



Hodgetts Estates

LAND NORTH-EAST OF JUNCTION 10 M42, NORTH WARWICKSHIRE

Planning Statement Addendum (Dordon
Neighbourhood Plan)





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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), other Planning Statement Addenda and supporting documents forming part of live planning application ref: PAP/2021/0663 and has been prepared in response to the emerging Dordon Neighbourhood Plan ('DNP') which was carried at referendum on 19 October 2023 and is anticipated to be formally adopted by North Warwickshire Borough Council ('NWBC') in December 2023 – events which have taken place since the application was submitted in December 2021. 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 proposed development') 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 provides a policy appraisal of the proposed development in the context of relevant policies in the DNP (Chapter 2) and ultimately the weight to be attributed in the overall planning balance (Chapter 3).

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POLICY APPRAISAL



2 POLICY APPRAISAL

2.1 OVERVIEW

- 2.1.1. The emerging DNP is in the final stages of the plan-making process, having been carried at referendum on 19 October 2023. It is understood that the DNP will not be formally adopted until NWBC's Full Council meeting on 6 December 2023, at which point the DNP will be 'made' and thereafter form part of NWBC's Development Plan. Although not yet formally adopted, the DNP is effectively afforded full weight in planning decision-making at the time of writing.
- 2.1.2. The timeframe for the DNP is aligned to run alongside NWBC's Local Plan (which is up to 2033).
- 2.1.3. The application site is situated within the DNP plan area.
- 2.1.4. As demonstrated in this chapter, the proposed development accords with the DNP as a whole and therefore the compliance with the DNP (which is afforded full weight in planning decision-making) should be treated accordingly in the overall planning balance.

2.2 COMMUNITY VISION

- 2.2.1. The Community Vision in the DNP states that:

'In 20 years' time Dordon will have retained its village identity and its heritage will have been preserved. Expansion to the west will have been limited and new development to the east of Dordon village will be integrated with the existing built-up area.

Dordon will be enhanced due to the provision of a range of community facilities and near major employment areas. It will have a network of walking and cycling routes that connect to high quality parks, open spaces and woodland and easy access to the surrounding countryside. Dordon will be an attractive, friendly, healthy, green place to live.'

- 2.2.2. In demonstrating accordance with the DNP as a whole, the following policy appraisal sections also demonstrate that the proposed development aligns with the Community Vision overall, summarised as follows:
- The 'village identity' and heritage will be reinforced through the provision of a community orchard, the reinstatement of historic hedgerows, installation of information boards along new footpaths to provide details of local heritage, including mining history, A5 Watling Street and Hall End Hall, and the incorporation of public art into the scheme which might reflect the history of the area (A5 Watling Street (roman road), for instance) to capture and inspire the imagination of future generations;
 - Development to the west, albeit large in scale, would be set away from the village boundary on land characterised by adjacent large scale industrial warehousing and transport infrastructure with a significant undeveloped gap of c.775m between the site and the western edge of Dordon;
 - The provision of the Hub Office on site will act as a communal training facility for use by local training and education programmes associated with the site as well as site occupiers. These parties will be able to use the communal facilities including meeting room, presentation room, computer suite and office space. Furthermore, the Hub Office will incorporate communal bike parking and male and female changing rooms and showers that are open to use by the general public, to encourage local residents to cycle/walk to work, be they working at the site or cluster of

other business park sites nearby. The Hub Office will therefore enhance the range of community facilities on offer to the Parish and near major employment areas;

- The on and offsite public footpaths, bridleways and footway/cycleways package (shown on the plans at **Appendix A**) would deliver 8.92 km / 5.54 mi of new and improved routes, enhancing permeability and making sustainable modes of transport much more appealing to residents / staff of local employment centres and improving access to nature, as well as opening up numerous leisure opportunities, thereby promoting healthy and active lifestyles;
- The creation of over 9 hectares of onsite green infrastructure and an additional 6.5 hectares of offsite green infrastructure incorporating significant habitat creation, to include native woodland, native shrubland, mixed native hedgerows, wildflower meadows, wetland wildflower meadows, community orchard and species rich amenity grassland (in addition to formal planting surrounding the buildings), as well as substantial biodiversity net gains through extensive new habitat creation, will provide a substantial contribution to Dordon becoming an attractive, green and healthy place to live.

2.2.3. In addition, the following policy appraisal sections below demonstrate how the proposed development aligns with relevant Community Objectives.

2.3 POLICY DNP1

2.3.1. Policy DNP1 (Sustainable Development) states that ‘*Development should be located so that it can make a positive contribution towards the achievement of sustainable development*’ and that development proposals will be supported that address a range of technical matters. Each of the policy criteria below also form part of technical DNP policies and are therefore appraised in full in the relevant technical DNP policy specified to demonstrate accordance:

Policy DNP1 Criteria	Demonstration of Compliance
<i>a) [Development proposals] are of a density, layout and design that integrates and is compatible with the character, appearance and amenity of that part of the Parish in which it is located (especially where it is adjoining the existing built up area),</i>	Refer to the policy appraisal of Policy DNP8.
<i>b) maintains the sense of space, place and separation on land to the West of the Parish taking into account the amenity of Dordon Residents,</i>	Refer to the policy appraisal of Policy DNP4.
<i>c) respects the identified Local Wildlife Sites and areas designated for their nature conservation or priority habitat (as identified on Map 2 and Map 3),</i>	Refer to the policy appraisal of Policy DNP2.
<i>d) enhances the biodiversity of the site in accordance with biodiversity net gain requirements as set out in national legislation,</i>	Refer to the policy appraisal of Policy DNP2.
<i>e) incorporates into the scheme any natural or built features on the site that have heritage or nature conservation value where practicable,</i>	Refer to the policy appraisal of Policy DNP6.

<i>f) is well located in relation to public transport and local services,</i>	Refer to the policy appraisal of Policy DNP5.
<i>g) promotes active travel (cycling and walking),</i>	Refer to the policy appraisal of Policy DNP5.
<i>h) ensures the risk of flooding is not increased elsewhere and, where applicable, includes sustainable drainage systems,</i>	Refer to the policy appraisal of Policy DNP7.
<i>i) maximises water efficiency,</i>	Refer to the policy appraisal of Policy DNP10.
<i>j) uses sustainable construction methods and materials,</i>	Refer to the policy appraisal of Policy DNP10.
<i>k) locates development close to bus routes, local services and facilities where possible.'</i>	Refer to the policy appraisal of Policy DNP5.

2.3.2. As demonstrated in the following sections, by virtue of according with all DNP policies appraised below, the proposed development constitutes sustainable development in an appropriate location and therefore accords with Policy DNP1.

2.4 POLICY DNP2

2.4.1. Policy DNP2 (Protecting the Natural Environment and Enhancing Biodiversity) sets out a range of criteria that development proposals must adhere to, where applicable, to protect the natural environment and enhance biodiversity.

