2.3.1. The Decarbonising Transport Plan⁴ was published in 2021 and sets out the vision for decarbonising the transport sector. This includes commitments such as:

1. **Increasing cycling and walking** – investing £2 billion over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.
2. **Decarbonising railways** – building extra capacity on the rail network to meet growing passenger and freight demand and support significant shifts from road and air to rail.
3. **A zero emission fleet of cars, vans, motorcycles, and scooters** – ensure the UK's charging infrastructure network meets the demands of its users.
4. **Deliver a zero emission freight and logistics sector** – demonstrate zero emission HGV technology on UK roads this year, support a shift of freight from road to sustainable alternatives such as rail, cargo bike and inland waterways, take forward measures to transform last mile delivers, and consult on phase out dates for the sale of all new non-zero emission HGV's.

2.3.2. As stated above, the development proposals subject to application ref: PAP/2021/0663 have the ability to contribute significantly to the desired modal shift from road to rail and to maximise economic opportunities by virtue of the site's proximity to BIFT and Hams Hall SRFI.

2.3.3. Furthermore, as set out in greater detail in Chapter 3, the application also comprises substantial active travel proposals to promote greater cycling, walking and public transport usage – reducing the reliance on private car – as well as including the necessary infrastructure to provide 10% EV charging spaces at the outset of the development with ducting provided to enable a further 15% of EV charging spaces to be provided in future, if required (25% of total parking provision). Other notable project commitments include provision of charging points for electric bikes and scooters to all units and ducting to all HGV and commercial vehicle parking spaces to future proof these for easy adaption and installation of charging points for hybrid and fully electric vehicles in the future. These measures clearly align with the Government's commitments to decarbonising transport.

2.4 GOVERNMENT RESPONSE TO TRANSPORT SELECT INQUIRY

2.4.1. The House of Commons Transport Committee published '*Road Freight Supply Chain: Government Response to the Committee's First Report*'⁵ in September 2022. The report provides the Government's response to the Transport Select Committee's recommendations, including:

- **Recommendation 2:** "*The Government, in consultation with the sector, should devise a binding code of conduct setting minimum standards for employers' and other businesses' treatment of*

⁴ DfT, Decarbonising Transport: A Better, Greener Britain (July 2021) - <https://www.gov.uk/government/publications/transport-decarbonisation-plan>

⁵ UK Government, Road Freight Supply Chain: Government Response to the Committee's First Report (September 2022) - <https://committees.parliament.uk/publications/30123/documents/174268/default/>

HGV drivers”. The Government responded that there is a need to improve the working practices of HGV drivers including rest periods, good facilities, and parking.

- **Recommendation 3:** “The Government should use the findings of its current lorry parking survey to set regional targets for building additional parking capacity. It should set up a joint Government-industry taskforce to ensure these targets are met”. The Government recognises the need to ensure hauliers have access to appropriate services and facilities and believes that the private sector is best placed to deliver new capacity and high-quality facilities for drivers.
- **Recommendation 4:** “The Government must build on its commitment in the Queen’s Speech to reform the existing planning framework and ensure that decisions for new driver facilities are not left to individual planning authorities. The Government must reform national planning policy to ensure that more driver facilities, which are fit for purpose and industry leading, are delivered”. As committed to in the Future of Freight Plan, the programme of changes to the planning system will include options to ensure sufficient land is allocated to service the needs of freight and logistics.
- **Recommendation 10:** “The Government, alongside the sector, must work together to set targets and deadlines to switch more freight from road to rail and water. This must happen alongside steps to decarbonise road freight itself”. The Government is supportive of the modal shift of freight from road to rail wherever possible and is exploring the potential to increase rail freight capacity on the rail network to help reduce carbon emissions from the freight sector.

2.4.2. The Government’s response to the Inquiry and its recommendations echoes the drive towards decarbonising the freight sector and also clearly place an onus on addressing the qualitative issues facing the freight industry, including the chronic issues of inadequate provision and quality of HGV lorry parking / driver welfare facilities and changing the planning system to support the required investment in HGV parking and driver welfare facilities.

2.5 NATIONAL SURVEY OF LORRY PARKING 2022 PART ONE

- 2.5.1. The National Survey of Lorry Parking 2022 Part One⁶ was published in September 2022 and provides an audit of lorry parking within five kilometres of the strategic road network (SRN) in England. The study aims to help DfT and other public bodies understand user experience to inform and provide an evidence base for policy development on HGV parking and welfare needs of drivers.
- 2.5.2. The latest iteration of the National Survey of Lorry Parking, published in September 2022, confirms that, nationwide, provision of lorry parking at on-site facilities remains at a nearly critical level (83% utilization across the network, compared with 76% in 2017) (Figure E1). Furthermore, 7,318 vehicles were observed parking in off-site locations (laybys and industrial estates), a 2% increase from the 2017 figure (Table E3).
- 2.5.3. Regionally, at 84% utilization (Figure E13), the West Midlands is at the very top of the ‘serious’ utilization category with 23 of the 36 on-site parking facilities observed found to be at either serious

⁶ DfT, National Survey of Lorry Parking 2022 Part One (September 2022) - <https://www.gov.uk/government/publications/national-survey-of-lorry-parking-part-one-2022>

(6) or critical (17) utilization (Figure E12). Neighbouring East Midlands is at 92% utilization, which is 'critical'.

- 2.5.4. As stated at the outset of application ref: PAP/2021/0663, an overall need for additional HGV parking capacity (and associated driver welfare facilities) in the West Midlands region and in the Tamworth/A5 corridor area has clearly been identified. This is further endorsed by the latest iteration of the National Survey of Lorry Parking 2022 Part One and continues to be supported by the quantitative assessment undertaken as part of the MDS Transmodal Lorry Parking Need Assessment, which forms part of the submission documents.
- 2.5.5. The Lorry Parking Need Assessment identified an overall quantitative need for additional HGV parking capacity in the Tamworth/A5 corridor area comprising of an identified deficit of 36 HGV parking spaces close to Junction 10 (based on the DfT's own formula-based method for sizing Motorway Service Areas and Truckstops) and Parking Beat Survey evidence of an average of 114 HGVs parking inappropriately in non-truck stop locations each night. Additionally, the development will see the loss of the existing lorry layby spaces (circa 7/8 spaces) on the A5 at the front of the site, which need to be replaced on site. There is consequently a demonstrable quantitative need for the proposed 150 space HGV parking facility in this specific location.
- 2.5.6. Industry support for the development proposals has been received from the Road Haulage Association (RHA) (RHA letter of support contained at **Appendix C**):
- 'The proven lack of adequate rest facilities creates safety and welfare issues for HGV drivers, where stops often have to be made at inappropriate locations. This creates issues for local authorities across the country, particularly in areas of high road freight activity in and around the main motorway corridors and markets, such as Warwickshire. Local authorities often have to deal with the consequences of HGVs parking within residential areas, industrial estates and lay-bys, which include crime and security arising from theft from the vehicles, but also community complaints and in some circumstances environmental issues.*
- Considering the overwhelming policy support, the RHA fully supports Hodgetts Estates' proposals for an Overnight HGV Lorry Parking facility at Land north-east of Junction 10 M42 Motorway, North Warwickshire, which is located on the Strategic Road Network and M42 motorway and A5 trunk road; routes heavily used by HGVs for the movement of goods and freight. The A5 in particular 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. The A5 also sits at the heart of the so-called "Logistics Golden Triangle". The importance of appropriate lorry parking facilities on this road corridor cannot be understated therefore.'*
- 2.5.7. Support has also been received from Warwickshire Police (**Appendix D**) noting that the Police & Crime Commissioner for Warwickshire supports the application and the contribution it could make to combating crime and anti-social behaviour arising from informally parked HGVs in the area.
- 2.5.8. Furthermore, the National Vehicle Crime Intelligence Service (NaVCIS) (**Appendix E**) strongly supports the application, pointing towards the qualitative need for the proposed overnight lorry parking facility in this location and commending the very high design credentials proposed, noting that there are only two TAPA accredited lorry parking facilities in the entire UK – the proposals would be the third. Furthermore, the proposals would become the only Level 1 TAPA and Level 1

TAPA and EU SSTPA Platinum accredited facility throughout the whole of the UK, meaning they are nationally significant. NaVCIS also notes that there is a need for ‘exemplar sites’, such as the one proposed, to provide the impetus for operators of existing lorry parking facilities to improve and invest in security infrastructure and welfare. As such, the proposals would not only improve the quantum of lorry parking locally but also, indirectly, the quality of existing facilities both locally and regionally.

2.6 DRAFT REVISIONS TO THE DFT’S CIRCULAR 02/2013: THE STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT

- 2.6.1. In response to the Written Ministerial Statement ‘*Planning reforms for lorry parking*’, DfT Circular 02/2013 was updated on 23 December 2022⁷). The updated Circular sets out the way in which National Highways will engage with the development industry, public bodies, and communities to assist the delivery of sustainable development.
- 2.6.2. The revisions make clear the specific need to increase provision for HGV drivers, highlighting that there is a shortage of parking facilities for HGV’s which in some cases leads to unsafe and informal parking or non-compliance with mandatory breaks and rests. It is recognised that the expansion of existing facilities and the creation of new parking sites is likely to be needed. In areas where there is an identified need, National Highways will work with relevant local planning authorities to ensure that local plan allocations and planning application decisions address the shortage of HGV parking on or near to the SRN. In these circumstances, local planning authorities should have regard to the following spacing requirements:
- (i) *the maximum distance between motorway facilities providing HGV parking (being service areas, rest areas or truckstops) should be no more than 14 miles; and*
 - (ii) *the maximum distance between APTR facilities providing HGV parking (being service areas or truckstops) should be the equivalent of 20 minutes driving time for HGVs.*
- 2.6.3. The revisions state that even if the above requirements are met, but there is still an identified need for HGV parking, in this case evidenced by the MDS Transmodal Lorry Parking Need Assessment, National Highways will support the case for greater parking provision.
- 2.6.4. The revisions to this important DfT Circular place a clear obligation on National Highways to work with relevant local planning authorities to ensure that planning application decisions address the shortage of HGV parking on or near to the SRN, such as the M42 and A5 where the development proposals would be located, and support the case to address unmet need.

⁷ DfT, Updated Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development (23 December 2022) - <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development/strategic-road-network-and-the-delivery-of-sustainable-development>

2.7 NATIONAL PLANNING POLICY FRAMEWORK

2.7.1. At a national planning policy level, NPPF⁸ paragraph 109 states that:

“Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.”

2.7.2. The NPPF demonstrates clear policy support for the development of additional HGV parking capacity as integral components of new warehousing and distribution schemes. The development proposals include provision of a substantial overnight lorry parking facility, providing capacity for up to 150 vehicles and associated driver welfare facilities to meet not only the need generated by the development itself, but also to address a chronic under supply of parking provision in the Tamworth / A5 corridor area, which clearly aligns with this element of the NPPF.

2.7.3. Furthermore, NPPF paragraph 83 states that:

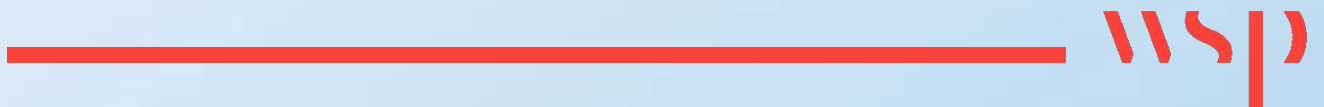
‘Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for...storage and distribution operations at a variety of scales and in suitably accessible locations’

2.7.4. Rail Freight Group has submitted a letter of support (**Appendix F**) for the development proposals, stating that, in the context of paragraph 83, ‘*suitably accessible locations*’ means as ‘*physically close to rail freight infrastructure as possible, in order to maximise future uptake and deliver the consequential benefits to society*’. In terms of the site location, Rail Freight Group acknowledge that the site is ‘*strategically located close to BIFT (c. 0.5 mi)*’, that the development would ‘*have the potential to be classed as ‘rail-served’ due to its close proximity to BIFT, effectively extending the rail linked warehousing onsite enabling more users to benefit directly from the rail terminal*’ and that ‘*BIFT has significant capacity for growth in the future*’. Finally, they note that the application site is ‘*exceptionally well located in the West Midlands to facilitate the aims of national policy in relation to encouraging rail freight use and decarbonising transport*’.

⁸ Ministry of Housing, Communities & Local Government, National Planning Policy Framework (July 2021) - <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

3

REGIONAL POLICY, GUIDANCE AND PUBLICATIONS



3 REGIONAL POLICY, GUIDANCE AND PUBLICATIONS

3.1 WEST MIDLANDS

WEST MIDLANDS RAIL INVESTMENT STRATEGY 2018-2047

- 3.1.1. The Strategy⁹ was published in December 2018 and outlines a strategy for delivering better rail services across the West Midlands for the next 30 years.
- 3.1.2. This includes seven objectives, one of which is to “*Support rail-freight development and growth*”. This will be achieved by:
- “*Supporting Transport for West Midlands (TfWM) and other WMRE-partner freight strategies, maximising shared benefits for passenger and freight services of capacity released by High Speed 2. Seeking to integrate passenger service aspirations with growing freight flows and employment at new freight interchanges and gain shared benefit from infrastructure investment*”.
- 3.1.3. The Strategy acknowledges the West Midlands’ crucial role on the UK freight industry and need to capitalise on the benefits of integrating passengers with new and existing employment opportunities in the freight sector, in particular at key freight interchanges.

WEST MIDLANDS DRAFT CONSULTATION RAIL INVESTMENT STRATEGY 2022-2050

- 3.1.4. The draft Strategy¹⁰ was published for consultation in October 2022 and provides an update to the 2018 strategy, recognising that much has changed since the COVID-19 pandemic.
- 3.1.5. The Strategy sets out eight objectives, including objective seven which aims to “*support the movement of goods by rail*”, outlining the significance of the West Midlands to the freight sector both economically and spatially. It is also recognised that there is freight passing through the region, and it is important that any rail strategy takes full account of the needs of freight and its future growth. Therefore, the Strategy aims to have a network that has the capacity and flexibility to carry more freight.
- 3.1.6. The value of rail, both for passenger and freight use, is also recognised in objective two, regarding the contribution to net zero.
- 3.1.7. A Strategic Objective is to utilise rail investment to assist in the creation of high growth corridors whilst reducing social deprivation and levelling up.

⁹ West Midlands Rail Executive, West Midlands Rail Investment Strategy 2018-2047 (December 2018) - <https://wmre.org.uk/our-strategies/west-midlands-rail-investment-strategy/>

¹⁰ West Midlands Rail Executive, West Midlands Draft Consultation Rail Investment Strategy 2022-2050 (October 2022) - <https://wmre.org.uk/media/pbuhz13p/west-midlands-rail-investment-strategy-consultation-draft.pdf>

MIDLANDS CONNECT STRATEGIC TRANSPORT PLAN: GREENER, FAIRER, STRONGER

- 3.1.8. The Plan¹¹ sets out the future of transport in the region, outlining a series of short term priority projects. The plan identifies requirements for major investment needed, from both the public and private sectors, in programmes for:
- Electric vehicle charging infrastructure;
 - Alternative fuels, including natural gas and hydrogen for HGVs;
 - Boosting mobility in rural areas;
 - Creating more space for passengers and freight on our rail network;
 - A 'tap and cap' smart ticketing solution for passengers using buses, trams, bike hire and the rail network across the Midlands (similar to the system used in London).
- 3.1.9. The needs of the freight industry are a vital component of the plan, with an emphasis placed on both improving infrastructure to support the transport and logistics sector, as well as a focus on how public and private sectors can work together to ensure that the impacts of HGVs on our roads are best managed.

MIDLANDS CONNECT FREIGHT ROUTE MAP

- 3.1.10. The Route Map¹² (August 2022) sets out the current challenges for freight and the work that is being done to deliver solutions and the objectives of the Strategic Transport Plan. In doing so, the report sets out five key objectives that support the Plan:
- **Objective 1 'Economy'** – Exploit the natural advantages of the region's location and ensure freight is able to support and grow the Midlands and wider economy.
 - **Objective 2 'Rail Capacity'** – Ensure rail capacity, particularly by HS2, benefits rail freight so that the network is able to accommodate a growth in freight moved by rail.
 - **Objective 3 'Mode Shift'** – Where practicable, encourage modal shift to more sustainable modes.
 - **Objective 4 'Decarbonisation'** – Decarbonise freight movements with a particular focus on road freight, contributing to the 'Net Zero' Carbon Target.
 - **Objective 5 'Integration'** – Enhance integration between freight modes to provide a more resilient and effective supply chain.
- 3.1.11. The Route Map also sets out the key issues facing the freight sector, including:
- A changing freight sector;
 - COVID-19 and freight;
 - Road freight: journey time reliability and congestion;
 - Rail freight: capacity and capability;

¹¹ Midlands Connect, Strategic Transport Plan: Fairer, Greener, Stronger (March 2022) - https://www.midlandsconnect.uk/media/1868/mc-stp-doc_digital.pdf

¹² Midlands Connect, Freight Route Map (August 2022) - <https://www.midlandsconnect.uk/publications/our-freight-routemap-for-the-midlands/>

- The impact of freight; and
- Skills and working conditions in the freight sector.

3.1.12. The opportunities highlighted include:

- Improving international connectivity;
- Accelerating the use of alternative fuels;
- Investing in rail improvements;
- Planning access to strategic rail freight interchanges;
- Facilitating urban deliveries; and
- Maximising the opportunities of freeports.

3.1.13. Mindful of the challenges and opportunities facing the Midlands freight sector, the development proposals would help to address the challenges faced and capitalise on the opportunities, as identified in the letters of support received from Rail Freight Group (**Appendix F**) and Maritime Transport (who operate BIFT) (**Appendix G**) both of whom note that there is substantial expansion capacity at BIFT and that the majority of its usage is generated in close proximity to the freight terminal, which further endorses the development proposals and the highly suitable location.

3.2 WARWICKSHIRE

WCC LOCAL TRANSPORT PLAN 3 (ADOPTED)

3.2.1. Warwickshire's third Local Transport Plan (LTP3)¹³ covers the period 2011-2026.

3.2.2. Section 3 of the LTP3 sets out the following revised objectives:

Warwickshire's Local Transport Plan 3 Objectives

1. To promote greater equality of opportunity for all citizens in order to promote a fairer, more inclusive society;
2. To seek reliable and efficient transport networks which will help promote full employment and a strong, sustainable local and sub-regional economy;
3. To reduce the impact of transport on people and the [built and natural] environment and improve the journey experience of transport users;
4. To improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
5. To encourage integration of transport, both in terms of policy planning and the physical interchange of modes;
6. To reduce transport's emissions of carbon dioxide and other greenhouse gases, and address the need to adapt to climate change.

¹³ WCC, Local Transport Plan 3 (April 2011) - <https://www.warwickshire.gov.uk/directory-record/2149/local-transport-plan-2011-2026>

3.2.3. Page 54 of the LTP3 sets out the ‘Strategy for the A5’, stating that:

“the A5 is an important strategic link which runs along the northern and eastern edge of the County boundary with Staffordshire, Leicestershire and Northamptonshire, and provides access to a number of major industrial areas such as Birch Coppice. Within Northern Warwickshire, the road also provides an important access to the M42/A42, the M69/M1 and the M6 Toll”.

3.2.4. Chapter 23 ‘Sustainable Freight Distribution Strategy’, sets out the following key objectives to:

- Achieve an appropriate balance between the need to sustain and support the Sub-Regional and local economy whilst protecting and improving the environment;
- Encourage integration within and between all freight transport modes;
- Encourage operating efficiency and the dissemination of best practice in freight transport.

3.2.5. In terms of policy:

- **Policy SF2** ‘Road Freight Strategy’ states that the County Council will work with the freight industry to recognise the needs of goods vehicles in the management of the highway network and to manage the potential environmental and social impacts of freight transport. Through this policy, the Council also aims to seek to identify overnight parking facilities for HGVs where a known demand exists.
- **Policy SF3** ‘Rail Freight Strategy’ outlines that the County Council will help to promote, improve access to, and expand rail freight facilities where appropriate. Through this policy, there is an encouragement of new development that is likely to generate significant freight movements to be located in areas that have good access to the rail network.

3.2.6. Chapter 35 ‘Walking Strategy’ sets out aims to improve the pedestrian environment and promote the benefits of walking to encourage more people to walk for short utility journeys and for recreation. This will be achieved through numerous policies, such as:

- **Policy W7** ‘Footpath and Footway Standards’ aims to ensure that footways and urban footpaths are designed and maintained to a good standard.
- **Policy W9** ‘Planning and New Developments’ encourages measures that enable good accessibility by pedestrians to, from and within new developments and, where appropriate, secure funding from developers towards wider improvements to the pedestrian network.

3.2.7. Chapter 36 ‘Cycling Strategy’ states that the aim of the cycling strategy is to increase the levels of cycling and improve the quality and safety of the cycling environment. This is delivered by the following policies:

- **Policy CY2** ‘Cycle Networks’ aims to produce high quality cycle route networks to provide safe and convenient access to town centres, employment sites, schools and public transport interchanges.
- **Policy CY8** ‘Planning and New Developments’ this policy seeks to ensure that all new developments support cycling as a practical and attractive mode of transport.

3.2.8. The development proposals subject to PAP/2021/0663 would provide a strategic-scale employment development and 150 space overnight lorry parking facility in a highly sustainable location adjacent to J10 M42, the A5 and close enough to BIFT to be deemed a ‘rail-served’ site. This directly accords

with Policy SF2 and the requirement to deliver overnight parking facilities for HGVs where a known demand exists. By virtue of its strategic location, the proposals would also help to promote and support BIFT and encourage modal shift from road to rail and is therefore in accordance with Policy SF3.

- 3.2.9. Furthermore, the development proposals comprise significant new and enhanced connectivity routes and active travel proposals, which clearly and demonstrably align with the walking and cycling policies in LTP3. The proposals support the approach to improve and adapt the network, ensuring it is safe, convenient, and fit for all users and purposes and therefore accords with policies W7, W9, CY2 and CY8. The active travel proposals and alignment with emerging WCC strategies are discussed in detail in the following sub-sections.

WCC LOCAL TRANSPORT PLAN 4 (EMERGING)

- 3.2.10. Warwickshire County Council are in the process of updating their Local Transport Plan (LTP4)¹⁴. The plan consists of numerous sections including:
- Core Strategy;
 - Active Travel Strategy;
 - Public Transport Strategy;
 - Motor Vehicle Strategy;
 - Managing Space Strategy;
 - Freight Strategy; and
 - Safer Travel Strategy.
- 3.2.11. WSP made representations on behalf of HE to the LTP4 consultation (**Appendix H**).
- 3.2.12. The Active Travel Strategy outlines policies to improve the accessibility and attractiveness of active travel options (draft Policy AT1), creating better, safer routes for walking and cycling (draft Policy AT2) and clearer information and promotion of active travel (draft Policy AT3).
- 3.2.13. The Public Transport Strategy highlights the need to improve the public transport network through an improvement in accessibility and the attractiveness of public transport as a travel choice.
- 3.2.14. The Motor Vehicle Strategy outlines policies that seek to deliver road interventions which support economic growth, reduce environmental impact, connect people with services, and promote use of other travel options.
- 3.2.15. The Managing Space Strategy recognises the need to increase sustainable development and travel options.
- 3.2.16. The Freight Strategy highlights that Warwickshire County Council will seek to deliver freight interventions which support the efficiency, effectiveness and sustainability of this crucial sector, including promoting the shift from road to rail and active travel modes (draft Policy F1) and supporting efforts to deliver a better network of lorry parking (draft Policy F3).

¹⁴ WCC, Consultation on the Draft Local Transport Plan 4 (September 2022) - <https://ask.warwickshire.gov.uk/insights-service/local-transport-plan/>

- 3.2.17. The Safer Travel Strategy promotes road safety improvements and the wider need to ensure all travel is safe.
- 3.2.18. The application proposals, which comprise significant new and enhanced connectivity routes and active travel proposals (as demonstrated in the LTP4 representations at **Appendix H**), clearly and demonstrably align with the WCC’s emerging Active Travel Strategy draft policies AT1, AT2 and AT3. The active travel proposals are supported by Cycling UK (**Appendix I**).
- 3.2.19. The proposals would also provide new and improved bus stop facilities at the site immediately north of the A5 and north-east of Junction 10 of the M42 motorway. The proposed bus stop improvements are supported by Stagecoach (**Appendix J**) and WCC Transport Operations (**Appendix K**).
- 3.2.20. Furthermore, the proposed development supports the approach to improve and adapt the network, ensuring it is safe, convenient, and fit for all users and purposes, as demonstrated by the commitment to providing new and improved public rights of way and an offline cycleway, encouraging the use of active travel modes away from the highway.
- 3.2.21. Considering the above, the proposals would align with and respond positively to the key challenges and opportunities identified in the emerging LTP4.

WCC LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

- 3.2.22. The Draft LCWIP was published for consultation in June 2022 by Warwickshire County Council and updates and formalises the walking and cycling network development plans for each of the main urban areas and sets out a prioritised programme of delivery for cycling schemes for the next 10 years.
- 3.2.23. WSP made representations on behalf of HE to the LCWIP consultation (**Appendix L**).
- 3.2.24. The key aim of the LCWIP is *“To create a safe and attractive environment for walking and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire”*.
- 3.2.25. The LCWIP is broken down into three sections, including Part 1 which sets out the background, aims, challenges, opportunities, and the existing policy framework, Part 2 identifies network plans for walking and cycling, and Part 3 outlines implementation.
- 3.2.26. The WCHAR Assessment prepared by WSP (contained at Appendix A of the WSP representations at **Appendix H** of this Addendum) identifies a number of challenges and opportunities for the development proposals to positively respond to existing walking and cycling infrastructure issues and limitations (some of which are also identified as potential improvements in the draft LCWIP).
- **Opportunity 1** – Maintenance of Existing Paths – *“With many of the main road paths overgrown with vegetation, the effective width of the paths is significantly reduced. By cutting back the vegetation on these paths and ensuring they are regularly maintained and swept, this can open up more useable and attractive routes for users at a relatively low cost. Where new facilities are created as part of this development [Land NE J10 M42], landscaping should be used that requires minimal maintenance. It is understood that much of the maintenance is out-with the control of the developer. Off-site maintenance should be discussed with the relevant highway authorities and a maintenance plan put in place.”*

- **Opportunity 4** – Signalising M42 Pedestrian Phases – *“the current uncontrolled crossing on M42 J10 are a deterrent for these routes being used by non-motorised users. There is an opportunity to provide signalised crossing facilities throughout this junction.”*
- **Opportunity 5** – Green Lane – *“The proposals outlined in the Transport Assessment include the provision of a 3m wide shared path to connect to Birchmoor. The current provision on Green Lane and over the M42 only has footway provision and requires cyclists to ride on the road. With the parked vehicles this could be discouraging for cyclists, particularly when faced with oncoming traffic. The footway on the south side is relatively wide and may have potential to be upgraded to a shared cycle facility. Alternatively, signing and on road markings could provide a safer facility for cyclists to reach the path network to the west over the M42.”*
- **Opportunity 6** – Tamworth Services Link - *“As well as Green Lane, mentioned above, an alternative route to the west for Tamworth would be for users to use the A5 and M42 junction, however there is a gap in provision between the M42 junction and the start of the path network to the north and west of Tamworth Services. There is an opportunity to provide a formal signed route to connect the M42 junction to the path network.”*
- **Opportunity 7** – Links to Dordon and Polesworth – *“Proposals for links to Dordon and Polesworth are mentioned both in the Transport Assessment and as part of LCWIP. There is an opportunity to provide good standard surfaced and lit paths to connect through to Dordon and Polesworth that can be used all year round.”*
- **Opportunity 12** – Browns Lane Link – *“The current provision on this link prevents use by cycles, either requiring them to dismount and walk through or ride on a longer route. There is an opportunity with maintenance and minor widening to upgrade this link to allow use by cyclists.”*
- **Opportunity 13** – A5 Cycle Provision - *“A number of gaps in cycle provision on the A5 have been identified where the shared facilities end and continue as footways. This included the links to Grendon to the east, Centurion Park to the west and potential areas of conflict, such as on the north side of the Birch Coppice access junction. Southern sections of the A5 are also for pedestrian use only. These areas have been identified as potential improvements in the LCWIP document for upgrade to cycle standard facilities.”*

3.2.27. Mindful of the spatial context, the limitations of and opportunities for the existing infrastructure in the vicinity of J10 M42, as set out above, the significant connectivity improvements and active travel proposals being brought forward by planning application ref: PAP/2021/0663 are as follows:

- 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;

- 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;
- Offline cycleway to the north of the A5 carriageway connecting east-west from M42 J10 to Dordon;
- An on-site bus stop for A5 east & westbound buses supported by Stagecoach and WCC (Transport Operations Team);
- Fully signal controlled crossing for the A5, compared to the existing junction staggered pedestrian crossing that passes through the central reservation;
- 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 and scooter 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 members of the general public, located at the ancillary Hub Office; and
- Site wide Sustainable Travel Plan to be applicable to all future occupiers.

3.2.28. The proposed 3m wide dual use footway/cycleways to either side of the site road and access junction, the linkage north from the site road to Birchmoor and the proposals to upgrade and divert Bridleway AE45 to an appropriate surface to accommodate equestrian and pedestrian use, collectively, would align with and compliment the identified potential improvement referred to as route ref: P03.

3.2.29. A range of additional off-site active travel enhancements are also proposed, including:

- Signal controlled crossings within the proposed site access providing a safer alternative to the existing priority-controlled facility nearby;
- Through provision of the internal 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 and areas to the north and west (particularly within Tamworth);
- Upgrade of Public Footpath AE48 to dual-use footway/cycleway, linking east to Browns Lane, Dordon;
- 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;
- Introduction of a new public right of way from Public Footpath AE46 providing a more direct route between Birchmoor/Tamworth and Core 42 Business Park;
- Reduction in overall vehicle speeds on the A5 in the vicinity of the site due to the proximity of an additional signal controlled junction, thereby improving the overall environment for pedestrians and cyclists using the A5 corridor;
- Upgrade of existing uncontrolled pedestrian/cycle crossings at J10 M42 to signal controlled crossings;
- Increase the separation between pedestrians/cyclists and A5 carriageway to standard verge; and
- The above measures would also introduce a series of new leisure routes through an enhanced rural landscape between Dordon and Tamworth.

3.2.30. The proposed upgrade of Public Footpath AE48 from the A5 link to Browns Lane is also proposed as part of these extensive connectivity and active travel proposals given the proximity of the route to

the site. This aligns with route ref: P07 in the draft LCWIP, which is identified for potential pedestrian and cycle improvement, and therefore the development proposals respond directly and positively to this.

- 3.2.31. Finally, the proposed upgrade of existing uncontrolled pedestrian/cycle crossings at J10 M42 to signal controlled crossings aligns with route ref: P08 in the draft LCWIP, which is identified as a proposed cycle scheme at Table NW10, for ‘Widening/ upgrade of footway...’, and therefore the development proposals respond directly and positively to this also.
- 3.2.32. In its letter of support to the application (**Appendix I**), Cycling UK commented that the proposals would deliver significant enhancements to the cycle infrastructure along the A5 and around Junction 10 and increase the number and safety of crossing points on the A5 and M42 for non-motorised users. They note that *‘This will make it easier for people cycling between Tamworth, Polesworth and Dordon, and surrounding areas.’* In addition, the letter also acknowledges the broader package of accessibility improvements, both to existing public rights of way and through the creation of new ones which will improve connectivity.
- 3.2.33. In addition to the connectivity enhancements proposed, as illustrated in the Walking Routes Plan (contained at Appendix D of the WSP representations at **Appendix H**), several new leisure route options would be created by the application proposals, as follows:
- **Dordon Long Walk** – 4.6 km / approx. 1 hr walking time, broadly a large ‘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 just 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.
- 3.2.34. The provision of these new leisure routes, in addition to the significant new and enhanced connectivity improvements arising from the proposals, will proactively and positively respond to a key aim of the LCWIP: to combat physical inactivity and obesity, by providing infrastructure that promotes healthy and active lifestyles to improve health and wellbeing (including mental wellbeing) for the communities of North Warwickshire.
- 3.2.35. Mindful of the key aim of the draft LCWIP – *“To create a safe and attractive environment for walking and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire”* - the WCHAR Assessment associated with the application (contained at Appendix A of the WSP representations at **Appendix H**) concludes that the proposed enhancements to the Public Right of Way and footway/cycleway network in and around the site will improve pedestrian and bicycle permeability locally, allowing residents of Birchmoor, Polesworth, Dordon and Tamworth to access the cluster of employment sites at J10 M42 and to the south of the A5 more easily. As such, it is envisaged that these enhancements will make it much easier for employees in these locations to commute to work by bicycle or foot, leading to offsite sustainable transport benefits, therefore clearly responding to and helping contribute to achieving the aim of the draft LWCIP.
- 3.2.36. The development proposals would also respond positively to all the key challenges identified in the draft LCWIP, in particular the following challenges and opportunities:
- **Challenge 1** - Covid-19 and the impacts on health, travel and economy

- Opportunities:
 - To continue the increase in local walking journeys (for everyday journeys and leisure trips)
 - To maintain interest in cycling, particularly less confident riders and people who have bought new bikes.
- **Challenge 2** - Climate change and air quality
 - Opportunities:
 - To promote walking and cycling as low carbon alternatives to single-occupancy car journeys, and invest in walking and cycling infrastructure
 - To reduce emissions and poor air quality through investment in sustainable travel modes and low emission vehicles and supporting infrastructure.
- **Challenge 3** - Population growth and associated pressures on highways and local services
 - Opportunities:
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements
 - To support more accessible and inclusive walking and cycling facilities.
- **Challenge 4** - Health and wellbeing – particularly physical inactivity and obesity
 - Opportunities:
 - To promote walking and cycling as active travel modes and leisure activities, and invest in walking and cycling infrastructure.
- **Challenge 5** – Safety – perceptions of safety and actual risk
 - Opportunities:
 - To provide safer infrastructure for walking and cycling.
- **Challenge 8** - Access to jobs and services – and need to promote equality and to rebalance rural and urban opportunities
 - Opportunities:
 - To promote walking and cycling as active travel modes for short journeys in towns to access education, training and employment, and combining with public transport for longer journeys.
- **Challenge 10** – Lack of funding
 - Opportunities:
 - To seek efficiencies through partnership working, prioritisation, phasing and prudent management
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements.

3.2.37. In addition to support from Cycling UK, the Ramblers Association has also confirmed its support for the proposals (**Appendix M**), commenting that: “*We would...welcome the proposed new public right of way connecting public footpath AE46 with Dordon to the east of the site*”. Furthermore, the letter

notes that whilst “*the site does fall within the Local Plan Meaningful Gap (Strategic Gap) between Polesworth/Dordon and Tamworth, overall, we think the better local pedestrian and cycle access that the proposal provides would be of benefit for both people working at the site as well as leisure uses of the surrounding PROW network.*”

- 3.2.38. To conclude, the significant new and enhanced connectivity routes and active travel proposals clearly and demonstrably align with the key aim of the draft LCWIP and crucially would respond to each of the key challenges and opportunities identified. The proposals would also significantly improve east-west linkages to combat the funnelling effect of the A5 corridor / J10 M42 and are supported by key active travel bodies.

WCC BUS SERVICES IMPROVEMENT PLAN

- 3.2.39. The Bus Service Improvement Plan¹⁵ for Warwickshire was published in October 2021 and sets out the vision that:

“Bus services in Warwickshire will better meet the aspirations of local communities by becoming more frequent, more reliable, and better integrated with other travel options. New ticket options, marketing campaigns, promotional fares and supportive local policies will help to drive growth in local bus patronage. Along with emerging technologies and clearer information about bus schedules, all components will help to reduce and simplify the cost of bus travel while sustaining a comprehensive network of bus services across the county”.

- 3.2.40. The development proposals include a new and improved bus stop and service into the site. This is supported by both Stagecoach and WCC Transport Operations.

- 3.2.41. In its letter of support (**Appendix J**) dated 9 September 2022, Stagecoach stated that:

“The proposed pump prime funding is necessary for the route [service 766/767] to be sustainable and continue to operate, in an environment where the covid-19 pandemic has reduced overall bus patronage, and would come from developer contributions.”

- 3.2.42. The 766/767 bus service is currently the only route serving Birch Coppice Business Park, Core 42 Business Park and Local Plan Site Allocations E2 and E3, and is a key service for several North Warwickshire settlements along the route between Nuneaton and Tamworth, including Dordon, Polesworth, Atherstone, Grendon, Baxterley, Baddesley Ensor, Mancetter and Hartshill.

- 3.2.43. The importance of the planning application proposals in facilitating the continued operation of the 766/767 bus service cannot be understated therefore, which will cease to exist without the proposed ‘pump-prime’ funding. The impact of this will be felt most acutely by the most vulnerable in society that may not have access to a private vehicle or are unable to drive (e.g., the elderly, the young and people with disabilities), as well as making the above North Warwickshire settlements less sustainable in transport terms.”

- 3.2.44. Furthermore, WCC Transport Operations (**Appendix K**) commented that:

¹⁵ WCC, Bus Services Improvement Plan (October 2021) - <https://www.warwickshire.gov.uk/directory-record/6878/warwickshire-bus-service-improvement-plan>

“The proposed turning point is in a good location for the development vis-à-vis the A5 trunk, subject to the design being such that all types of buses are able to make the turn into the bus turning circle and align to the bus stop, it appears would be acceptable to Warwickshire County Council. It will be expected that a shelter and associated equipment will be provided by the developer for the convenience of intending passengers”.

3.2.45. The proposals therefore fully align with the vision of WCC’s Bus Services Improvement Plan.

WARWICKSHIRE RAIL STRATEGY 2019-2034

3.2.46. The Strategy¹⁶ covers the period from 2019 to 2034, providing plans to improve the rail offer in Warwickshire. The Strategy is a non-statutory policy document supporting LTP3, but it is intended that it will form part of LTP4, which is in preparation.

3.2.47. The Strategy aligns with Government’s commitment to achieving modal shift and considers the value of rail connected freight facilities in minimising the impact of freight on the local and strategic highway network, stating that one of the four key objectives of the strategy is to support opportunities to transfer freight from road to rail.

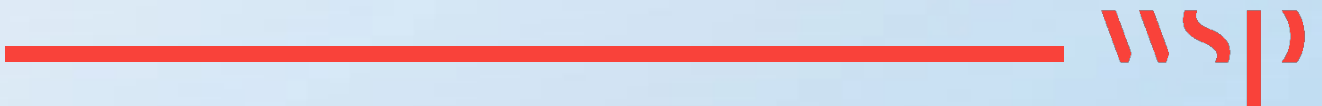
3.2.48. Policy WRS10 ‘Freight’ states that the County Council will support rail freight development where appropriate and work with partners to maximise the benefits of HS2 released capacity for both freight and passenger rail services.