Policy DNP2 Criteria	Demonstration of Compliance
<p><i>1. As appropriate to their scale, nature and location, development proposals should conserve or enhance biodiversity value in accordance with national legislation³⁷.</i></p> <p><i>Enhancement measures may include;</i></p> <ul style="list-style-type: none"> <i>a) strengthening hedgerows (gapping up) and field boundaries to provide more robust habitat 'corridors',</i> <i>b) planting wild flower meadows and strips,</i> <i>c) encouraging native trees and shrub planting on suitable sites,</i> 	<p>The biodiversity strategy for the proposed development is driven by an aspiration to delivery significant biodiversity net gains, including the creation of over 9 hectares of on site and additional offsite habitats, including native woodlands, native shrublands, community orchard, mixed hedgerows, wildflower meadows, wetland wildflower meadows, ornamental planting and species rich amenity grassland, within wider green infrastructure¹.</p> <p>Further ecological enhancements proposed include:</p> <ul style="list-style-type: none"> ■ Bird and bat boxes to promote nesting and roosting; ■ 'Insect hotels' to provide refuge in suitable locations throughout the substantial area green infrastructure;

¹ NPPF 2021 Annex 2: Glossary

<p>especially species that provide good berry or nectar sources,</p> <p>d) encouraging the creation of sustainable drainage schemes (SuDS), (e.g., rain gardens, pond and wetland creation) in new schemes and ‘retrofitting’ where appropriate,</p> <p>e) the installation of habitat features (including nest boxes) and/or the carrying out of planting programmes suited to bird species of conservation concern (particularly those identified in Appendix D), and bats</p> <p>f) improvements to the water courses that increase biodiversity,</p> <p>g) minimising the impact of light pollution.</p>	<ul style="list-style-type: none"> ■ Bee hives and bee bricks for wild bees, placed close to wildflower meadow, wetland wildflower meadow and community orchard habitats; ■ Butterfly banks, provide breeding opportunities and enhance connectivity between habitats for a range of butterfly and moth species and other invertebrates; ■ Buried logs ‘loggers’ and log piles, i.e. dead and decaying wood, which is an important wildlife habitat used by many species of reptiles, beetle and invertebrates; ■ Refugia/hibernacula for invertebrates, small mammals, reptiles, and amphibians; ■ Maintenance of ‘dark corridors’ through the site for foraging bats; ■ Creation of new wildlife corridors through provision of native woodland planting to the north and east of the site; and ■ Wildlife information boards tying in with the proposed new footpaths, cycleways and seating areas, to provide education/learning opportunities on notable habitats, species and features, as part of amenity enhancements.
<p>2. Mitigation or compensatory measures should be targeted to benefit local conservation priorities as identified in any Local Nature Recovery Strategy covering the area and implemented in partnership with an appropriate nature conservation body.</p>	<p>The strategy will ensure that the proposed development not only accords with Government’s requirement for development proposals to achieve a minimum 10% Biodiversity Net Gain but significantly exceeds the minimum. The Biodiversity Impact Assessment forming part of the ES confirms that the biodiversity and planting strategy would achieve substantial biodiversity net gains in the form of +26.5% gain for habitat biodiversity and +298% gain for linear biodiversity (such as hedgerows). These figures have been accepted by WCC Ecology who have raised no objections to the proposals.</p> <p>As demonstrated in Chapter 11 and Appendices 11.1-11.3 of the ES and summarised in section 11.6 of the Planning Statement, following implementation of the mitigation and enhancement measures set out above, all adverse construction and operational effects of the proposed development on ecological receptors are considered to be reduced to non-significant levels, whilst a number of positive effects have been identified in regard to individual ecological receptors and in particular the substantial potential Biodiversity Net Gain is considered to be a significant benefit of the scheme.</p>
<p>3. Mature hedgerows identified as significant to the character of the Parish should be retained where possible. (These are the hedgerow along the Coffin Trail, hedgerows lining Dordon Hall Lane leading to St Helena and Dunn’s Lane).</p>	<p>N/A - None of the mature hedgerows considered to be significant to the character of the Parish in Policy DNP2(3) are located within the site boundary.</p>
<p>4. As appropriate to their scale, nature and location and in accordance with national policy, a tree-planting programme should be incorporated into development proposals so that there is no net loss of tree canopy and where possible a net gain. Where on</p>	<p>Whilst approval of the proposed development is sought in outline at this stage, the parameters-based approach to the proposals and the overarching landscaping and biodiversity strategies will ensure that there is no net loss of tree canopy and instead a significant net gain.</p> <p>The significant net gains in tree planting will be delivered principally through the substantial areas of landscape creation,</p>

site provision is not feasible off-site provision within the Parish may be acceptable. Planning conditions or legal agreements should be used to secure this outcome. New streets should be tree lined were possible in accordance with-Paragraph 131 of the National Planning Policy Framework.'

including approx. 9 hectares of on-site green infrastructure to create new habitats and substantial landscaped areas and approx. 6.5 hectares of off-site landscape mitigation, including a community orchard next to Dordon. The proposed community orchard would incorporate planting of local heritage fruit tree varieties. The wider tree planting proposals would comprise a mix of juvenile and adolescent trees (i.e., advance structure planting), in both on and offsite locations.

In total, approximately 10,000 trees (all native woodland species) would be planted in on and offsite locations as part of landscape mitigation measures.

The provision of these substantial landscaping and biodiversity benefits would be secured by virtue of the Design Guide (including Design Parameters to that effect) being conditioned to any consent forthcoming, as well as S106 obligations covering the c.6.5 hectares of off-site landscape mitigation. The detailed planting proposals would be developed at reserved matters and condition discharge stage.

- 2.4.6. As demonstrated above, the proposed development would conserve and enhance the natural environment and deliver net gains for biodiversity, thereby according with Policy DNP2 in addition to Local Plan Policies LP16 and LP17, and paragraphs 174, 179-180 of the NPPF.
- 2.4.7. The proposed development is also aligned with Community Objective 1 (Environmental Protection) which seeks that development minimises the impact on the natural environment.

2.5 POLICY DNP3

- 2.5.1. The application site is not a designated Local Green Space and therefore Policy DNP3 (Designation of Local Green Spaces) is not applicable in the planning balance.

2.6 POLICY DNP4

- 2.6.1. Policy DNP4 (Protecting Landscape Character) sets out a range of criteria that *'applicants shall show that they have taken into account'* in order to protect landscape character.
- 2.6.2. Policy DNP4 is also clear that the *'provisions of strategic Local Plan Policies LP4 (Strategic Gap), LP6 (Additional Employment Land) and H4 (Land to the east of Polesworth and Dordon) shall have priority'*. The site is located within the Strategic Gap and the proposals comprise a strategic scale employment development, therefore Local Plan Policies LP4 and LP6 are engaged and take priority over the provisions of Policy DNP4. **Chapters 7 and 8 of the Planning Statement** provide a comprehensive policy appraisal of Local Plan Policies LP4 and LP6, demonstrating that the proposed development fully and robustly accords with these strategic policies and therefore is not repeated here.
- 2.6.3. Given the clear compliance with Local Plan Policies LP4 and LP6, which take priority over Policy DNP4, there is arguably no resultant requirement to demonstrate compliance with Policy DNP4. However, for completeness, the following paragraphs demonstrate that the proposed development does, in any case, take into account the Policy DNP4 criteria:

Policy DNP4 Criteria	Demonstration of Compliance
<p>1. <i>Development proposals, as appropriate to their scale, nature and location, should be designed to take account of the landscape, the landscape character and topographical setting of the neighbourhood area and its urban environment which contribute to the distinctive character of the Parish.</i></p>	<p>A detailed Landscape and Visual Impact Assessment (LVIA), which forms part of the ES (Chapter 10 and Appendices 10.1-10.3 has been undertaken by experienced chartered landscape architects in accordance with the Guidelines for Landscape and Visual Impact Assessment (3rd Edition, 2013, also known as GLVIA3, produced by the Landscape Institute and Institute of Environmental Management and Assessment).</p> <p>The LVIA provides an assessment of the existing landscape, drawing upon published landscape character assessments and site-specific assessments, in order to identify landscape character at a local and site-wide scale (landscape receptors). Fieldwork identified a range of potential views that represent groups of people (visual receptors) potentially affected by the proposed development. These have included views obtained from a variety of distances and orientations within the landscape representing, for example, users of public rights of way: residents; and local roads.</p> <p>Baseline Conditions</p> <p>The methodology used in the LVIA, as well as the extent of the Study Area, Landscape Character Assessments and viewpoint locations have been agreed with NWBC through the scoping process.</p> <p>At a district level the North Warwickshire Landscape Character Assessment (August 2010) identifies the site as part of LCA 5 Tamworth Fringe Uplands which is described as a “<i>fragmented landscape with a complex mix of agricultural, industrial and urban fringe land uses</i>”, “<i>heavily influenced by adjacent settlement edges of Tamworth and Dordon and by large scale modern industry at Kingsbury, and in the vicinity of the M42 motorway junction</i>” with “<i>Generally large, open arable fields between urban land uses</i>”.</p> <p>At a local level the LVIA confirmed that the character of the landscape was strongly influenced by large-scale commercial buildings and the prominent, elevated, settlement edge and the noise, movement and lighting associated with it. Indeed, a number of large scale industrial-warehouse developments have been completed in the vicinity of the site since the time of the North Warwickshire Landscape Character Assessment in August 2010, including Birch Coppice Business Park Phases 2 and 3, Core 42 Business Park, St Modwen Park Tamworth and the eastern extension of Centurion Park. These developments provide a significantly increased urbanising influence on the landscape character than was present at the time of the North Warwickshire Landscape Character Assessment (August 2010).</p> <p>The site itself is part single large-scale, irregular, arable field, with a gently rising landform and included mixed, native boundary hedgerows, with woodland copses within its periphery.</p> <p>Impacts</p> <p>The LVIA concludes that the level of effects of the proposed development would be as follows:</p> <ul style="list-style-type: none"> ■ Moderate and negative level of effect on the overall arable field and its gently rising landform. ■ Minor / moderate and negative short-term effect on the sense of stillness which would reduce to minor in the longer term. ■ Minor / moderate, short-term negative effect on existing boundary vegetation which over time would become moderate and positive due to the reinstatement of historic field boundaries and proposed woodland copses

and native woodland planting around the edges of the site which would create a net gain in structural vegetation.

- The effect of proposed lighting would be limited as the site is already affected by high light levels emitted by surrounding employment uses and road infrastructure.
- The level of effect on the localised area of LCA 5 Tamworth Fringe Uplands would be less than significant (minor/moderate) but negative in the short-term since large-scale commercial development is already a characteristic of the local area. The level of effect would reduce over time to minor as proposed planting became established and the proposed development became less intrusive within the character area. The proposed inclusion of off-site areas including the reinstatement of historic hedgerows and a publicly accessible local park which would soften the existing prominent edge of Dordon and would help to mitigate potential effects on overall character.

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

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

In terms of mitigation, design parameters and measures to avoid or reduce potential landscape and visual effects are inherent within the design – as set out in the Design Guide – including the location of buildings to the southern end of the site, provision of significant landscaped buffers to all boundaries, creation of naturalistic earth mounds, substantial tree planting and hedgerows.

Conclusions

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

Design Parameters and Illustrative Masterplan

In addition to the overarching design parameters contained in the Design Guide to ensure future buildings are well-designed and appropriate to their location and context, the application is supported by the following documents to illustrate the form in which a multi-unit scheme is likely to come forward at the site based on present market evidence. The sections and Type 3 photomontages provided are based on this indicative masterplan.

	<ul style="list-style-type: none"> ■ Indicative Masterplan INST+ Specification – Plan ref: 4263-CA-00-00-DR-A-00090 SK5; ■ Indicative Elevations based on Indicative Masterplan INST+ Specification: <ul style="list-style-type: none"> • Proposed South Unit Proposed Elevations – Plan ref: 4263-CA-00-00-DR-A-05008 Rev SK3; • Proposed Middle Unit Proposed Elevations – Plan ref: 4263-CA-00-00-DR-A-05009 Rev SK3; • Proposed North Unit Proposed Elevations – Plan ref: 4263-CA-00-00-DR-A-05010 Rev SK3; • Proposed Smaller Unit Proposed Elevations – Plan ref: 4263-CA-00-00-DR-A-05011 Rev SK2. ■ Sections A, B, C and D based on Indicative Masterplan INST+ Specification – Plan refs: 403.11077.00001.LAJ-54 Rev D and 403.11077.00001.LAJ-55 Rev D; ■ Type 3 Photomontages (based on Indicative Proposed Masterplan INST+ Specification) –ref: 403.11077.00001.LAJ-56-LAJ-70 Rev E; ■ 5 x images of the award winning <i>G.Park Blue Planet</i> warehousing development at Chatterley Valley, Stoke-on-Trent. <p>The precedent images provide an example of similar high quality design measures to those shown in the Indicative Masterplan INST+ Specification and associated Elevations, such as the use of a sensitive cooler palette, colour banding and curved roof form, that have been successfully implemented into an award winning scheme to minimise visual impact. The DAS and Design Guide incorporate examples of alternative building designs. Detailed design of the buildings, their ‘appearance’, is a reserved matter in this planning application but the INST+ Specification plan and elevations provide an example of how the scheme could legitimately be brought forward in an innovative and sensitively designed manner.</p> <p>In addition, all on and offsite landscape mitigation planting will incorporate standard and heavy standard trees, so called ‘advanced structural planting’, to provide immediate visual screening effects. This is a scheme commitment set out as a Design Parameter in the Design Guide. As such, the Type 3 Photomontages shown ‘at year 1’ (refs. LAJ-057/060/063/066/069) are not actually representative of the landscape mitigation that would in place at the site from ‘year 0’. A further Design Parameter invites the use a planning condition and legal agreement, including provision of an appropriate Management Plan, to ensure landscape mitigation is provided from the outset and dead or dying trees and shrubs are replaced as necessary.</p>
<p>2. Where possible, development proposals should take into account the key views on Map 5 in their location and layout.</p>	<p>As stated above, the scheme shown on Indicative Masterplan INST+ Specification (Plan ref: 4263-CA-00-00-DR-A-00090 Rev SK5) illustrates the form in which a multi-unit scheme is likely to come forward at the site based on present market evidence. This Indicative Masterplan, which is clearly guided by the development and Design Parameters set out in the Design Guide, clearly demonstrates that the layout and location of buildings, hardstanding and landscaped features have clearly taken account of relevant key views on Map 5.</p>
<p>3. The undulating landscape, mature woodland, clumps and individual mature trees and hedgerows lining the ancient tracks and routes</p>	<p>N/A</p>