3.2.49. As demonstrated throughout this Addendum, as well as the submitted Rail Connectivity Statement prepared by MDS Transmodal, the development proposals on land adjacent to J10 M42 in very close proximity to BIFT (the site is considered ‘rail-served’) are clearly a key opportunity to respond positively to the national and regional level strategies to encourage modal shift from road to rail.

¹⁶ WCC, Warwickshire Rail Strategy 2019-2034 (July 2019) - https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/supporting_documents/WRIS%20DRAFT%20for%20consultation%20201934%20FINAL.pdf

4

LOCAL POLICY, GUIDANCE AND PUBLICATIONS



4 LOCAL POLICY, GUIDANCE AND PUBLICATIONS

4.1 NORTH WARWICKSHIRE

NORTH WARWICKSHIRE LOCAL PLAN (2021)

4.1.1. The North Warwickshire Local Plan¹⁷ was adopted on 29 September 2021 and replaced the saved policies from the North Warwickshire Local Plan 2006 and the Core Strategy, setting out policies to guide development and use of land until 2033.

4.1.2. **Policy LP23 (Transport Assessments)** states the following:

“Transport Assessments appropriate to the scale of development proposed, will be required to accompany development proposals (including that that is below the indicative threshold in Appendix G). Assessments will also be required where there is a cumulative effect created by additional floor space or traffic movement on the site or in the vicinity, or where there are demonstrable shortcomings in the adequacy of the local transport network to accommodate development of the scale proposed. These Assessments should address impacts on both the local and strategic highway networks and should be scoped so as to be bespoke to the nature of the development proposals. They should also ensure that proposals provide appropriate infrastructure measures to mitigate the adverse impacts of development traffic and other environmental and safety impacts either individually or cumulatively. Appropriate provision for, or contributions towards the cost of any necessary highway improvements should also be addressed. Widening opportunities to access new developments for all sections of the community will need also to be addressed through the provision and enhancement of public transport services and facilities together with walking and cycling facilities.”

4.1.3. As set out in the submitted Transport Assessment and EIA, the development proposals would not result in adverse impacts on the capacity or safe functioning of the highway or local road network and therefore accords with paragraph 111 of the NPPF which states that development should only be refused on highways grounds if there would an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.

4.1.4. Furthermore, the sustainable transport strategy, multitude of connectivity enhancements proposed and the adoption of a Travel Plan will ensure that the proposed development also accords with paragraph 112 of the NPPF and in doing so complies with Policy LP23.

4.1.5. **Policy LP26 (Strategic Road Improvements A5)** states that, inter alia:

“When the dualling of the A5 trunk road has been implemented the existing Watling Street will be downgraded, wherever possible, and walking, including the provision of pedestrian crossings, and cycling routes will be actively encouraged and promoted.”

¹⁷ NWBC, Adopted Local Plan (September 2021) - https://www.northwarks.gov.uk/downloads/download/2682/adopted_local_plan_2021

- 4.1.6. The significant active travel improvements proposed in application ref: PAP/2021/0663, including the new offline cycleway between Jn10 M42 and Dordon, increase in the separation between pedestrians/cyclists and A5 carriageway to standard verge and signal controlled crossings on the A5 and at Jn10 M42, are designed to provide public benefits upon opening year of the development but also will align with and support the planned pedestrian/cycle improvements to the wider A5 corridor.
- 4.1.7. **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.”
- 4.1.8. As demonstrated in detail in Chapter 3 and through submission of representations to WCC’s LTP4 (**Appendix H**) and LCWIP (**Appendix L**) consultations and as supported by Cycling UK (**Appendix I**) and the Ramblers Association (**Appendix M**), the development proposals would provide significant active travel improvements that would promote greater walking and cycling in North Warwickshire and beyond. The proposals therefore fully comply with Policy LP27.
- 4.1.9. **Policy LP34 (Parking)** requires that:
“Adequate vehicle parking provision commensurate to a proposed development will be expected, as guided by the standards in the Document Parking Standards”.
- 4.1.10. In terms of Electric Vehicle Charging Points, Policy LP34 states that:
“Electric charging points will be provided as part of all relevant developments to an agreed specification and location dependent on the scheme proposed and applicable technical guidance. Rapid charging points will be provided on sites when located in the public realm. On housing sites homes with on- site parking will provide an electric charging point in an accessible location close to the parking space(s). On commercial sites there will be employee and visitor rapid charging points.”
- 4.1.11. The proposals include a commitment to provide EV charging, including rapid charging points, to 10% of all car and motorcycle spaces across the site with ducting installed so that a further 15% of spaces are capable of being easily converted to EV charging spaces, if required in the future (25% of overall parking provision).
- 4.1.12. Policy LP34 also provides policy in relation to lorry parking, stating that:
“Proposals which reduce lorry parking (either informal or formal parking areas) should be accompanied by evidence to support its loss and explore opportunities for alternative provision. In recognition of the Borough’s strategic location and demand for lorry parking, the Council will give weight to lorry parking provision and facilities, and opportunities for alternative provision and for improved management in decision-taking.”
- 4.1.13. The development proposals, including a new 150 space overnight lorry parking facility in a strategic location adjacent to J10 M42, the A5 and BIFT with a demonstrable need for such parking, clearly accords with Policy LP34.

NWBC CORPORATE PLAN 2021-2023

- 4.1.14. A key objective of NWBC’s Corporate Plan 2021-2023 is to create safe, liveable, locally focused communities, including an improvement in HGV parking, which aligns with the requirements of Local Plan policies LP27 (Walking and Cycling) and LP34 (Parking).

4.2 DORDON NEIGHBOURHOOD PLAN

4.2.1. Draft Policy 5 of the emerging Dordon Neighbourhood Plan (DNP)¹⁸ supports the creation of a Local Green Network, stating that:

- Otherwise acceptable proposals which will contribute to protecting and improving Public Rights of Way where practicable (or which diverts them where necessary) will be supported.
- Proposals should, as appropriate to their scale, nature and location, demonstrate the way in which they would;
 - Protect and where possible extend footpaths and cycle routes,
 - enhance the attractiveness of walking and non-motorised transport in and around the Parish,
 - add to the connectivity between existing footpaths, roadways and cycle ways in and around the Parish,
 - accommodate the requirements of people with limited mobility to access existing and any new Green Infrastructure provision.
- A layout which promotes new connections to existing walking and cycling routes will ensure new development is integrated with the existing settlements and will be supported.
- Opportunities to improve non-vehicular linkages between existing routes from the edge of Dordon into its centre and to the open spaces within Dordon are supported.

4.2.2. As noted at paragraph 4.1.18 and demonstrated in detail in Chapter 3 and through submission of representations to WCC's LTP4 (**Appendix H**) and LCWIP (**Appendix L**) consultations and as supported by Cycling UK (**Appendix I**) and the Ramblers Association (**Appendix M**), the application proposals would provide significant active travel improvements that would promote greater walking and cycling in North Warwickshire and beyond. In particular, the proposals would provide significant public benefits to residents of Dordon and neighbouring parishes – benefits that would not be possible without the proposed development coming forward. The proposals therefore fully comply with draft DNP Policy 5, albeit only limited weight can be afforded given the neighbourhood plan's early stage of preparation.

¹⁸ Dordon Parish Council, Dordon Parish Neighbourhood Plan 2022-2033 (Submission Version) (November 2022) - <https://www.dordonparishcouncil.gov.uk/uploads/1/2/2/2/122269755/dordonnpv10.pdf>

5

CONCLUSION



5 CONCLUSION

- 5.1.1. This Addendum supplements the Planning Statement (ref: rpt.007.JW.1) and other supporting documents forming part of live planning application ref: PAP/2021/0663 and has been prepared in response to a significant number of key transport-related directives, policy and guidance documents being published since the application was submitted in December 2021, all of which are material considerations in the determination of the application. This Addendum should be read alongside the submitted Planning Statement.
- 5.1.2. Chapter 2 provided a detailed appraisal of the significant and relevant transport-related publications, directives and policy documents issued by Government since the application was submitted in December 2021. There is a clear drive towards maximising the potential of the freight industry as part of the post-Pandemic economic recovery and to decarbonise the industry through the promotion of modal shift from road to rail and encouraging active travel modes. Furthermore, addressing the HGV driver shortage, the dearth of HGV lorry parking facilities nationally and the negative perception of the industry are also key priorities to be addressed. Alignment of the proposals with these national policy directives and priorities should therefore be given significant weight in planning decision-making.
- 5.1.3. Chapter 3 appraised the key regional level policy documents and publications. There is clear consistency between the national priorities and directives filtering down to regional level, with promoting modal shift and decarbonisation of the freight sector and encouraging active travel being key regional priorities driven by the West Midlands Rail Executive, Midlands Connect and Warwickshire County Council. Given the consistency between regional-level and national policy directives and priorities, alignment of the proposals with these policy documents and publications should also be given significant weight.
- 5.1.4. Chapter 4 appraised the key local policy documents and publications, which further echo the national and regional drive to supporting the freight industry, encouraging modal shift and promoting active travel. The significant local issue of the lack of HGV parking provision, as identified in the National Survey of Lorry Parking 2022 Part One, is also acknowledged in local planning policy. There is also support at the Parish level, through the emerging Dordon Neighbourhood Plan, for the provision of active travel infrastructure and improvements. The development proposals would provide a positive contribution towards all of these identified local transport-related issues, which should carry significant weight.
- 5.1.5. Overall, the development proposals fully align with the thrust and content of the significant volume of key transport-related publications appraised in this Addendum, demonstrating compliance at national, regional and local levels.
- 5.1.6. The proposals have also received support from key industry and transport bodies including the RHA, Logistics UK, Rail Freight Group, WCC Transport Operations, Stagecoach, Cycling UK, the Ramblers Association, Warwickshire Police and NaVCIS.
- 5.1.7. All told, the depth and breadth of the development proposals, the scheme support and crucially the compliance with key policies, guidance and publications at all levels on transport matters should be afforded significant weight in the determination of planning application ref: PAP/2021/0663.

Appendix A

WSP PLANNING NOTE ON DFT FUTURE OF FREIGHT PLAN





PLANNING NOTE

DATE: 17 August 2022

CONFIDENTIALITY: Public

SUBJECT: PAP/2021/0063 - Land North East of Junction 10 M42, North Warwickshire

FUTURE OF FREIGHT: A LONG TERM PLAN (DEPARTMENT FOR TRANSPORT, JUNE 2022)

Introduction

This Planning Note has been prepared in response to the Department for Transport's (DfT) Future of Freight strategy ('the Strategy'), published in June 2022¹.

The Strategy is a significant material consideration to the determination of the planning application proposals (ref. PAP/2021/0663) ('the Proposals') for land north-east of junction 10 of the M42 motorway, North Warwickshire ('Land NE J10 M42' / 'the Site'). The Strategy provides clear government policy on the importance of freight to the UK and the need to properly plan for its infrastructure.

The freight and logistics sector transports 1.6 billion tonnes of goods a year, employs 2 million workers, and contributes £127 billion to the national economy each year, supporting 200,000 businesses and £400 billion in manufacturing. Freight and logistics jobs have grown by 26% since 2010 and are predicted to rise substantially. Freight is central to the UK's most pressing national priorities, from building back after the pandemic, levelling up, and reducing greenhouse emissions.

The Future of Freight Strategy is the UK Government's and the sector's joint response to the challenges facing the sector which include obtaining planning and land use allocations. It takes a journey end to end and multi modal approach to freight, focusing on the essential infrastructure required. Crucially it recognises that the sector is private sector funded and operated, but public sector transport and infrastructure investment and local government positive planning support are essential to a successful freight and logistics sector, which itself is essential to the UK economy and all our lives.

Indeed, the report sets out the UK Government's Vision: "*A freight and logistics sector that is cost-efficient, reliable, resilient, environmentally sustainable and valued by society*". A world beating freight and logistics sector that will deliver the greener, fairer, and stronger.

The importance of the sector adds to the weight that must be given to the Strategy. The Strategy gives clear weight and guidance to local planning authorities (LPA) in considering freight and logistics development at application (and plan preparation) stage.

Crucially the report identifies that warehousing is an essential part of the 'infrastructure' required to deliver freight networks, shining a light on the need for timely delivery of warehousing in the right locations and at the right standards to meet current and future freight needs.

This note highlights the key areas of support where weight should positively be placed in considering the Proposals for Land NE J10 M42, the strategic importance of the location, nature and the value of the benefits it will create.

Freight Strategy Priorities

The Strategy identifies five priorities which will be overseen by a refreshed Freight Council model (holding the Government and sector to account on the delivery of these commitments over coming years):

1. Identifying a National Freight Network (NFN) across road, rail, maritime, aviation, inland waterway and warehouse infrastructure, to remove the barriers which prevent the seamless flow of freight.

¹ Future of Freight: A Long Term Plan (Department for Transport, June 2022) – Link: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1085917/future-of-freight-plan.pdf

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2. To forge a new open and honest relationship between government and the sector to collectively assess its future energy and fuel needs through a Freight Energy Forum, to support the entire sector in its transition to net zero by 2050.
3. To recognise that the planning system needs to be more responsive and calls for reform to ensure that it meets the needs of the freight and logistics sector and that local planning authorities are empowered to plan for those needs. Undertake a planning call for evidence to explore planning reform opportunities, because freight needs to serve the interests of local communities across the country.
4. To make supply chains more resilient to skills shortages, with a need to produce a pipeline of talent across the freight sector by improving training and employment options, addressing awareness and negative perceptions of the industry, and promoting the availability of attractive, fulfilling jobs at all levels of the industry. Run a 'Generation Logistics' campaign to reset the sector's image and raise awareness of the breadth of career options across freight and logistics, and to strengthen longer-term employment and skills offers and reset the sector's image.
5. Connecting the sector to innovators via a dedicated £7m Freight Innovation Fund to maximise the use of technology and data across freight and logistics.

This note addresses priorities 1, 2, 3 and 4.

Priority 1 – National Freight Network

Importantly with regards the Proposals, the Strategy identifies that UK freight is based around ports and airports, with goods moved by road and rail to National Distribution Centres (NDCs). It identified "*A concentration of NDCs is found within the Golden Triangle in the Midlands which is centrally located to support ports, domestic suppliers and onward transport to Regional Distribution Centres (RDCs)*" (para 1.12). This emphasises the importance of sites such as Land NE J10 M42 as being geographically located in an important place to play a regional or national role in the freight network. Locationally, it is important to find sites for such strategic need the Strategy concludes.

The evidence base exists in this respect to support the Site as it is identified in the West Midlands Strategic Employment Sites Study Phase 2 (May 2021) (WMSESS Phase 2) as the joint best-performing site for strategic-scale employment development when compared against a range of criteria and 50 other sites throughout the region. Furthermore, the M42 Corridor between Junction 2 and Junction 10 (identified as Area 2 in the WMSESS Phase 2, being one of five 'Key Clusters' identified for growth), currently has a supply of less than 2 years based on annual average take-up for the last 5 years (according to work carried out by JLL on behalf of Hodgetts Estates).

The approach set out in the Freight Strategy is consistent with the North Warwickshire Local Plan (September 2021) Policy LP6 Additional Employment Land ('Policy LP6') which positively gives significant weight to development where there it meets strategic need. The Freight Strategy clearly demonstrates the strategic need and importance of sites in the Golden Triangle being able to play their role as NDCs, RDCs and warehousing to support the flow of freight.

The support continues as the Strategy reinforces the need to look multi-modal, strategically across the whole freight network and how all the modes integrate. Infrastructure for freight needs to be optimised, in particular to target policy, investment and planning decisions strategically to maximise efficiency (Priority 1).

The Proposals at Land NE J10 M42 can combine the opportunities of road and rail. The site lies immediately north (c. 0.5 miles) of Birmingham Intermodal Freight Terminal (BIFT) at Birch Coppice Business Park, meaning it is classed as being 'rail served'. Such sites are thus critical to addressing the challenge of considering freight as an end-to-end system, and looking to carbon reduction. The location of private sector investment decisions in infrastructure such as warehousing are key.

The report at para 3.23 deals with modal and intermodal nodes which are focused on major ports, airports where goods enter and leave the UK, and strategic rail freight interchanges and major concentrations of warehouses and

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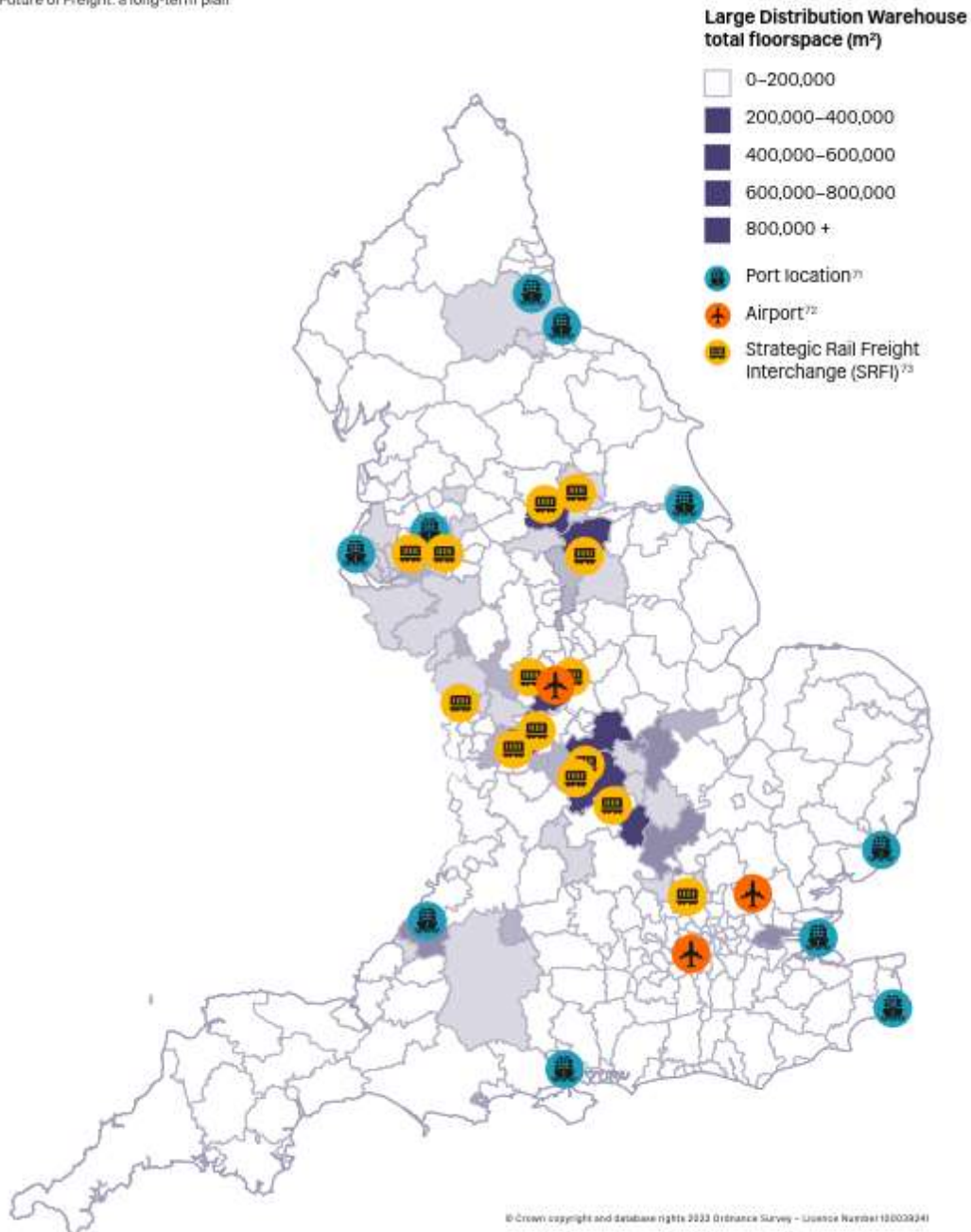
CONFIDENTIALITY: Public

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NDCs. One such key area is the golden triangle in the Midlands where the Land NE J10 M42 site lies. These are linked by key road and rail corridors. The Strategy seeks to build on this strong existing infrastructure. Freight Networks are key to this, looking at freight corridors to prioritise infrastructure investment.

The diagram below, taken from the Strategy (page 44), graphically emphasises the locational importance of the Midlands, highlighting in the UK the top 10 port locations, top 3 airports in England by tonnage and Strategic Rail Freight Interchanges, alongside total Large Distribution Warehouse floorspace by local authority. Land NE J10 M42 is plainly at an epicentre of freight facilities and corridors.

Future of Freight: a long-term plan



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The National Freight Network (NFN) will provide an important enabling tool in defining and confirming the critical corridors for transportation of goods and in facilitating the growth in those corridors to serve needs. Warehousing in this regard is critical infrastructure.

Priority 2 - Enabling the Transition to Net Zero

This priority is focused on measures to enable the sector to transition to net zero. Modal shift is key to this alongside investment in green technology for fleets and buildings.

The Proposals at Land NE J10 M42 make a strong commitment towards net zero ready, with key sustainability measures including:

- 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 such as battery storage;
- Electric vehicle charging points and 'rapid' charging points, with ducting provided to future proof the development (for electric bicycles, cars, light commercial vehicles and HGVs); and
- Communal cycle parking, showers and changing facilities provided in the 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.

Furthermore, by virtue of its close proximity BIFT, the site is also classed as being 'rail served' and potential future occupiers are able to access BIFT on the same basis as those currently located at Birch Coppice – e.g., the use of untaxed yard tractors as opposed to licenced HGVs, with potential for EV applications. This is a significant cost saving making rail freight a much more financially viable and sustainable alternative for potential future occupiers.

In light of this cost saving, work undertaken by MDS Transmodal projects 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 this modal shift would generate a saving of c.5,800 tonnes of carbon dioxide equivalent per annum. To put that into context, it is broadly the same as that produced by 2,750 typical mid-sized diesel cars during the course of a year.

Priority 3 – Planning

Planning is a key theme where the challenge is set as:

“Challenge: A disconnect exists between industry, that is not equipped to properly engage with planning processes, and local planning authorities, that are unable to understand the needs of a changing and innovative freight and logistics sector. This this leads to increased complexity, cost and time for promoters bringing forward schemes that are in the national interest.” (page 71)

The goal set is **“Goal:** A planning system which fully recognises the needs of the freight and logistics sector now and in the future and empowers the relevant planning authority to plan for those needs”.

The **Actions** identified include collaborating to support a programme of engagement with local government, amending Planning Practice Guidance, an evidence call, updated local transport plans, review of National Networks Policy Statements and engaging in Levelling up and planning reform.

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The Strategy sets a clear policy direction to a more responsive and agile planning system to meet the needs of the industrial and logistics sector.

Para 5.1 states: *“the planning system needs to ensure that sufficient land is being made available in the right places for freight operations and that it is able to respond to the changing needs of the freight and logistics sector such as how to plan for the adoption of future vehicle technologies”* [underlining our emphasis].

“There is a clear role for the planning system in ensuring the country has a freight and logistics sector that is economically efficient, reliable, resilient, and environmentally sustainable and can meet current and future needs” (para 5.1).

This fully endorses the approach set out in Policy LP6 in giving weight to the delivery of warehousing and employment development where there is a strategic need. It reinforces the weight that should be attached to this strategic need and for it to be met in the geographic locations (i.e., Land NE J10 M42) where it is required to integrate with the freight networks and corridors.

Indeed, the urgency and importance of making positive decision is emphasised in the Strategy as it stresses that the freight and logistics sector is growing faster than the economy, providing more employment in more highly skilled sectors.

Para 5.3 states: *“Across 19 key industrial and logistics markets in England, demand for space was found to be above the supply of available land and floorspace in each area. With productivity in the sector expected to grow by 29% by 2039. The planning system will be key to enabling the growth and innovation of the freight sector to better meet current and future challenges. By ensuring the planning system can be more responsive to the needs of the sector, and industry can be more engaged in planning, freight will be able to secure sufficient land of the right type in the right places and at the right time to support growth, innovation and improved productivity with the appropriate accompanying infrastructure”*.

Against this context, the Strategy gives clear weight to the significant value that the Proposals at Land NE J10 M42 will bring to the area, and its role in the wider freight and logistics networks.

Additionally, para 5.3 of the Strategy importantly identifies that: *“Sites that support freight activities like ports, lorry parks, refuelling stations and infrastructure, as well as distribution centres often require large amounts of land and need to be strategically located near transport links. They operate across local authority boundaries and use the local and national transport networks to move goods”*.

Again, this reinforces the need for large strategically placed sites such as Land NE J10 M42, which is identified in the WMSESS Phase 2 as the joint best-performing site for strategic-scale employment development throughout the West Midlands region. Furthermore, as noted above, the M42 Corridor / Area 2 in the WMSESS Phase 2 currently has a supply of less than 2 years based on annual average take-up for the last 5 years (according to work carried out by JLL on behalf of Hodgetts Estates).

As such, the Strategy supports such sites coming forward for development and receiving local authority support.

The Strategy sets a *“Strategic goal: A planning system which fully recognises the needs of the freight and logistics sector, now and in the future, and empowers the relevant planning authority to plan for those needs”*.

Para 5.6 states: *“From national policy and guidance to the local plan making and decision taking, the system can help to allocate land in the right places to support the economy, which includes the freight and logistics sector, to ensure sufficient land is available to meet their needs now and in the future”*.



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This amplifies the current NPPF 2021 which makes clear that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of industries, and for storage and distribution operations at a variety of scales and in suitably accessible locations.

The NPPF is a significant material consideration in the determination of the Proposals, and provides significant weight in favour of the scheme. The justification for this weight is evidenced by the Freight Strategy which consistently emphasises the need for providing land in the right places at the right time. Land NE J10 M42 is confirmed as the joint highest priority site in the WMSESS Phase 2, but crucially the only site assessed at that level which is located outside Green Belt, so is plainly the right site in the right location and given the demonstrable shortage of land for logistics, is needed now.

The Strategy also provides an important steer to LPAs at para 5.15 in emphasising that the end-to-end needs of freight and logistics should be taken account of in all stages of plan-making and decision taking. In this respect the location of the site on the M42 and A5, proximity to BIFT, its Golden Triangle location and relationship to nearby industrial and logistics clusters (Birch Coppice, Core 42, St Modwen Park Tamworth, Relay Park and Centurion Park) all reinforce the need for the site to be brought forward and its wider role in the freight network and infrastructure.

The agility of Policy LP6, which was extensively discussed at EiP before adoption, was plainly designed to give added weight to allow development on land not allocated in the plan to meet specific identified needs.

Lorry Parking

Lorry parking and roadside facilities are a key aspect the Strategy addresses, *“Government will consult on and publish an updated DfT Circular later in 2022 including higher standards for roadside facilities on the strategic road network so that government can provide better facilities for HGV drivers. This will build upon the Written Ministerial Statement (Lorry Parking) published with the Department for Levelling Up, Housing and Communities in 2021, which made clear that in preparing local plans and deciding planning applications, the specific locational requirements of different industrial sectors should be recognised and addressed by local planning authorities”* (para 5.18).

Government is keen that there is greater engagement with local authorities as this *“will provide planning officers with an understanding of the wider economic benefits of freight infrastructure, the environmental impacts, provide specialist training and give considerations to options to strengthen their capacity”* (para 5.23).

The Strategy sets out a number of challenges that changes to the planning system can address including *“How the requirement for HGV parking can be better facilitated within the planning system, particularly at freight sites such as distribution and logistics centres along with the better utilisation of existing infrastructure to accommodate HGV parking”*. It also emphasises *“Options to ensure sufficient land is allocated to service the needs of freight and logistics including ensuring we deliver a resilient network of lorry parking facilities and ensure planning authorities recognise the land use requirements to support each stage of the supply chain”* (para 5.24).

The above provides material weight to the importance of providing lorry parking. The application submission for Land NE J10 M42 sets out a compelling case as to the need for secure lorry parking facilities at the site and their role in not only meeting an existing need (the submitted parking beat survey demonstrates the scale of inappropriate parking) but also to improve the facilities to enhance driver welfare. This is key and links to the 5th priority of the Freight Strategy.

The Strategy concludes at page 80 with respect to Planning that UK Government seeks a cost efficient sector where *“Successful planning applications mean freight infrastructure and operations are sited where they need to be supporting the wider efficiency of the system”*. Further, an environmentally sustainable sector which has *“Access to land and appropriate land-use will support the development of infrastructure and support optimisation of journey*



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distance to support transition to Net Zero”, and is valued by society through “Better communication about the value of freight to local economies to support planning applications and build capability in local planning authorities”.

The Strategy suggests that success will be that *“There is an increase in site allocations for freight and supply infrastructure being adopted in Local Plans to reflect the needs of the sector, alongside more robust and agile policies, where needed, to meet specific local needs.”* (page 80)

Further success will be where *“Planning authorities are more aware of freight industry needs when devising planning policies and are making planning decisions that pro-actively plan for and speak to the changing needs of the sector.”* (page 80)

Priority 4 – People and Skills

The Strategy, as its Priority 4, seeks to address skills and shortages in the freight sector through a range of training and development initiatives. The Proposals seek to play their role in addressing this through the provision of an on-site training hub to facilitate training local people to meet the jobs’ requirements. As set out through the planning application, the benefits of this will be enhanced given the economic deprivation in the local area, whereby training and job opportunities will be key in ensuring the benefits of development are maximised locally.

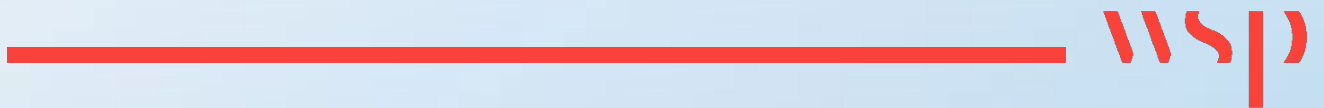
Conclusion

This Planning Note has demonstrated that the recently published Future of Freight Strategy is a material planning consideration which should be given weight in determining the Planning Application at Land NE J10 M42 (ref. PAP/2021/0663). The Strategy sets out clear government priorities, to which the proposed scheme is fully aligned and can play a significant part in delivering.

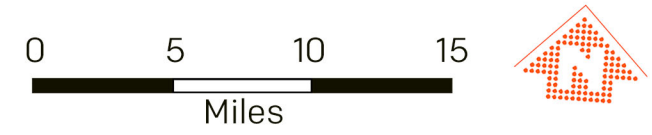
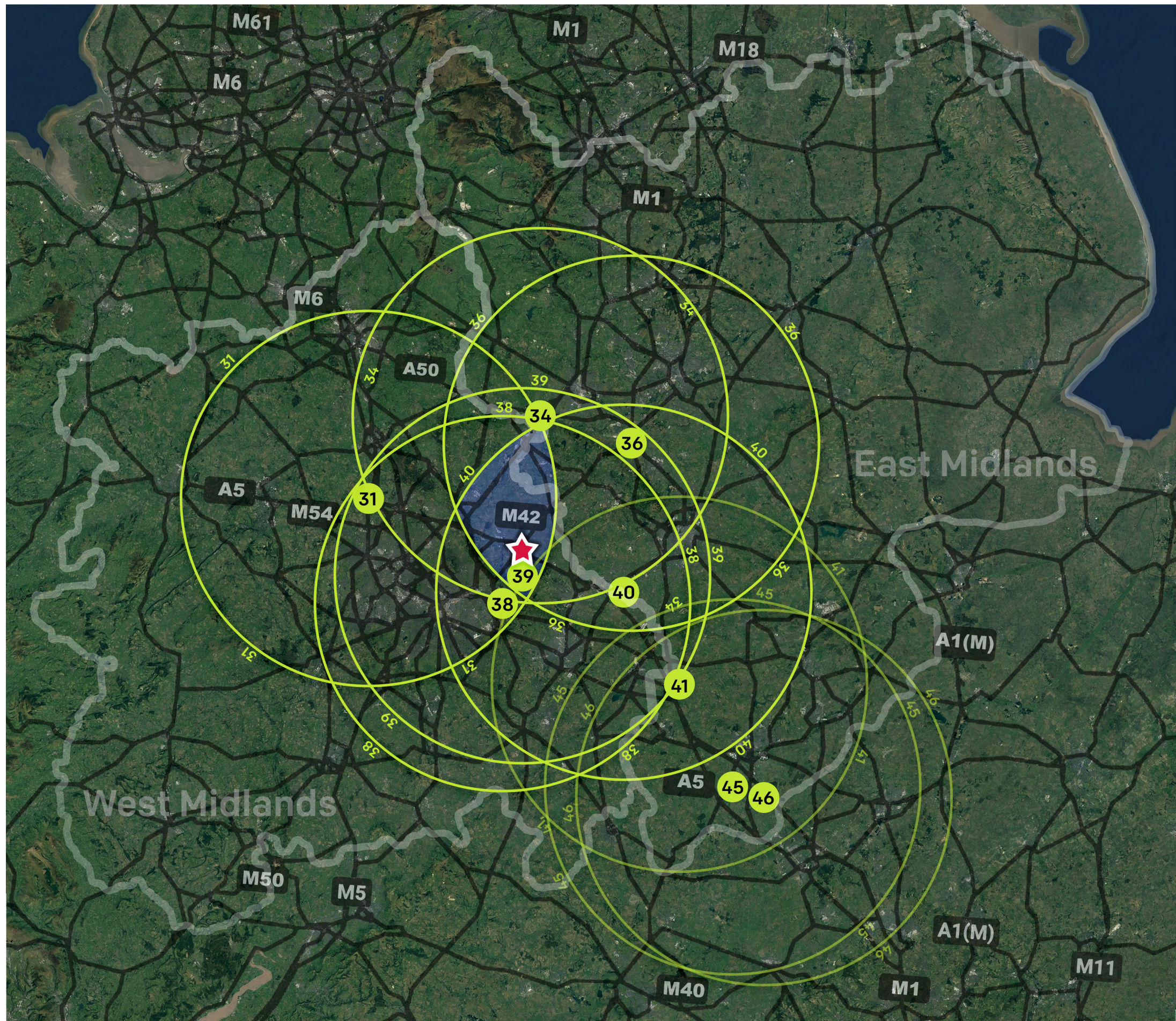
The Strategy reinforces the weight that should be applied to the proposal under Policy LP6 (which accords greater weight where there is a strategic need) given the site’s location, role in delivering essential infrastructure (warehousing) for the freight and logistics networks, and its role in leading to decarbonization (given its close proximity to BIFT and strategic road network). The Strategy reinforces the strategic need and importance of such development.

Appendix B


**MAPS SHOWING SITE PROXIMITY
TO MIDLANDS SRFI AND RFI**



Proximity to Midlands SRFI (25 mi)















Legend:

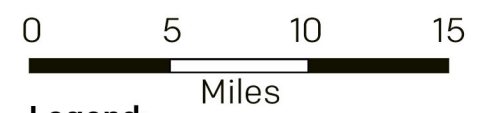
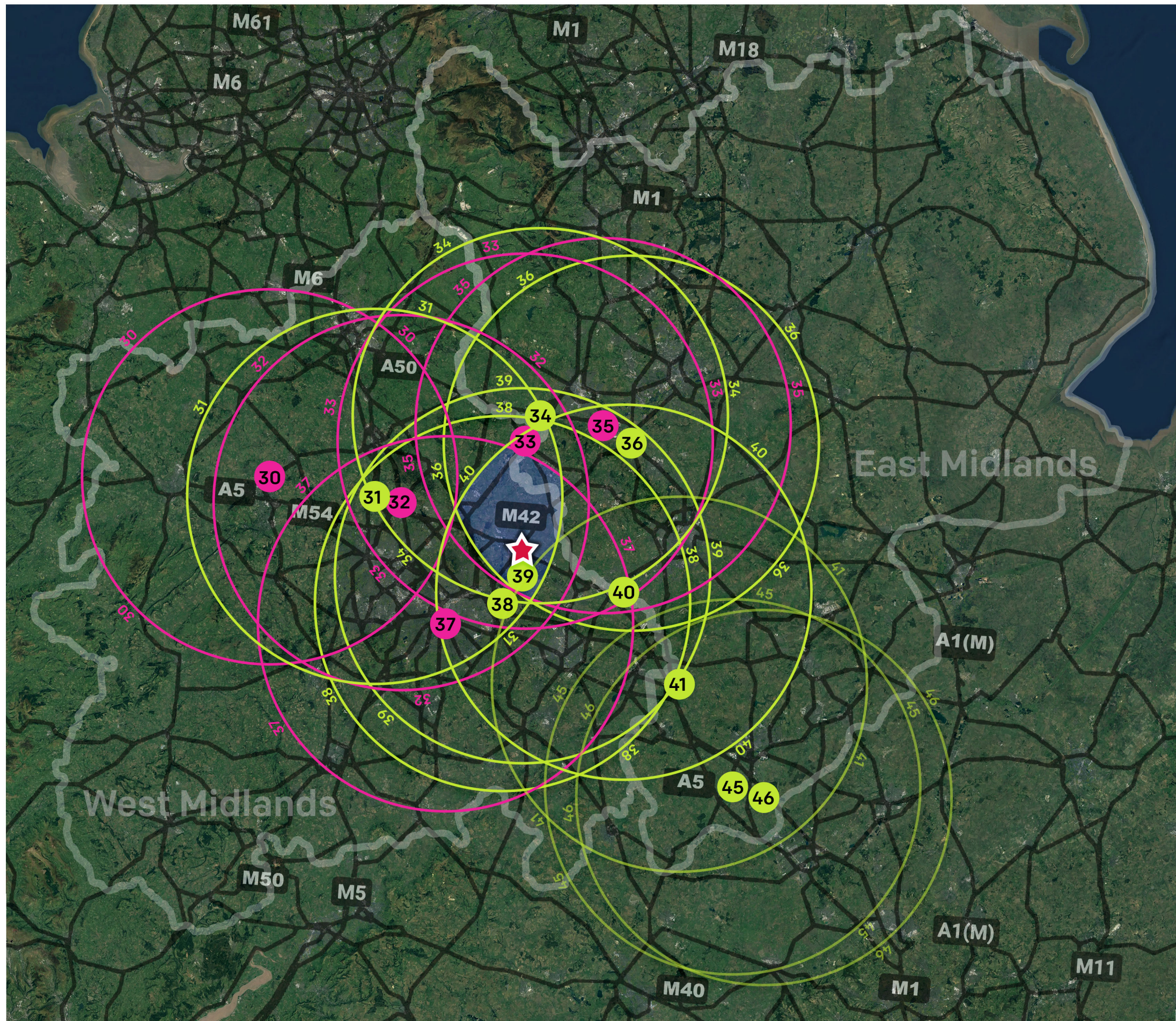
-  Site
-  Strategic Rail Freight Interchange (SRFI)
-  25 mile radius from existing and proposed SRFI
-  Road Network

List of Frieght Interchanges:

Adopted index from the Network Rail Frieght Map

-  31 West Midlands Interchange
-  34 East Midlands Intermodal Park
-  36 East Midlands Gateway
-  38 Hams Hall
-  39 Birch Coppice
-  40 Hinckley
-  41 DIRFT I (Malcolm Group)
-  DIRFT II (Sainsbury's)
-  DIRFT II (Tesco)
-  DIRFT III
-  45 Rail Central
-  46 Northampton Gateway

Proximity to Midlands SRFI & RFI (25 mi)



Legend:

- ★ Site
- Strategic Rail Freight Interchange (SRFI)
- Rail Freight Interchange (RFI)
- 25 mile radius from existing and proposed SRFI
- 25 mile radius from existing and proposed RFI
- M1 Road Network

List of Frieght Interchanges:

Adopted index from the Network Rail Frieght Map

- 30 Telford
- 31 West Midlands Interchange
- 32 Cannock
- 33 Burt on Trent
- 34 East Midlands Intermodal Park
- 35 Castle Donington EMDC
- 36 East Midlands Gateway
- 37 Birmingham
- 38 Hams Hall
- 39 Birch Coppice
- 40 Hinckley
- 41 DIRFT I (Malcolm Group)
- DIRFT II (Sainsbury's)
- DIRFT II (Tesco)
- DIRFT III
- 45 Rail Central
- 46 Northampton Gateway

Appendix C

RHA LETTER OF SUPPORT



Mr A Collinson
North Warwickshire Borough Council
Council House
South Street
Atherstone
Warwickshire
CV9 1DE

21 December 2022

Dear Mr Collinson,

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

I am writing to you in support of the proposals in planning application ref: PAP/2021/0663 which include an Overnight HGV Lorry Parking Facility at the site known as Land north-east of Junction 10 M42 motorway, in North Warwickshire, currently being advanced by Hodgetts Estates.