<p><i>strongly inform the character of the land to the east of the built-up form of Dordon and should be taken account of.</i></p>	
<p><i>4. Development should take account of the way in which it contributes to the wider character of the neighbourhood area. The layout, scale and boundary treatment of any applicable development should seek to retain a sense of space, place and (where relevant) separation.</i></p>	<p>In the context of Local Plan Policy LP4, the LVIA also provides an assessment of the potential effects of the proposed development on the Strategic Gap between the settlements of Tamworth, Polesworth with Dordon, and Birchmoor. The conclusions of this assessment apply to this policy criterion.</p> <p>The assessment of the potential effect of the proposed development on the Strategic Gap concluded that the gap between settlements would remain effective and would be formed by open arable land which would become increasingly rural in character as a result of proposed extensive offsite planting, landscaping and reinstatement of historic field boundaries.</p> <p>Fundamentally, the proposals allow the settlements of Tamworth (to which it aligns in land use) and Polesworth / Dordon to maintain their separate characters. It will not see the settlements coalesce, as a substantial gap will remain between them, in the form of open agricultural land.</p> <p>As such, the development, despite being large in scale, will not have a significant adverse impact on the separate identities or characters of the settlements.</p> <p>The visual and physical separation, whilst reduced to some extent, is still significant and so does not adversely affect the separate identities of the settlements either.</p>
<p><i>5. Where appropriate, development proposals should demonstrate the way in which they have taken account of the actions in the landscape management strategies recommended for the Landscape Character Area in the NWBC Assessment (Area 3 the Anker Valley – Land east of Dordon village and Area 5 Tamworth Fringe Uplands - Land west of Dordon village).</i></p>	<p>The design and layout of the site, and off-site areas, respond to the following Landscape / Management Strategies for LCA 5 Tamworth Fringe Uplands of relevance to the proposed development:</p> <ul style="list-style-type: none"> • <i>“New agricultural and industrial buildings should be sited, designed and landscaped to mitigate against further landscape impact from built development”.</i> Proposed built form has been designed to align with the scale and location of existing industrial buildings close the M42 and associated junction. Landscape areas to the north, south and east of the development plots incorporate proposed bunds, woodland planting, reinstatement of historic hedgerow boundaries, etc, and have been designed to minimise potential landscape impact; • <i>“Maintain a broad landscape corridor to both sides of the M42, introduction of small to medium sized blocks of woodland planting using locally occurring native species would be appropriate within this corridor”.</i> Areas and blocks of mixed native woodland have been proposed within the broad area of open fields located between the proposed development / M42 and the settlement edge of Dordon. • <i>“Encourage development of wide and diverse field margins; Encourage retention of hedges and management practices that reinstate historic hedge lines using native locally occurring hedgerow species; Encourage planting of hedgerow oaks to increase the tree cover within the area”.</i> Within the site, and off-site area, historic hedge lines with <i>“wide and diverse field margins”</i> are proposed for reinstatement and enhancement. Hedgerow oaks have been proposed, with other native tree species, along proposed and enhanced hedge lines. The proposals also incorporate a portion of standard and heavy standard trees (including hedgerow oaks), so called

	‘advanced structural planting’, to provide immediate beneficial effects against these action points.
<p>6. As appropriate to its scale, nature and location, development proposals across the Neighbourhood Area should demonstrate they are sympathetic to the landscape setting as defined in the NWBC Landscape Character Assessment.</p>	<p>The site is adjacent to J10 of the M42, with the M42 forming the western boundary of the site and the A5 dual carriageway, extending from J10, along the southern boundary of the site. The edge of Tamworth is located immediately to the west of the M42. The site adjoins existing large-scale commercial development and infrastructure, forming the fourth, commercial quadrant at the motorway junction. Large-scale commercial development is already characteristic of this part of the landscape and the edge of Tamworth. Proposed built form takes account of the scale, nature and location of existing development, noted above, and the design has evolved to ensure it is appropriate in this context. Off-site areas take accounts of the description of character within NWBC Landscape Character Assessment including reinstatement of historic hedge lines, introduction of new native woodland copse, and enhancement through locally appropriate orchard planting.</p>

- 2.6.11. In summary, Policy DNP4 is clear that strategic Local Plan Policies LP4 and LP6 take priority over the criteria contained within Policy DNP4. The site is clearly located in the Strategic Gap (Policy LP4 is therefore engaged). The site is also located in ‘Area A’, the ‘M42 belt’ identified in the West Midlands Strategic Employment Sites Study, 2015, where “demand for large-scale industrial space in the West Midlands is most intense”². ‘Area A’ is expressly referenced in Policy LP6 and is also engaged.
- 2.6.12. Nevertheless, Policy DNP4 has been appraised to demonstrate how the proposed development takes account of applicable policy criteria.
- 2.6.13. The LVIA forming part of the submitted ES provides a robust assessment of the impacts of the proposed development and the development / design parameters (as per the Design Guide) will ensure that future development at the site respects and enhances the landscape character of the site and its surroundings, minimises adverse effects on landscape and visual receptors, provides appropriate mitigation measures, and delivers positive outcomes for the environment and the community.
- 2.6.14. Furthermore, in the context of Strategic Gap, the proposals allow the settlements of Tamworth (to which it aligns in land use) and Polesworth / Dordon to maintain their separate characters. It will not see the settlements coalesce, as a substantial gap will remain between them, in the form of open agricultural land. As such, the development, despite being large in scale, will not have a significant adverse impact on the separate identities or characters of the settlements. The visual and physical separation, whilst reduced to some extent, is still significant and so does not adversely affect the separate identities of the settlements either.
- 2.6.15. For the reasons given above and by virtue of according with Policy DNP4, the proposed development is also aligned with Community Objective 7 (Village Identity), which states that ‘Any

² West Midlands Strategic Employment Sites Study, 2015, para. 4.71.

development to the west will ensure there is a sense of space, place and separation between the western edge of the built-up area of Dordon and the M42, in accordance with Local Plan policy LP4.’

2.7 POLICY DNP5

2.7.1. Policy DNP5 (Creating a Local Green Network) sets out a range of criteria that development proposals should consider, where appropriate, to protect and improve connectivity.

Policy DNP5 Criteria	Demonstration of Compliance
<p>1. <i>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.</i></p>	<p>From the outset, the transport strategy has been to take a holistic and inclusive approach to meet the following key aims:</p> <ul style="list-style-type: none"> ■ Promote sustainable forms of transport wherever possible; ■ Minimise trips to and from the site by single occupancy private vehicles; ■ Avoid impacts on the A5 trunk road and M42 motorway during peak times; and ■ Reduce the volume of freight arriving solely by road. <p>The key aims of the sustainable transport and highways strategy would be realised through the implementation of the following onsite measures:</p>
<p>2. <i>Proposals should, as appropriate to their scale, nature and location, demonstrate the way in which they would;</i></p> <p>a) <i>protect and where possible extend footpaths and cycle routes,</i></p> <p>b) <i>enhance the attractiveness of walking and non motorised transport in and around the parish,</i></p> <p>c) <i>add to the connectivity between existing footpaths, roadways and cycle ways in and around the Parish,</i></p> <p>d) <i>accommodate the requirements of people with limited mobility to access existing and any new Green Infrastructure provision.</i></p>	<ul style="list-style-type: none"> ■ Over 3.5km of new and enhanced public footpaths, bridleways and footway/cycleway routes, including: <ul style="list-style-type: none"> • 3m wide dual use footway/cycleway to either side of the site road and access junction; • 3m wide dual use footpath / cycle path linking north from the site road to Birchmoor; • 3m wide footpath / cycleway linking east from the site road to the nexus of Public Bridleway AE45 and Public Footpath AE46 (east-west route); ■ On-site bus stop for A5 east & westbound buses supported by Stagecoach and WCC (Network Planning Team); ■ Cycle parking provided to all units 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 applicable to all future occupiers. <p>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, cycle, wheel and pedestrian use, collectively, would align with and compliment identified potential improvements in Warwickshire County Council’s adopted Local Transport Plan 4 (LTP4), which HE actively engaged with during the plan preparation, and the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) and , which HE continues to engage with.</p> <p>Furthermore, a range of off-site active travel improvements are also proposed, including:</p>

- New fully signal controlled crossing for the A5, compared to the existing non-signalised staggered pedestrian crossing that passes through the central reservation;
- A network and new and improved footpaths / cycleways crossing the broader area to promote sustainable modes of travel/commuting and local community health and fitness, particularly enhancing east-west routes. This includes tarmac footpaths and cycleways and appropriate surfaces for bridleways, all of which would be designed to comply with the Equalities Act 2010 providing “access for all”;
- New off line footway / cycleway for the A5 trunk road, connecting J10 M42 to Dordon creating a new east-west route;
- Upgrade of Public Footpath AE48 (‘The Stumps’) 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;
- New footway / cycleway connecting east-west from Public Footpath AE46 to Barn Close, Dordon, creating a further new east-west route;
- New public right of way / footway/cycleway connecting south-east from Public Footpath AE46 to the A5 trunk road, providing a direct route between Birchmoor/Tamworth and Core 42 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 existing uncontrolled pedestrian / cycle crossings at J10 M42 to signal controlled crossings;
- Upgrading existing pavement and verge on north side of A5 between M42 J10 and Pennymore Road, providing enhanced east-west links between North Warwickshire and Tamworth;
- 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.

Through provision of the multiple pedestrian, cycle and wheel links set out above, the proposals would offer a higher quality route for commuters travelling between the employment centres at Birch Coppice and surrounding M42 Jn10 and the residential areas to the north, east and west, particularly within Birchmoor, Dordon, Polesworth and Tamworth, thus making sustainable commuting methods much more of a realistic proposition locally.

In total, the on and offsite public footpaths, bridleways and footway/cycleways package (shown on the plans at **Appendix A**) would deliver 8.92 km / 5.54 mi of new and improved routes, enhancing permeability and making sustainable modes of transport much more appealing to residents / staff of local employment centres, as well as opening up numerous leisure opportunities with the added health benefits that entails.

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

	<p>infrastructure in the area and would be compliant with the Equalities Act 2010 providing “access for all”;</p> <ul style="list-style-type: none"> ■ The ability to use new and enhanced routes in an open countryside and landscaped setting as opposed to walking or cycling alongside main roads and narrow lanes; and ■ Improved safety and perception of route safety through provision of upgraded surfaces, upgrading of uncontrolled crossings to signal controlled and creation of off-line routes increasing distance between non-motorised users (NMU) and the A5 carriageway.
<p><i>3. Development proposals should take into account the historic Coffin Trail (ProW) and its ancient hedgerow, proposals should ensure its north south route is protected.</i></p>	<p>N/A</p>
<p><i>4. 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.</i></p>	<p>Refer to policy appraisal response to criteria 1 and 2.</p>
<p><i>5. 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.</i></p>	<p>In addition to the above measures set out in response to criteria 1 and 2, which would deliver, in some cases, a reduction in walking and cycling journey times, and in all cases the significant improvements to the surfacing of existing routes, the proposal would also introduce a series of new leisure routes through an enhanced rural landscape between Dordon and Tamworth, as illustrated on the Walking Routes Plan and Indicative Proposed Fitness Trail Plan submitted with the application.</p> <p>These route options include:</p> <ul style="list-style-type: none"> ■ ‘Dordon Long Walk’ – 4.6 km / approx. 1 hr walking time, broadly a larger ‘figure of 8’ route looping through the Strategic Gap and linking in with the Indicative Fitness Trail; ■ ‘Dordon Medium Walk’ – 3.4 km / approx. 45 min walking time, broadly a ‘figure of 8’ route looping through the Strategic Gap; ■ Indicative Fitness Trail – 2.1 km / approx. 26 min walking time, route around proposed development site complete with woodland seating and outdoor gym equipment; and ■ ‘Community Orchard Walk’ – 1 km / 12 min walking time, route through and around proposed community orchard next to Dordon.
<p><i>6. Proposals which enhance pedestrian safety along New Street and Long Street in accordance with national guidance (NPPF paragraphs 112 a) and c)) will be supported.’</i></p>	<p>N/A</p>

- 2.7.3. In summary, the network of new and improved public footpaths, public bridleways and footway/cycleways crossing the site and broader area would promote sustainable modes of travel/commuting and the associated benefits of active travel brought about by the scheme will include decarbonising transport, both for the site and trips further afield to surrounding settlements and business parks, and helping to achieve improved public health (both physical and mental health). The application has received letters of support from the Ramblers’ Association, Cycling UK and no objection from WCC’s PRoW Team.
- 2.7.4. As such, the proposed development clearly and demonstrably accords with the relevant criteria listed in Policy DNP5.
- 2.7.5. The proposals also align with Community Objective 2 (Access to the Countryside) by ensuring easy, direct access to the countryside by protecting and upgrading public rights of way and extending the walking/cycling network in the Parish; and Community Objective 5 (Getting Around) by making it easier and safer to access work, leisure and local facilities on foot and bike.

2.8 POLICY DNP6

- 2.8.1. Policy DNP6 (Protecting and Enhancing Heritage Assets) sets out a range of criteria that development proposals should consider, where there is a potential impact on heritage assets, in order to protect and enhance heritage assets.