The RHA represents more than 8,500 members who operate more than half of the UK HGV fleet, as well as coach operators and van users. We liaise with the profession and represent its interests to Government, lobbying on issues that impact on the safe and efficient movement of goods by road across the UK.

The shortage of HGV parking facilities across the UK has resulted in drivers having nowhere that is safe and secure to take their mandatory breaks and rest. This is also an inhibitor to attracting new drivers and female drivers to the industry. The legislation around drivers' hours and rest periods is rigorously enforced by the Driver and Vehicle Standards Agency and the Police. The Traffic Commissioner regulates this area.

Furthermore, it is essential from a road safety perspective that drivers are able to have a good night's uninterrupted sleep. In addition, drivers should feel safe in the knowledge that they, their vehicle and load will not be vulnerable to criminal activity. It is vital therefore that secure gated and fenced facilities are made available close to the Strategic Road Network, so that all drivers feel safe. We estimate there is a national shortage of 11,000 HGV parking spaces each night and our recently released policy paper evidences this. We attach further underlying detail and the measures the Government is putting in place to address HGV parking shortage in Annex A.

Road Freight supplies 98% of everything consumed in the UK. All food, medicine and other essential products are delivered by Road Freight. During the pandemic in 2020 and 2021 traffic volumes generally fell, the exception was Road Freight which experienced a slight decline in some sectors, but which has subsequently recovered to exceed pre-pandemic levels.

PAP/2021/0663

Given the measures now in place to address the shortage of HGV parking spaces, the RHA fully supports Hodgetts Estates' proposals for an Overnight HGV Lorry Parking facility at Land north-east of Junction 10 M42 Motorway, North Warwickshire.

This is located on the Strategic Road Network (M42 motorway and A5 trunk road); routes heavily used by HGVs for the movement of goods and freight. The A5 in particular 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. The A5 also sits at the heart of the so-called "Logistics Golden Triangle". The importance of appropriate lorry parking facilities on this road corridor and in this particular location cannot be understated therefore.

Furthermore, the RHA welcomes the quality of design, security features and capacity provision of the proposals and the extensive range of design parameters included in the submitted Design Guide are supported. It is understood that implementing these design parameters would mean the scheme adheres to Level 1 TAPA accreditation requirements and EU SSTPA Platinum accreditation requirements, which would create an exemplar facility of national significance.

I am sure you will agree that failure to provide correct lorry parking facilities results in HGVs being parked in locations unsuited for vehicles of this size, resulting in conflict with local communities, which is why parking is so very important. We believe councils have a responsibility to ensure that drivers and their vehicles are able to park in the knowledge that they will be safe and not in conflict with local communities.

Yours sincerely,

Tom Cornwell
Policy Lead
RHA
t.cornwell@rha.uk.net

Annex A – Background evidence to support the need for HGV parking facilities

Quantifying the need

The 2019 Highways England Lorry Parking Demand Assessment highlights the lack of lorry parking in the West Midlands. The same issue was identified by the Department for Transport – firstly in the National Survey of Lorry Parking¹, published in 2017, which identified a utilisation of 87% in the West Midlands and 72% in the East Midlands (Table 5.1). The situation at Tamworth Services was even more acute, with a utilization rate of 92% noted at the time (Table 5.47). DfT deemed the situation as ‘Critical’ on reaching 85% utilisation and ‘Serious’ between 70% and 84%.

The latest iteration of the National Survey of Lorry Parking² published in September 2022 confirms that, nationwide, provision of lorry parking at on-site facilities remains at a nearly critical level (83% utilisation across the network, compared with 76% in 2017) (Figure E1). Furthermore, 7,318 vehicles were observed parking in off-site locations (laybys and industrial estates) - a 2% increase from the 2017 figure (Table E3).

Regionally, at 84% utilisation (Figure E13), the West Midlands is at the very top of the ‘serious’ category with 23 of the 36 on-site parking facilities observed found to be at either serious (6) or critical (17) utilisation (Figure E12). Neighbouring East Midlands is at 92% utilisation.

The proven lack of adequate rest facilities creates safety and welfare issues for HGV drivers, where stops often have to be made at inappropriate locations. We are aware this creates knock-on issues for local authorities across the country, particularly in areas of high road freight activity in and around the main motorway corridors and markets, such as Warwickshire. Local authorities often have to deal with the consequences of HGVs parking within residential areas, industrial estates and lay-bys. This can include crime and security arising from theft from the vehicles, but also community complaints and environmental issues.

Policy and Legislation

In the Written Ministerial Statement ‘*Planning reforms for lorry parking*’³, published in November 2021, the Secretary of State again reiterated the need for the planning system to play its part in meeting the needs of hauliers and addressing current deficiencies. We welcome that the WMS outlined a commitment to implementing policy change to fully reflect the importance of providing logistics and freight.

¹ DfT National Survey of Lorry Parking 2017 - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/723349/national-survey-of-lorry-parking-report.pdf

² DfT National Survey of Lorry Parking 2022 (Part One) - <https://www.gov.uk/government/publications/national-survey-of-lorry-parking-part-one-2022>

³ The Rt Hon Grant Schapps, Written Ministerial Statement (8 November 2021) - https://www.gov.uk/government/speeches/planning-reforms-for-lorry-parking?utm_medium=email&utm_campaign=govuk-notifications&utm_source=7afd55ca-5ea5-48a8-8a41-f94cdcc2ca51&utm_content=daily

One such pledge was to update the Highways Circular 02/2013, building upon the Written Ministerial Statement. The draft revisions to the DfT Circular 02/2013⁴, published in July 2022, place a clear obligation on National Highways to work with relevant local planning authorities to ensure that planning application decisions address the shortage of HGV parking on or near to the SRN, such as the M42 and A5 where the proposals would be located, and support the case to address unmet demand. We note the HGV Parking Facility Need Assessment (November 2021), submitted on behalf of Hodgetts Estates, incorporates the results of a parking beat survey which demonstrates the existing unmet demand for HGV parking in the vicinity of the application site.

At a local planning policy level, the recently published North Warwickshire Local Plan September 2021 provides further policy support for such facilities, at Policy LP34 Parking.

At a national level, various letters and statements have been issued by Government in over the past two years (some of which are referenced above) regarding the national shortage of HGV drivers and measures to attract existing drivers back to work and over the medium term, attract new drivers to address the shortfall. In all of these, the clear message is that Government will work towards improving the quantity and quality of overnight facilities and access to facilities during the day. Furthermore, that the industry must play its part to improve working conditions for drivers and, in this regard, industry-led action, such as that now being brought forward by Hodgetts Estates, will be supported.

In response to the overwhelming need to address the chronic issues facing the freight industry, the DfT published the *Future of Freight: A Long Term Plan*⁵ in June 2022.

The Future of Freight Plan is the UK Government's and industry's joint response to the challenges facing the sector. The Plan recognises that the industry is private sector funded and operated, but that public sector transport and infrastructure investment and local government positive planning support are essential to successful freight movement, which itself is essential to the UK economy and all our lives.

The Future of Freight Plan sets out a number of challenges that changes to the planning system can address, including "*How the requirement for HGV parking can be better facilitated within the planning system, particularly at freight sites such as distribution and logistics centres...*".

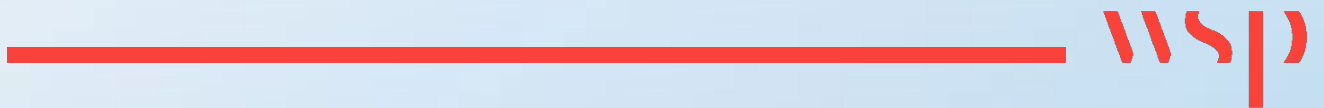
The importance of the freight sector nationally adds to the weight that must be given to the Future of Freight Plan. The plan gives clear weight and guidance to local planning authorities (LPAs) in considering freight and logistics development at application stage.

⁴ DfT draft revisions to Circular 02/2013: The strategic road network and the delivery of sustainable development (C02/2013) - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1093964/circular-02-2013-update.pdf

⁵ DfT Future of Freight: A Long Term Plan (June 2022) - <https://www.gov.uk/government/publications/future-of-freight-plan>

Appendix D

WARWICKSHIRE POLICE LETTER OF SUPPORT



Warrington, James

From: English, Mark 5617 <Mark.English@warwickshire.police.uk>
Sent: 10 May 2022 09:23
To: Andrew Collinson
Cc: Warrington, James
Subject: PAP/2021/0663 - Land NE J10 M42

Dear Andrew

Further to my comments dated 28th March 2022.

I have re-examined the 'design' guide and ' design and access statement' and it shows that the applicant/ agent has addressed all my concerns in relation to security and layout.

There were 4434 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.

The applicant has shown the effects of litter etc. around areas where HGV's park, if there had an appropriate facility these problems would disappear as the appropriate facility's would be available.

Warwickshire Police have no objections to this application.

Regards

Mark English

Design Out Crime Officer (5617)

Warwickshire Police

Nuneaton WJC, Vicarage Street, Nuneaton Warwickshire CV11 4JU

(02476) 483150

07799525411

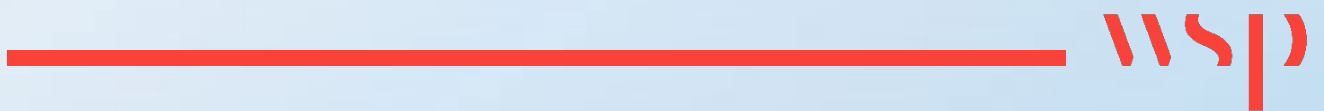
mark.english@warwickshire.police.uk

"Changes to the English Planning and Building Control Regulations, following in-depth reviews by the Department for Communities and Local Government (DCLG), have underlined the importance of the Police advice delivered over the past 25 years, specifically in the form of the Secured by Design (SBD) initiative. Secured by Design welcomes the introduction of a security element within the Building Regulation. Approved Document Q goes some way to improving security in the residential built environment, but does not include many of the elements that have contributed to the improvements in security that Secured by Design has delivered in communities around the country."

Visit the 'Secured By Design' web site for DOCO contact details, design guides, licence holders & application forms: www.securedbydesign.com <<http://www.securedbydesign.com>>

Appendix E

NAVCIS LETTER OF SUPPORT





NATIONAL VEHICLE CRIME
INTELLIGENCE SERVICE

Mr A Collinson
North Warwickshire Borough Council
Council House
South Street
Atherstone
Warwickshire
CV9 1DE

10th June 2022

Dear Mr Collinson,

Planning Application Ref: PAP/2021/0663 – Land North East of Junction 10 M42, North Warwickshire

On behalf of The National Vehicle Crime Intelligence Service (NaVCIS), I write in relation to the above planning application to set out NaVCIS' support for Hodgetts Estates' proposed development at Land North East of Junction 10 of the M42 Motorway, North Warwickshire ('the site').

NaVCIS

NaVCIS is a national policing unit that bridges the gap between policing and industry. We work hard to disrupt criminality and protect communities from the harm caused by serious, organised crime - in this instance particularly the area of freight and cargo crime.

The NaVCIS Freight team is a highly-valued partner to the haulage industry, which suffers huge financial losses each year as a result of cargo crime. We advise and support police forces, the freight sector and the Home Office in combatting Freight crime and our data informs the (NCA produced) National Strategic Threat assessment.

Impacts of cargo crime on the UK economy

Cargo crime is estimated to cost the industry hundreds of millions of pounds each year. Based on 2019 data, it was estimated that the true overall cost to the UK economy from freight and cargo crime is over £724 million a year.

In 2021, there were 4,434 reports of HGV crime to NaVCIS and 70% of the lorries attacked were parked on roads, laybys and Motorway Service Areas (MSAs).

Freight and cargo are crucial to our national infrastructure; blockages or thefts in the supply chain can have a significant impact. Highly desirable cargos are targeted by organised criminal gangs, costing the UK millions in terms of the impact to producers, transporters and consumers. As such, the team's role is to target crime that affects road haulage and freight transport in the UK.

There are a number of fundamental issues that influence the extent of cargo crime in the UK:

- The provision of lorry parking is a national issue in terms of insufficient capacity and quality¹.
- A lack of understanding of the differences between 'safe' lorry parking and 'secured' lorry parking, and the limited provision of secured parking facilities.
 - 'Safe' lorry parking provision would be akin to parking provision found in a typical MSA.
 - 'Secured' lorry parking has active security measures that we deem will be effective against the determined criminals involved.
 - The majority of lorry parking provision across the UK is not considered 'secured'.
- Furthermore, in terms of lorry parking facilities in the UK, there are very limited lorry parking facilities that are accredited by the following:
 - Transported Asset Protection Association (TAPA) Parking Security Requirements².
 - British Parking Association ParkMark Scheme (ParkMark)³.
 - EU SSTPA Secure Parking Standards⁴.
 - For reference, there are only two TAPA accredited lorry parking facilities in the entire UK – Formula Services, Ellesmere Port and The Red Lion Truckstop at J16 of the M1, Northampton.

Application ref: PAP/2021/0663

NaVCIS strongly supports Hodgetts Estates' proposals for a 150 space secured overnight lorry parking facility, for the following reasons:

- From a quantitative perspective, the site is uniquely located on Junction 10 M42 (north to south) and with direct access onto the A5 trunk road (east to west) and is within the Midlands area bounded by the M1, M6 and M42 known as the 'Golden Triangle' which is the key hub for logistics activity in the UK. The specific location is identified as having a critical undersupply of lorry parking provision, which is one of the identified key factors that encourages cargo crime in the UK.
- From a qualitative perspective, because there is insufficient parking provision both locally and within the UK there is a lack of competition between parking facilities (provision of parking facilities is largely left to private enterprise in the UK, unlike in the EU where it is subsidised by the authorities) and, as such, there is very little requirement or need from operators of existing parking facilities to improve and make secure their

¹ National Survey of Lorry Parking 2017 –

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/723349/national-survey-of-lorry-parking-report.pdf

² Transported Asset Protection Association (TAPA) Parking Security Requirements -<https://tapaemea.org/standards-trainings/parking-facility-security-requirements/>

³ ParkMark Safer Parking Scheme - <https://www.parkmark.co.uk/about-the-safer-parking-scheme>

⁴ EU SSTPA Secure Parking Standards - <https://op.europa.eu/en/publication-detail/-/publication/d89d1818-4f81-11e9-a8ed-01aa75ed71a1>



current facilities on offer, leading to a stock of generally poor quality and inadequately secured facilities across the UK. Consequently, there is a need for exemplar sites such as the one proposed to significantly raise the standard of parking facilities in terms of design quality and security to encourage competition and investment into existing facilities. Without new secure and well designed facilities such as this it is unlikely that there will be sufficient impetus for operators to improve and invest in existing facilities which are running at overcapacity.

- We welcome the quality of design, security features, and capacity provision of this scheme and it is noted that a range of design measures and parameters are included as part of the Design Guide.
- The design measures, if implemented, would adhere to Level 1 TAPA accreditation requirements and also the EU SSTPA Platinum accreditation requirements, which is extremely encouraging and NaVCIS commends such aspirations.
- At TAPA accredited facilities, it is extremely rare that cargo crime incidents are reported due to increased security measures compared with a “safe” facility (such as a typical MSA) or a “secured” facility without TAPA standards, where criminals would be more likely to target over a TAPA accredited facility as a result of reduced security measures.

As such, 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.

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.

NaVCIS looks forward to engaging with Hodgetts Estates going forward and we trust that you take these comments into account in the consideration of the planning application.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Eh TDCI 49181 Mallon', is written over a horizontal line.

Head of Unit, National Vehicle Crime Intelligence Service

Appendix F

RAIL FREIGHT GROUP LETTER OF SUPPORT



2 November 2022

Development Control
North Warwickshire Borough Council
Council House
South Street
Atherstone
CV9 1DE



7 Bury Place
London WC1A 2LA

T +44 (0)203 116 0007
F +44 (0)203 116 0008
W www.rfg.org.uk

Dear Sir or Madam,

Land on the North East of J10 M42 Dordon/A5 (Ref: PAP/2021/0663)

I write in relation to the above planning application at Land on the North East of J10 M42 Dordon/A5, which is located in close proximity to the Birmingham Intermodal Freight Terminal (“BIFT”) and Hams Hall Rail Freight Terminal (“HHRFT”).

Rail Freight Group

Rail Freight Group (RFG) is the representative body for rail freight in the UK, and we campaign for a greater use of rail freight, to deliver environmental and economic benefits across the UK. We have over 100 member companies including rail freight operators, logistics companies, ports and equipment suppliers, as well as retailers, construction companies and support services.

Benefits of rail freight

Rail freight benefits society as a whole by reducing harmful emissions and congestion, providing high quality jobs, and helping many regions of the UK to prosper. It also offers many commercial advantages to its customers, including reliability, speed and cost-effectiveness.

Reliability and Speed – rail freight operators achieve 97% reliability on the premium services they run for retailers and, in general, rail freight can match or better road freight for reliability.

Cost-effective – rail freight companies’ continued investment is reducing costs for customers. Modern freight trains achieve higher speeds and heavier payloads as investment in UK rolling stock increases, with tonnage per train up by 80% in the last decade.

Environmental Benefits – rail freight reduces CO2 emissions by up to 76% compared to road, helping mitigate the effects of transport emissions on global warming – an increasingly important driver of rail freight uptake as corporations aim to meet Net Zero Carbon targets.

Improved Air Quality – rail produces up to 10 times less small particulate matter than road haulage and as much as 15 times less nitrogen oxide for the equivalent mass hauled.

Reduced Congestion – each freight train can remove up to 76 lorries from the roads, resulting in 1.6 billion fewer HGV kilometres every year nationally.

Supporting Regional Growth – of the 5,000+ people employed by the freight industry, more than 80% are employed outside the south east of England. Rail freight is also vital for the economic prosperity of ports, power stations, production centres and retail centres across the country.

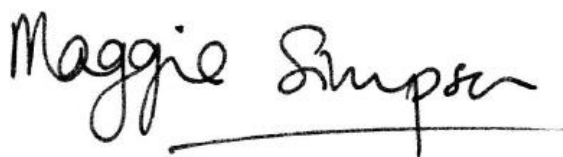
Proposals at Land on the North East of J10 M42 Dordon/A5 in a national context

We note that the specific locational requirements of the freight / supply chain sector and the importance of focusing growth close to rail freight terminals is acknowledged in national planning policy¹, as well as several recent policy documents published by the Department of Transport (DfT)². In this context, 'suitably accessible locations'³ means as physically close to rail freight infrastructure as possible, in order to maximise future uptake and deliver the consequential benefits to society outlined above.

The application site is strategically located close to BIFT (c. 0.5 mi). We are aware that the application proposals therefore have the potential to be classed as 'rail-served' due to their close proximity to BIFT, effectively extending the rail linked warehousing onsite enabling more users to benefit directly from the rail terminal. We are also aware that BIFT has significant capacity for growth in the future. The proposed site is also close to HHRFT (c. 9 mi) with good trunk road links. It is therefore exceptionally well located in the West Midlands to facilitate the aims of national policy in relation to encouraging rail freight use and decarbonising transport.

We are therefore supportive the proposed development at Land on the North East of J10 M42 Dordon/A5 (Ref: PAP/2021/0663), which aligns with national policy support for the increased use of rail freight as well as our own initiatives and campaigns.

Yours sincerely,

A handwritten signature in black ink that reads "Maggie Simpson". The signature is written in a cursive style and is positioned above a horizontal line.

Maggie Simpson OBE
Director General

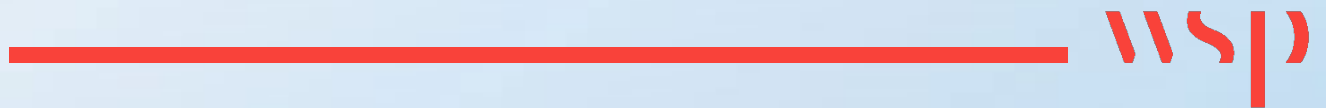
¹ National Planning Policy Framework (NPPF) paragraphs 83 and 106.

² Future of Freight: a long-term plan; Decarbonising Transport: A Better, Greener Britain; and Great British Railways: The Williams-Shapps Plan for Rail; to name but a few.

³ NPPF paragraph 83

Appendix G

MARITIME TRANSPORT LETTER OF SUPPORT





Maritime Transport Limited

Maritime House
Clickett Hill Road
Felixstowe
Suffolk IP11 4AX

Tel: +44 (0)1394 617300
Fax: +44 (0)1394 617299

The Planning Department
North Warwickshire Borough Council
The Council House
South Street
Atherstone
Warwickshire
CV9 1DE

29th September 2022

Dear Planning Department

Re. Land North East Junction 10 M42 - Birmingham Intermodal Freight Terminal

I write in response to the planning application submitted in December 2021 under reference PAP/2021/0663 relating to Land North East Junction 10 M42.

Overview

Maritime Transport Ltd ("Maritime") operate strategically placed rail freight terminals across the UK serving the largest manufacturing and consumer conurbations, with rail freight terminals in Wakefield, Trafford Park, Tilbury, Mossend, Tamworth (BIFT), Hams Hall, and East Midlands Gateway.

Maritime has operated the Birmingham Intermodal Freight Terminal ("BIFT") near Tamworth since it was purchased in 2014, albeit we understand that it commenced operations in 2006.

Amongst its benefits, rail freight can reduce CO2 emissions over road freight by 76% per tonne carried, helping us and our customers' to reduce the carbon footprint of supply chain logistics in line with ambitious sustainability and Net Zero Carbon targets. It also reduces vehicle time on the road network and provides resilience in the supply chain.

Operations and Spare Capacity at the Birmingham Intermodal Freight Terminal

At BIFT, we operate 5 trains per day (an increase from 3 trains per day in 2016) to the major ports of Felixstowe, Tilbury, London Gateway, and Southampton. BIFT has plenty of spare capacity and could operate up to 8 trains per day on existing infrastructure.

All lines to BIFT have full W10 gauge clearance to allow large containers to arrive direct from coastal ports and the Terminal is AFSSO regulated meaning it can accept trains direct from Europe. The current throughput of rail bound containers at BIFT is approximately 80,000 containers per annum. This is an increase from approximately 40,000 in 2014 and 50,000 in 2016. On existing infrastructure, BIFT could accommodate 8 trains per day equating to approximately 110,000 – 130,000 containers per annum. With further investment on the rail network by Network Rail and the freeing of capacity that HS2 is expected to provide more than 8 daily trains could be added.



Customer Proximity & Sustainability Efficiencies

The BIFT user base is located mostly at the local sub-region, with 50% of all rail bound containers delivered or collected within 10 miles radius of the Terminal and 80% within a 20 mile radius. Locally based users include Euro Car Parts and AP Moller Maersk. Furthermore, the move to electrification of road based vehicles and consequent requirement for regular re-charging means close proximity to users is becoming increasingly important.

The growing breadth of our freight terminals across the UK has also allowed us to increase the volumes of goods transported by rail between single customers' locations with a significant reduction in carbon footprint when compared to road base solutions.

Development Proposals

The development proposals at Land NE Junction 10 M42 are of clear interest given the scheme's proximity and would help support our plans to expand the use of rail at BIFT and increase utilisation of existing services.

We therefore support the proposed development and would be very interested to learn more information should planning permission be granted.

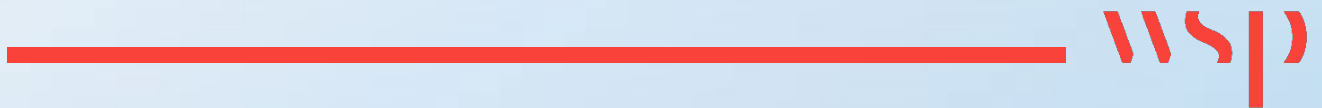
With kind regards

A handwritten signature in black ink, appearing to read "SS", written over a light blue horizontal line.

Simon Smart
Chief Executive Officer

Appendix H

WSP REPRESENTATIONS OBO HE TO WCC LTP4 CONSULTATION





Local Transport Plan 4 Consultation
Warwickshire County Council
Transport Planning
Shire Hall
Warwick
CV34 4RL

Our Ref: 70075293.LTP4

18 November 2022

Dear Sir/Madam,

Draft Local Transport Plan 4 (LTP4) - Representations on behalf of Hodgetts Estates

Background

On behalf of Hodgetts Estates (HE), WSP has prepared these representations to Warwickshire County Council's (WCC) draft Local Transport Plan 4 (LTP4) consultation.

HE has previously made representations to WCC's Local Cycling Walking and Infrastructure Plan (LCWIP) consultation (**Appendix A**).

Hodgetts Estates

HE is a commercial property developer and investor, with a track record of delivering market leading business park developments in North Warwickshire, including significant connectivity enhancements for walking and cycling.

Its flagship Core 42 Business Park at Dordon is home to established local employers including A.P. Moller – Maersk, Greencore Group Plc, Bond International Ltd, Marshall Group, and Grafton Group Plc and has delivered significant employment benefits to the area including over 1,000 fulltime jobs, regeneration of former industrial land, enhanced pedestrian and cycle links providing access to Penmire/Dordon Lakes and significant habitat creation, as well as substantial contributions towards staff training and sustainable transport measures locally.

Proposals for Land North-East of Junction 10 M42 Motorway, North Warwickshire

In response to an identified critical undersupply of available employment land in North Warwickshire, HE is bringing forward proposals to deliver "*The Greenest Business Park in the West Midlands*" at the strategically located Land North-East of Junction 10 of the M42 Motorway, North Warwickshire ('Land NE J10 M42' or 'the Site'). An outline planning application (application ref: PAP/2021/0663) has been submitted to North Warwickshire Borough Council.

The proposals combine 'Best in Class' logistics and industrial buildings, smaller SME buildings and a 150 space secure overnight lorry parking facility with substantial amenities, significant and far-reaching connectivity enhancements and social value benefits to residents and communities to deliver sustainable and inclusive economic growth.

The Site is in a highly sustainable location for the proposed development by virtue of its location on a motorway junction (Junction 10 M42, north to south) and the strategic trunk road (A5, east to west) route which serves major ports for UK trade and industry. The Site is located within the established 'Golden Triangle' for logistics meaning 85% of the UK population and the majority of



major sea ports are within 4.5 hours HGV drive of the location. The Site also lies immediately north (c. 0.5 miles) of Birmingham Intermodal Freight Terminal (BIFT) at Birch Coppice Business Park, meaning it can be classed as being 'rail served' and potential future occupiers would be able to access BIFT on the same basis as those currently located at Birch Coppice – e.g., the use of yard tractors as opposed to licenced HGVs, with potential for EV applications. This is a significant cost saving making rail freight a much more financially viable and sustainable alternative for potential future occupiers.

Land NE J10 M42 is identified in the West Midlands Strategic Employment Sites Study Phase 2 (May 2021) (WMSESS Phase 2) as the best-performing site for strategic-scale employment development when compared against a range of criteria and 50 other sites throughout the region. WMSESS Phase 2 also identifies the M42 Corridor as one of five 'Key Clusters' for growth, an area with an acute shortage of employment land supply at less than 2 years based on annual average take-up for the last 5 years.

Furthermore, the A5 is also an identified 'Growth Corridor' with "*strategic employment opportunities [noted] along the corridor including Tamworth at the A5/M42 junction*".¹ The A5 corridor will benefit from significant planned infrastructure investment in the coming years and the adopted North Warwickshire Local Plan allocates substantial housing growth along the corridor, which will all generate a corresponding need for jobs.

Overview

These representations provide comments on the strategic priorities, themes, key challenges and opportunities identified in draft LTP4 and suggests amendments to draft the policies to ensure it fully aligns with government policy and directives. Furthermore, where appropriate, the representation also set out areas of alignment between the development proposals at Land NE J10 M42 and the draft LTP4.

These representations compliment the representations to the draft LCWIP consultation (**Appendix A**) which demonstrate how the substantial connectivity enhancements and active travel proposals at Land NE J10 M42 would complement the potential infrastructure improvements currently identified for North Warwickshire in the draft LCWIP.

For consistency, these representations are structured to follow the chapter sequencing of the draft LTP4 and the online consultation questionnaire.

1. Comments on the proposed Core Strategy:

To what extent do you agree that the proposed Core Strategy identifies the key transport themes surrounding the future of transport in Warwickshire?

Strongly Agree

To what extent do you agree that the proposed Core Strategy sets out a strategic approach to addressing the key issues surrounding the future of transport in Warwickshire?

Agree

To what extent do you agree with the inclusion of each key policy in the proposed Core Strategy?

Agree

¹ Spatial Investment and Delivery Plan, February 2019, West Midlands Combined Authority (WMCA)

Are there any other issues that you think we should consider in relation to the proposed Core Strategy?

We strongly agree with the overall transport vision and the four key themes (environment, wellbeing, place and economy). Indeed, achieving this vision is reliant on ensuring that high quality infrastructure is in place and physical improvements and interventions are made in the right areas to facilitate the transition towards Carbon Net Zero, to encourage sustainable travel patterns for everyday journeys and provide inclusive access for leisure activities. This in turn will help equip Warwickshire to meet the demands of a growing population, support a vibrant economy, promote active and healthy lifestyles whilst working towards the Carbon Net Zero commitment by 2050.

We mostly agree with the challenges facing each of the key themes, all of which have a direct relevance to North Warwickshire Borough within which our client has land interests. However, it should be noted that a key challenge and opportunity that is not identified in the draft Core Strategy is the importance of co-locating employment and residential development to promote active travel and a modal shift to more sustainable travel means. This is particularly relevant along the A5 corridor between Tamworth, Dordon/Polesworth and Atherstone which is the focus of significant future infrastructure improvements and planned housing and employment growth. The challenges to the 'Environment' and/or 'Place' themes (p.9 of the draft Core Strategy) should therefore be amended to refer to the importance of co-locating employment and residential development.

We also mostly agree with draft Key Policies KP1 – KP5, however, as above, reference should be made in either KP1 or KP2 to the importance of co-locating employment and residential development and the associated benefits to promoting active travel and modal shift.

Furthermore, KP3 should be amended to make explicit reference to importance of the use of rail freight, transferring freight from road to rail, to help decarbonise the transport sector. Whilst this is referenced in the draft Freight Strategy, it should also be clearly referenced in the key policies.

2. Comments on the proposed Active Travel Strategy:

To what extent do you agree that the proposed Active Travel Strategy should be a key strategy within LTP4?

Strongly Agree

To what extent do you agree with the inclusion of each policy in the proposed Active Travel Strategy?

Strongly Agree

Do you have any comments on the proposed Active Travel Strategy?

We strongly agree with the proposed Active Travel Strategy and the inclusion of the policies proposed. We have submitted representations to the recent LCWIP consultation (**Appendix A**) which provides detailed comments in respect of active travel and notes the alignment of the emerging LCWIP and LTP4 with the Government's objectives/aims² and vision³ for walking and cycling in England.

As set out above and in the LCWIP representations, achieving WCC's vision and active travel strategy is reliant on ensuring that high quality infrastructure is in place and physical improvements and interventions are made in the right areas to facilitate the transition towards Carbon Net Zero, to

² Second Cycling and Walking and Investment Strategy (CWIS2), DfT, July 2022

³ Gear Change: A Bold Vision for Cycling and Walking, DfT, July 2020



encourage sustainable travel patterns for everyday journeys and provide inclusive access for leisure activities.

The aforementioned development proposals at Land NE J10 M42, which comprise new and enhanced connectivity routes and active travel proposals, clearly and demonstrably align with the WCC's emerging Active Travel Strategy and would directly respond to draft Policy AT1 (improving accessibility and attractiveness of active travel options), draft Policy AT2 (better, safer routes for walking and cycling) and draft Policy AT3 (information and promotion). In doing so, the proposals would also respond to the key challenges and opportunities identified in both the draft LCWIP and LTP4.

3. Comments on the proposed Public Transport Strategy:

To what extent do you agree that the proposed Public Transport Strategy should be a key strategy within LTP4?

Strongly Agree

To what extent do you agree with the inclusion of each policy in the proposed Public Transport Strategy?

Agree

Do you have any comments on the proposed Public Transport Strategy?

We strongly agree that the proposed Public Transport Strategy should be a key strategy within LTP4.

We mostly agree with the inclusion of each policy proposed in the Public Transport Strategy, however draft Policy PT1 should be amended to acknowledge that working with developers, in addition to partner organisations (such as Network Rail, DfT, West Midlands Rail, etc), can play a vital role in helping to facilitate and deliver potentially significant public transport improvements as part of new development.

This is evidenced through the development proposals at Land NE J10 M42, whereby new and improved bus stop facilities would be provided at the Site, which lies immediately north of the A5 and north east of Junction 10 of the M42 motorway. The applicant has engaged with WCC's Network Planning Team and Stagecoach (refer to **Appendix B**) and received support for the proposed new and improved bus stop along this critical transport corridor, with Stagecoach confirming that it would be happy to extend bus service 766/767 into the Site and noting that the extended service would offer improved links to residential areas in Tamworth, Atherstone and Dordon.

4. Comments on the proposed Motor Vehicle Strategy:

To what extent do you agree that the proposed Motor Vehicle Strategy should be a key strategy within LTP4?

Strongly Agree

To what extent do you agree with the inclusion of each policy in the proposed Motor Vehicle Strategy?

Strongly Agree



Do you have any comments on the proposed Motor Vehicle Strategy?

We strongly agree that the proposed Motor Vehicle Strategy should be a key strategy within LTP4. We support the draft LTP4 approach to improve and adapt the network, ensuring it is safe, convenient and fit for all users and purposes. We mostly agree with the inclusion of each policy, however draft Policy MV1 should take a more proactive approach to dealing with planning authorities and developers by stating that WCC will not only look to work closely to 'identify pressures and provide evidence-led solutions', but that WCC will support proposals that clearly demonstrate measures to promote and deliver sustainable travel.

5. Comments on the proposed Managing Space Strategy:

To what extent do you agree that the proposed Managing Space Strategy should be a key strategy within LTP4?

Strongly Agree

To what extent do you agree with the inclusion of each policy in the proposed Managing Space Strategy?

Agree

Do you have any comments on the proposed Managing Space Strategy?

We strongly agree that the proposed Managing Space Strategy should be a key strategy within LTP4.

We mostly agree with the inclusion of each policy, however draft Policy MS6 should take a more proactive approach to dealing with planning authorities and developers by stating that WCC will not only look to influence development proposals to provide better, safer, more sustainable transport options, but that WCC will support proposals that clearly demonstrate measures to promote and deliver sustainable travel.

6. Comments on the proposed Safer Travel Strategy:

To what extent do you agree that the proposed Safer Travel Strategy should be a key strategy within LTP4?

Strongly Agree

To what extent do you agree with the inclusion of each policy in the proposed Safer Travel Strategy?

Strongly Agree

Do you have any comments on the proposed Safer Travel Strategy?

We strongly agree that the proposed Managing Space Strategy should be a key strategy within LTP4 and the inclusion of each policy proposed.

7. Comments on the proposed Freight Strategy:

To what extent do you agree that the proposed Freight Strategy should be a key strategy within LTP4?

Strongly Agree

To what extent do you agree with the inclusion of each policy in the proposed Freight Strategy?

Agree

Do you have any comments on the proposed Freight Strategy?

We strongly agree that the proposed Freight Strategy should be a key strategy within LTP4.

We mostly agree with the inclusion of each policy, however WCC should take into account the following points and suggested amendments:

Government policy

The Department for Transport's (DfT) Future of Freight: A Long Term Plan ('the DfT Plan'), published in June 2022⁴, is the UK Government's and the sector's joint response to the challenges facing the sector which include obtaining planning and land use allocations. Crucially, it recognises that the sector is private sector funded and operated, but public sector transport and infrastructure investment and local government positive planning support are essential to a successful freight and logistics sector, which itself is essential to the UK economy and all our lives.

Furthermore, the DfT Plan identifies that UK freight is based around ports and airports, with goods moved by road and rail to National Distribution Centres (NDCs). It identified "*A concentration of NDCs is found within the Golden Triangle in the Midlands which is centrally located to support ports, domestic suppliers and onward transport to Regional Distribution Centres (RDCs)*" (para 1.12).

Given the strategic priorities set out by the Government, the proposed Freight Strategy should explicitly reference the DfT Plan, acknowledging that it is cognisant of the clear government priorities for the freight sector, the significant role that the Golden Triangle plays in the UK freight sector, and that the proposed Freight Strategy is aligned to these priorities.

In response to the DfT Plan, the Government is intending to update the guidance for Local Transport Plans to ensure that freight needs are key considerations in Local Transport Plan-making. Whilst draft LTP4 does indeed set out its proposed Freight Strategy, mindful of the forthcoming update to Government guidance, WCC must ensure that (once published) LTP4 and the proposed Freight Strategy are reviewed to ensure they fully align with the updated guidance and to mitigate the risk of LTP4 being considered out of date soon after publication.