Policy DNP6 Criteria	Demonstration of Compliance
<p><i>1. Development should demonstrate an understanding of the history of the area. Proposals for development, including change of use, that involve a designated heritage asset, or the setting of a designated heritage asset will be expected to:</i></p> <p><i>a) conserve, enhance or better reveal those elements which contribute to the heritage significance and/or its setting;</i></p> <p><i>b) respect any features of special architectural or historic interest, including where relevant the historic curtilage or context, its value within a group and/or its setting, such as the importance of a street frontage, traditional roofscape, or traditional shopfronts;</i></p> <p><i>c) be sympathetic in terms of its siting, size, scale, height, alignment, proportions, design and form, building technique(s), materials and detailing, boundary treatments and surfacing, or are of a high quality contemporary or innovative nature which complements the local vernacular, in order to retain the special interest that justifies its designation;</i></p>	<p>Chapter 14 of the ES considers the potential effects of the proposed development on cultural heritage (above ground heritage assets) and archaeology (buried heritage assets).</p> <p>Appendix 14.1 of ES Volume 3 provides a desk-based study and includes a review of available information to determine the baseline conditions in the site and surrounding study area. The desk-based study was supported by a site visit.</p> <p>Baseline Conditions</p> <p><u>Designated Heritage Assets</u></p> <p>The site does not contain any nationally designated (protected) heritage assets, such as scheduled monuments, listed buildings, conservation areas, registered battlefields or registered parks and gardens.</p> <p>The closest listed building is the Grade II listed Hall End Hall, part of which was constructed in the late 17th-early 18th century with 19th and 20th century alterations, which is located 750m south east of the site. The former farmhouse has lost much of its original agricultural setting, with Core 42 Business Park now surrounding the building to the south, east and west. A group of four Grade II listed buildings is located at Freasley between 830m and 930m south west of the site, separated by Tamworth Logistics Park / St Modwen Park Tamworth.</p> <p>There are no scheduled monuments, registered battlefields, registered parks and gardens or conservation areas within the 1km outer study area.</p>

d) ensure significant views away from, through, towards and associated with the heritage asset(s) are conserved or enhanced;

Non-designated Heritage Assets

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

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

Potential Impacts and Mitigation

Cultural Heritage

In terms of above ground heritage assets, the potential adverse effect on the setting of the Grade II listed Hall End Hall Farmhouse identified in the ES could be derived from changes to how the asset is understood and experienced due to the presence of the proposed development.

A key contextual consideration is that the setting of the Grade II Listed Building is now characterised by modern large scale industrial warehouse buildings and this will become more pronounced in the future as Local Plan site allocations E2 and E3 are developed out in the coming years.

The ES notes that the heritage significance of Hall End Hall is 'medium', however, the significance of the environmental effect of the proposed development on the heritage asset is negligible and furthermore the residual effect of the proposed development would be negligible. Accordingly, as no significant adverse effects have been identified pertaining to the Grade II Listed Building, no mitigation is required.

By contrast, the proposed development includes a range of measures that, collectively, would enhance the rural setting of the Grade II Listed Building making a positive contribution towards its future protection. These measures include:

- Reintroduction of historic field boundaries and improved quality of rural landscape to north of Hall End Hall through planting of new hedges and tree copses, thus improving quality of the landscape in its setting;
- Similarly, planting / community orchard along the built up western edge of Dordon will filter views of the inter-war / post-war development from Hall End Hall;
- New PRoW along route of existing farm track would open up new enhanced views into Hall End Hall, better revealing the listed building;
- The submitted Design Guide includes a Design Parameter to introduce heritage information boards at proposed seating areas located along the extensive new/enhanced footway/cycleway network in and around the site (3.5km in total); and
- The Design Guide includes a further Design Parameter to incorporate public art in prominent locations throughout the site and footway/cycleway network, reflecting the diverse and rich history of the area. Such artworks might be designed to reflect

	<p>the diverse and rich history of the area, and would aim to capture the imagination of and inspire future generations.</p> <p><u>Archaeology</u></p> <p>In order to mitigate the potential effects on all buried heritage assets, further investigative works were required in order to clarify the nature, survival, condition and extent of any archaeological assets that may be affected. A programme of archaeological trial trenching to be completed in advance of the determination of the planning application was agreed with WCC's archaeological advisor.</p> <p>The physical trial trenching commenced in late September 2021 and was completed in November 2021. An Archaeological Evaluation following trial trenching at the site was undertaken and submitted as part of the application documents in April 2022. The results of this evaluation informed the mitigation strategy for all archaeological assets that could be affected.</p> <p>WCC's archaeological advisor accepted the conclusions of the Archaeological Evaluation, and it was agreed that a planning condition requiring an Archaeological Mitigation Strategy would be provided to mitigate impact of the proposed development.</p>
<p><i>2. Proposals that will lead to substantial harm or total loss of significance to a designated heritage asset will be dealt with in accordance with Paragraph 201 of the NPPF.</i></p>	<p>N/A – the proposals will not lead to substantial harm or total loss of significance to any designated heritage assets.</p>
<p><i>3. Proposals that would result in less than substantial harm to the significance of a designated heritage asset (including their setting) will only be supported where it can be demonstrated that the public benefits will outweigh any harm identified.</i></p>	<p>N/A – the proposals will not lead to less than substantial harm to the significance of any designated heritage asset(s) or their setting.</p>
<p><i>4. The following are nominated for inclusion on the Local List of Heritage Assets for further consideration by NWBC:</i></p> <p><i>Dordon Village Hall</i></p> <p><i>Dordon Men's Institute</i></p> <p><i>Dordon Congregational Church</i></p> <p><i>Dordon War Memorial</i></p> <p><i>Dordon Church Hall</i></p> <p><i>Dordon Working Men's Club</i></p> <p><i>Hall End Hall Farm Barn</i></p> <p><i>St Leonards Church and Hall</i></p> <p><i>Dordon Hall Farm Buildings</i></p>	<p>N/A</p>

<p>Lee's Cottage</p>	
<p>5. The restoration of listed buildings on Historic England's Heritage at Risk register, will be supported where the proposal is compatible with the designation provided that the proposal;</p> <p>a) recognises the significance of the heritage asset as an integral part of the proposal and its design and layout,</p> <p>b) recognises the significance of the heritage asset as a central part of the design and layout,</p> <p>c) has special regard to the desirability of preserving the asset and its setting and any features of special architectural or historic interest, and</p> <p>d) removes or seeks to remove the risk to the heritage asset.</p>	<p>N/A</p>
<p>6. The former drovers' lanes are narrow country lanes, the stretch of Dordon Hall Lane running from Manor House Farm Cottage to St Helena, and Dunn's Lane (see Map 8b) have a historic and rural landscape character being mainly single width carriageways which are sunken and with mature, high hedges in places. Where possible, proposals should demonstrate they have regard to this historic rural landscape character in the proposals for the movement of vehicles, pedestrians and cyclists along them.'</p>	<p>N/A – the site is not located near to – nor does it comprise – the former drovers' lanes.</p>

- 2.8.17. In summary, the submitted ES includes a comprehensive assessment of heritage assets including listed buildings and archaeology and concludes that, from a listed building perspective the heritage value of the Grade II listed Hall End Hall Farmhouse is medium, however the significance of the environmental effects of the proposed development are negligible and furthermore the residual effect of the proposed development would be negligible. Accordingly, as no significant adverse effects have been identified pertaining to the Grade II Listed Building, mitigation measures are not necessary. As a result of the range of measures set out above in response to DNP Policy 6(1), the measures outlined would enhance the rural setting of the Grade II Listed Hall End Farm making a positive contribution towards its future protection.
- 2.8.18. In terms of archaeology, the ES concludes that following the implementation of an archaeological mitigation strategy, the residual effects of the proposed development would be negligible.

2.8.19. Therefore, the proposed development would conserve the historic environment and in doing so accord with DNP Policy DNP6, paragraph 194 of the NPPF and Local Plan Policy LP15. By virtue of according with Policy DNP6, the proposed development also aligns with Community Objective 6 (Protecting the Historic Environment).

2.9 POLICY DNP7

2.9.1. Policy DNP7 sets out a number of criteria that, where appropriate, development proposals should adhere to in order to reduce the risk of flooding.