Draft Policy F1 - Rail Freight

The draft Core Strategy notes that to reduce transport emissions we will need to change the way we move around the county and beyond, and that transport is currently the biggest contributor to carbon emissions in the UK, with Warwickshire having the third highest CO2 emissions per head of all English county local authorities in 2019. Notwithstanding these issues, draft LTP4 notes that

⁴ Future of Freight: A Long Term Plan (Department for Transport, June 2022) – Link: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1085917/future-offreight-plan.pdf

these changes should be carried out in a way that recognises the central role that transport plays in the growth of our economy and people's lives and their wellbeing.

A key challenge for Warwickshire is the large volume of freight movements and number of warehouses and warehouse floorspace. Owing to Warwickshire's strategic location at the heart of the logistics 'Golden Triangle', according to open source freight data⁵ there are 23.55 million annual HGV journeys with an origin or destination in Warwickshire, with 83 large-scale warehouses (>9,000sqm / >96,875sqft) providing a total of 1,752,000sqm (18,858,371sqft) of large-scale warehouse floorspace in the area.

As such, to fully align with the DfT Plan, a much greater emphasis should therefore be placed on the benefits of, and set out clear measures to increase, the use of rail freight in order to transfer freight from road to rail and help to decarbonise the transport sector.

Furthermore, whilst draft Policy F1 seeks to '*promote shift from road to rail and active travel modes*', given the challenges Warwickshire faces in decarbonising the freight sector and the strategic priorities set out in the DfT's Plan, draft Policy F1 should be more explicit in its support and amended to "*Promote Support the shift from road to rail through increased usage of rail freight terminals in Warwickshire*". (Deletions struck-through, additions in red)

Reference to the promotion of active travel modes should be its own distinct policy, and indeed it is noted that the Active Travel Strategy already contains draft policies relating to the promotion/shift towards active travel modes, which we support.

Draft Policy F3 - Lorry Parking Provision

Given the significant volume of freight movements in Warwickshire, the acknowledgement in the draft Freight Strategy that '*the demand for safe, secure lorry parking facilities is very high in Warwickshire*' is supported.

Draft Policy F3, which sets out that due to its strategic location, there is a need to deliver a better network of lorry parking in the county and a requirement to work with planning authorities and developers to ensure that suitable parking supply meets this demand, is also supported, however the policy wording should be amended to reflect the wording used throughout the draft Freight Strategy:

'The strategic location of the county, as well as its distance of several hours' drive from major ports in the south of England, means that there is very high demand for good quality, safe and secure lorry parking in the area for drivers to meet their legal requirement to rest.' (Additions in red)

In addition, p.4 of the proposed Freight Strategy (Lorry Parking Demand) which provides the context for draft Policy F3, should be expanded to refer to the deficit of suitable purposely designed off-road lorry parking capacity in Warwickshire which effectively forces HGVs to park inappropriately on the public highway or at other unsuitable locations and is a significant issue in the county.

Furthermore, it should also be acknowledged that there is a need to expand the level and quality of HGV parking provision as a means of addressing the current skills gap in the sector (HGV driver shortages). Better working conditions overall will have to form part of a long-term recruitment and retention strategy and the provision of new lorry parking facilities will form an important component of that strategy. Likewise, the provision of new lorry parking facilities in Warwickshire will play an

⁵ Freight Data Hub, MDS Transmodal - <https://freightdatahub.org/pages/data>



important role in preventing crimes committed against HGVs and their drivers and also anti-social behaviour issues arising from the absence of sufficient parking facilities.

Summary

Overall, we are supportive of the draft LTP4, subject to the inclusion of the amendments suggested in these representations. Therefore, I trust that these representations will be taken fully into account.

Our client is committed to working closely with WCC as the LTP4 progresses and would welcome the opportunity to present the proposals for Land NE J10 M42 to WCC in the near future, including the extensive active travel / walking/cycling connectivity enhancements, the proposed overnight lorry parking facility, and the associated contribution to decarbonising the freight sector.

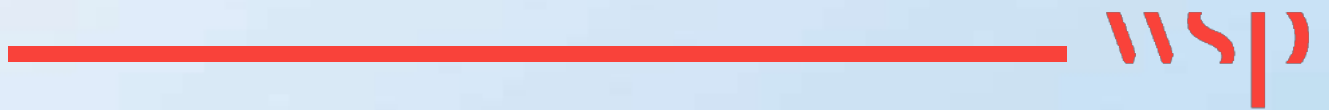
Yours Sincerely

A handwritten signature in black ink, appearing to read 'Doug Hann'.

Doug Hann
Director

cc: Hodgetts Estates

Appendix A





LCWIP Consultation
Warwickshire County Council
Transport Planning
Shire Hall
Warwick
CV34 4RL

Our Ref: 70075293.LCWIP

12 August 2022

Dear Sir/Madam,

Draft Local Cycling and Walking Infrastructure Plan Consultation - Representations on behalf of Hodgetts Estates

1. Background

On behalf of Hodgetts Estates (HE), WSP has prepared these representations to Warwickshire County Council's (WCC) draft Local Cycling and Walking Infrastructure Plan (LCWIP) consultation.

The representations are supported by the following enclosed appendices; namely:

- Appendix A – Walking, Cycling & Horse Riding Assessment and Review (WCHAR)
 - WCHAR (report No. D000157 Issue 3)
- Appendix B – Existing and Proposed Connectivity Plans
 - Existing Connectivity Plan – Route Type (plan ref: 4263-CA-00-00-DR-A-00801 Rev P3)
 - Existing Connectivity Plan – Route Surface (plan ref: 4263-CA-00-00-DR-A-00802 Rev P3)
 - Proposed Connectivity Plan – Route Type and Surface (plan ref: 4263-CA-00-00-DR-A-00803 Rev P3)
- Appendix C – Commuter Point to Point Plans and Community Integration Routes
 - Commuter Point to Point Plan: Dordon to Relay Park
 - Commuter Point to Point Plan: Polesworth to St. Modwen Park
 - Commuter Point to Point Plan: Site Allocation H4 to Centurion Park
 - Commuter Point to Point Plan: Site Allocation H5 to Birch Coppice
 - Commuter Point to Point Plan: Stonydelph to Core 42
 - Community Integration Route Plan: Birchmoor to Dordon
 - Community Integration Route Plan: Freasley to Polesworth
- Appendix D – Indicative Proposed Fitness Trail and Walking Routes Plan
 - Indicative Proposed Fitness Trail Plan (plan ref: 4263-CA-00-DR-A-00084 Rev P6)
 - Walking Routes Plan (plan ref: 220810_403.11077.00001)

HE is a commercial property developer and investor, with a track record of delivering market leading business park developments in North Warwickshire, including significant connectivity enhancements for walking and cycling.



Core 42 Business Park

Its flagship Core 42 Business Park at Dordon is home to established local employers including A.P. Moller – Maersk, Greencore Group Plc, Bond International Ltd, Marshall Group Plc, and Grafton Group Plc and has delivered significant employment benefits to the area including over 1,000 fulltime jobs, regeneration of former industrial land, enhanced pedestrian and cycle links providing access to Penmire/Dordon Lakes and significant habitat creation, as well as substantial contributions towards staff training and sustainable transport measures locally.

Proposals for Land North-East of Junction 10 M42 Motorway, North Warwickshire

In response to an identified critical undersupply of available employment land in North Warwickshire, HE is bringing forward proposals to deliver “*The Greenest Business Park in the West Midlands*” at the strategically located Land North-East of Junction 10 of the M42 Motorway, North Warwickshire (‘Land NE J10 M42’ or ‘the Site’). An outline planning application (application ref: [PAP/2021/0663](#)) has been submitted to North Warwickshire Borough Council.

The proposals combine ‘Best in Class’ logistics and industrial buildings, smaller SME buildings and a secure overnight lorry park with substantial amenities, significant and far-reaching connectivity enhancements and social value benefits to residents and communities to deliver sustainable and inclusive economic growth.

The Site is in a highly sustainable location for the proposed development by virtue of its location on a motorway junction (Junction 10 M42, north to south) and the strategic trunk road (A5, east to west) route which serves major ports for UK trade and industry. The Site is located within the established ‘Golden Triangle’ for logistics meaning 85% of the UK population and the majority of major sea ports are within 4.5 hours HGV drive of the location. The Site also lies immediately north (c. 0.5 miles) of Birmingham Intermodal Freight Terminal (BIFT) at Birch Coppice Business Park, meaning it is classed as being ‘rail served’ and potential future occupiers would be able to access BIFT on the same basis as those currently located at Birch Coppice – e.g., the use of untaxed yard tractors as opposed to licenced HGVs, with potential for EV applications. This is a significant cost saving making rail freight a much more financially viable and sustainable alternative for potential future occupiers.

Land NE J10 M42 is identified in the West Midlands Strategic Employment Sites Study Phase 2 (May 2021) (WMSESS Phase 2) as the best-performing site for strategic-scale employment development when compared against a range of criteria and 50 other sites throughout the region. WMSESS Phase 2 also identifies the M42 Corridor as one of five ‘Key Clusters’ for growth, an area with an acute shortage of employment land supply at less than 2 years based on annual take-up for the last 5 years.

Furthermore, the A5 is also an identified ‘Growth Corridor’ with “*strategic employment opportunities [noted] along the corridor including Tamworth at the A5/M42 junction*”.¹ The A5 corridor will benefit from significant planned infrastructure investment in the coming years and the adopted North Warwickshire Local Plan allocates substantial housing growth along the corridor, which will all generate a corresponding need for jobs. This is discussed further below in section 4 of this submission.

The planning application for Land NE J10 M42 is supported by a Transport Assessment, Sustainable Travel Plan and a Walking, Cycling & Horse Riding Assessment and Review (WCHAR Assessment). The WCHAR Assessment, a copy of which is contained at **Appendix A**, assesses the existing facilities for pedestrians, cyclists and equestrian users in the local area, provides background information on the users and identifies opportunities for improvements for the users.

¹ Spatial Investment and Delivery Plan, February 2019, West Midlands Combined Authority (WMCA)

The findings and opportunities identified in the WCHAR Assessment are not solely intended for the developer to address, but to inform discussions with the relevant authorities to enable co-ordination with the development of external schemes, a number of which are identified in the draft LCWIP.

The WCHAR Assessment states that the Site is currently served by a reasonable level of infrastructure to accommodate predicted journeys by walking, cycling and public transport modes. The immediate surrounding area accommodates a substantial amount of employment development, with potentially up to 10,000 people working each day. The proposals would deliver a range of improvements in accessibility, particularly for walking and cycling journeys, that would benefit all users.

These improvements (which are set out in detail in section 4) 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, a new offline 3m wide dual use cycleway to the north of the A5 linking J10 M42 and Dordon, new and enhanced public rights of way within the Site and adjacent land, and delivery of a continuous shared footway/cycleway link that extends through the scheme connecting the A5 to Birchmoor. 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 to encourage active travel and sustainable forms of transport locally.

These representations set out the clear alignment of these proposals with the key challenges and opportunities identified in the draft LCWIP. Furthermore, it is demonstrated how the substantial connectivity enhancements and active travel proposals at Land NE J10 M42 would complement the potential infrastructure improvements currently identified for North Warwickshire in the draft LCWIP.

For consistency, these representations are structured to follow the chapter sequencing of the draft LCWIP report and the online consultation questionnaire.

2. Comments on the key aim of the draft LCWIP:

The key aim of Warwickshire's draft LCWIP:

“To create a safe and attractive environment for walking and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire”

HE strongly agrees with the key aim, which aligns with the Government's objectives/aims² and vision³ for walking and cycling in England. Indeed, achieving this aim is reliant to ensuring that high quality infrastructure is in place and physical improvements are made in the right areas to encourage sustainable travel patterns for everyday journeys and provide inclusive access for leisure activities. This in turn will help equip Warwickshire to meet the demands of a growing population, support a vibrant economy and promote active and healthy lifestyles.

3. Comments on the identified challenges and opportunities

HE agrees with the key challenges and opportunities listed in the draft LCWIP, all of which have a direct relevance to North Warwickshire Borough. Section 4 of these representations set out in detail how the HE proposals for Land NE J10 M42 positively and proactively respond to the key challenges and would capitalise on a number of opportunities identified.

² Second cycling and walking investment strategy (CWIS2), DfT, July 2022

³ Gear change: a bold vision for cycling and walking, DfT, July 2020

It should be noted that a key challenge and opportunity that is not identified in the draft LCWIP is the importance of co-locating employment and residential development to promote active travel and a modal shift to more sustainable travel means. This is particularly relevant along the A5 corridor between Tamworth, Dordon/Polesworth and Atherstone which is the focus of significant future infrastructure improvements and planned housing and employment growth. This is discussed further in section 4 below.

It is also noted that Table 1 (draft LCWIP) lists the following opportunities:

- **Challenge 3**
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements;
- **Challenge 10**
 - To seek efficiencies through partnership working...; and
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements [sic].

4. Comments on the walking and cycling infrastructure proposals for North Warwickshire Borough

HE specifically supports the inclusion of the following potential route improvements in the draft LCWIP:

- **Route ref: P03** (Bridleway AE45 and Green Lane) – Cycle track/path on open space and on-carriageway route;
- **Route ref: P07** (A5 Birch Coppice junction – Browns Lane) – Cycle track/path on open space;
- **Route ref: P08** (A5 Watling Street – M42 junction 10) – Widening/upgrading footway adjacent to road and crossing; and
- **Route ref: P09** (A5 Watling Street – Tamworth Logistics Park) – Cycle track/path on open space.

However, there are significant additional connectivity improvements that HE proposes as part of live application ref: PAP/2021/0663 which align with and compliment the potential enhancements to route refs: P03, P07, P08 and P09, which should therefore be included and referenced accordingly in the LCWIP. These are set out in detail at section 4.3.

4.1 Spatial Context for North Warwickshire Borough

In the first instance, it is important to understand the spatial context and planned growth for North Warwickshire which are critical factors in the development of cycling and walking infrastructure improvements for the borough.

The Spatial Strategy set out in the North Warwickshire Local Plan (adopted September 2021) allocated the majority of growth in the north of the borough along the A5 corridor through Policy LP2 (Settlement Hierarchy). Policy LP2 identified the majority of Category 1 Settlements (Atherstone and Polesworth with Dordon) and Category 2 Settlements (settlements adjoining the outer boundary of the Borough – e.g., Tamworth and Nuneaton) in this location.

This translated into the distribution of planned growth across the borough through the site allocations and there is a group of large-scale housing allocations and employment allocations along the A5 corridor between Tamworth, Dordon/Polesworth and Atherstone; namely, Site Allocations H1, H2, H4, H5, E1, E2, E3 and RH1.

These account for a significant percentage of the overall growth planned for the borough. The importance of planning for and delivering enhanced cycling and walking infrastructure in this

location should be commensurate with the level of growth therefore, which emphasises the importance of the proposals for Land NE J10 M42 to North Warwickshire (the benefits of which are set out in detail below).

Furthermore, the proposals also tie in with the 'A5 Dordon to Atherstone Scheme' (HIF Funded) and 'A5 Tamworth to Hinckley Scheme' (RIS3 Funding to be confirmed) being brought forward by National Highways, which are seeking to provide significant enhancements for non-motorised users (NMUs) in this location.

4.2 Existing Walking and Cycling Infrastructure and Opportunities in North Warwickshire Borough

The draft LCWIP identifies three specific connectivity problems for North Warwickshire, including:

- A5 Watling Street corridor – this Strategic Route cuts east-west across North Warwickshire and severely limits active travel between Tamworth, Polesworth, Dordon, Grendon, Atherstone and Mancetter;
- M42 – restricts travel between Polesworth, Dordon and Tamworth and funnel pedestrians and cyclists from Birch Coppice across the busy roundabout with the A5 (M42 Junction 10).

Additionally, the WCHAR Assessment identifies a number of challenges and opportunities for the Land NE J10 M42 proposals to positively respond to existing walking and cycling infrastructure issues and limitations (some of which are also identified as potential improvements in the draft LCWIP) (please refer to **Appendix A**):

- **Opportunity 1 – Maintenance of Existing Paths** – *“With many of the main road paths overgrown with vegetation, the effective width of the paths is significantly reduced. By cutting back the vegetation on these paths and ensuring they are regularly maintained and swept, this can open up more useable and attractive routes for users at a relatively low cost. Where new facilities are created as part of this development [Land NE J10 M42], landscaping should be used that requires minimal maintenance. It is understood that much of the maintenance is out-with the control of the developer. Off site maintenance should be discussed with the relevant highway authorities and a maintenance plan put in place.”*
- **Opportunity 4 – Signalising M42 Pedestrian Phases** – *“the current uncontrolled crossing on M42 J10 are a deterrent for these routes being used by non-motorised users. There is an opportunity to provide signalised crossing facilities throughout this junction.”*
- **Opportunity 5 – Green Lane** – *“The proposals outlined in the Transport Assessment include the provision of a 3m wide shared path to connect to Birchmoor. The current provision on Green Lane and over the M42 only has footway provision and requires cyclists to ride on the road. With the parked vehicles this could be discouraging for cyclists, particularly when faced with oncoming traffic. The footway on the south side is relatively wide and may have potential to be upgraded to a shared cycle facility. Alternatively, signing and on road markings could provide a safer facility for cyclists to reach the path network to the west over the M42.”*
- **Opportunity 6 – Tamworth Services Link** - *“As well as Green Lane, mentioned above, an alternative route to the west for Tamworth would be for users to use the A5 and M42 junction, however there is a gap in provision between the M42 junction and the start of the path network to the north and west of Tamworth Services. There is an opportunity to provide a formal signed route to connect the M42 junction to the path network.”*
- **Opportunity 7 – Links to Dordon and Polesworth** – *“Proposals for links to Dordon and Polesworth are mentioned both in the Transport Assessment and as part of LCWIP. There is an opportunity to provide good standard surfaced and lit paths to connect through to Dordon and Polesworth that can be used all year round.”*

- **Opportunity 12 – Browns Lane Link** – *“The current provision on this link prevents use by cycles, either requiring them to dismount and walk through or ride on a longer route. There is an opportunity with maintenance and minor widening to upgrade this link to allow use by cyclists.”*
- **Opportunity 13 – A5 Cycle Provision** - *“A number of gaps in cycle provision on the A5 have been identified where the shared facilities end and continue as footways. This included the links to Grendon to the east, Centurion Park to the west and potential areas of conflict, such as on the north side of the Birch Coppice access junction. Southern sections of the A5 are also for pedestrian use only. These areas have been identified as potential improvements in the LCWIP document for upgrade to cycle standard facilities.”*

4.3 Active Travel and Connectivity Improvement Proposals – Application Ref: PAP/2021/0663

Mindful of the spatial context, the limitations of and opportunities for the existing infrastructure in the vicinity of J10 M42, as set out above, the significant connectivity improvements and active travel proposals being brought forward by planning application ref: PAP/2021/0663 are as follows:

- 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;
 - 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 M42 J10 to Dordon;
- An on-site bus stop for A5 east & westbound buses supported by Stagecoach and WCC (Network Planning Team);
- New enhanced fully signal controlled crossing for the A5, compared to the existing junction staggered pedestrian crossing that passes through the central reserve;
- 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 sue by the general public located at the ancillary Hub Office; and
- Site wide Sustainable Travel Plan to be applicable to all future occupiers.

The proposed 3m wide dual use footway/cycleways to either side of the site road and access junction, the linkage north from the site road to Birchmoor and the proposals to upgrade and divert Bridleway AE45 to an appropriate surface to accommodate equestrian and pedestrian use, collectively, would align with and compliment the identified potential improvement referred to as route ref: P03. These proposals could also tie into the identified potential improvements to Green Lane to the north of the Site and the A5 to the south of the Site respectively.

Furthermore, a range of off-site active travel improvements are also proposed, including:

- Signal controlled crossings within the proposed site access helping to reduce usage of the existing priority-controlled facility nearby;

- Through provision of the internal pedestrian and cycle link connecting the A5 to Birchmoor, the proposals would offer a higher quality route for pedestrians and cyclists travelling between the A5 and areas to the north and west (particularly within Tamworth);
- Upgrade of Public Footpath AE48 to dual-use footway/cycleway;
- 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;
- 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 of existing uncontrolled pedestrian/ cycle crossings at J10 M42 to signal controlled;
- Increase the separation between pedestrians/cyclists and A5 carriageway to standard verge; and
- The above measure would also introduce a series of new leisure routes through an enhanced rural landscape between Dordon and Tamworth.

The proposed upgrade of Public Footpath AE48 from the A5 link to Browns Lane is also proposed as part of these extensive connectivity and active travel proposals given the proximity of the route to the Site. This aligns with route ref: P07 in the draft LCWIP, which is identified for potential pedestrian and cycle improvement, and therefore the HE proposals respond directly and positively to this.

Finally, the proposed upgrade of existing uncontrolled pedestrian/ cycle crossings at J10 M42 to signal controlled crossings. This aligns with route ref: P08 in the draft LCWIP, which is identified as a proposed cycle scheme at Table NW10, for 'Widening/ upgrade of footway...', and therefore the HE proposals respond directly and positively to this also.

These connectivity improvements and active travel proposals are illustrated, where possible, on the following plans, contained at **Appendix B**:

- Existing Connectivity Plan – Route Type – Ref: 00801/P3;
- Existing Connectivity Plan – Route Surface – Ref: 00802/P3; and
- Proposed Connectivity Plan – Ref: 00803/P3.

In addition, a series of 'Commuter Point-to-Point Plans' and 'Community Integration Plans', contained at **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.

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:

- 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 NMU users and the A5 carriageway.

Table 1 (overleaf) summarises the benefits of the connectivity enhancements shown in the Commuter and Community Integration Point-to-Point Plans:

Table 1 – Summary of Existing vs Proposed Connectivity Enhancements

Route	Existing Route(s)	Existing Distance and Time	Proposed Route(s)	Proposed Distance and Time
Birchmoor to Dordon	Via Polesworth Tarmacked road with no cycleways	2.2km 11 minute cycle ride 27.5 minute walk	Via upgraded Bridleway AE45, Footpath AE46 and new footpath / cycleway 3m wide dual footway / cycleways	2.0km 10 minute cycle ride 25 minute walk
	Via St. Modwen Park, A5, J10 M42, Tamworth Services & Birchmoor Tarmacked roads with limited sections of dual footway/cycleways and numerous key uncontrolled crossing points at J10 M42	5.8km 29 minute cycle ride	Via Birchmoor and new site access road Site access road to comprise off-carriageway 3m dual cycleway/footway	3.9km 19.5 minute cycle ride
Freasley to Polesworth	Via A5 cycleway and Dordon Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards)	5km 25 minute cycle ride	New signal controlled crossing point at site access point on A5 to tie into existing footpath directly opposite site access at St Modwen Park	
	Via Polesworth and Birchmoor Tarmacked roads with no dual footway/cycleways	3.4km 17 minute cycle ride	Via new footpath/cycleway, upgraded Footpath AE46, upgraded Bridleway AE45 and Birchmoor 3m wide dual footway / cycleways	3.3km 16.5 minute cycle ride
Dordon to Relay Park	Via A5 cycleway and J10 M42 Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards)	3.0km 15 minute cycle ride	Via upgraded Footpath AE48, new off-line cycleway and upgraded J10 M42 3m wide dual footway / cycleway (upgraded AE48) 3m wide off-line footway / cycleway Key crossings upgraded to signal controlled (J10 M42)	2.8km 14 minute cycle ride
	Via Birchmoor, Relay Park and J10 M42 Tarmacked roads with limited sections of dual footway/cycleways and numerous key uncontrolled crossing points at J10 M42	5.2km 26 minute cycle ride	Via Birchmoor and new site access road Site access road to comprise off-carriageway 3m dual cycleway/footway	3.3km 16.5 minute cycle ride
Polesworth to St Modwen Park	Via Dordon and A5 cycleway Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards)	4.7km 23.5 minute cycle ride	New signal controlled crossing point at site access point on A5 to tie into existing footpath directly opposite site access at St Modwen Park	

Route	Existing Route(s)	Existing Distance and Time	Proposed Route(s)	Proposed Distance and Time
Stonydelph to Core 42	Via Tamworth Services, J10 M42 and A5 cycleway Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards)	4.0km 20 minute cycle ride	Via Tamworth Services, J10 M42 and new off-line cycleway 3m wide off-line footway / cycleway Key crossings upgraded to signal controlled (J10 M42)	4.0km 20 minute cycle ride
	Via Birchmoor, Polesworth & Dordon Tarmacked roads with no dual footway/cycleways	5.4km 27 minute cycle ride	Via Birchmoor, upgraded Bridleway AE45, upgraded Footpath AE46 and upgraded farm track 3m wide dual footway / cycleways. Route to tie into existing Core 42 signal controlled crossing.	4.2km 21 minute cycle ride
Site Allocation H4 to Centurion Park	Via Footpaths AE22 & AE23, Polesworth, Birchmoor, Relay Park Tarmacked roads with no dual footway/cycleways	4.7km 23.5 minute cycle ride	Via Footpaths AE22, AE23 & AE48, new off-line footpath/cycleway and J10 M42 3m wide dual footway / cycleway (upgraded AE48)	4.1km 20.5 minute cycle ride
	Via Footpaths AE22, AE23, Dordon, A5 and J10 M42 Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards) Numerous key uncontrolled crossing points at J10 M42	4.3km 21.5 minute cycle ride	3m wide off-line footway / cycleway New signal controlled crossing point at site access point on A5 to tie into existing footpath directly opposite site access at St Modwen Park Key crossings upgraded to signal controlled (J10 M42)	
Site Allocation H5 to Birch Coppice	Via Tamworth Footpaths 95 & 169, Stonydelph, Tamworth Services, J10 M42 and A5 cycleway Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards) Numerous key uncontrolled crossing points at J10 M42	5.3km 26.5 minute cycle ride	Via Tamworth Footpaths 95 & 169, Stonydelph, upgraded J10 M42 and new off-line cycleway Key crossings upgraded to signal controlled (J10 M42) 3m wide off-line footway / cycleway Route to tie into existing Core 42 signal controlled crossing.	5.3km 26.5 minute cycle ride
	Via Tamworth Footpaths 95 & 169, Birchmoor, Polesworth & Dordon Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards) Numerous key uncontrolled crossing points at J10 M42	6.2km 31 minute cycle ride	Via Tamworth Footpaths 95 & 169, Stonydelph, upgraded Bridleway AE45 and part diverted / upgraded Footpath AE46 3m wide dual footway / cycleways (upgraded AE45 and AE46). Route to tie into existing Core 42 signal controlled crossing.	4.8km 24 minute cycle ride



In addition to the connectivity enhancements proposed, several new leisure route options would be created by the scheme (application ref: PAP/2021/0663), as illustrated on the Walking Routes Plan and Indicative Fitness Trail Plan contained at **Appendix D**. These routes are as follows:

- Dordon Long Walk – 3.4 km / approx. 45 min walking time, broadly a ‘figure of 8’ route looping through the Strategic Gap;
- Dordon Medium 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;
- 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.

The provision of these new leisure routes, in addition to the significant new and enhanced connectivity improvements arising from the proposals, will proactively and positively respond to a key aim of the LCWIP: to combat physical inactivity and obesity, by providing infrastructure that promotes healthy and active lifestyles to improve health and wellbeing (including mental wellbeing) for the communities of North Warwickshire.

Mindful of the key aim of the draft LCWIP – “*To create a safe and attractive environment for walking and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire*” - the WCHAR Assessment associated with application ref: PAP/2021/0663 concludes that the proposed enhancements to the Public Right of Way and footway/cycleway network in and around the Site will improve pedestrian and bicycle permeability locally, allowing residents of Birchmoor, Polesworth, Dordon and Tamworth to access the cluster of employment sites at J10 M42 and to the south of the A5 more easily. As such, it is envisaged that these enhancements will make it much easier for employees in these locations to commute to work by bicycle or foot, leading to offsite sustainable transport benefits, therefore clearly responding to and helping contribute to achieving the aim of the draft LWCIP.

Furthermore, noting the significant planned infrastructure improvements for the A5 corridor and future major residential developments, the proposals also offer substantially increased access to and from Local Plan site allocations in the area (sites H4 Land east of Polesworth & Dordon, H5 Land to the west of Robey’s Lane adjacent to Tamworth and Tamworth Golf Course Sustainable Urban Extension) that intend to deliver over 4,000 dwellings between them. Of particular weight is the positive impact the improvements will have on the major housing allocations (H4 and H5) and their connectivity with major employment development, including Land NE J10 M42 and employment allocations E2 and E3. These improvements, as indicated in Table 1 above and the relevant Commuter Point-to-Point Plans contained at **Appendix C**, can be summarised as follows:

- **Site Allocation H4 to Centurion Park** - Via Public Footpaths AE22 & AE23, Polesworth, Birchmoor, Relay Park or Via Public Footpaths AE22 & AE23, Dordon, A5 and J10 M42
 - Currently, users of either routes either have to contend with no dual footway/cycleways (and therefore use the road) or have only limited sections of dual footway/cycleways (which in any case do not meet highways design standards), are poorly signposted and in many cases overgrown with vegetation, reducing the width.
 - Users opting to travel via J10 M42 will also have numerous uncontrolled crossing points which have a negative impact on promoting active travel due to increased safety concerns.
 - For both routes, the proposed improvements would lead to a reduction in cycle journey time and distance but crucially would provide 3m wide dual footway/cycleways, a 3m off-line footway/cycleway and upgraded crossing points (to be signalised) at J10 M42.

- **Site Allocation H5 to Birch Coppice** – Via Tamworth Footpaths 95 & 169, Stonydelph, Tamworth Services, J10 M42 and A5 cycleway or Via Tamworth Footpaths 95 & 169, Birchmoor, Polesworth & Dordon
 - Currently, users of either routes have only sections of dual footway/cycleways (which in any case do not meet highways design standards), are poorly signposted and in many cases overgrown with vegetation, reducing the width.
 - Users opting to travel via J10 M42 will also have numerous uncontrolled crossing points which have a negative impact on promoting active travel due to increased safety concerns.
 - For users of the route via J10 M42, whilst the proposed improvements would make no difference in distance of journey time, as a result of upgrading key crossing points at J10 M42 to signal controlled and the introduction of a 3m wide off-line footway/cycleway providing greater separation with the A5, they would significantly improve the perception of safety and therefore better promote active travel.
 - For users of the route via Birchmoor, by virtue of the proposed upgraded Public Bridleway AE45 and the upgraded and diverted Public Footpath AE46 (to dual footway/cycleway), the proposed improvements would lead to a significant improvement in both cycle distance (1.4km less) and journey time (7 minutes less). This route also provides a more attractive alternative to the J10 M42 route, taking cyclists through the Strategic Gap and set-back from main roads, which in turn will better promote active travel.

Without the proposed new and improved routes through the Site, upgrades to existing footpaths and bridleway, and off-site improvements, future residents of housing allocations H4 and H5 would likely be required to travel via J10 M42 and/or the A5 corridor, which could present a significant barrier to sustainable travel take-up.

Finally, the proposals, by virtue of the proposed off-line footway/cycleway through the Site, the new 3m wide dual-use footway/cycleways aside the site access road, upgraded crossings at J10 M42 (to signalised crossings), and other new footway / cycleway links (over 3.5 km in total), will collectively provide significantly improved and new east-west linkages that would combat the funnelling effect of the M42 and in doing so directly address a key challenge for North Warwickshire Borough identified in the draft LCWIP. Namely, the lack of east-west routes other than the A5 to the south of Polesworth and Dordon.

Considering the above, it is therefore critical that these new and enhanced routes are included and referenced accordingly in the LCWIP as they will clearly compliment route refs: P03, P07, P08 and P09 and provide substantial connectivity enhancements, promote sustainable and active travel and encourage improved health and wellbeing in North Warwickshire and beyond.

It is noted that potential scheme P01 incorporates sections of potential new or upgraded cycle route / walking infrastructure (see Figures NW14 and NW25) through unallocated land within the designated Strategic Gap between Tamworth and Polesworth with Dordon.

5. Comments on the prioritisation given to schemes in North Warwickshire Borough.

HE agrees with the designation of route ref: P03 (Bridleway AE45 and Green Lane) as a 'Very High Priority' scheme for the reasons set out above and notes the 'effectiveness' of the potential improvement would be scored as "5" (Excellent).

As demonstrated in Table 1 (above), the enclosed Commuter Point-to-Point Plans and Community Integration Plans, the implementation of a dual footway/cycleway from Green Lane to the existing A5 cycleway (via Land NE J10 M42) would provide - in some cases - an improvement in journey times and distances between numerous settlements and key allocations, but in all cases would provide a significantly upgraded route that takes users away from J10 M42 and instead through a car-free and attractive setting through the Strategic Gap. The benefit to this is that users will feel safer and therefore more encouraged to walk or cycle whilst still being able to achieve an east-west route across the M42.

However, HE also considers that the proposed connectivity enhancements forming part of planning application ref: PAP/2021/0663 should also be included in the LCWIP and categorised as Very High Priority schemes given these connectivity enhancements include in part route ref: P03 and would complement it further by delivering additional and substantial connectivity enhancements to the strategic A5 Corridor, which would serve the wider area.

Route ref: P07 (link from the A5 to Browns Lane via Public Footpath AE48) is designated a 'Medium Priority' scheme, however HE considers this should be given a "High" priority given the existing route does not allow cyclists to use it without dismounting, therefore discouraging its use and forcing cyclists to use a longer route via the A5 carriageway and cycleway. Its upgrade would provide a more direct cycle link to/from Dordon, will be effective in taking users away from the A5 towards Dordon and would also tie in with the existing signalised crossing opposite Core 42 Business Park.

Route ref: P08 (A5 Watling Street M42 Junction 10) is undesignated given it is a potential 3rd party scheme. HE considers that this route should be given a "Very High Priority" given it directly responds to one of the three 'specific problems' listed for walkers/cyclists in North Warwickshire – i.e., limited east-west active travel opportunities due to transport infrastructure.

Route ref: P09 (A5 Watling Street – Tamworth Logistics Park) is also undesignated given it is a potential 3rd party scheme. As route ref: P09 is identified as a potential cycle route, which would tie in to the A5 directly opposite the proposed new signal controlled site access junction at Land NE J10 M42, dual footway/cycleways and improved and diverted Bridleway AE45, it is considered that this route should be given a "High" priority given the positive impact it would have on north-south links and improving safe crossing of the A5.

6. Comments on the overall proposals and final comments

Whilst HE strongly agrees with the key aims and objectives of the draft LCWIP, achieving the aim is reliant on ensuring that high quality infrastructure is in place and physical improvements are made in the right areas to encourage sustainable travel patterns for everyday journeys and provide inclusive access for leisure activities.

As comprehensively set out in these representations, the HE proposals would positively respond to identified connectivity and infrastructure issues in North Warwickshire Borough. The proposals would also respond positively to all the key challenges identified in the draft LCWIP, in particular the following challenges and opportunities:

- Challenge 1 - Covid-19 and the impacts on health, travel and economy
 - Opportunities:
 - To continue the increase in local walking journeys (for everyday journeys and leisure trips)
 - To maintain interest in cycling, particularly less confident riders and people who have bought new bikes
- Challenge 2 - Climate change and air quality
 - Opportunities:
 - To promote walking and cycling as low carbon alternatives to single-occupancy car journeys, and invest in walking and cycling infrastructure
 - To reduce emissions and poor air quality through investment in sustainable travel modes and low emission vehicles and supporting infrastructure
- Challenge 3 - Population growth and associated pressures on highways and local services
 - Opportunities:
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements

- To support more accessible and inclusive walking and cycling facilities
- Challenge 4 - Health and wellbeing – particularly physical inactivity and obesity
 - Opportunities:
 - To promote walking and cycling as active travel modes and leisure activities, and invest in walking and cycling infrastructure
- Challenge 5 – Safety – perceptions of safety and actual risk
 - Opportunities:
 - To provide safer infrastructure for walking and cycling
- Challenge 8 - Access to jobs and services – and need to promote equality and to rebalance rural and urban opportunities
 - Opportunities:
 - To promote walking and cycling as active travel modes for short journeys in towns to access education, training and employment, and combining with public transport for longer journeys
- Challenge 10 – Lack of funding
 - Opportunities:
 - To seek efficiencies through partnership working, prioritisation, phasing and prudent management
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements

To conclude, the new and enhanced connectivity routes and active travel proposals forming part of planning application ref: PAP/2021/0663 clearly and demonstrably align with the key aim of the draft LCWIP and crucially would respond to each of the key challenges and opportunities identified. The proposals would also significantly improved new east-west linkages to combat the funnelling effect of the A5 corridor / J10 M42.

It is therefore critical that the HE proposals are included and referenced accordingly in the LCWIP as they will clearly compliment and expand on the potential improvements identified as route refs: P03, P07, P08 and P09 by providing substantially greater connectivity enhancements in the vicinity of the A5 corridor. In doing so, the improvements will promote sustainable and active travel which will lead to environmental benefits and improved health and wellbeing of residents in North Warwickshire.

I trust that these representations will be taken fully into account. HE is committed to working closely with WCC as the LCWIP progresses and would welcome the opportunity to present the proposals for Land NE J10 M42 and the extensive active travel / walking/cycling connectivity enhancements to WCC in the near future.

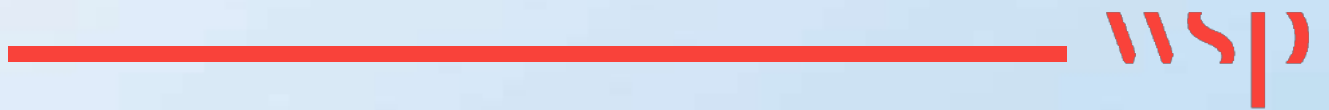
Yours Sincerely



Doug Hann
Director

cc: Hodgetts Estates

Appendix A





**Proposed Employment Land
North East of J10 M42,
North Warwickshire**

Walking, Cycling & Horse-Riding Assessment

Report No. D000157 – WCHAR

4 Kempston Place
South Queensferry
Edinburgh,
EH30 9QW

Date: 25 July 2022

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Appendices

- Appendix A – Preliminary Design Layouts
- Appendix B – NMU Count Data
- Appendix C – Collision Data
- Appendix D – Findings and Opportunities Location Plan

1 Scheme Description & Background

- 1.1 Drummond Black Consulting have been commissioned by Tetra Tech to undertake the Walking, Cycling and Horse-Riding Assessment for up to 100,000 sqm of proposed employment uses on land to the north east of M42 Junction 10.
- 1.2 The report is prepared in accordance with Design Manual for Roads and Bridges (DMRB) *GG142 Walking, Cycling and Horse-Riding Assessment and Review* (WCHAR). A brief was supplied with detailed information including NMU traffic count information and the scope of the project was discussed over online calls with both the design team and Warwickshire County Council (WCC). National Highways (NH) were contacted, however no comments were received.
- 1.3 This report assesses the existing facilities for pedestrians, cyclists and equestrian users in the local area, provides background information on the users and identifies opportunities for improvements for the users. The findings and opportunities identified in this report are not solely intended for the developer to address, but to inform discussion with the relevant authorities to enable co-ordination with the development of external schemes to achieve the objectives. A number of these are outlined in the Warwickshire Local Cycling and Walking Infrastructure Plan described in Section 2 (Table 2.1) of this report.
- 1.4 A site visit was carried out by the lead assessor on Friday 27th May 2022 where the full study area was examined. The weather was clear and sunny. Traffic flow was busy and a number of pedestrians and cyclists were observed.

Background

- 1.5 The proposed development is for up to 100,000 sqm of employment uses on land to the north east of M42 Junction 10. The proposals also include the removal of existing parking laybys at the A5 and replacing them with a new facility for up to 150 vehicles within the site. The final details of the internal layout, including access junctions and parking layouts, will be addressed at a later date so this assessment seeks to input into this creation of the design.
- 1.6 The proposed development would be served by a new signal controlled all-movements access junction at the A5. The proposed layout has been designed in accordance with published guidance from National Highways (formerly Highways England), acting as the Highway Authority responsible for the A5 carriageway.

- 1.7 The site is currently served by a reasonable level of infrastructure to accommodate predicted journeys by walking, cycling and public transport modes. The immediate surrounding area accommodates a substantial amount of employment development, with potentially up to 10,000 people working each day. The proposed development would deliver a range of improvements that should ensure substantial improvements in accessibility, particularly for walking and cycling journeys, that could benefit all users.
- 1.8 These improvements include upgrading the existing east and westbound bus stop facilities at the A5, provision of signal controlled crossing facilities within the access as an alternative to the current priority controlled crossing on the A5, upgrading of existing footpaths within the site and adjacent land to provide much improved pedestrian and cyclist links that avoid the M42 Junction 10 and A5 corridor, and finally the delivery of a continuous shared footway/cycleway link that extends throughout the scheme connecting the A5 to Birchmoor and a series of designated route options for pedestrians and cyclists. Access by public transport is also achievable through local bus routes and two rail stations at Polesworth and Wilnecote.
- 1.9 By providing these infrastructure improvements, the proposed development also offers substantially increased access to and from Local Plan development sites in the area (sites H4 Land east of Polesworth & Dordon, H5 Land to the west of Robey's Lane adjacent to Tamworth and Tamworth Golf Course Sustainable Urban Extension) that intend to deliver over 4,000 dwellings between them. Without the link through the site, residents at each location would likely be required to travel via the M42 Junction 10 and/or the A5 corridor, which could present a significant barrier to sustainable travel options.
- 1.10 This WCHAR assessment report is prepared as part of the preliminary design phase. The WCHAR review report will be prepared at the end of the detailed design before construction commences.
- 1.11 The existing layout and facilities in the area are illustrated in Figure 1 and described below.
- 1.12 A footway extends along the southern edge of the A5 past the site, measuring approximately 1.8 metres wide. There is a section on the southern side between "The Cat Cottage" and the westbound layby that narrows to less than 1 metre as a result of poor maintenance. Along the northern edge of the carriageway, a 2 metres wide shared footway / cycleway exists, however, there are several points, particularly to the east, where width is constrained by street furniture and overgrown vegetation. The northern path was frequently used by pedestrians and cyclists, whilst the southern path was used less frequently. These connect to the M42/A5 roundabout

where all arms include dropped kerbs and tactile paving crossings, although crossings are uncontrolled. There are crossing facilities across the A5 to reach destinations to the south via either signalised crossings at Birch Coppice and Core 42 Business Park or via the overbridges further to the east at Dordon. The path link through to Browns Lane in Dordon is currently signed as “No Cycling”. The streets in Dordon are low speed and traffic calmed. There is scope for improvement along this route with basic improvements in maintenance of overgrown vegetation. To the east, this will provide a link from the site to Dordon and onward to Grendon.

- 1.13 The residential areas of Birchmoor and Polesworth are within the catchment area of the site and include Polesworth Sports Centre and School. It is currently possible to walk through the site on a bridleway to access Birchmoor and onward destinations to the northwest including good standard cycle routes into Tamworth. Additional onward connections are available via the Coventry Canal off the B5000.
- 1.14 As mentioned above, there are good facilities to connect to Tamworth to the northwest with an off road path network to the west of Green Lane in Birchmoor. Also to the west of the M42, utilising the footway at the southern edge of the roundabout and then the A5, pedestrians can access the Centurion Business Park and its units via Centurion Way (this includes a Premier Inn Hotel, restaurant/pub, and various employment units (offices and industrial)). The adjacent residential area further west via Watling Street is also within accessible distance. Furthermore, using the footway at the northern edge of the roundabout and then Green Lane (south), pedestrians can access the Relay Park (including various offices and industrial units) and Tamworth Services (this includes M&S Simply Food, Costa Coffee, Burger King and Esso).
- 1.15 To the south, while there is a footway only provide on the A5, this is used by cyclists and connects to facilities on Trinity Road that provide connections to the southeast of Tamworth and Hockley via Overwoods Road. While the path on the A5 is not signed as a shared facility, it is signed as such from the M42, south on Trinity Road. An alternative public footpath exists through the site of Tamworth Logistics Park (East).

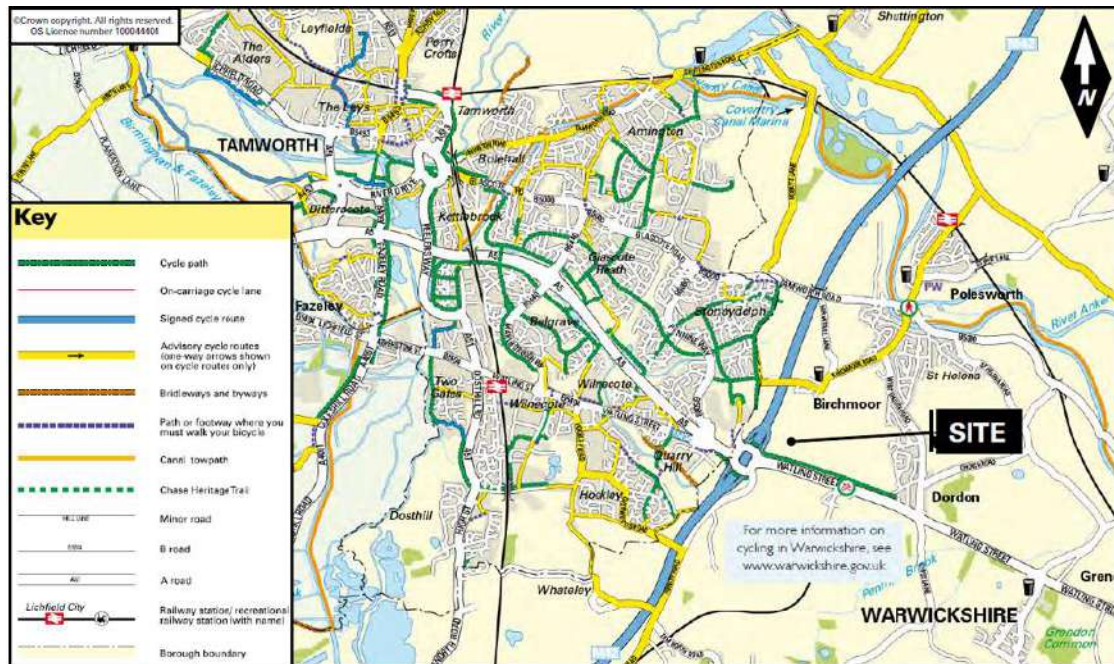


Figure 1 – Existing Cycle Facilities

1.16 Survey information for non-motorised users has been provided for the following locations:

- M42 J10 (Sept 2021 & June 2022)
- A5 Watling Street (Sept 2021 & June 2022)
- Green Lane (West) (June 2022)
- Green Lane/ Cockspur Street (June 2022)
- Path Interchange north of Tamworth Services (June 2022)

1.17 Initial survey data was provided from the Transport Assessment with additional targeted surveys carried out in June 2022. The summary below is from the most recent data.

1.18 On the A5 path passing the site, there were 11 pedestrians (2-way) over 12 hours on the north side and 13 on the south side. During this period there were 38 cyclists on the north side and 51 cyclists on the south side. The Green Lane route through Birchmoor over the M42 was a popular route for pedestrians and cycles as there was 290 (2-way) pedestrians over 12 hours and 71 cyclists.

1.19 On M42 J10, there were 11 pedestrians & 38 cyclists around the north side (Same as A5 passing site above) with 10 pedestrians/ 54 cyclists around the south.

1.20 Pedestrian flows would be considered generally low at all count locations. Full count data is included in Appendix B.

1.21 Information provided by the British Horse Society shows that there are 584 horse registrations in the B78 postcode area, although no horse riding was noted during the site visit or is present in the areas surveyed. Bridleway AE45/1 runs along the eastern site boundary in a north / south direction.

Proposed Access Arrangements

1.22 The proposed internal pedestrian and cycle connections and their links to the external network are shown on the initial site layout drawing in Appendix A.

1.23 Active travel proposals are to include the following:

- 3 metres wide dual use footway/cycleway to either side of the site road and access junction;
- 3 metres wide dual use footpath / cycle path linking north from the site road to Birchmoor;
- 3 metres wide footpath / cycleway linking east from the site road to the nexus of Public Bridleway AE45 and Public Footpath AE46 (Shown on Figure 23 in the Transport Assessment);
- A network and new and improved Public Footpaths, footpaths and cycleways crossing the broader area to promote sustainable modes of travel/commuting and local community health and fitness, particularly enhancing east-west routes. This will include tarmac footpaths and cycleways and appropriate surfaces for bridleways, all of which would be compliant with the Equalities Act 2010 providing “access for all”;
- New off line cycleway connecting east from M42 J10 to Dordon;
- An on-site bus stop for A5 east & westbound buses supported by Stagecoach and WCC;
- New enhanced fully signal controlled pedestrian crossing for the A5, compared to the existing junction staggered pedestrian crossing that passes through the central reserve;
- 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, all located at or close to pedestrian entrances;
- Showers and changing facilities provided to all units;
- Communal cycle parking, showers and changing facilities for site occupiers located at the ancillary Hub Office; and
- Site wide Travel Plan to be applicable to all future occupiers.

- 1.24 For vehicular access, the development would be served by a single signal-controlled access junction at the northern edge of the A5 carriageway. The proposed site access layout is shown in Drawing Number F19123/07 in Appendix A. The proposed layout has been prepared in accordance with the requirements of CD123 'Geometric design of at-grade priority and signal-controlled junctions'.
- 1.25 In addition to the site access, off site improvements are also proposed, including:
- Signal controlled crossings within the proposed site access helping to reduce usage of the existing priority-controlled facility nearby;
 - Provision of an internal pedestrian and cycle link connecting the A5 to Birchmoor, thus offering a higher quality route for pedestrians and cyclists travelling between the A5 and areas to the north and west (particularly within Tamworth);
 - 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;
 - The proposed scheme will increase the separation between pedestrians/cyclists and A5 to standard verge; and
 - Removal of existing parking laybys that do not meet current design requirements, in favour of a high-quality lorry parking facility for up to 150 vehicles, to include supporting facilities for drivers.

Scheme Objectives

- 1.26 No specific objectives have been specified as part of the brief for this assessment, however it is stated that one of the aims of the proposals is to ensure the proposed development is accessible by all modes of transport.

Study Area

1.27 The extent of the study area considered within this WCHAR assessment report has been established by the Lead Assessor following consultation with the cycling officer at WCC, illustrated in Figure 2. The Transport Assessment predicts that 80% of traffic will come from the west from the M42, however non-motorised user traffic would be expected to be more evenly spread from the residential areas surrounding the site. The assessment area broadly comprises of connections to the following:

- Dordon;
- Grendon;
- Polesworth;
- Wilnecote; and
- Tamworth.

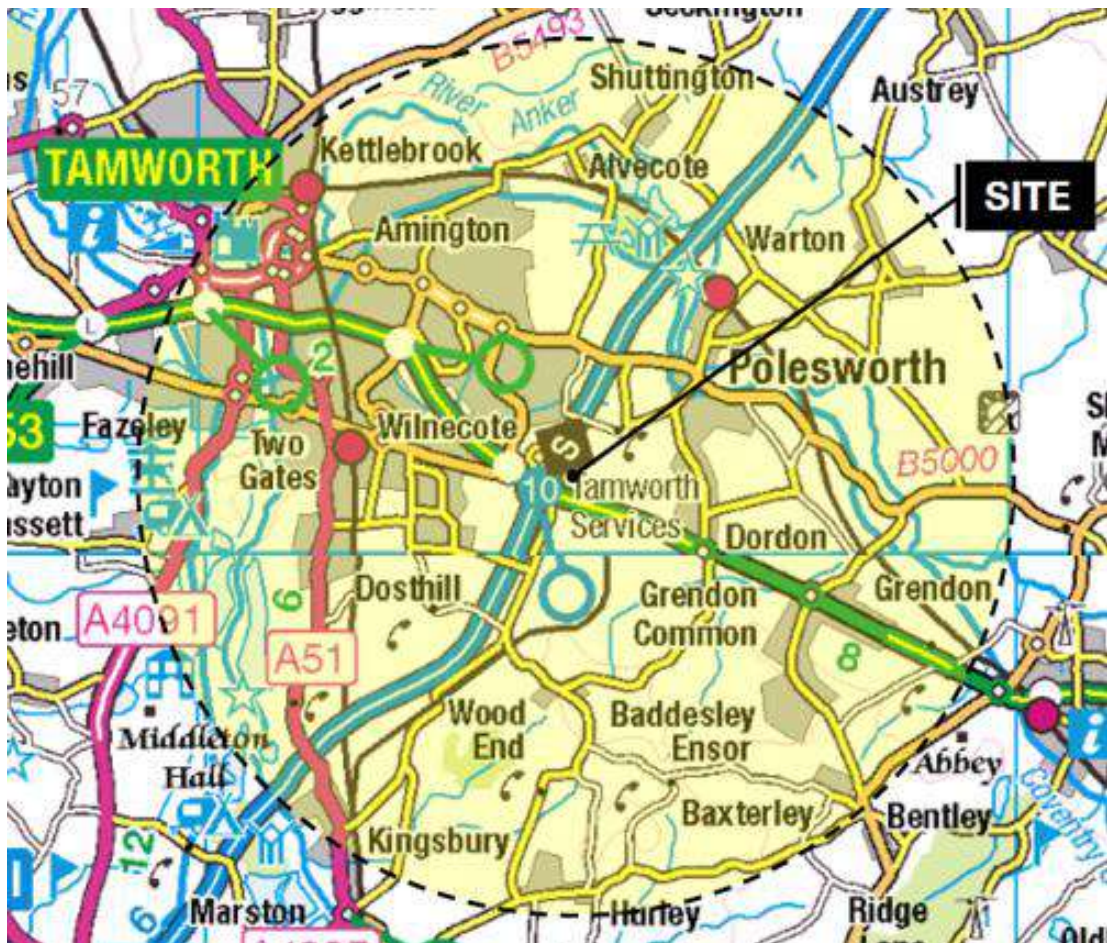


Figure 2 – Study Area

2 Walking, Cycling & Horse-Riding Assessment

2.1 This chapter summarises the findings of the assessment as set out in Section 4 of GG 142. The findings under each topic area are summarised under each heading and any potential opportunities for improvements are identified in Chapter 3 of this report.

Assessment of Walking, Cycling & Horse-Riding Policies and Strategies

2.2 To prepare this WCHAR assessment report, the following local and national policy/advice notes have been considered. A policy review was carried out as part of the Transport Assessment and the relevant information from this has been extracted and summarised below. In addition to this, following discussions with the relevant local authorities, additional policy and strategic documents, including the Warwickshire Local Cycling and Walking Infrastructure Plan were provided for review that include potential schemes.

National Planning Policy Framework (NPPF)

2.3 The NPPF is the overarching Government guidance on planning with the latest version released in July 2021. In respect of planning obligations, Paragraph 57 states how contributions must only be sought where they meet all the following tests:

- “a) necessary to make the development acceptable in planning terms;*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development.”*

2.4 The NPPF places heavy emphasis on the importance of sustainability, where Paragraph 105 sets out that:

‘The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making’.

2.5 Paragraph 110 goes on to set out key criteria that development sites should establish. It states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;
- and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.6 Paragraph 112 of the NPPF goes on to set out a list of preferred criteria for applications for development. It recommends that priority is given to pedestrian and cycle movements and minimising the scope for conflict with vehicles.

DfT Circular 02/2013: The Strategic Road Network and the delivery of sustainable development (10 September 2013)

2.7 In addressing the assessment of development impact, Paragraph 26 advises how the “Highways Agency expects the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites. This is particularly necessary where the potential impact is on sections of the strategic road network that could experience capacity problems in the short or medium term”.

North Warwickshire Borough Council Local Plan (Adopted September 2021)

2.8 Chapter 5 of the North Warwickshire Borough Council Local Plan (NWBCLP) sets out the following objectives for the Local Plan:

1. To secure a sustainable pattern of development reflecting the rural character of the Borough
2. To provide for the housing needs of the Borough
3. To develop and grow the local economy for the benefit of local residents
4. To maintain and improve the vitality of the Market Towns
5. To promote rural diversification
6. To deliver high quality developments based on sustainable and inclusive designs
7. To protect and enhance the quality of the natural environment and conserve and enhance the historic environment across the Borough

- 8. To establish and maintain a network of accessible good quality Green Infrastructure, open spaces, sports and recreational facilities
- 9. To ensure the satisfactory provision of social and cultural facilities

2.9 The document also notes Walking and Cycling (LP27) on the development of a walking and cycling strategy - “All developments should consider what improvements can be made to encourage safe and fully accessible walking and cycling”.

2.10 The plan identifies two major housing sites in the area (sites H4 Land east of Polesworth & Dordon and H5 Land to the west of Robey’s Lane adjacent to Tamworth) that intend to deliver almost 3,000 homes that will be within the cycling catchment of this site, as well as several smaller housing sites.

Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP)

2.11 The Warwickshire LCWIP contains a number of proposed cycle schemes (NW10) to the east of the site in Polesworth and Dordon including:

Table 2.1 – Proposed cycle schemes in Polesworth and Dordon

Ref	Potential Schemes	Type
P01	Alvecote development	New footway/ cycle track adjacent to road
P02	Polesworth and Dordon north-south links	On-carriageway cycle route
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Cycle track/ path on open space and on-carriageway route
P04	Polesworth developments	New footway/ cycle track adjacent to road and cycle track/path
P05	St Helena Road/ Dordon Hall Lane (Polesworth - Grendon)	On-carriageway cycle route
P06	Church Road/ Dunns Lane, Dordon	On-carriageway cycle route
P07	Path (A5 Birch Coppice junction - Browns Lane)	Cycle track/ path on open space
P08	A5 Watling Street (M42 Junction 10)	Widened/ upgraded footway adjacent to road and crossing
P09	Path (A5 Watling Street - Tamworth Logistics Park)	Cycle track/ path on open space
P10	A5 Watling Street (Birch Coppice - Dordon - Grendon)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
P11	A5 Watling Street (Grendon to Holly Lane)	Widened/ upgraded footway adjacent to road

DMRB – CD 143 Designing for Walking, Cycling and Horse-Riding

- CD 143 should be used for the design of walking, cycling and horse-riding routes on and/or adjacent to the motorway and all-purpose trunk road network.
- Walking, cycling and horse-riding routes shall be free from unnecessary diversions, frequent obstacles and fragmented facilities
- The core design principles for walking, cycling and horse-riding are:
 - Coherence: Link trip origins and destinations, including public transport access points. Routes are continuous and easy to navigate.
 - Directness: Serve all the main destinations and seek to offer an advantage in terms of distance and journey time.
 - Comfort: Infrastructure meets design standards and caters for all types of user, including children and disabled persons.
 - Attractiveness: Aesthetics, noise reduction and integration with surrounding areas are important.
 - Safety: Dedicated networks and facilities not only improve pedestrian, cyclist and equestrian safety, but also their feeling of how safe the environment is. This includes access to adjacent areas, sightlines, fencing, lighting, landscaping and surveillance. It also includes avoiding opportunities for assailants to conceal themselves.

Collision Data

2.12 A collision review was carried out as part of the Transport Assessment covering the M42 Junction, Dordon Roundabout, Long Street and Gypsy Lane. The study period covered the five years to 2020.

2.13 A total of 50 collisions were recorded during the study period, where none were classified as 'fatal', 10 were classified as 'serious', and the remaining 40 collisions all classified as 'slight'. Throughout the study area a total of 6 collisions involved cyclists, two involved pedestrians, and the remaining 42 incidents involved vehicles only. The collisions can be broken down by the following years:

- 2016 - 13 collisions (26%)
- 2017 - 12 collisions (24%)
- 2018 - 9 collisions (18%)

- 2019 - 9 collisions (18%)
- 2020 - 7 collisions (14%)

2.14 Full details of the assessment are included in the Transport Assessment.

2.15 For this assessment WCC have provided collision data for the same time period for the whole area isolating collisions involving pedestrians and cyclists. This plan is included in Appendix C. Specific collisions from this are detailed in Table 2.2 below.

Table 2.2 – Specific Pedestrian and Cycle Collisions

Ref/ Mode	Day/Date	Time	Road Surface/ Weather	Severity	Description
831674 Cycle	06.02.19	1750	Dry	Slight	Vehicle 2 (pedal cycle), travelling on A5 towards Junction 10 M42S, has been struck before the slip road by vehicle 1 (goods<3.5t)
815904 Cycle	06.02.19	1800	Wet/Fine	Slight	Vehicle 2 (pedal cycle) was cycling round the roundabout when vehicle 1 (goods vehicle) cut him up.
151799 Cycle	10.01.17	0625	Wet/Fine	Serious	Vehicle 2 (pedal cycle) entering the island on junction 10, M42S was cut up by vehicle 1 (goods >7.5t) moving from the inside lane to the middle lane causing a collision and the rider to come off his bike.
274607 Cycle	01.03.18	0549	Frost/ Fog	Slight	Vehicle 2 (pedal cycle) has crossed the road in front of vehicle 1 (car) who was travelling along the A5 through a green light, causing them to collide.
929343 Pedestrian	06.02.20	1730	Dry/ Fine	Serious	Casualty 1 ran out into the carriageway of Watling Street (A5) and was hit by vehicle 1 (car) travelling at low speed in slow moving traffic.
979503 Pedestrian	31.07.20	1644	Dry/ fine	Serious	Pedestrian walking across A5 while looking down at their mobile phone was hit by vehicle 1 (motorcycle).
345459 Cycle	22.10.18	1448	Dry/ Fine	Slight	Vehicle 1 (car) turned right at island into Roman Way when vehicle 2 (bicycle), who at own admittance was on his phone, cycled into path of vehicle 1 and was hit on the back wheel.
181855 Cycle	11.05.17	1027	Dry/ Fine	Slight	Vehicle 1 (goods vehicle)travelling up Long Street and turning right into Church Road collided with vehicle 2 (bicycle) travelling down Long Street going past junction of Church Road.

2.16 The above collision summary and the analysis carried out as part of the Transport Assessment shows three cycle collisions at J10 of the M42. Two slight injury collisions to the south and a serious collision to the north. Two cycle collisions were recorded on Long Street and 1 on the A5

at Danny Morson Way. Two serious pedestrian collisions occurred on the A5 between Danny Morson Way and Long Street.

Public Transport Services and Interchange Information

- 2.17 Following a review of the existing public transport services available within the study area, the following bus services are accessible from the site.
- 2.18 The site is served by bus routes at the A5 and then at Birchmoor Road, which are each within 400 metres of the site boundary, providing access to a number of locations such as Atherstone, Grendon, Dordon, Polesworth, Amington, Austrey and Tamworth. Routes 766, 767, 785 and 786 operate a combined frequency of one service every hour in each direction, Monday to Saturday, with one bus every 2 hours on Sundays.
- 2.19 The closest bus stop is located at the northern edge of the A5, approximately 150 metres to the east of the existing access. This comprises a bus pull in layby with no flag and pole arrangement serving eastbound services for Routes 766 and 767. To access westbound services, the closest bus stop is located within the Birch Coppice Business Park, approximately 870 metres to the southeast of the existing site access. Further bus stops are located on Birchmoor Road, approximately 350 metres north of the site which comprise a flag and pole type arrangement for services in both direction for Routes 785 and 786. These services can be accessed from the north of the site via Cockspur Street and the existing bridleway.
- 2.20 The bus timings for each route indicates that an employee living in Polesworth (or arriving by train) could catch a bus at 0802 hours and arrive at the Birchmoor Road stop for around 0816 hours, meaning a journey time of circa 15 minutes that could connect with the conventional 0900 hours start time. Similarly, employees heading to Tamworth, either to home or the Train Station, could catch a bus at 1750 hours, which should then arrive at Tamworth Rail Station for around 1827. The current journey times provided by each of the route options are such that future employees at the site should be able to travel to work from each of the key local areas set out above.

Table 2.3 – Bus Routes

Service	Route Description
766/767 (Stagecoach)	Atherstone - Grendon - Dordon – Tamworth Tamworth - Dordon - Grendon - Atherstone
785/ 786 Stagecoach	Tamworth - Amington - Polesworth - Dordon - Amington - Tamworth
785/786 (Arriva)	Tamworth - Amington - Polesworth - Dordon - Amington - Tamworth

2.21 The site is served locally by three train stations at Polesworth, Wilnecote, and Tamworth, which each operate separate lines to different destinations. Polesworth Station is located approximately 2.8 kilometres to the north and accommodates the London Northwestern and Avanti West Coast lines, which serve Lichfield Trent Valley, Tamworth, Nuneaton, Stoke on Trent and Rugby. However, there appear to be accessibility issues at this station and severely restricted services are currently being run through this point. Access to Birmingham can be achieved via connections at Tamworth and the Cross Country line. Tamworth Station is approximately 7 kilometres northwest of the proposed site access, whilst Wilnecote Train Station is approximately 5 kilometres to the west.

2.22 Tamworth and Wilnecote Train Stations should be within a comfortable cycle ride or drop off as part of a shared journey. Each station operates regular services to key surrounding towns that could fit with conventional working times for employees at the site or visitors.

Key Trip Generators and Local Amenities

2.23 Within the extents of the study area under consideration, there are a number of key trip generators and local amenities, which have been identified during the preparation of this walking, cycling and horse-riding assessment. As this is an employment site, the main trips will originate from residential areas. This mainly covers Tamworth to the west and Polesworth to the north with many smaller residential areas to the south and east, including Dordon, Grendon and Hockley. This assessment will focus on connectivity to these main areas.

2.24 The proposed site layout includes access for non-motorised users to the north and east of the site as well as from the main access on the A5 with dedicated connecting facilities alongside the spine road. The existing bridleway will be diverted along the eastern boundary of the site.

Site Visit

2.25 A site visit was carried out on 27th May 2022 where the full study area was visited either on foot or by cycle to assess the connections from these access points to the local residential areas. The findings from the site visit are summarised below.

2.26 The findings are separated into the various route connections from the proposed development site based on the direction from the site, including:

- Connections to Tamworth (North & West);
- Connections to Polesworth (North and East);
- Connections Dordon & Grendon (East);
- Connections to Hockley & Wood End (South & West); and
- General Area Wide Findings;

2.27 ***Section 1 (Tamworth)***

2.28 User travelling to and from Tamworth from the site will have the option of travelling to the north to Birchmoor and across the M42 overbridge to Green Lane, and then via an existing network of paths to reach their onward destinations. Alternatively, from the south of the site, users will pass through the main access, then head west on the A5 via a shared footway cycleway and across M42 J10 gyratory.

2.29 Finding 1: Green Lane Connection

Users travelling to Tamworth from the north of the site via Birchmoor would use/ exit via Cockspur Street and then cross the M42 on the Green Lane overbridge. While this is a relatively low traffic route, there are a number of obstacles to active travel. Pavement parking is an issue on Cockspur Street and parked vehicles on the north side of Green Lane enforce a one-way priority system that could be discouraging for cyclists using the carriageway. The footpath on the south side of green lane is relatively wide and could have potential for improvement.



Figure 3 – Green Lane Connection

2.30 Finding 2: A5 Path width and maintenance (South)

All along the A5 in the vicinity of the site and around the M42 junction, vegetation is poorly maintained and reduces the effective width of the footpaths and shared footway/ cycleways. With the proposed development and an expected increase in walking and cycling trips, this could discourage these trips and also create a number of hazards.



Figure 4 – A5 Paths (Southern side)

2.31 Finding 3: M42 J10 uncontrolled crossings

While the M42 junction is signalised, the pedestrian crossings are not included in the signal staging and operate as uncontrolled crossings. While users are able to judge crossing on the traffic signals when red, vulnerable users would be discouraged from using this as a route. A particular area where all users would have difficulty would be at the northbound off-slip where they are required to cross 5 lanes on an uncontrolled crossing.



Figure 5 – Uncontrolled crossings

2.32 Finding 4: Missing link to Centurion Park

Cyclists traveling from the site to the west towards Centurion Park reach a point on the A5 to the west of the M42 where the cycle facility ends on the diverge for Pennine Way/ Quarry Hill roundabout. Here they are instructed to dismount (or ride on the carriageway). The facility to the east is currently footway only but could potentially be upgraded.



Figure 6 – A5 Missing link

2.33 Finding 5: Link through Tamworth Services

If users were to choose to travel west around the north side of the M42 junction, there is a gap in provision of suitable connecting facilities on Green Lane – Relay Drive to link them to the path network to the north. The paths are footway only and do not offer a suitable facility for cyclists. The paths are also currently overgrown with reduced width. The path network access is to the north of Relay Drive with an additional access leading up to Green Lane to the east of the services. It appears as if there would be potential to provide improved links to the path network for onward journeys.



Figure 7 – Relay Drive/ Tamworth Services

2.34 **Section 2 (Polesworth)**

2.35 Polesworth is a residential area to the north east of the site with a number of schools and a rail station. It is likely that residents in the area would walk or cycle to the site either via Birchmoor Road and Cockspur Street. With the train station to the north and the Coventry Canal, there is potential for onward cycle trips.

2.36 Finding 6: Birchmoor Road (inc. Bus Stops)

While Birchmoor Road has a footway on the south side and lighting, the road is rural in nature and straight which could encourage high speeds. If this link was to be used as a connection for cycles to and from the site, it could benefit from some form of traffic calming.



Figure 8 – Birchmoor Road

2.37 **Section 3 (Dordon & Grendon)**

2.38 To the east of the site are the residential areas of Dordon and Grendon. The main routes to these areas will be via existing provision on the A5, although there is potential for quieter routes through the site to Dordon. The industrial areas at Birch Coppice are also accessible to the south of the A5.

2.39 Finding 7: Tie-in at Barn Close

There is potential to connect into the west of Dordon at Barn Close, where users could avoid the A5 with a quieter more direct route from the site.



Figure 9 – Barn Close (Image from Google)

2.40 Finding 8: Browns Lane Link

There is an existing link from the A5 to the west side of Dordon at Browns Lane, however this is currently signed with “No Cycling” signs. It is expected that this is as result of a narrow pinch point at the eastern end of the lane. There is potential for this link to be upgraded to include cyclists.



Figure 10 – Browns Lane Link

2.41 Finding 9: Pinch Point at Birch Coppice junction

At the traffic signals for the Birch Coppice junction to the east the path narrows considerably and could result in conflicts between pedestrians and cyclists.



Figure 9 – Pinch Point

2.42 Finding 10: A5 East of Quarry Close

For travel further east to Grendon, there is a gap in cycle provision ends (Quarry Close) and only footway provision continues further east. There is potential to improve this and provide for cycles further east. Where there are constraints, localised signing could be used to warn of any hazards.



Figure 10 – End of Cycle Facility

2.43 **Section 4 (Hockley & Wood End)**

2.44 The main trip attractor to the southwest is the residential area at Hockley with onward destinations to the south of Tamworth. There is a good facility for cycles and pedestrians on Trinity Road and there are paths connecting through Tamworth Logistics Park.

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Date: 25th July 2022

2.45 Finding 11: Missing Link – Trinity Road (North)

While there is a cycle facility on Trinity Road, this does not extend all the way to the M42 junction. The section between the logistics park and the M42 is footway only and is also narrow and overgrown. There are alternative footpath links through the logistics park, although these are not signed and cyclists are prohibited.



Figure 11 – End of Cycle Facility

2.46 Finding 12: Overwoods Road

When cyclists leave the Trinity Road facility and continue west on Overwoods Road, they would be required to ride on road. The road is straight and rural in nature and with potential high vehicle speeds could be discouraging.



Figure 12 – Overwoods Road

2.47 **Section 5 (General Area Findings)**

2.48 While the area generally has good provision of facilities for non-motorised users, there are a number of issues common across the area that could serve to discourage walking and cycling as a mode choice.

2.49 Finding 13: Maintenance

Area wide, vegetation in particular was overgrown reducing effective widths of path and making access difficult for certain user groups. With adequate maintenance, much of the paths could be significantly widened.



Figure 13 – Maintenance Issues

2.50 Finding 14: Pavement Parking

As also mentioned for the area to the north of the site, general observations throughout the area note that pavement parking is common practice and can be a barrier to walking, especially for those with visual and mobility impairments.



Figure 14 – Pavement Parking

2.51 Finding 15: Lack of tactile paving provision

While tactile paving is provided at some crossing points, particularly on the A5 and M42, there were many crossings noted throughout the area with no formal provision to assist visually impaired users.



Figure 15 – Absence of tactile paving

Consultation with Key Stakeholders

2.52 As the proposals are at a very preliminary stage, it is expected that consultation at this stage would offer little benefit to this assessment. Following discussion with WCC it was agreed that consultation as part of this WCHAR would concentrate on a few key stakeholder groups, including:

- Staffordshire Cycling Officers
- Warwickshire Cycling Officer
- Warwickshire Rights of Way Officer
- Dordon Parish Council
- Local Cycle Forum/ Tamworth Cycle Club
- British Horse Society

2.53 Contact was made with the above, although comments and responses have not been received at this stage. If further comments are received after the submission of this report, the report will be updated accordingly.

2.54 Further consultation will be carried out as the scheme proposals develop. This may be carried out as part of a wider consultation on the full proposals as part of the planning process and incorporated in a later review of this assessment.

3 User Opportunities

- 3.1 The opportunities highlighted below are considered to be relevant to the introduction of a highway improvement scheme and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phase(s). A number of the opportunities identified would not be within full control of the developer and should be discussed further with the relevant roads authorities.

General

- 3.2 Opportunity 1: Maintenance of existing paths.

With many of the main road paths overgrown with vegetation, the effective width of the paths is significantly reduced. By cutting back the vegetation on these paths and ensuring they are regularly maintained and swept, this can open up more useable and attractive routes for users at a relatively low cost. Where new facilities are created as part of this development, landscaping should be used that requires minimal maintenance. It is understood that much of the maintenance is out-with the control of the developer. Off site maintenance should be discussed with the relevant highway authorities and a maintenance plan put in place.

- 3.3 Opportunity 2: Parking Restrictions and Enforcement

While it is understood that national government is looking into options for eradicating pavement parking, in the short term, legislation is not expected to be put in place. As noted from the site visit, there is a common issue of parking on pavements in the local area. This can restrict access to some users, particularly those with visual and mobility impairments. As part of the development proposals there are opportunities to provide measure on key routes to reduce pavement parking and ensure unobstructed footways and cycleways. The areas that require specific attention in relation to the development are the connections through Birchmoor and Polesworth and Dordon.

- 3.4 Opportunity 3: Route signing

It would not be considered feasible for the developer to improve all facilities in the neighbouring areas to ensure accessibility to the site. If a route signing strategy was developed, this would allow the improvements to be focused on main routes. It is recommended that signing of the key routes identified in Section 2 is provided.

3.5 Opportunity 4: Signalising M42 Ped Phases

The current uncontrolled crossings on M42 J10 are a deterrent for these routes being used by non-motorised users. There is an opportunity to provide signalised crossing facilities throughout this junction.

Strategic Opportunities

3.6 Opportunity 5: Green Lane

The proposals outlined in the Transport Assessment include the provision of a 3m wide shared path to connect to Birchmoor. The current provision on Green Lane and over the M42 only has footway provision and requires cyclists to ride on the road. With the parked vehicles this could be discouraging for cyclists, particularly when faced with oncoming traffic. The footway on the south side is relatively wide and may have potential to be upgraded to a shared cycle facility. Alternatively, signing and on road markings could provide a safer facility for cyclists to reach the path network to the west over the M42.

3.7 Opportunity 6: Tamworth Services link

As well as Green Lane, mentioned above, an alternative route to the west for Tamworth would be for users to use the A5 and M42 junction, however there is a gap in provision between the M42 junction and the start of the path network to the north and west of Tamworth Services. There is an opportunity to provide a formal signed route to connect the M42 junction to the path network.

Pedestrian Specific Opportunities

3.8 Opportunity 7: Links to Dordon and Polesworth

Proposals for links to Dordon and Polesworth are mentioned both in the Transport Assessment and as part of LCWIP. There is an opportunity to provide good standard surfaced and lit paths to connect through to Dordon and Polesworth that can be used all year round.

Cycling Specific Opportunities

3.9 Opportunity 8: Trinity Road

With the gap in cycleway provision to the southeast of M42 J10, cyclists choosing this route would be required to cycle on road in an unfriendly environment with heavy traffic. There is an opportunity to upgrade this path to allow shared pedestrian / cycle use.

3.10 Opportunity 9: Overwoods Road

Cyclists travelling to the southwest would be required to ride on the road on Overwoods Road in a potentially hazardous environment. There is an opportunity to improve provision on this section either with road narrowing/ traffic calming and a shared facility.

3.11 Opportunity 10: Birchmoor Road

Cyclists travelling to the north and east could choose to go through Birchmoor and along Birchmoor Road. On this section, cyclists would be required to ride on the road in a potentially hazardous environment. There is an opportunity to improve provision on this section either with road narrowing/ traffic calming and a shared facility.

3.12 Opportunity 11: Signing of route to Canal and Train Station

Linked to opportunity 10, providing a signed route to the key destinations of the train station and the canal could allow focused route improvements either on Birchmoor Road (above) or on a route through Polesworth.