Policy DNP7 Criteria	Demonstration of Compliance
<p><i>'1. All applications in these locations must be accompanied by a flood risk assessment which is informed by the most up-to-date Strategic Flood Risk Assessment for North Warwickshire Borough Council and by any other available relevant and up to date information covering all sources of flood risk.</i></p>	<p>Chapter 12 of the ES assesses the impacts of flood risk and drainage and is supported by a site-specific Flood Risk Assessment and Drainage Strategy (refer to Appendix 12.1).</p>
<p><i>2. Development within Flood Zones 2 and 3 will be required to show no increase in flood risk to the site and to others in line with the requirements of the NPPF, and where possible a reduction in flood risk to the site and others should also be encouraged.</i></p>	<p>N/A – The site is located entirely within Flood Zone 1 (land defined as having less than a 1 in 1000 annual probability of flooding from of river or sea water) and is defined as 'less vulnerable' leading to the conclusion the development is considered 'appropriate' in accordance with NPPF guidelines.</p>
<p><i>3. Surface water management strategies should demonstrate how site-specific guidance in the Strategic Flood Risk Assessment has been implemented and should be in accordance with Drainage Hierarchy (Planning Practice Guidance 80).</i></p>	<p>As set out in the FRA and Drainage Strategy, in line with SuDS principles, the drainage hierarchy approach has been considered for the drainage design:</p> <ul style="list-style-type: none"> ■ Rainwater Re-use – details of rainwater harvesting will be set out at detailed design stage. A Design Parameter provides for 'Rainwater harvesting to reduce water consumption, for measures such as flushing toilets, watering landscaping areas and cleaning of interiors and vehicles.' ■ Infiltration – site investigation has identified that the underlying material is likely to have poor permeability and groundwater is present in areas of the site meaning infiltration is unlikely to be a realistic option. ■ Surface water body – flows connect into an existing culverted watercourse at a manhole to the south west corner of the site. ■ Sewer – due to the site discharging via a watercourse there is no requirement to discharge via a public sewer.
<p><i>4. Drainage systems should maintain or, where applicable, enhance the aesthetic, recreational and ecological quality of the area and be available, where appropriate, as recreational space.</i></p>	<p>Sustainable drainage measures will be designed to complement the significant on-site landscaping proposals to enhance the overall aesthetic quality of the site.</p> <p>Sustainable drainage measures would include SuDS ponds designed to retain a depth of water to provide a wetland feature and enhance biodiversity, particularly for birds,</p>

	<p>invertebrates and wetland plant species. Other proposed SuDS features include swales and green roofs to ancillary outbuildings such as gatehouses and bus and bike shelters.</p> <p>There is also the opportunity to open up sections of the existing culverted watercourse to form sections of open planted ditch with associated aesthetic and ecological benefits, details of which have been agreed with WCC LLFA.</p> <p>Further details will emerge at detailed design stage in line with the Design Parameters contained in the Design Guide.</p>
<p><i>5. Major development should incorporate Sustainable Drainage Systems (SuDS). SuDS proposals should be managed in line with the Government's Water Strategy. In particular SuDS proposals should;</i></p> <p><i>a) provide multifunctional benefits (for example enhancing biodiversity) by providing natural flood management and mitigation through the improvement or creation of green infrastructure (for example ponds and wetlands, woodland and swales); and</i></p> <p><i>b) take account of advice from the Warwickshire County Council as the Lead Local Flood Authority, the Environment Agency and Severn Trent Water (as the sewage management company).</i></p>	<p>The proposed drainage strategy is that surface water runoff will be collected from the impermeable areas and directed via the underground network to SuDS in the form of an attenuations pond in the south of the site. From there, the outfall would be restricted to greenfield runoff rates to the manhole which forms part of the culverted watercourse in the south-west corner of the site. Indicative SuDS designs confirm there is sufficient capacity to accommodate up to and including the 1 in 100 year storm event plus an enhanced climate change allowance of +40%.</p> <p>As indicated above, sustainable drainage measures will provide opportunities for aesthetic, recreational and ecological benefits.</p> <p>The LLFA has no objections to the proposals, subject to conditions requiring approval of the detailed drainage strategy and scheme for the development.</p>
<p><i>6. Proposals will be supported that include the replacement of tarmac or an equivalent nonporous surface with a SuDS scheme in the areas identified as Flood Zone 2, Flood Zone 3 or as an area affected by surface flooding on Map 9a and Map 9b.</i></p>	<p>The proposals incorporate permeable paving to all car parking areas and green roofs to ancillary outbuildings such as the Hub Office, gatehouses and bus/bike shelters, details of which have been agreed with WCC LLFA.</p>
<p><i>7. Where appropriate to the scale, nature and location, development proposals should restore watercourses to a more natural state through the removal of hard engineering, such as culverts and bank reinforcement, in order to reduce flood risk and provide local amenity and biodiversity benefits.'</i></p>	<p>As noted above, the proposals provide the opportunity to open up sections of the existing culverted watercourse to form open planted ditches, details of which have been agreed with WCC LLFA.</p>

2.9.7. The impacts of the proposed development on flood risk and drainage have been assessed in the submitted ES and FRA and Drainage Strategy. The conclusions of the assessment demonstrate that the proposed development accords with the requirements of Policy DNP7 as well as Local Plan Policies LP29 and LP33 and paragraph 167 of the NPPF. This position is supported by WCC LLFA who has confirmed it has 'No Objection' to the proposals, subject to the addition of a pre-commencement condition.

2.9.8. By virtue of according with Policy DNP7, the proposed development also accords with Community Objective 7 (Design Principles) in respect of using Sustainable Drainage Systems to maximise the existing landscape features.