3.13 Opportunity 12: Browns Lane Link

The current provision on this link prevents use by cycles, either requiring them to dismount and walk through or ride on a longer route. There is an opportunity with maintenance and minor widening to upgrade this link to allow use by cyclists.

3.14 Opportunity 13: A5 Cycle provision

A number of gaps in cycle provision on the A5 have been identified where the shared facilities end and continue as footways. This included the links to Grendon to the east, Centurion Park to the west and potential areas of conflict, such as on the north side of the Birch Coppice access junction. Southern sections of the A5 are also for pedestrian use only. These areas have been

identified as potential improvements in the LCWIP document for upgrade to cycle standard facilities.

Equestrian Specific Opportunities

- 3.15 Opportunity 14: Bridleway Diversion – It is understood that the current bridleway that is being diverted is currently considered a cul-de-sac route by the BHS with the A5 acting as a barrier to onward travel. With the introduction of the signalised crossing facilities this BHS felt that it could open up further routes and connections to the south and suggested that the opportunity may exist at this stage is to ensure that the crossing facilities being provided as part of the access junction could be of a standard that would allow a future upgrade for equestrians. From an examination of the available routes it was thought that possibilities for future extension of equestrian routes south of the A5 would be very unlikely and to allow for future upgrading now at the developer's expense would not be reasonable.

4 Walking, Cycling & Horse-Riding Assessment Team Statement

As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with DMRB GG 142 and thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cycling & Horse-Riding Lead Assessor

Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA

Director, Drummond Black Consulting Ltd.

Signed:

A handwritten signature in blue ink, appearing to read 'R Pearson', written over a light blue horizontal line.

Date: 25th July 2022

Drummond Black Consulting Ltd
4 Kempston Place
South Queensferry
EH30 9QW

Tel: +44(0) 7866 851654

As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design Team Leader

Nick Bunn

Tetra Tech

Signed:





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Date: 25th July 2022

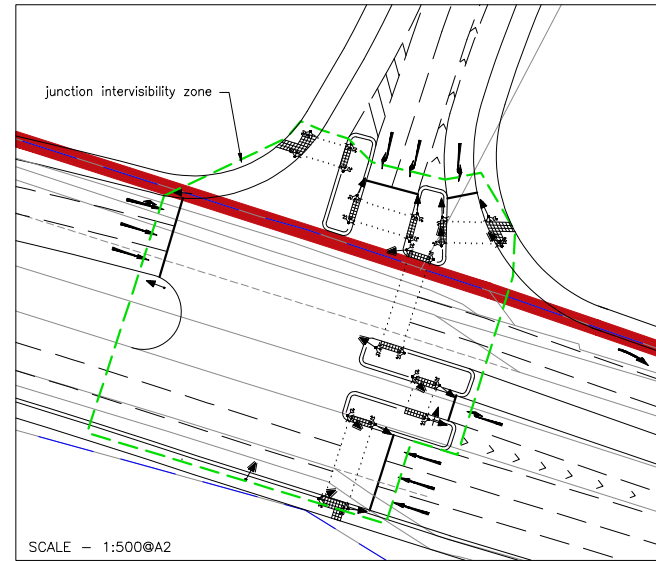
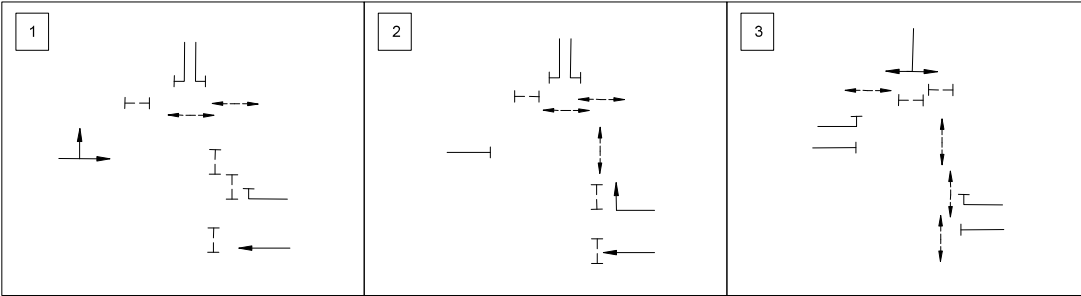


Appendix A – Preliminary Design Layouts

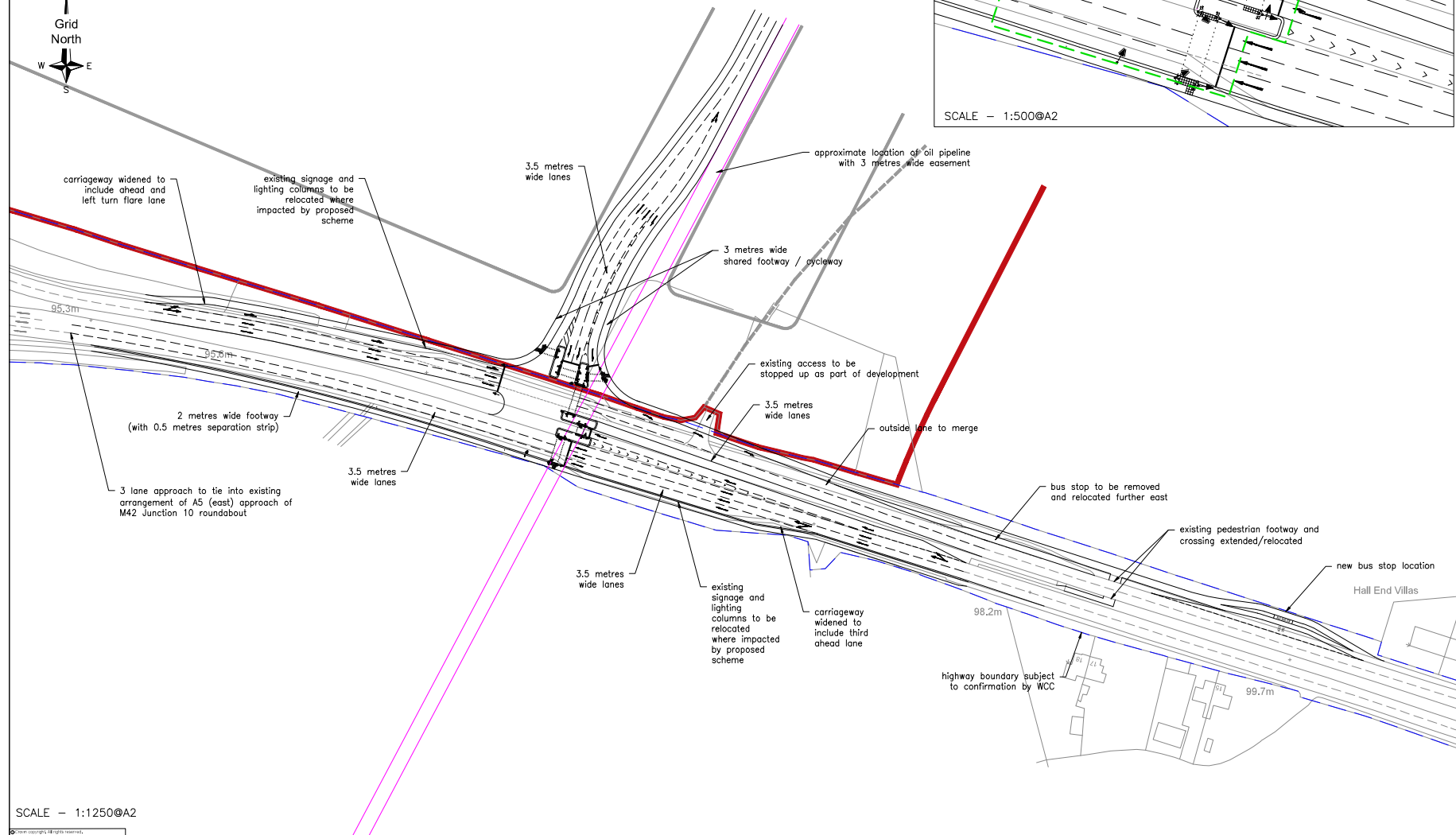
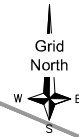


-  Development Site Boundary (80.3 acres / 32.36 Ha)
-  Parameter Boundary
-  Unit Demise Boundary
-  Public bridleway (to be diverted where necessary)





- NOTES:**
- = above ground vehicle detector
 - ⊓ = two aspect nearside pedestrian signals with push button
 - ⊓ = kerbside detector
 - ⊓ = on-crossing detector
 - ➔ = three aspect signal with primary visor
 - ➔ = three aspect signal with secondary visor
 - ➔ = primary signal with filter arrow



SCALE - 1:1250@A2

REV.	DATE	DESCRIPTION	DRN	CHKD
A	28.04.21	UPDATED PEDESTRIAN ISLAND DIMENSIONS	WM	CJB

CLIENT
HODGETTS ESTATES

CONTRACT
PROPOSED EMPLOYMENT LAND
NORTHEAST OF J10 M42,
NORTH WARWICKSHIRE

TITLE
PROPOSED SITE ACCESS LAYOUT
(WITH EASEMENT SHOWN)

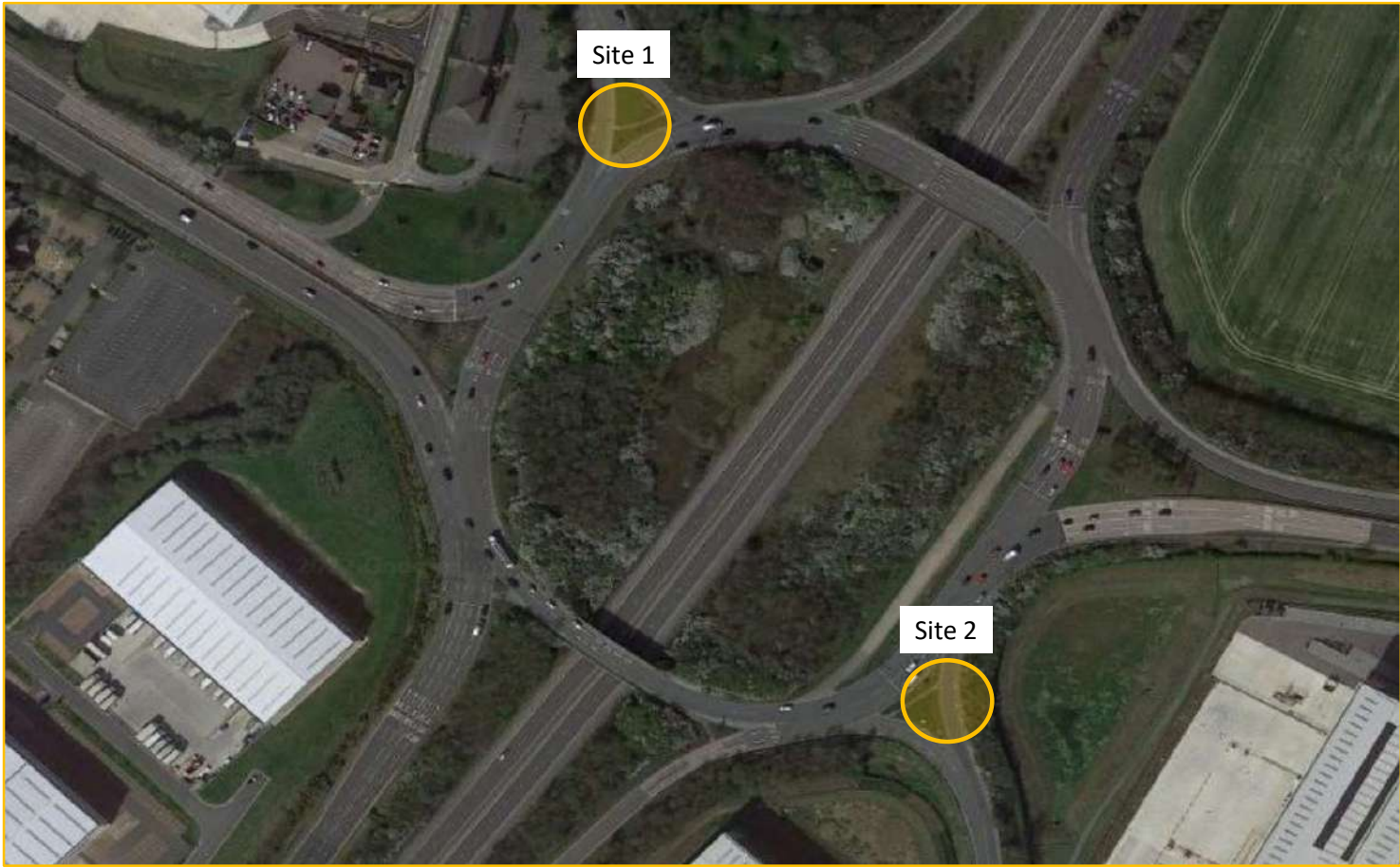


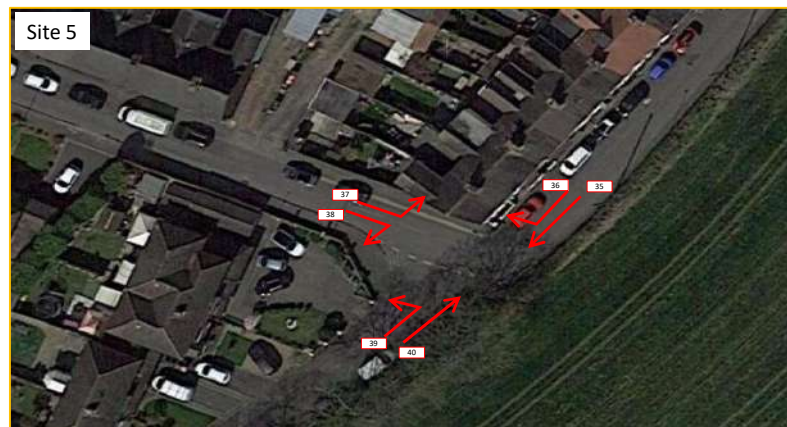
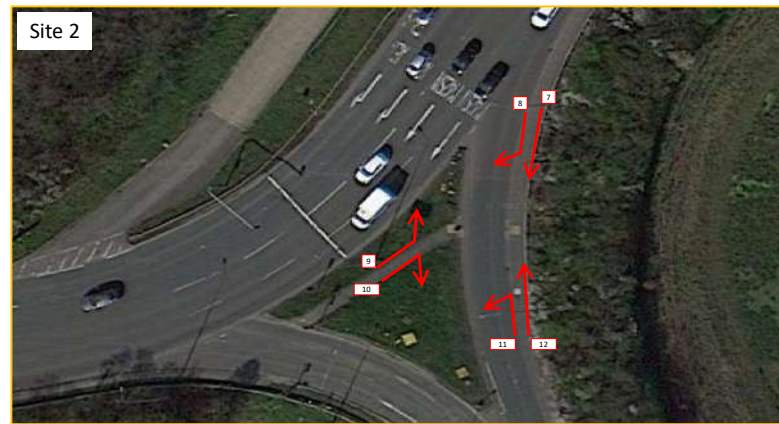
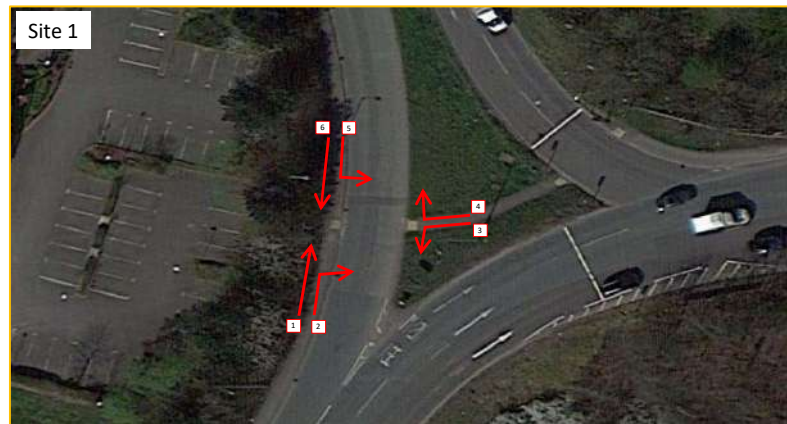
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DRAWN BY	
NAME (PRINT)	DATE
WM	16.03.21
CHECKED BY	
NAME (PRINT)	DATE
CJB	16.03.21
SCALE AS SHOWN	STATUS PRELIMINARY
DRG. NO.	REV
F19123/07	A

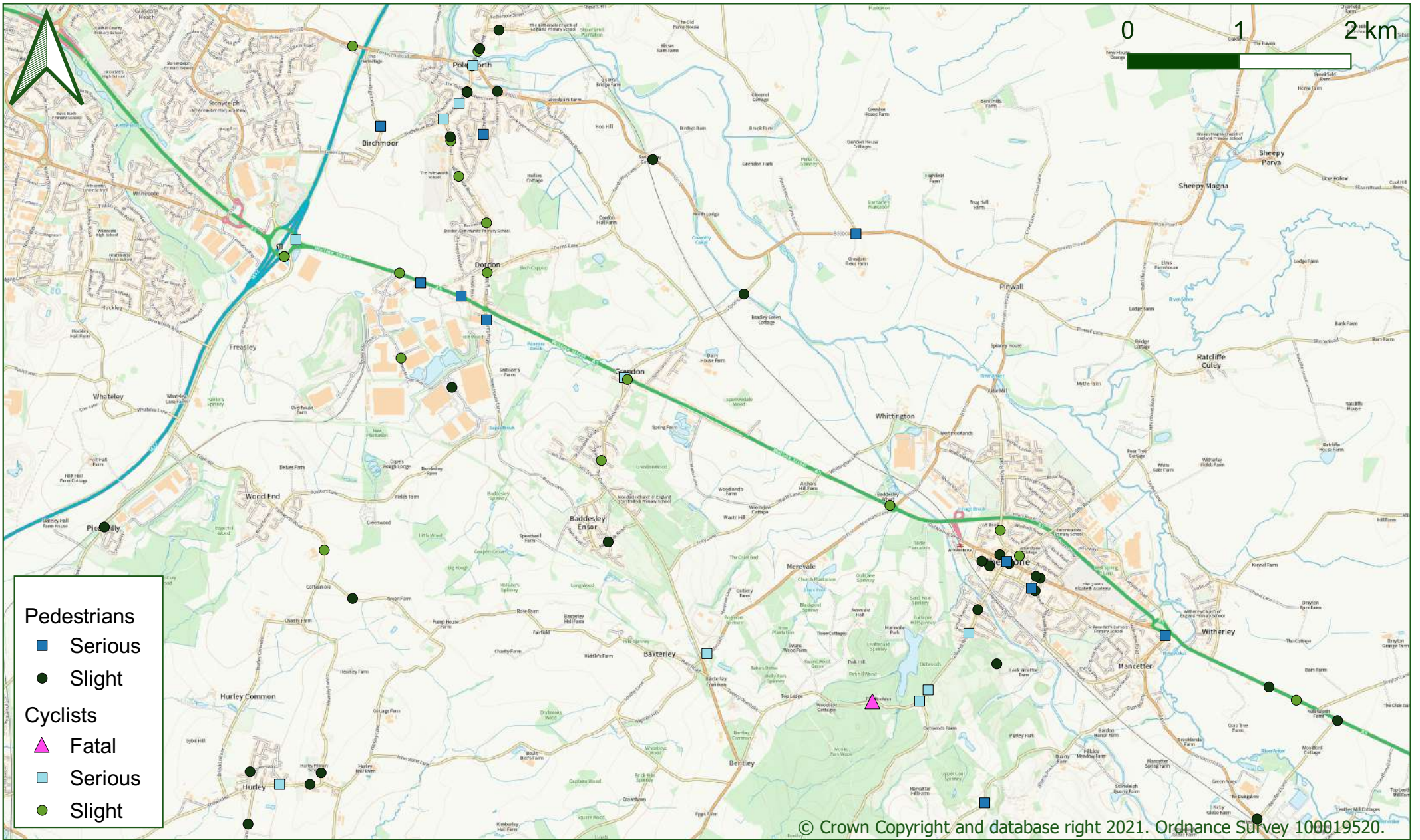


Appendix B – NMU Count Data









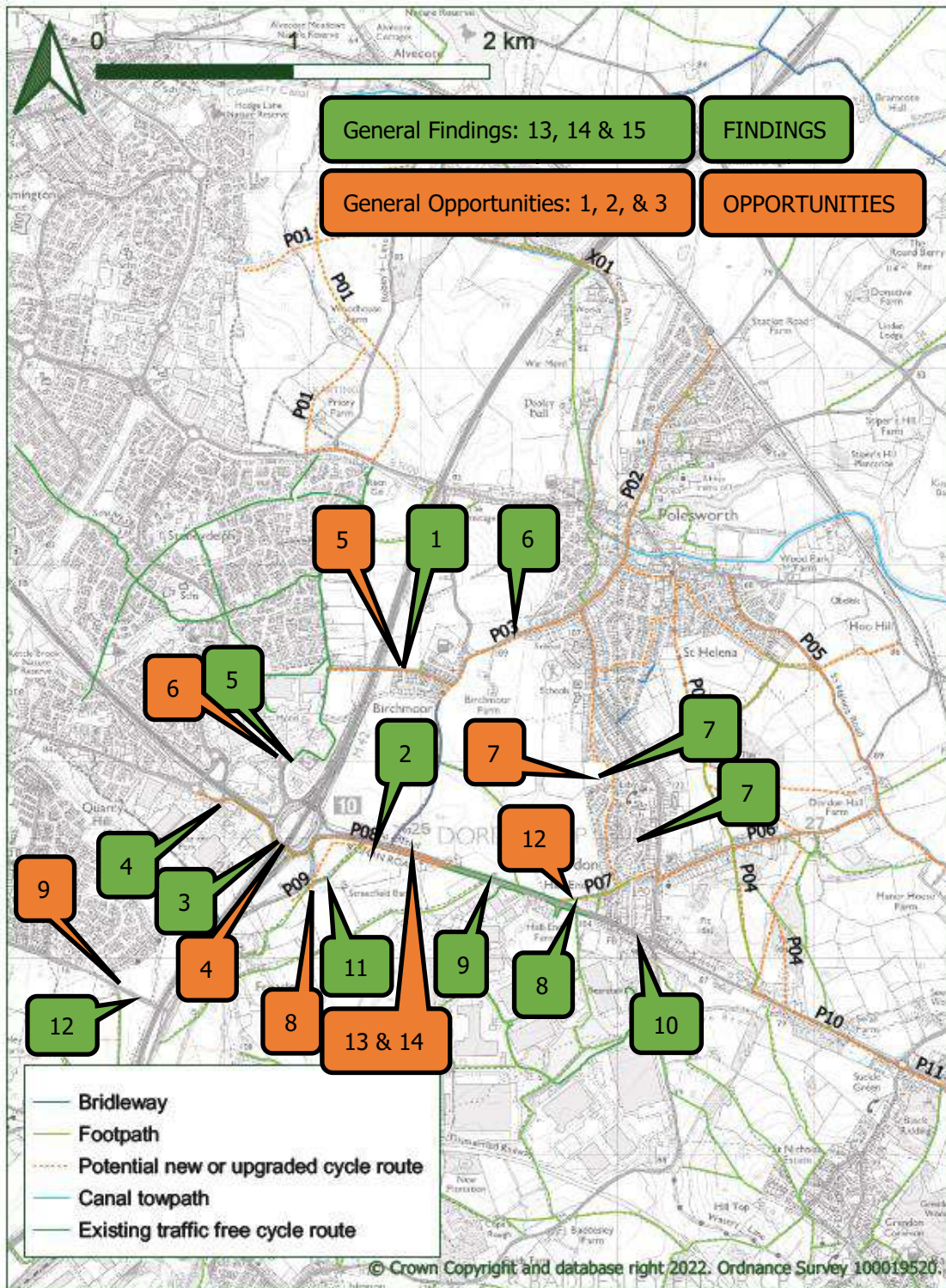
North Warwickshire (A5 corridor) Road traffic collisions 2016-2020

Date: 22/03/2021
 Contact: 01926 413950
 alisonkennedy@warwickshire.gov.uk





Appendix D – Findings and Opportunities Location Plan



DRAFT LCWIP
Polesworth cycle network and Rights of Way

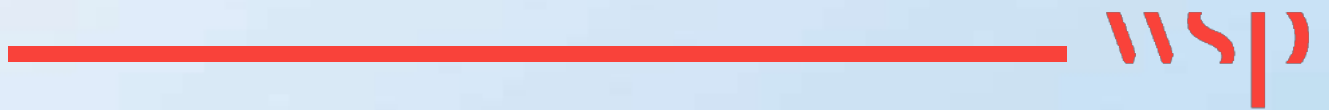


Date: 25/05/2022 Contact: 01926 413950 alisonkennedy@warwickshire.gov.uk

Note: The general findings/ opportunities are area wide and do not have an arrow on the map.

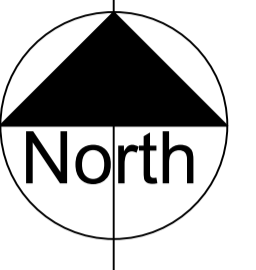
drummondblack.co.uk

Appendix B



BIRCHMOOR

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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
- - - - 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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Birmingham, B1 3HH

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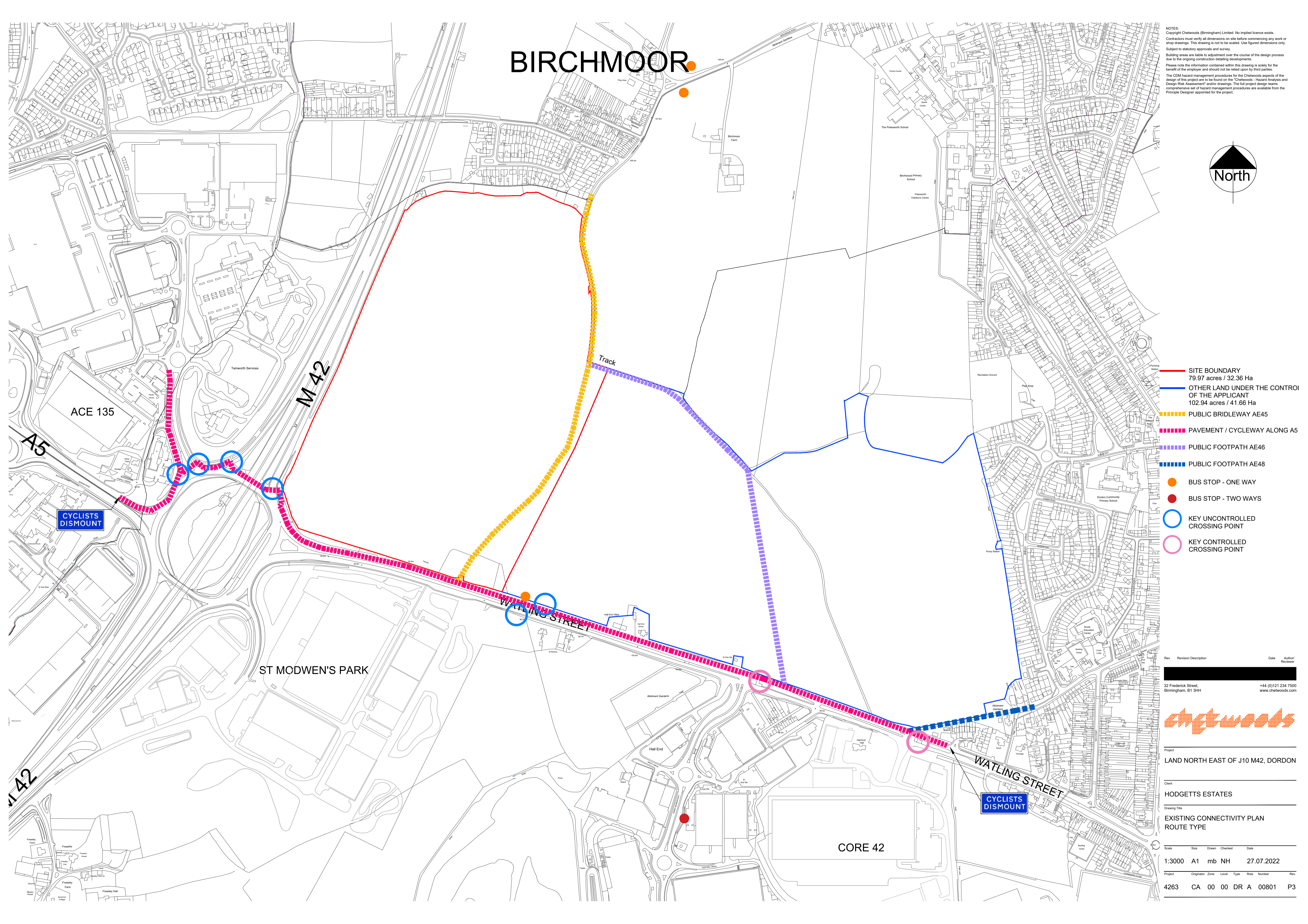
Project: LAND NORTH EAST OF J10 M42, DORDON

Client: HODGETTS ESTATES

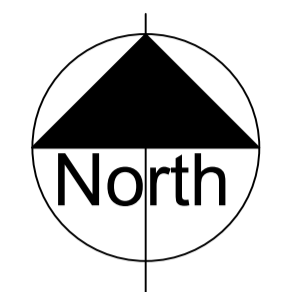
Drawing Title: EXISTING CONNECTIVITY PLAN ROUTE TYPE

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



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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)

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	Role	Number	Rev.
4263	CA	00	00	DR	A	00802	P3



Existing Uncontrolled Staggered Pedestrian A5 Crossing - View East



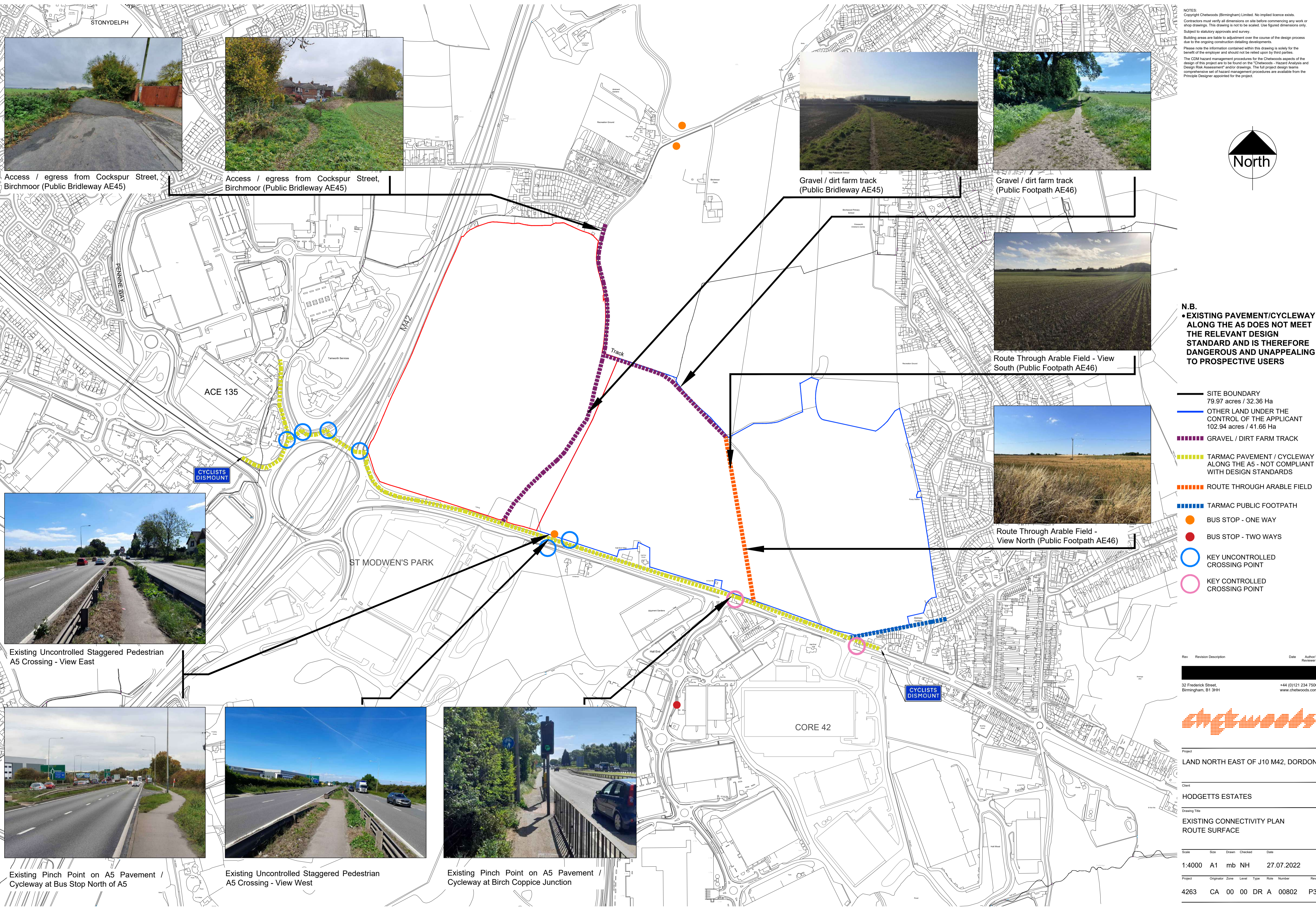
Existing Pinch Point on A5 Pavement / Cycleway at Bus Stop North of A5

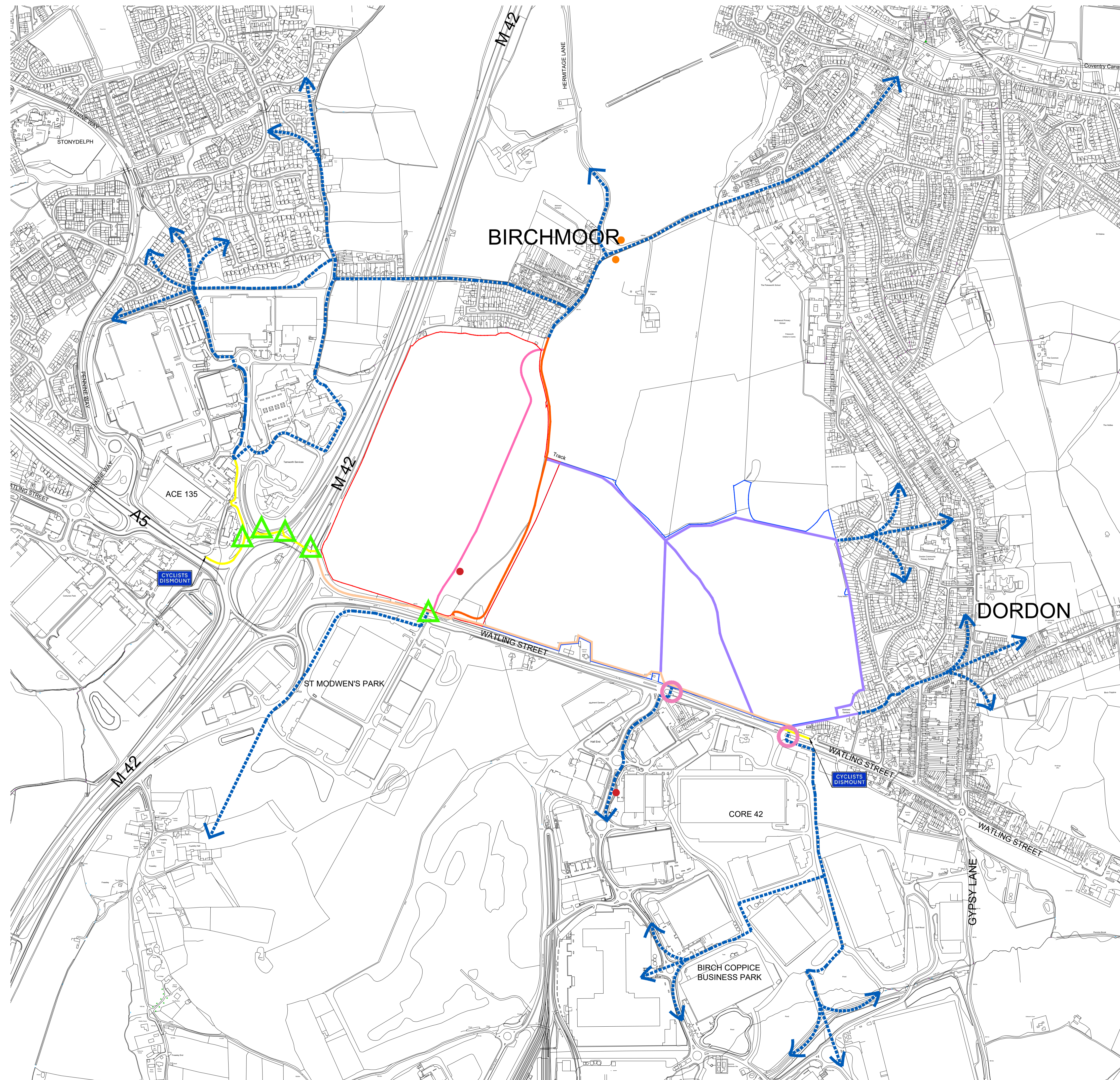


Existing Uncontrolled Staggered Pedestrian A5 Crossing - View West



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





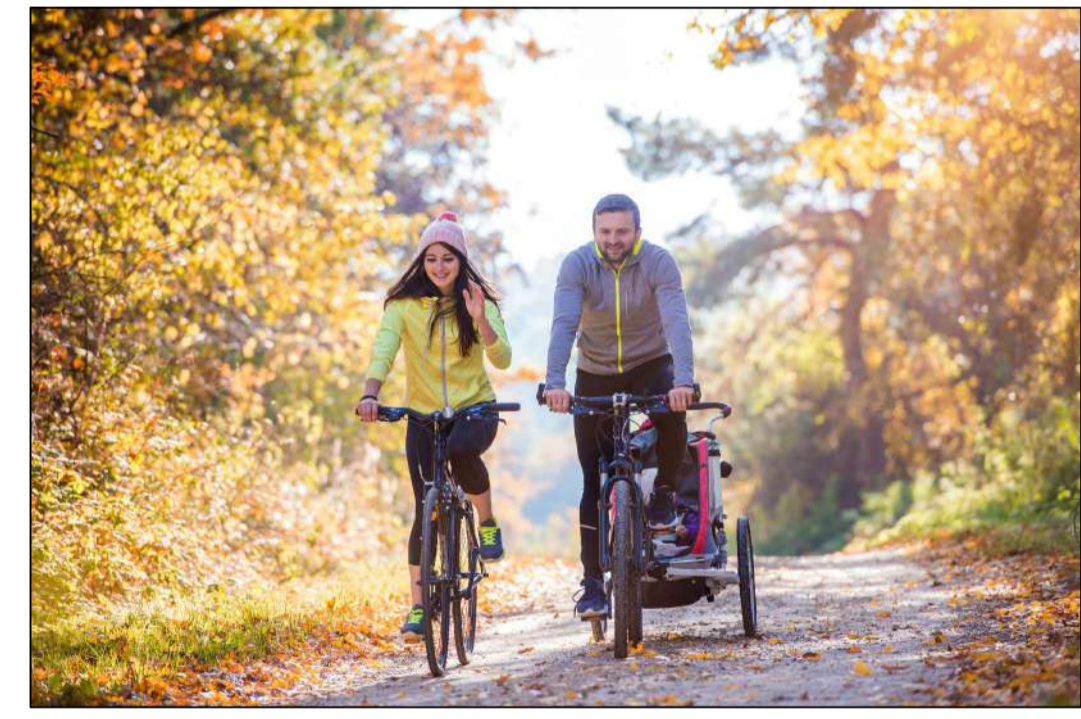
Dual 3m wide tarmacked footway/cycleways for the new pedestrian/cycle routes



Part Tarmac, Part Grass/Sand Public Bridleway



Tarmac Public Footpath

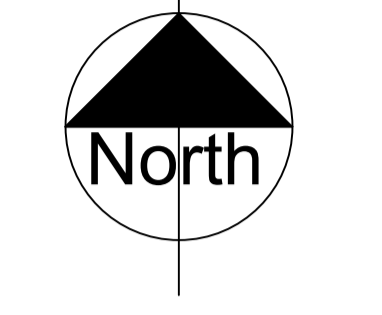
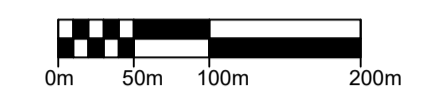


All Routes to Be Lined With Trees / Hedgerows to Enhance Rural Quality, Biodiversity and Wayfinding



Tarmac cycling route

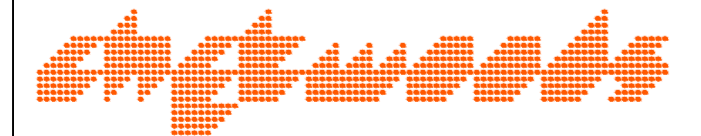
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- SITE BOUNDARY
79.97 acres / 32.36 Ha
- OTHER LAND UNDER THE CONTROL OF THE APPLICANT
102.94 acres / 41.66 Ha
- 3M WIDE DUAL USE TARMAC PAVEMENT / CYCLEWAY ALONG SITE ROAD AND NORTH TO BIRCHMOOR
- PART TARMAC, PART GRASS/SAND PUBLIC BRIDLEWAY (AE45)
- 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

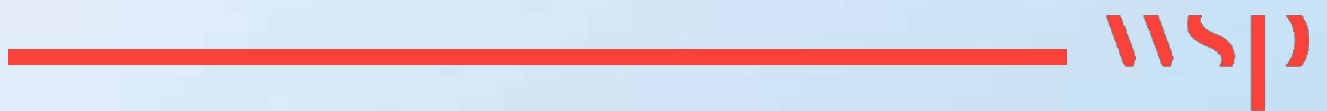
Rev	Revision Description	Date	Author/Reviewer

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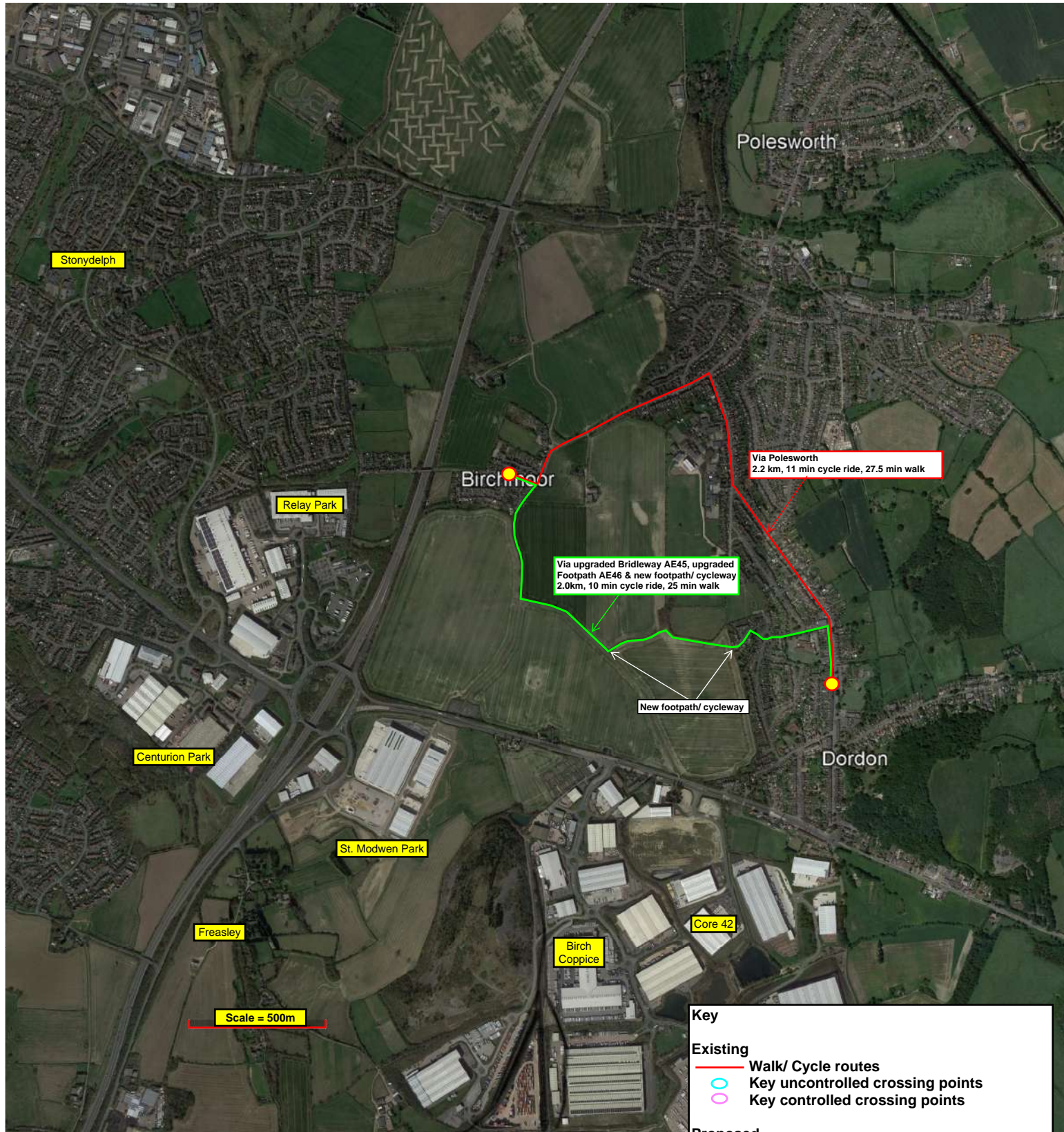


Project			
LAND NORTH EAST OF J10 M42, DORDON			
Client			
HODGETTS ESTATES			
Drawing Title			
PROPOSED CONNECTIVITY PLAN - ROUTE TYPE & SURFACE			
Scale	Size	Drawn	Checked
1:5000	A1	mb	NH
Date	27.07.2022		
Project	Original	Zone	Level
4263	CA	00	00
DR	A	00803	P3

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

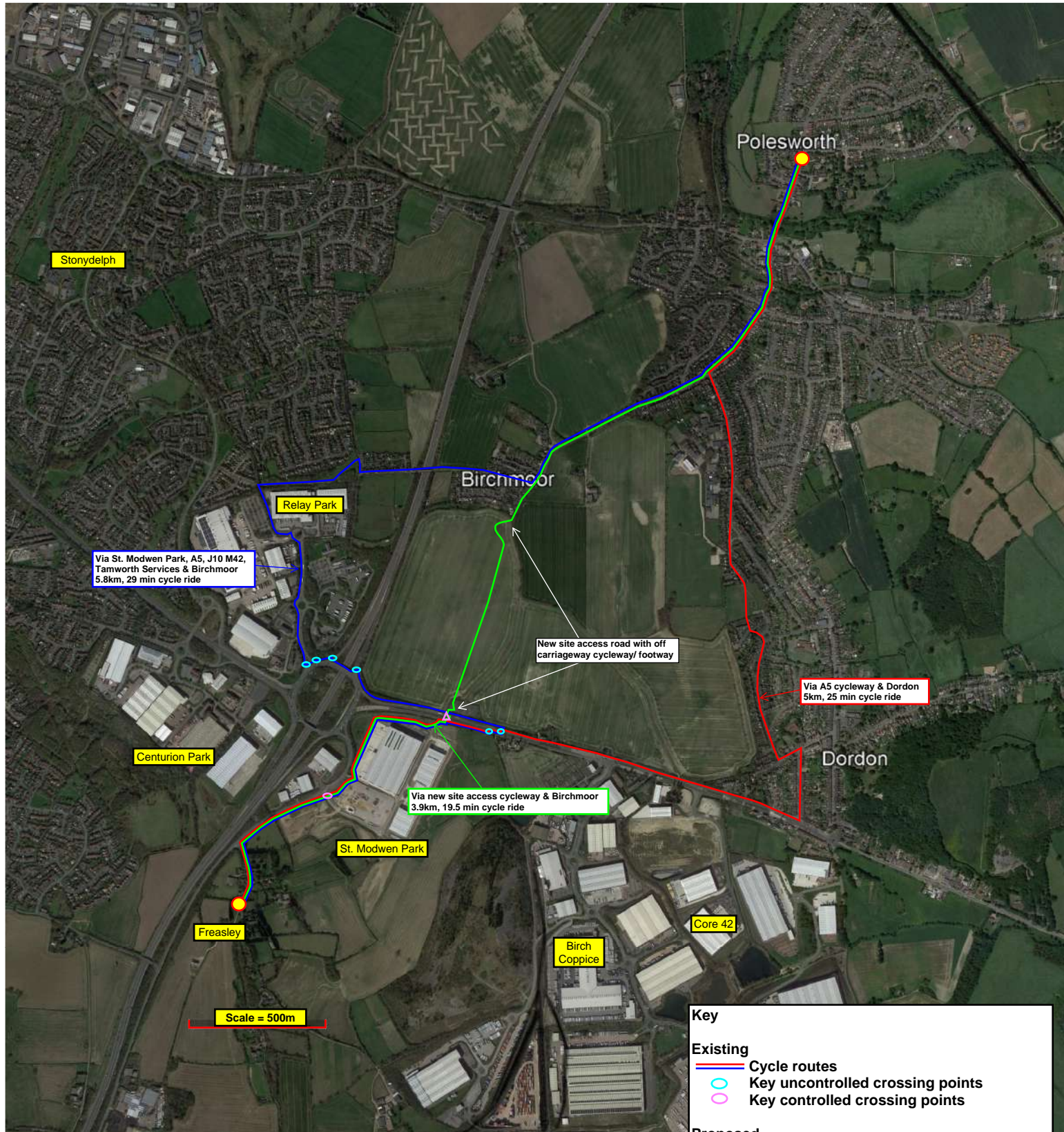
Existing

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

Proposed

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

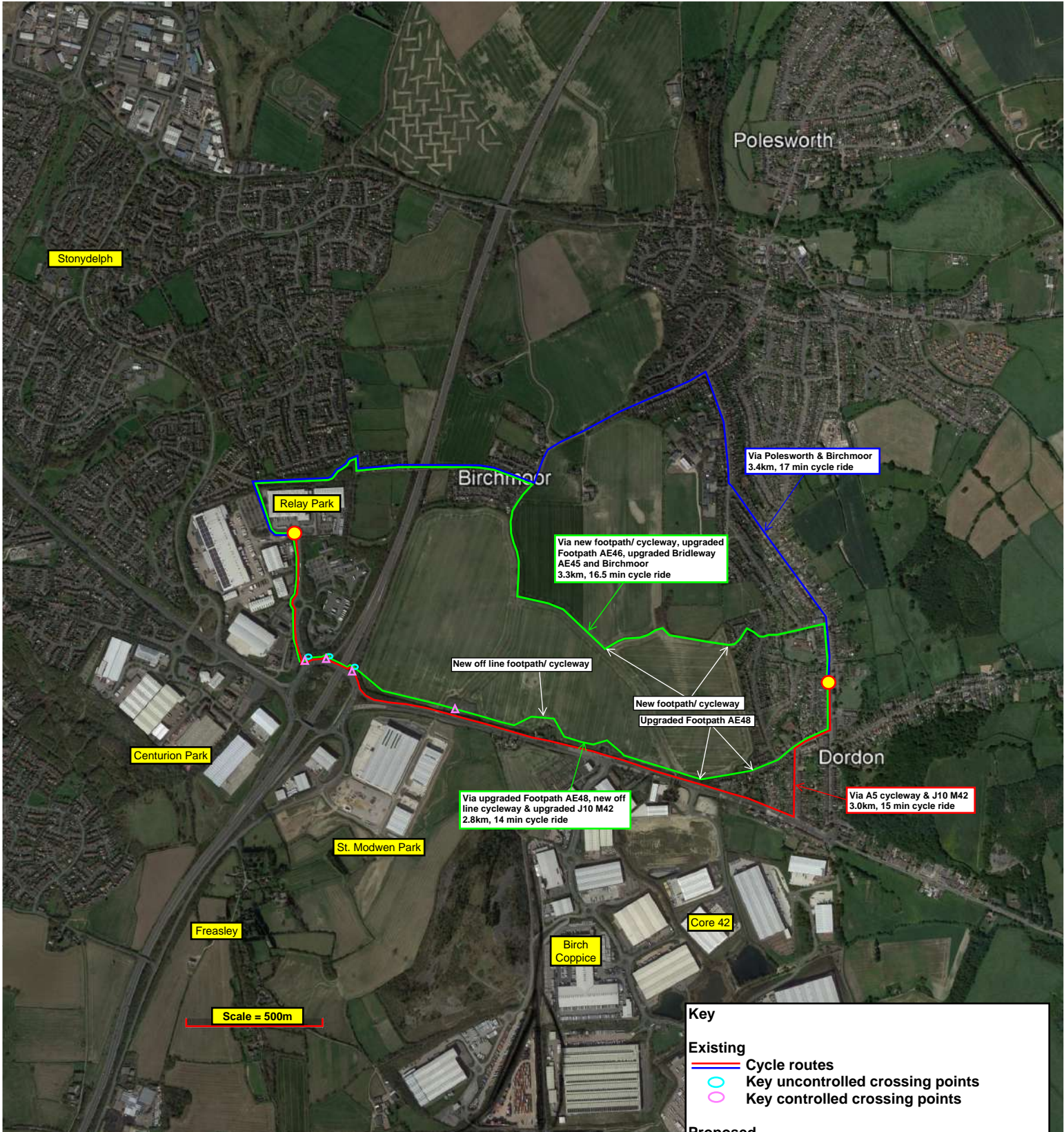
Community Integration Route Plan: Freasley to Polesworth



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.

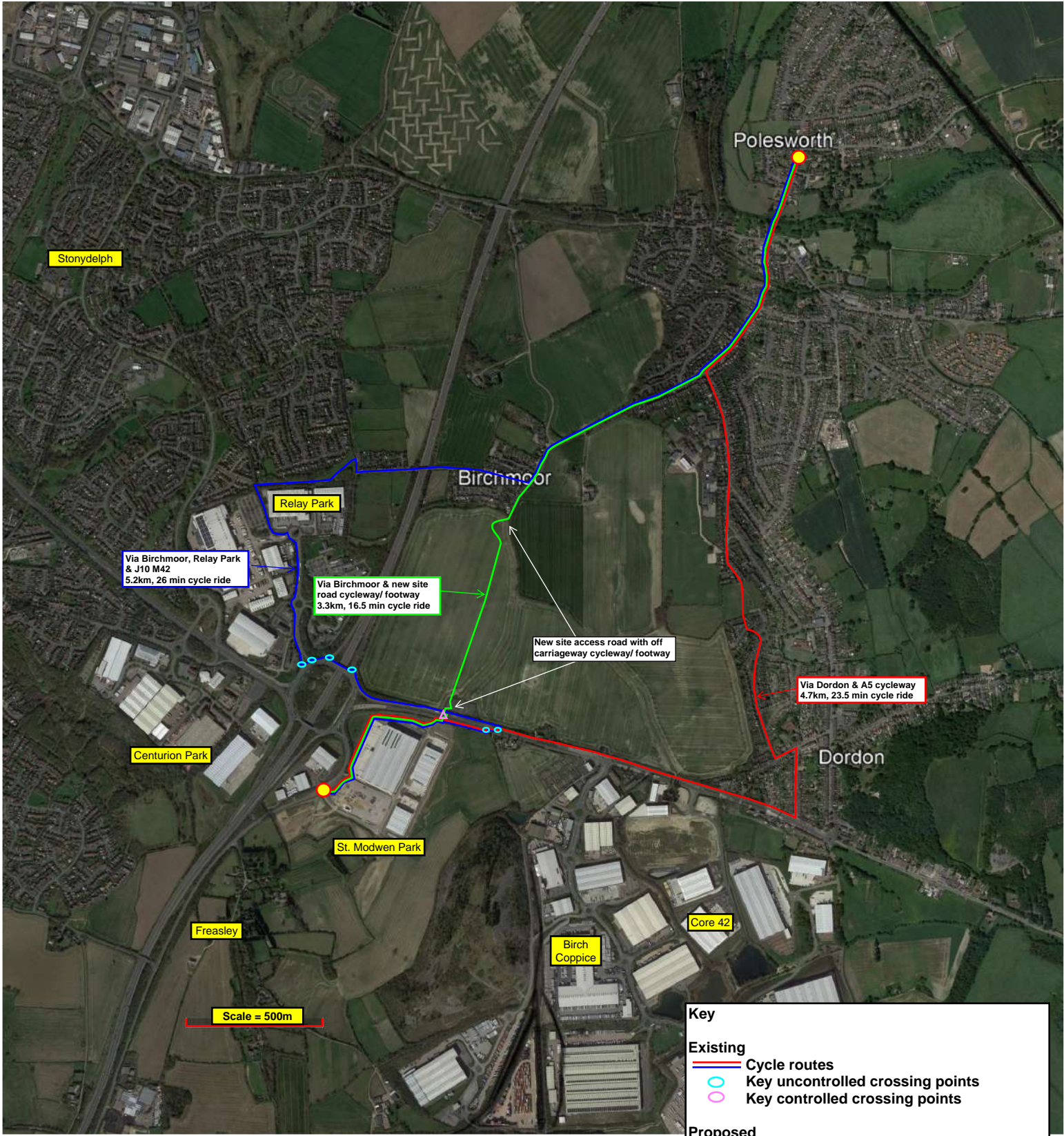
Commuter Point-to-Point Plan: Dordon to Relay Park



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.

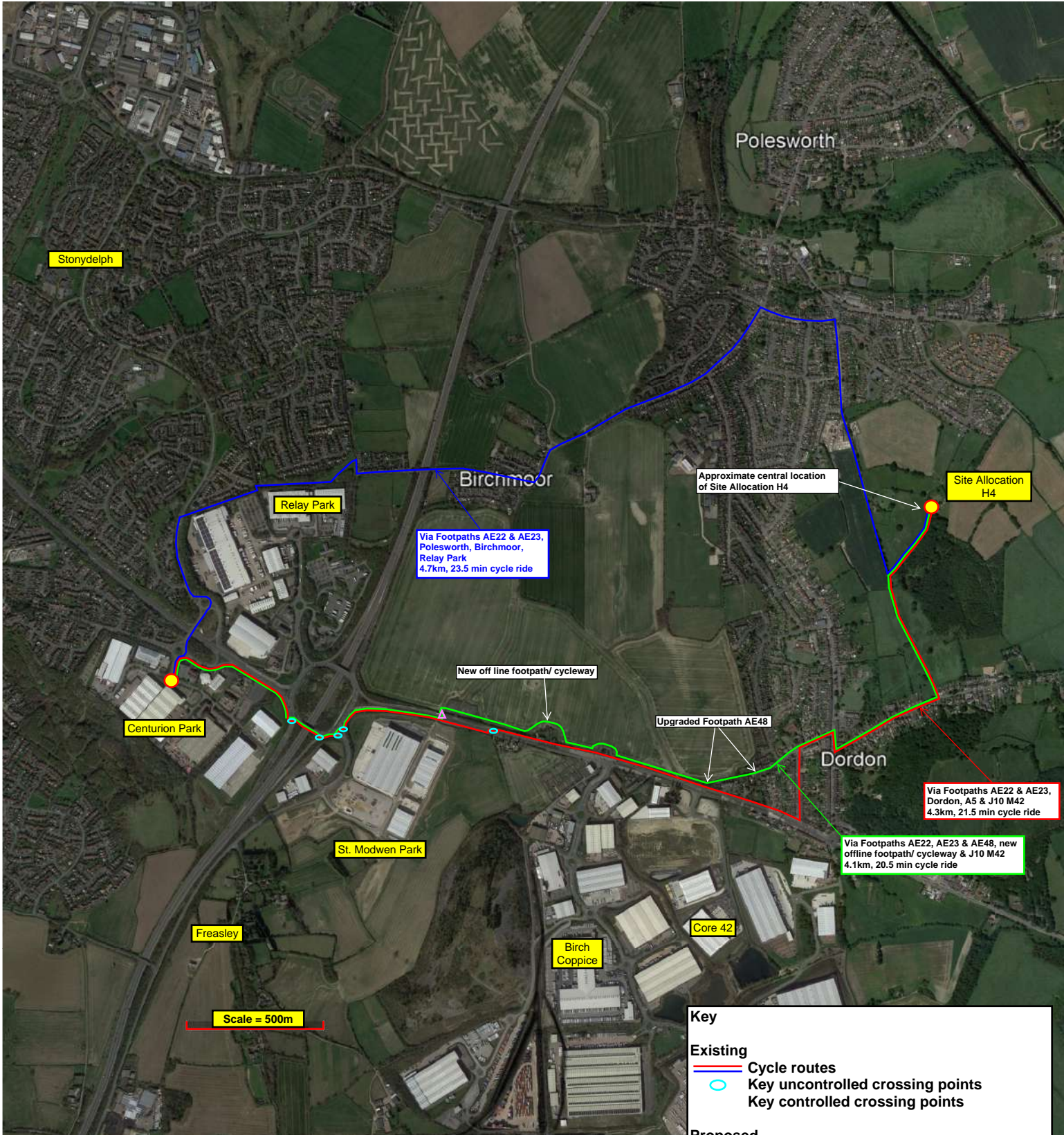
Commuter Point-to-Point Plan: Polesworth to St. Modwen Park



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.

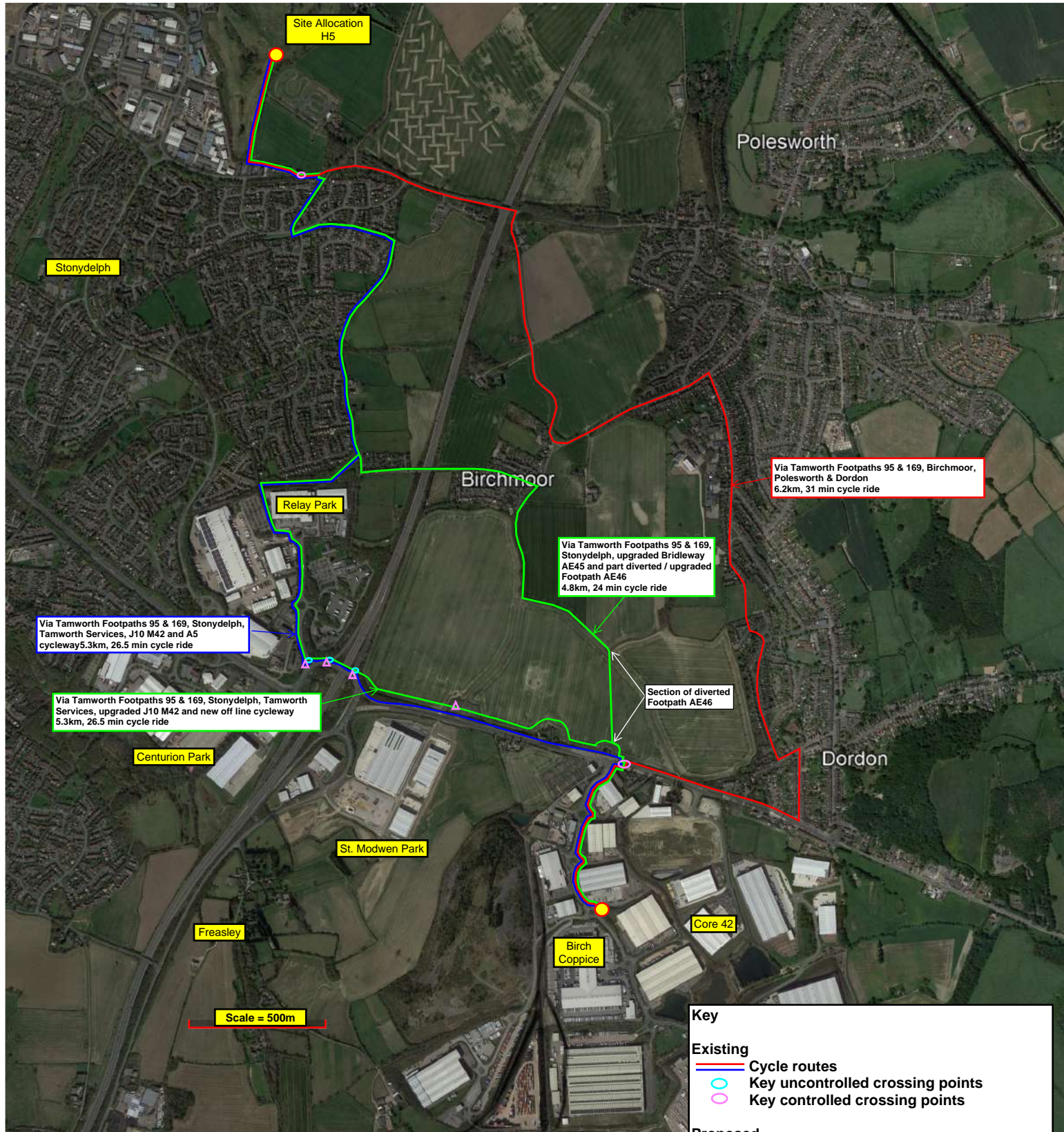
Commuter Point-to-Point Plan: Site Allocation H4 to Centurion Park



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.

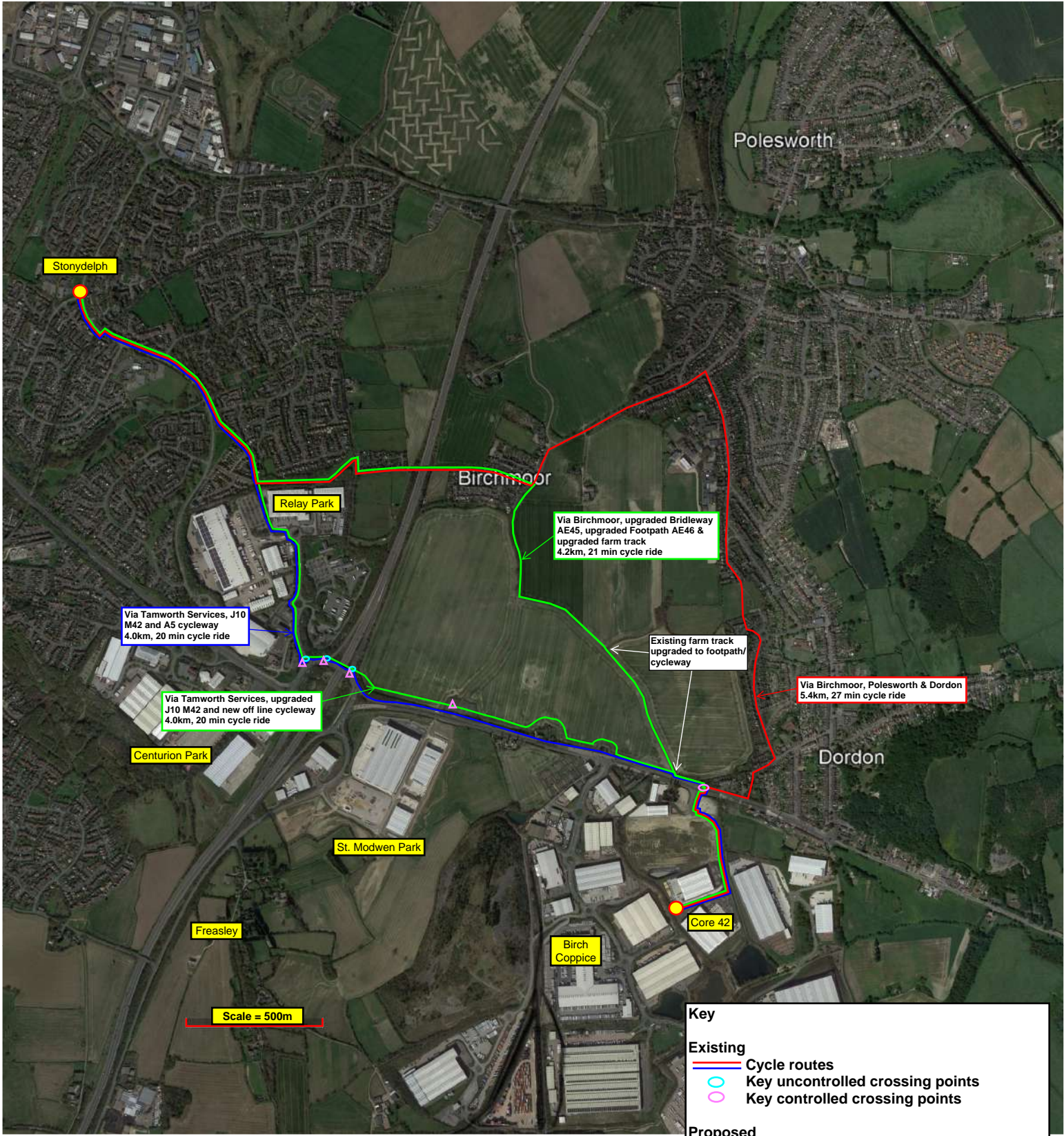
Commuter Point-to-Point Plan: Site Allocation H5 to Birch Coppice



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.

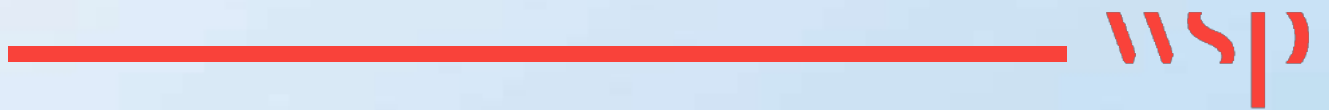
Commuter Point-to-Point Plan: Stonydelph to Core 42



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

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- 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

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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



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

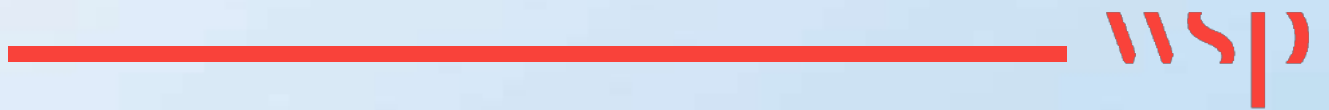
WALKING ROUTES PLAN

Scale 1:5000 @ A3 Date AUGUST 2022

220810_403.11077.00001_Walking Routes_EW.dwg

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

Appendix B



Groves, David

From: Clive Jones <clivejones@warwickshire.gov.uk>
Sent: 11 August 2022 10:58
To: Groves, David
Cc: Dan Jeanes; Nigel Whyte
Subject: RE: M42 Junction 10 employment site - public transport strategy

OFFICIAL

Hi David

Many apologies for the delay in replying.

Looking at your diagrams, the proposed turning point is in a good location for the development vis-à-vis the A5 trunk road (for the convenience of users and without undue inconvenience to through passengers), subject to the design being such that all types of buses are able to make the turn into the bus turning circle and align to the bus stop, it appears would be acceptable to Warwickshire County Council. It will be expected that a shelter and associated equipment will be provided by the developer for the convenience of intending passengers.

The 'pump priming' s106 bus service provision is normally requested for a 5 year period, to ensure that best possible use is made to sustain the bus service into the future.

Regards

Clive Jones
Network Planning Officer
Warwickshire County Council
Transport Operations
Communities
Tel. 01926 412112

From: Groves, David <David.Groves@tetrattech.com>
Sent: 11 August 2022 10:31
To: Clive Jones <clivejones@warwickshire.gov.uk>
Subject: FW: M42 Junction 10 employment site - public transport strategy

Hi Clive,

This is the email with all the information for the M42 employment site.

I look forward to hearing from you.

Kind regards,

David

David Groves

Principal Transport Planner

Tetra Tech

4th Floor, Rotterdam House, 116 Quayside, Newcastle Upon Tyne, NE1 3DY

Tel: +44 191 249 9816

Mob: +44 7966298053

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TETRA TECH

From: Groves, David

Sent: 12 July 2022 14:57

To: 'clivejones@warwickshire.gov.uk' <clivejones@warwickshire.gov.uk>; 'stuartkocanpayne@warwickshire.gov.uk' <stuartkocanpayne@warwickshire.gov.uk>; 'danjeans@warwickshire.gov' <danjeans@warwickshire.gov>

Subject: FW: M42 Junction 10 employment site - public transport strategy

Hi Clive,

Good to discuss this scheme with you before.

Along with the original email below and attachments above, I have attached a site masterplan which shows the location of the proposed bus turning area. As stated below, the diversion distance to the turning area and back to the A5 for the 766 and 767 services is 400m and will have a minimal impact on existing patronage which has allowed us to reach agreement with Stagecoach on our strategy.

It would be great to get WCC's formal approval of the strategy as we discussed on the phone and I look forward to hearing from you.

Kind regards,

David

David Groves

Principal Transport Planner

Tetra Tech

4th Floor, Rotterdam House, 116 Quayside, Newcastle Upon Tyne, NE1 3DY

Tel: +44 191 249 9816

Mob: +44 7966298053

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David Groves
Principal Transport Planner
Tetra Tech
4th Floor, Rotterdam House
116 Quayside
Newcastle Upon Tyne
NE1 3DY

9th September 2022

Dear David

M42 Junction 10 - employment site

I write to confirm that Stagecoach supports the proposed M42 Junction 10 development site and that we in principle would be happy to extend service 766/767 into it based on the very latest design that has been discussed and reviewed accordingly.

The extended service would offer links to residential areas in Tamworth, Atherstone and Dordon and would run on its current daytime and evening frequency.

The proposed bus service extension would require “pump-prime” funding due to the additional resources required. This funding is necessary for the route to be sustainable and continue to operate, in an environment where the covid-19 pandemic has reduced overall bus patronage, and would come from developer contributions. The level of contribution will be discussed further in the coming months and will form part of the Section 106 Agreement. Given the acute need to reduce road traffic, it is vital that support is given to public transport options to serve new developments.

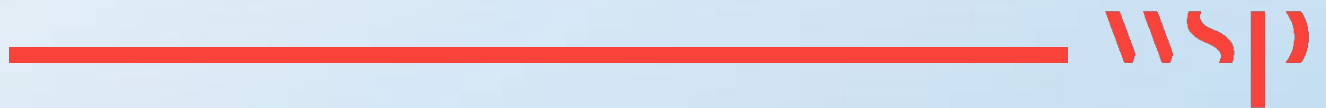
We trust this letter is sufficient to support the planning application, but please do not hesitate to contact me if you have any further queries.

Yours sincerely

Patrick Stringer
Commercial Director

Appendix I

CYCLING UK LETTER OF SUPPORT





Sophie Gordon
Cycling UK
Parklands
Railton Road
Guildford
GU2 9JX

sophie.gordon@cyclingsuk.org

Case officer: Andrew Collinson
North Warwickshire Borough Council
Council House
South Street
Atherstone
Warwickshire
CV9 1DE

22 November 2022

Dear Mr Collinson,

Planning application PAP/2021/0663 regarding Land on the North East of J10 M42 Dordon/A5

Cycling UK (formerly known as the Cyclists' Touring Club or CTC) is the UK's cycling charity. We inspire and enable more people to cycle, to create a happier and healthier society. We are a membership organisation with over 70,000 members across the UK, and we campaign to improve conditions for cycling. Cycling UK is also a 'prescribed organisation' / 'user group' under Defra Circular 1/09 and therefore a consultee on applications for diversions and works to the national rights of way network under section 257 of the Town and Country Planning Act 1990.

Cycling UK would like to support this application.

We feel the development will provide significant enhancements to the cycle infrastructure along the A5 and around junction 10, and increase the number and safety of crossing points on the A5 and M42 for non-motorised users. This will make it easier for people cycling between Tamworth, Polesworth and Dordon, and surrounding areas.

We are pleased to note the accessibility improvements to existing public rights of way, and the creation of several new ones to improve connectivity. We would advise that where new rights of way are created, they are dedicated as restricted byways where possible to provide a legal right of access for the widest variety of users.



We are satisfied that new signalised crossings for the access points to the site, combined with the new cycle paths, should avoid any increased risks posed to cyclists and pedestrians from HGVs accessing the site once it is operational.

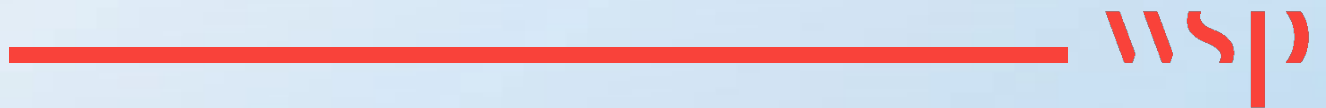
Yours sincerely,

Sophie Gordon

Campaigns officer
Cycling UK

Appendix J

STAGECOACH LETTER OF SUPPORT



David Groves
Principal Transport Planner
Tetra Tech
4th Floor, Rotterdam House
116 Quayside
Newcastle Upon Tyne
NE1 3DY

9th September 2022

Dear David

M42 Junction 10 - employment site

I write to confirm that Stagecoach supports the proposed M42 Junction 10 development site and that we in principle would be happy to extend service 766/767 into it based on the very latest design that has been discussed and reviewed accordingly.

The extended service would offer links to residential areas in Tamworth, Atherstone and Dordon and would run on its current daytime and evening frequency.

The proposed bus service extension would require “pump-prime” funding due to the additional resources required. This funding is necessary for the route to be sustainable and continue to operate, in an environment where the covid-19 pandemic has reduced overall bus patronage, and would come from developer contributions. The level of contribution will be discussed further in the coming months and will form part of the Section 106 Agreement. Given the acute need to reduce road traffic, it is vital that support is given to public transport options to serve new developments.

We trust this letter is sufficient to support the planning application, but please do not hesitate to contact me if you have any further queries.

Yours sincerely

Patrick Stringer
Commercial Director

Appendix K

WCC TRANSPORT OPERATIONS LETTER OF SUPPORT



Groves, David

From: Clive Jones <clivejones@warwickshire.gov.uk>
Sent: 11 August 2022 10:58
To: Groves, David
Cc: Dan Jeanes; Nigel Whyte
Subject: RE: M42 Junction 10 employment site - public transport strategy

OFFICIAL

Hi David

Many apologies for the delay in replying.

Looking at your diagrams, the proposed turning point is in a good location for the development vis-à-vis the A5 trunk road (for the convenience of users and without undue inconvenience to through passengers), subject to the design being such that all types of buses are able to make the turn into the bus turning circle and align to the bus stop, it appears would be acceptable to Warwickshire County Council. It will be expected that a shelter and associated equipment will be provided by the developer for the convenience of intending passengers.

The 'pump priming' s106 bus service provision is normally requested for a 5 year period, to ensure that best possible use is made to sustain the bus service into the future.

Regards

Clive Jones
Network Planning Officer
Warwickshire County Council
Transport Operations
Communities
Tel. 01926 412112

From: Groves, David <David.Groves@tetrattech.com>
Sent: 11 August 2022 10:31
To: Clive Jones <clivejones@warwickshire.gov.uk>
Subject: FW: M42 Junction 10 employment site - public transport strategy

Hi Clive,

This is the email with all the information for the M42 employment site.

I look forward to hearing from you.

Kind regards,

David

David Groves

Principal Transport Planner

Tetra Tech

4th Floor, Rotterdam House, 116 Quayside, Newcastle Upon Tyne, NE1 3DY

Tel: +44 191 249 9816

Mob: +44 7966298053

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TETRA TECH

From: Groves, David

Sent: 12 July 2022 14:57

To: 'clivejones@warwickshire.gov.uk' <clivejones@warwickshire.gov.uk>; 'stuartkocanpayne@warwickshire.gov.uk' <stuartkocanpayne@warwickshire.gov.uk>; 'danjeans@warwickshire.gov' <danjeans@warwickshire.gov>

Subject: FW: M42 Junction 10 employment site - public transport strategy

Hi Clive,

Good to discuss this scheme with you before.

Along with the original email below and attachments above, I have attached a site masterplan which shows the location of the proposed bus turning area. As stated below, the diversion distance to the turning area and back to the A5 for the 766 and 767 services is 400m and will have a minimal impact on existing patronage which has allowed us to reach agreement with Stagecoach on our strategy.

It would be great to get WCC's formal approval of the strategy as we discussed on the phone and I look forward to hearing from you.

Kind regards,

David

David Groves

Principal Transport Planner

Tetra Tech

4th Floor, Rotterdam House, 116 Quayside, Newcastle Upon Tyne, NE1 3DY

Tel: +44 191 249 9816

Mob: +44 7966298053

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Appendix L

**WSP REPRESENTATIONS OBO HE TO
WCC LCWIP CONSULTATION**





LCWIP Consultation
Warwickshire County Council
Transport Planning
Shire Hall
Warwick
CV34 4RL

Our Ref: 70075293.LCWIP

12 August 2022

Dear Sir/Madam,

Draft Local Cycling and Walking Infrastructure Plan Consultation - Representations on behalf of Hodgetts Estates

1. Background

On behalf of Hodgetts Estates (HE), WSP has prepared these representations to Warwickshire County Council's (WCC) draft Local Cycling and Walking Infrastructure Plan (LCWIP) consultation.

The representations are supported by the following enclosed appendices; namely:

- Appendix A – Walking, Cycling & Horse Riding Assessment and Review (WCHAR)
 - WCHAR (report No. D000157 Issue 3)
- Appendix B – Existing and Proposed Connectivity Plans
 - Existing Connectivity Plan – Route Type (plan ref: 4263-CA-00-00-DR-A-00801 Rev P3)
 - Existing Connectivity Plan – Route Surface (plan ref: 4263-CA-00-00-DR-A-00802 Rev P3)
 - Proposed Connectivity Plan – Route Type and Surface (plan ref: 4263-CA-00-00-DR-A-00803 Rev P3)
- Appendix C – Commuter Point to Point Plans and Community Integration Routes
 - Commuter Point to Point Plan: Dordon to Relay Park
 - Commuter Point to Point Plan: Polesworth to St. Modwen Park
 - Commuter Point to Point Plan: Site Allocation H4 to Centurion Park
 - Commuter Point to Point Plan: Site Allocation H5 to Birch Coppice
 - Commuter Point to Point Plan: Stonydelph to Core 42
 - Community Integration Route Plan: Birchmoor to Dordon
 - Community Integration Route Plan: Freasley to Polesworth
- Appendix D – Indicative Proposed Fitness Trail and Walking Routes Plan
 - Indicative Proposed Fitness Trail Plan (plan ref: 4263-CA-00-DR-A-00084 Rev P6)
 - Walking Routes Plan (plan ref: 220810_403.11077.00001)

HE is a commercial property developer and investor, with a track record of delivering market leading business park developments in North Warwickshire, including significant connectivity enhancements for walking and cycling.



Core 42 Business Park

Its flagship Core 42 Business Park at Dordon is home to established local employers including A.P. Moller – Maersk, Greencore Group Plc, Bond International Ltd, Marshall Group Plc, and Grafton Group Plc and has delivered significant employment benefits to the area including over 1,000 fulltime jobs, regeneration of former industrial land, enhanced pedestrian and cycle links providing access to Penmire/Dordon Lakes and significant habitat creation, as well as substantial contributions towards staff training and sustainable transport measures locally.

Proposals for Land North-East of Junction 10 M42 Motorway, North Warwickshire

In response to an identified critical undersupply of available employment land in North Warwickshire, HE is bringing forward proposals to deliver “*The Greenest Business Park in the West Midlands*” at the strategically located Land North-East of Junction 10 of the M42 Motorway, North Warwickshire (‘Land NE J10 M42’ or ‘the Site’). An outline planning application (application ref: [PAP/2021/0663](#)) has been submitted to North Warwickshire Borough Council.

The proposals combine ‘Best in Class’ logistics and industrial buildings, smaller SME buildings and a secure overnight lorry park with substantial amenities, significant and far-reaching connectivity enhancements and social value benefits to residents and communities to deliver sustainable and inclusive economic growth.

The Site is in a highly sustainable location for the proposed development by virtue of its location on a motorway junction (Junction 10 M42, north to south) and the strategic trunk road (A5, east to west) route which serves major ports for UK trade and industry. The Site is located within the established ‘Golden Triangle’ for logistics meaning 85% of the UK population and the majority of major sea ports are within 4.5 hours HGV drive of the location. The Site also lies immediately north (c. 0.5 miles) of Birmingham Intermodal Freight Terminal (BIFT) at Birch Coppice Business Park, meaning it is classed as being ‘rail served’ and potential future occupiers would be able to access BIFT on the same basis as those currently located at Birch Coppice – e.g., the use of untaxed yard tractors as opposed to licenced HGVs, with potential for EV applications. This is a significant cost saving making rail freight a much more financially viable and sustainable alternative for potential future occupiers.

Land NE J10 M42 is identified in the West Midlands Strategic Employment Sites Study Phase 2 (May 2021) (WMSESS Phase 2) as the best-performing site for strategic-scale employment development when compared against a range of criteria and 50 other sites throughout the region. WMSESS Phase 2 also identifies the M42 Corridor as one of five ‘Key Clusters’ for growth, an area with an acute shortage of employment land supply at less than 2 years based on annual take-up for the last 5 years.

Furthermore, the A5 is also an identified ‘Growth Corridor’ with “*strategic employment opportunities [noted] along the corridor including Tamworth at the A5/M42 junction*”.¹ The A5 corridor will benefit from significant planned infrastructure investment in the coming years and the adopted North Warwickshire Local Plan allocates substantial housing growth along the corridor, which will all generate a corresponding need for jobs. This is discussed further below in section 4 of this submission.

The planning application for Land NE J10 M42 is supported by a Transport Assessment, Sustainable Travel Plan and a Walking, Cycling & Horse Riding Assessment and Review (WCHAR Assessment). The WCHAR Assessment, a copy of which is contained at **Appendix A**, assesses the existing facilities for pedestrians, cyclists and equestrian users in the local area, provides background information on the users and identifies opportunities for improvements for the users.

¹ Spatial Investment and Delivery Plan, February 2019, West Midlands Combined Authority (WMCA)

The findings and opportunities identified in the WCHAR Assessment are not solely intended for the developer to address, but to inform discussions with the relevant authorities to enable co-ordination with the development of external schemes, a number of which are identified in the draft LCWIP.

The WCHAR Assessment states that the Site is currently served by a reasonable level of infrastructure to accommodate predicted journeys by walking, cycling and public transport modes. The immediate surrounding area accommodates a substantial amount of employment development, with potentially up to 10,000 people working each day. The proposals would deliver a range of improvements in accessibility, particularly for walking and cycling journeys, that would benefit all users.

These improvements (which are set out in detail in section 4) 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, a new offline 3m wide dual use cycleway to the north of the A5 linking J10 M42 and Dordon, new and enhanced public rights of way within the Site and adjacent land, and delivery of a continuous shared footway/cycleway link that extends through the scheme connecting the A5 to Birchmoor. 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 to encourage active travel and sustainable forms of transport locally.

These representations set out the clear alignment of these proposals with the key challenges and opportunities identified in the draft LCWIP. Furthermore, it is demonstrated how the substantial connectivity enhancements and active travel proposals at Land NE J10 M42 would complement the potential infrastructure improvements currently identified for North Warwickshire in the draft LCWIP.

For consistency, these representations are structured to follow the chapter sequencing of the draft LCWIP report and the online consultation questionnaire.

2. Comments on the key aim of the draft LCWIP:

The key aim of Warwickshire's draft LCWIP:

“To create a safe and attractive environment for walking and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire”

HE strongly agrees with the key aim, which aligns with the Government's objectives/aims² and vision³ for walking and cycling in England. Indeed, achieving this aim is reliant to ensuring that high quality infrastructure is in place and physical improvements are made in the right areas to encourage sustainable travel patterns for everyday journeys and provide inclusive access for leisure activities. This in turn will help equip Warwickshire to meet the demands of a growing population, support a vibrant economy and promote active and healthy lifestyles.

3. Comments on the identified challenges and opportunities

HE agrees with the key challenges and opportunities listed in the draft LCWIP, all of which have a direct relevance to North Warwickshire Borough. Section 4 of these representations set out in detail how the HE proposals for Land NE J10 M42 positively and proactively respond to the key challenges and would capitalise on a number of opportunities identified.

² Second cycling and walking investment strategy (CWIS2), DfT, July 2022

³ Gear change: a bold vision for cycling and walking, DfT, July 2020

It should be noted that a key challenge and opportunity that is not identified in the draft LCWIP is the importance of co-locating employment and residential development to promote active travel and a modal shift to more sustainable travel means. This is particularly relevant along the A5 corridor between Tamworth, Dordon/Polesworth and Atherstone which is the focus of significant future infrastructure improvements and planned housing and employment growth. This is discussed further in section 4 below.

It is also noted that Table 1 (draft LCWIP) lists the following opportunities:

- **Challenge 3**
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements;
- **Challenge 10**
 - To seek efficiencies through partnership working...; and
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements [sic].

4. Comments on the walking and cycling infrastructure proposals for North Warwickshire Borough

HE specifically supports the inclusion of the following potential route improvements in the draft LCWIP:

- **Route ref: P03** (Bridleway AE45 and Green Lane) – Cycle track/path on open space and on-carriageway route;
- **Route ref: P07** (A5 Birch Coppice junction – Browns Lane) – Cycle track/path on open space;
- **Route ref: P08** (A5 Watling Street – M42 junction 10) – Widening/upgrading footway adjacent to road and crossing; and
- **Route ref: P09** (A5 Watling Street – Tamworth Logistics Park) – Cycle track/path on open space.

However, there are significant additional connectivity improvements that HE proposes as part of live application ref: PAP/2021/0663 which align with and compliment the potential enhancements to route refs: P03, P07, P08 and P09, which should therefore be included and referenced accordingly in the LCWIP. These are set out in detail at section 4.3.

4.1 Spatial Context for North Warwickshire Borough

In the first instance, it is important to understand the spatial context and planned growth for North Warwickshire which are critical factors in the development of cycling and walking infrastructure improvements for the borough.

The Spatial Strategy set out in the North Warwickshire Local Plan (adopted September 2021) allocated the majority of growth in the north of the borough along the A5 corridor through Policy LP2 (Settlement Hierarchy). Policy LP2 identified the majority of Category 1 Settlements (Atherstone and Polesworth with Dordon) and Category 2 Settlements (settlements adjoining the outer boundary of the Borough – e.g., Tamworth and Nuneaton) in this location.

This translated into the distribution of planned growth across the borough through the site allocations and there is a group of large-scale housing allocations and employment allocations along the A5 corridor between Tamworth, Dordon/Polesworth and Atherstone; namely, Site Allocations H1, H2, H4, H5, E1, E2, E3 and RH1.

These account for a significant percentage of the overall growth planned for the borough. The importance of planning for and delivering enhanced cycling and walking infrastructure in this

location should be commensurate with the level of growth therefore, which emphasises the importance of the proposals for Land NE J10 M42 to North Warwickshire (the benefits of which are set out in detail below).

Furthermore, the proposals also tie in with the 'A5 Dordon to Atherstone Scheme' (HIF Funded) and 'A5 Tamworth to Hinckley Scheme' (RIS3 Funding to be confirmed) being brought forward by National Highways, which are seeking to provide significant enhancements for non-motorised users (NMUs) in this location.

4.2 Existing Walking and Cycling Infrastructure and Opportunities in North Warwickshire Borough

The draft LCWIP identifies three specific connectivity problems for North Warwickshire, including:

- A5 Watling Street corridor – this Strategic Route cuts east-west across North Warwickshire and severely limits active travel between Tamworth, Polesworth, Dordon, Grendon, Atherstone and Mancetter;
- M42 – restricts travel between Polesworth, Dordon and Tamworth and funnel pedestrians and cyclists from Birch Coppice across the busy roundabout with the A5 (M42 Junction 10).

Additionally, the WCHAR Assessment identifies a number of challenges and opportunities for the Land NE J10 M42 proposals to positively respond to existing walking and cycling infrastructure issues and limitations (some of which are also identified as potential improvements in the draft LCWIP) (please refer to **Appendix A**):

- **Opportunity 1 – Maintenance of Existing Paths** – *“With many of the main road paths overgrown with vegetation, the effective width of the paths is significantly reduced. By cutting back the vegetation on these paths and ensuring they are regularly maintained and swept, this can open up more useable and attractive routes for users at a relatively low cost. Where new facilities are created as part of this development [Land NE J10 M42], landscaping should be used that requires minimal maintenance. It is understood that much of the maintenance is out-with the control of the developer. Off site maintenance should be discussed with the relevant highway authorities and a maintenance plan put in place.”*
- **Opportunity 4 – Signalising M42 Pedestrian Phases** – *“the current uncontrolled crossing on M42 J10 are a deterrent for these routes being used by non-motorised users. There is an opportunity to provide signalised crossing facilities throughout this junction.”*
- **Opportunity 5 – Green Lane** – *“The proposals outlined in the Transport Assessment include the provision of a 3m wide shared path to connect to Birchmoor. The current provision on Green Lane and over the M42 only has footway provision and requires cyclists to ride on the road. With the parked vehicles this could be discouraging for cyclists, particularly when faced with oncoming traffic. The footway on the south side is relatively wide and may have potential to be upgraded to a shared cycle facility. Alternatively, signing and on road markings could provide a safer facility for cyclists to reach the path network to the west over the M42.”*
- **Opportunity 6 – Tamworth Services Link** - *“As well as Green Lane, mentioned above, an alternative route to the west for Tamworth would be for users to use the A5 and M42 junction, however there is a gap in provision between the M42 junction and the start of the path network to the north and west of Tamworth Services. There is an opportunity to provide a formal signed route to connect the M42 junction to the path network.”*
- **Opportunity 7 – Links to Dordon and Polesworth** – *“Proposals for links to Dordon and Polesworth are mentioned both in the Transport Assessment and as part of LCWIP. There is an opportunity to provide good standard surfaced and lit paths to connect through to Dordon and Polesworth that can be used all year round.”*

- **Opportunity 12 – Browns Lane Link** – *“The current provision on this link prevents use by cycles, either requiring them to dismount and walk through or ride on a longer route. There is an opportunity with maintenance and minor widening to upgrade this link to allow use by cyclists.”*
- **Opportunity 13 – A5 Cycle Provision** - *“A number of gaps in cycle provision on the A5 have been identified where the shared facilities end and continue as footways. This included the links to Grendon to the east, Centurion Park to the west and potential areas of conflict, such as on the north side of the Birch Coppice access junction. Southern sections of the A5 are also for pedestrian use only. These areas have been identified as potential improvements in the LCWIP document for upgrade to cycle standard facilities.”*

4.3 Active Travel and Connectivity Improvement Proposals – Application Ref: PAP/2021/0663

Mindful of the spatial context, the limitations of and opportunities for the existing infrastructure in the vicinity of J10 M42, as set out above, the significant connectivity improvements and active travel proposals being brought forward by planning application ref: PAP/2021/0663 are as follows:

- 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;
 - 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 M42 J10 to Dordon;
- An on-site bus stop for A5 east & westbound buses supported by Stagecoach and WCC (Network Planning Team);
- New enhanced fully signal controlled crossing for the A5, compared to the existing junction staggered pedestrian crossing that passes through the central reserve;
- 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.

The proposed 3m wide dual use footway/cycleways to either side of the site road and access junction, the linkage north from the site road to Birchmoor and the proposals to upgrade and divert Bridleway AE45 to an appropriate surface to accommodate equestrian and pedestrian use, collectively, would align with and compliment the identified potential improvement referred to as route ref: P03. These proposals could also tie into the identified potential improvements to Green Lane to the north of the Site and the A5 to the south of the Site respectively.

Furthermore, a range of off-site active travel improvements are also proposed, including:

- Signal controlled crossings within the proposed site access helping to reduce usage of the existing priority-controlled facility nearby;

- Through provision of the internal pedestrian and cycle link connecting the A5 to Birchmoor, the proposals would offer a higher quality route for pedestrians and cyclists travelling between the A5 and areas to the north and west (particularly within Tamworth);
- Upgrade of Public Footpath AE48 to dual-use footway/cycleway;
- 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;
- 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 of existing uncontrolled pedestrian/ cycle crossings at J10 M42 to signal controlled;
- Increase the separation between pedestrians/cyclists and A5 carriageway to standard verge; and
- The above measure would also introduce a series of new leisure routes through an enhanced rural landscape between Dordon and Tamworth.

The proposed upgrade of Public Footpath AE48 from the A5 link to Browns Lane is also proposed as part of these extensive connectivity and active travel proposals given the proximity of the route to the Site. This aligns with route ref: P07 in the draft LCWIP, which is identified for potential pedestrian and cycle improvement, and therefore the HE proposals respond directly and positively to this.

Finally, the proposed upgrade of existing uncontrolled pedestrian/ cycle crossings at J10 M42 to signal controlled crossings. This aligns with route ref: P08 in the draft LCWIP, which is identified as a proposed cycle scheme at Table NW10, for 'Widening/ upgrade of footway...', and therefore the HE proposals respond directly and positively to this also.

These connectivity improvements and active travel proposals are illustrated, where possible, on the following plans, contained at **Appendix B**:

- Existing Connectivity Plan – Route Type – Ref: 00801/P3;
- Existing Connectivity Plan – Route Surface – Ref: 00802/P3; and
- Proposed Connectivity Plan – Ref: 00803/P3.

In addition, a series of 'Commuter Point-to-Point Plans' and 'Community Integration Plans', contained at **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.

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:

- 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 NMU users and the A5 carriageway.

Table 1 (overleaf) summarises the benefits of the connectivity enhancements shown in the Commuter and Community Integration Point-to-Point Plans:

Table 1 – Summary of Existing vs Proposed Connectivity Enhancements

Route	Existing Route(s)	Existing Distance and Time	Proposed Route(s)	Proposed Distance and Time
Birchmoor to Dordon	Via Polesworth Tarmacked road with no cycleways	2.2km 11 minute cycle ride 27.5 minute walk	Via upgraded Bridleway AE45, Footpath AE46 and new footpath / cycleway 3m wide dual footway / cycleways	2.0km 10 minute cycle ride 25 minute walk
	Via St. Modwen Park, A5, J10 M42, Tamworth Services & Birchmoor Tarmacked roads with limited sections of dual footway/cycleways and numerous key uncontrolled crossing points at J10 M42	5.8km 29 minute cycle ride	Via Birchmoor and new site access road Site access road to comprise off-carriageway 3m dual cycleway/footway	3.9km 19.5 minute cycle ride
Via A5 cycleway and Dordon Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards)	5km 25 minute cycle ride	New signal controlled crossing point at site access point on A5 to tie into existing footpath directly opposite site access at St Modwen Park		
Dordon to Relay Park	Via Polesworth and Birchmoor Tarmacked roads with no dual footway/cycleways	3.4km 17 minute cycle ride	Via new footpath/cycleway, upgraded Footpath AE46, upgraded Bridleway AE45 and Birchmoor 3m wide dual footway / cycleways	3.3km 16.5 minute cycle ride
	Via A5 cycleway and J10 M42 Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards)	3.0km 15 minute cycle ride	Via upgraded Footpath AE48, new off-line cycleway and upgraded J10 M42 3m wide dual footway / cycleway (upgraded AE48) 3m wide off-line footway / cycleway Key crossings upgraded to signal controlled (J10 M42)	2.8km 14 minute cycle ride
Polesworth to St Modwen Park	Via Birchmoor, Relay Park and J10 M42 Tarmacked roads with limited sections of dual footway/cycleways and numerous key uncontrolled crossing points at J10 M42	5.2km 26 minute cycle ride	Via Birchmoor and new site access road Site access road to comprise off-carriageway 3m dual cycleway/footway	3.3km 16.5 minute cycle ride
	Via Dordon and A5 cycleway Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards)	4.7km 23.5 minute cycle ride	New signal controlled crossing point at site access point on A5 to tie into existing footpath directly opposite site access at St Modwen Park	

Route	Existing Route(s)	Existing Distance and Time	Proposed Route(s)	Proposed Distance and Time
Stonydelph to Core 42	Via Tamworth Services, J10 M42 and A5 cycleway Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards)	4.0km 20 minute cycle ride	Via Tamworth Services, J10 M42 and new off-line cycleway 3m wide off-line footway / cycleway Key crossings upgraded to signal controlled (J10 M42)	4.0km 20 minute cycle ride
	Via Birchmoor, Polesworth & Dordon Tarmacked roads with no dual footway/cycleways	5.4km 27 minute cycle ride	Via Birchmoor, upgraded Bridleway AE45, upgraded Footpath AE46 and upgraded farm track 3m wide dual footway / cycleways. Route to tie into existing Core 42 signal controlled crossing.	4.2km 21 minute cycle ride
Site Allocation H4 to Centurion Park	Via Footpaths AE22 & AE23, Polesworth, Birchmoor, Relay Park Tarmacked roads with no dual footway/cycleways	4.7km 23.5 minute cycle ride	Via Footpaths AE22, AE23 & AE48, new off-line footpath/cycleway and J10 M42 3m wide dual footway / cycleway (upgraded AE48)	4.1km 20.5 minute cycle ride
	Via Footpaths AE22, AE23, Dordon, A5 and J10 M42 Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards) Numerous key uncontrolled crossing points at J10 M42	4.3km 21.5 minute cycle ride	3m wide off-line footway / cycleway New signal controlled crossing point at site access point on A5 to tie into existing footpath directly opposite site access at St Modwen Park Key crossings upgraded to signal controlled (J10 M42)	
Site Allocation H5 to Birch Coppice	Via Tamworth Footpaths 95 & 169, Stonydelph, Tamworth Services, J10 M42 and A5 cycleway Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards) Numerous key uncontrolled crossing points at J10 M42	5.3km 26.5 minute cycle ride	Via Tamworth Footpaths 95 & 169, Stonydelph, upgraded J10 M42 and new off-line cycleway Key crossings upgraded to signal controlled (J10 M42) 3m wide off-line footway / cycleway Route to tie into existing Core 42 signal controlled crossing.	5.3km 26.5 minute cycle ride
	Via Tamworth Footpaths 95 & 169, Birchmoor, Polesworth & Dordon Tarmacked roads with sections of dual footway/cycleways (existing A5 cycleway no longer meets WCC design standards) Numerous key uncontrolled crossing points at J10 M42	6.2km 31 minute cycle ride	Via Tamworth Footpaths 95 & 169, Stonydelph, upgraded Bridleway AE45 and part diverted / upgraded Footpath AE46 3m wide dual footway / cycleways (upgraded AE45 and AE46). Route to tie into existing Core 42 signal controlled crossing.	4.8km 24 minute cycle ride



In addition to the connectivity enhancements proposed, several new leisure route options would be created by the scheme (application ref: PAP/2021/0663), as illustrated on the Walking Routes Plan and Indicative Fitness Trail Plan contained at **Appendix D**. These routes are as follows:

- Dordon Long Walk – 3.4 km / approx. 45 min walking time, broadly a ‘figure of 8’ route looping through the Strategic Gap;
- Dordon Medium 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;
- 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.

The provision of these new leisure routes, in addition to the significant new and enhanced connectivity improvements arising from the proposals, will proactively and positively respond to a key aim of the LCWIP: to combat physical inactivity and obesity, by providing infrastructure that promotes healthy and active lifestyles to improve health and wellbeing (including mental wellbeing) for the communities of North Warwickshire.

Mindful of the key aim of the draft LCWIP – “*To create a safe and attractive environment for walking and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire*” - the WCHAR Assessment associated with application ref: PAP/2021/0663 concludes that the proposed enhancements to the Public Right of Way and footway/cycleway network in and around the Site will improve pedestrian and bicycle permeability locally, allowing residents of Birchmoor, Polesworth, Dordon and Tamworth to access the cluster of employment sites at J10 M42 and to the south of the A5 more easily. As such, it is envisaged that these enhancements will make it much easier for employees in these locations to commute to work by bicycle or foot, leading to offsite sustainable transport benefits, therefore clearly responding to and helping contribute to achieving the aim of the draft LWCIP.

Furthermore, noting the significant planned infrastructure improvements for the A5 corridor and future major residential developments, the proposals also offer substantially increased access to and from Local Plan site allocations in the area (sites H4 Land east of Polesworth & Dordon, H5 Land to the west of Robey’s Lane adjacent to Tamworth and Tamworth Golf Course Sustainable Urban Extension) that intend to deliver over 4,000 dwellings between them. Of particular weight is the positive impact the improvements will have on the major housing allocations (H4 and H5) and their connectivity with major employment development, including Land NE J10 M42 and employment allocations E2 and E3. These improvements, as indicated in Table 1 above and the relevant Commuter Point-to-Point Plans contained at **Appendix C**, can be summarised as follows:

- **Site Allocation H4 to Centurion Park** - Via Public Footpaths AE22 & AE23, Polesworth, Birchmoor, Relay Park or Via Public Footpaths AE22 & AE23, Dordon, A5 and J10 M42
 - Currently, users of either routes either have to contend with no dual footway/cycleways (and therefore use the road) or have only limited sections of dual footway/cycleways (which in any case do not meet highways design standards), are poorly signposted and in many cases overgrown with vegetation, reducing the width.
 - Users opting to travel via J10 M42 will also have numerous uncontrolled crossing points which have a negative impact on promoting active travel due to increased safety concerns.
 - For both routes, the proposed improvements would lead to a reduction in cycle journey time and distance but crucially would provide 3m wide dual footway/cycleways, a 3m off-line footway/cycleway and upgraded crossing points (to be signalised) at J10 M42.

- **Site Allocation H5 to Birch Coppice** – Via Tamworth Footpaths 95 & 169, Stonydelph, Tamworth Services, J10 M42 and A5 cycleway or Via Tamworth Footpaths 95 & 169, Birchmoor, Polesworth & Dordon
 - Currently, users of either routes have only sections of dual footway/cycleways (which in any case do not meet highways design standards), are poorly signposted and in many cases overgrown with vegetation, reducing the width.
 - Users opting to travel via J10 M42 will also have numerous uncontrolled crossing points which have a negative impact on promoting active travel due to increased safety concerns.
 - For users of the route via J10 M42, whilst the proposed improvements would make no difference in distance of journey time, as a result of upgrading key crossing points at J10 M42 to signal controlled and the introduction of a 3m wide off-line footway/cycleway providing greater separation with the A5, they would significantly improve the perception of safety and therefore better promote active travel.
 - For users of the route via Birchmoor, by virtue of the proposed upgraded Public Bridleway AE45 and the upgraded and diverted Public Footpath AE46 (to dual footway/cycleway), the proposed improvements would lead to a significant improvement in both cycle distance (1.4km less) and journey time (7 minutes less). This route also provides a more attractive alternative to the J10 M42 route, taking cyclists through the Strategic Gap and set-back from main roads, which in turn will better promote active travel.

Without the proposed new and improved routes through the Site, upgrades to existing footpaths and bridleway, and off-site improvements, future residents of housing allocations H4 and H5 would likely be required to travel via J10 M42 and/or the A5 corridor, which could present a significant barrier to sustainable travel take-up.

Finally, the proposals, by virtue of the proposed off-line footway/cycleway through the Site, the new 3m wide dual-use footway/cycleways aside the site access road, upgraded crossings at J10 M42 (to signalised crossings), and other new footway / cycleway links (over 3.5 km in total), will collectively provide significantly improved and new east-west linkages that would combat the funnelling effect of the M42 and in doing so directly address a key challenge for North Warwickshire Borough identified in the draft LCWIP. Namely, the lack of east-west routes other than the A5 to the south of Polesworth and Dordon.

Considering the above, it is therefore critical that these new and enhanced routes are included and referenced accordingly in the LCWIP as they will clearly compliment route refs: P03, P07, P08 and P09 and provide substantial connectivity enhancements, promote sustainable and active travel and encourage improved health and wellbeing in North Warwickshire and beyond.

It is noted that potential scheme P01 incorporates sections of potential new or upgraded cycle route / walking infrastructure (see Figures NW14 and NW25) through unallocated land within the designated Strategic Gap between Tamworth and Polesworth with Dordon.

5. Comments on the prioritisation given to schemes in North Warwickshire Borough.

HE agrees with the designation of route ref: P03 (Bridleway AE45 and Green Lane) as a 'Very High Priority' scheme for the reasons set out above and notes the 'effectiveness' of the potential improvement would be scored as "5" (Excellent).

As demonstrated in Table 1 (above), the enclosed Commuter Point-to-Point Plans and Community Integration Plans, the implementation of a dual footway/cycleway from Green Lane to the existing A5 cycleway (via Land NE J10 M42) would provide - in some cases - an improvement in journey times and distances between numerous settlements and key allocations, but in all cases would provide a significantly upgraded route that takes users away from J10 M42 and instead through a car-free and attractive setting through the Strategic Gap. The benefit to this is that users will feel safer and therefore more encouraged to walk or cycle whilst still being able to achieve an east-west route across the M42.

However, HE also considers that the proposed connectivity enhancements forming part of planning application ref: PAP/2021/0663 should also be included in the LCWIP and categorised as Very High Priority schemes given these connectivity enhancements include in part route ref: P03 and would complement it further by delivering additional and substantial connectivity enhancements to the strategic A5 Corridor, which would serve the wider area.

Route ref: P07 (link from the A5 to Browns Lane via Public Footpath AE48) is designated a 'Medium Priority' scheme, however HE considers this should be given a "High" priority given the existing route does not allow cyclists to use it without dismounting, therefore discouraging its use and forcing cyclists to use a longer route via the A5 carriageway and cycleway. Its upgrade would provide a more direct cycle link to/from Dordon, will be effective in taking users away from the A5 towards Dordon and would also tie in with the existing signalised crossing opposite Core 42 Business Park.

Route ref: P08 (A5 Watling Street M42 Junction 10) is undesignated given it is a potential 3rd party scheme. HE considers that this route should be given a "Very High Priority" given it directly responds to one of the three 'specific problems' listed for walkers/cyclists in North Warwickshire – i.e., limited east-west active travel opportunities due to transport infrastructure.

Route ref: P09 (A5 Watling Street – Tamworth Logistics Park) is also undesignated given it is a potential 3rd party scheme. As route ref: P09 is identified as a potential cycle route, which would tie in to the A5 directly opposite the proposed new signal controlled site access junction at Land NE J10 M42, dual footway/cycleways and improved and diverted Bridleway AE45, it is considered that this route should be given a "High" priority given the positive impact it would have on north-south links and improving safe crossing of the A5.

6. Comments on the overall proposals and final comments

Whilst HE strongly agrees with the key aims and objectives of the draft LCWIP, achieving the aim is reliant on ensuring that high quality infrastructure is in place and physical improvements are made in the right areas to encourage sustainable travel patterns for everyday journeys and provide inclusive access for leisure activities.

As comprehensively set out in these representations, the HE proposals would positively respond to identified connectivity and infrastructure issues in North Warwickshire Borough. The proposals would also respond positively to all the key challenges identified in the draft LCWIP, in particular the following challenges and opportunities:

- Challenge 1 - Covid-19 and the impacts on health, travel and economy
 - Opportunities:
 - To continue the increase in local walking journeys (for everyday journeys and leisure trips)
 - To maintain interest in cycling, particularly less confident riders and people who have bought new bikes
- Challenge 2 - Climate change and air quality
 - Opportunities:
 - To promote walking and cycling as low carbon alternatives to single-occupancy car journeys, and invest in walking and cycling infrastructure
 - To reduce emissions and poor air quality through investment in sustainable travel modes and low emission vehicles and supporting infrastructure
- Challenge 3 - Population growth and associated pressures on highways and local services
 - Opportunities:
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements

- To support more accessible and inclusive walking and cycling facilities
- Challenge 4 - Health and wellbeing – particularly physical inactivity and obesity
 - Opportunities:
 - To promote walking and cycling as active travel modes and leisure activities, and invest in walking and cycling infrastructure
- Challenge 5 – Safety – perceptions of safety and actual risk
 - Opportunities:
 - To provide safer infrastructure for walking and cycling
- Challenge 8 - Access to jobs and services – and need to promote equality and to rebalance rural and urban opportunities
 - Opportunities:
 - To promote walking and cycling as active travel modes for short journeys in towns to access education, training and employment, and combining with public transport for longer journeys
- Challenge 10 – Lack of funding
 - Opportunities:
 - To seek efficiencies through partnership working, prioritisation, phasing and prudent management
 - To seek developer funding for high quality walking and cycling infrastructure and wider transport improvements

To conclude, the new and enhanced connectivity routes and active travel proposals forming part of planning application ref: PAP/2021/0663 clearly and demonstrably align with the key aim of the draft LCWIP and crucially would respond to each of the key challenges and opportunities identified. The proposals would also significantly improved new east-west linkages to combat the funnelling effect of the A5 corridor / J10 M42.

It is therefore critical that the HE proposals are included and referenced accordingly in the LCWIP as they will clearly compliment and expand on the potential improvements identified as route refs: P03, P07, P08 and P09 by providing substantially greater connectivity enhancements in the vicinity of the A5 corridor. In doing so, the improvements will promote sustainable and active travel which will lead to environmental benefits and improved health and wellbeing of residents in North Warwickshire.

I trust that these representations will be taken fully into account. HE is committed to working closely with WCC as the LCWIP progresses and would welcome the opportunity to present the proposals for Land NE J10 M42 and the extensive active travel / walking/cycling connectivity enhancements to WCC in the near future.

Yours Sincerely



Doug Hann
Director

cc: Hodgetts Estates

Appendix M

RAMBLERS ASSOCIATION LETTER OF SUPPORT





Ramblers - Warwickshire Area

www.warwickshireramblers.org.uk

Local Groups: City of Birmingham, Coventry, Mid Warwickshire, Rugby and District, Stratford upon Avon, Southam and District, Solihull, Sutton Coldfield, Castle Bromwich, South Birmingham, West Midlands Walking Group, Bear.

16 Melford Hall Road
Solihull B91 2ES
29th December 2021

Andrew Collinson
Case Officer
North Warwickshire Borough Council
The Council House
South Street
Atherstone
Warwickshire
CV9 1DE

Dear Mr Collinson,

COMMENT ON PLANNING APPLICATION PAP/2021/0663

Thank you for consulting Ramblers Warwickshire Area on planning application PAP/2021/0663 for outline planning permission for development of land within Use Class B2 (general industry), Use Class B8 (storage and distribution) and Use Class E(g)(iii) (light industrial), and ancillary infrastructure and associated works, development of overnight lorry parking facility and ancillary infrastructure and associated works; at land on the west side of Dordon Road, Polesworth. Details of access submitted for approval in full, all other matters reserved.

As is shown on the **Illustrative Site Masterplan**, Public Bridleway AE45 runs within the site and would require a slight diversion to take it out of the proposed parking area on the east side of the site. This would necessitate North Warwickshire Borough Council making a legal Order under the Town & Country Planning Act 1990 section 257 to divert Bridleway AE45 onto the proposed alignment in order to permit development.

Providing that the diverted public bridleway AE45 connected with public footpath AE55 on the opposite side of the A5 via the footways and signal controlled crossing shown on the **Proposed Site Access Layout** (Drg No F19123/07 Rev A), Ramblers Warwickshire Area would raise no objection to the Order.

We would also welcome the proposed new public right of way connecting public footpath AE46 with Dordon to the east of the site as shown in Fig 3 in the **Framework Travel Plan**.

We would ask that Public Bridleway AE45 through the site be kept open for public use during development and that any necessary stoppages be kept to a minimum.

While we note that the site does does fall within the Local Plan Meaningful Gap (Strategic Gap) between Polesworth/Dordon and Tamworth, overall we think the better local pedestrian and cycle access that the proposal provides would be of benefit for both people working at the site as well as leisure uses of the surrounding PROW network.

Yours sincerely,

MABird

Michael Bird
Footpath and Countryside Secretary
Ramblers Warwickshire Area



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PUBLIC