2.10 POLICY DNP8

Policy DNP8 Criteria	Demonstration of Compliance
<p><i>'1. Development proposals must demonstrate a high quality of design that will contribute positively to the character of the Parish. In order to achieve this, new development proposals should demonstrate how they will comply with regard for the Dordon Design Guidance and Code.</i></p>	<p>The application is supported by a Design & Access Statement (DAS) and Design Guide, which should be referred to for full details.</p> <p>The DAS considers the architectural vision, inspiration and overarching design principles.</p> <p>The Design Guide has been developed in conjunction with leading professionals to provide both an overarching framework and parameters for future reserved matters applications, to ensure that any future development of the site would be brought forward in a cohesive manner that respects the locational context. Driven by seven High Quality Design Principles (HQDPs) and implementation of the associated Design Parameters set out in this Design Guide, all future developments at the site brought forward via reserved matters applications would be required to follow a prescribed set of design guidance and parameters, to ensure compliance with all relevant planning policy and guidance, including the <u>Dordon Design Guidance and Code (DDGC)</u>. Indeed, the Design Guide sets out which of the 'Applicable Design Principles' in the DDGC each of the HQDPs and Design Parameters would address.</p> <p>In all aspects relevant to sustainability and design (including energy efficiency, renewable energy generation and biodiversity), the future development proposals would either meet or exceed the standards currently required by legislation, policy and guidance.</p>
<p><i>2. All proposals are required to demonstrate in a proportionate way, depending on the nature of the application, how they;</i></p> <p><i>a) respond to the local character of both the surrounding area and the immediately neighbouring properties and provide a clear rationale for how this is taken into account in the design of the proposals,</i></p> <p><i>b) use native trees, dry ditches and hedgerows in landscaping schemes and boundary treatment where possible that reflect and enhance the surrounding character,</i></p> <p><i>c) use a colour palette reflecting the hues in local materials,</i></p> <p><i>d) be of a scale, density and mass that is sympathetic to the character of the immediate</i></p>	<p>In addition to the overarching Design Parameters contained in the Design Guide that future development at the site will have to adhere to, the submitted Parameters Plan signifies the extent of the development plots. The parameters have been carefully devised to ensure that the proposed development would not result in any adverse impacts on residential amenity for nearby residents and businesses, whilst maximising opportunities to provide benefits.</p> <p>The development parameters include substantial areas of green infrastructure (over 9ha) principally to the north, south and east of the plots, incorporating open space, native planting, landscaping, public rights of way, sustainable drainage system (SuDS) and a variety of wildlife habitats including parkland, native woodlands, native shrublands, community orchard, mixed native hedgerows, wildflower meadows, wetland wildflower meadows, ornamental planting and species rich amenity grasslands. These new habitats will create eco-systems that support myriad flora and fauna, including birds and other wildlife.</p> <p>From a landscape design perspective, the significant new landscaping proposals will provide future development with a pleasant setting, softening the built form, Dordon settlement edge and the appearance of the buildings, whilst enhancing the quality of the remaining rural landscape between Dordon and Tamworth.</p> <p>The extensive native tree and hedgerow planting proposed, including new woodland copses, tree-lined streets, a community orchard and</p>

locality, including the rural setting,

e) show how the buildings, landscaping and planting creates well defined streets and attractive green spaces,

f) include a layout that maximises opportunities to integrate new development with the existing settlement pattern,

g) including landscaping that maximises the use of wildlife beneficial plants, includes street trees where practicable and creates ecosystems that support birds and other wildlife, and

h) where practicable, provides direct and safe access points for pedestrians, cyclists and those using public transport.

throughout the business park (ornamental planting), would generate numerous additional benefits including helping to mitigate climate change impacts and generating significant biodiversity net gains, which is supported by NPPF³.

In terms of the built form, whilst exact details of the proposed scale is a reserved matter, the proposed development and subsequent reserved matters applications will have to adhere to height parameters ensuring the maximum development height responds sympathetically to the immediate locality and mitigates visual impact as far as practicable. As such, the maximum height proposed is lower than that approved at St Modwen Park Tamworth and Core 42 Business Park, both of which are located within Dordon Parish.

As set out in the Design Guide, the proposed layout / density broadly mirrors that of St Modwen Park Tamworth immediately to the south, thus integrating with the existing settlement pattern – i.e., a spine road running north-south parallel to the oil pipeline which transects the site with development plots accessed via slip roads east and west and extensive landscaping to the north, south and east of the built form.

The proposed urban grain follows two patterns for industrial units, both of which are found locally. Precedents for the small-scale SME units proposed for Plot A2 in the north of the site are found for instance at Birch Coppice Business Park (Phase 1), Core 42 Business Park and St Modwen Park Tamworth (west of Trinity Road). Larger format precedents also are found at nearby developments, including Birch Coppice Business Park (Phases 1, 2 and 3), St Modwen Park Tamworth (east of Trinity Road) and Core 42 Business Park, as well as the cluster of other business parks surrounding M42 Jn10.

The proposals have been designed to minimise impact on the surrounding landscape and rural setting by focusing larger scale buildings in the south-west corner of the site (Plot A1) adjacent the M42 Jn10 gyratory, where large scale industrial warehouses are prevalent. Scale, density and mass are reduced to the north and east (Plots A2, B1 and B2) where maximum developable heights are reduced and extensive landscape buffers then provide further transitional zones between built form and the surrounding environs.

Landscaped areas have been purposely designed to provide an interactive space which promotes walking, cycling and wheeling (access for all), nature conservation and health and wellbeing. The majority of the landscaped area will be fully accessible to the local community and potential employees to enjoy and engage with.

In terms of direct and safe access points for pedestrians, cyclists and those using public transport, the site would be served by a new signal controlled junction on the A5, including signal controlled crossing points for pedestrians and cyclists across the site access road and A5. The proposals also include significant active travel proposals, as well as an on-site bus stop for A5 east and westbound buses and an upgrade to the existing eastbound only bus stop on the A5 to improve public

³ NPPF paragraph 131

	<p>transport provision, as set out in detail in the policy appraisal of Policy DNP5.</p>
<p><i>3. Well-designed buildings should be appropriate to their location and context. This may include innovative and contemporary design solutions provided they enhance or reinforce local character and distinctiveness.’</i></p>	<p>As demonstrated in response to Policy DNP4, in addition to the overarching Design Parameters contained in the Design Guide to ensure future buildings are well-designed and appropriate to their location and context, the application is supported by the following documents to illustrate the form in which a multi-unit scheme is likely to come forward at the site based on present market evidence. The sections and Type 3 photomontages provided are based on this indicative masterplan.</p> <ul style="list-style-type: none"> ■ Indicative Masterplan INST+ Specification – Plan ref: 4263-CA-00-00-DR-A-00090 SK5; ■ Indicative Elevations based on Indicative Masterplan INST+ Specification: <ul style="list-style-type: none"> • Proposed South Unit Proposed Elevations – Plan ref: 4263-CA-00-00-DR-A-05008 Rev SK3; • Proposed Middle Unit Proposed Elevations – Plan ref: 4263-CA-00-00-DR-A-05009 Rev SK3; • Proposed North Unit Proposed Elevations – Plan ref: 4263-CA-00-00-DR-A-05010 Rev SK3; • Proposed Smaller Unit Proposed Elevations – Plan ref: 4263-CA-00-00-DR-A-05011 Rev SK2. ■ Sections A, B, C and D based on Indicative Masterplan INST+ Specification – Plan refs: 403.11077.00001.LAJ-54 Rev D and 403.11077.00001.LAJ-55 Rev D; ■ Type 3 Photomontages (based on Indicative Proposed Masterplan INST+ Specification) –ref: 403.11077.00001.LAJ-56-LAJ-70 Rev E; ■ 5 x images of the award winning <i>G.Park Blue Planet</i> warehousing development at Chatterley Valley, Stoke-on-Trent. <p>The precedent images provide an example of similar high quality design measures to those shown in the Indicative Masterplan INST+ Specification and associated Elevations, such as the use of a sensitive colour palette, colour banding and curved roof form, that have been successfully implemented into an award winning scheme to minimise visual impact. There are several local examples of building designs incorporating these design elements (e.g., curved roof form at Ace135 and naturalistic colour palette at Birch Coppice Business Park Phase 1).</p> <p>The DAS and Design Guide incorporate examples of alternative building designs. Detailed design of the buildings, their ‘appearance’, is a reserved matter in this planning application but the INST+ Specification plan and elevations provide an example of how the scheme could legitimately be brought forward in an innovative and sensitively designed manner.</p> <p>In addition, all on and offsite landscape mitigation planting will incorporate standard and heavy standard trees, so called ‘advanced structural planting’, to provide immediate visual screening effects. This is a scheme commitment set out as a Design Parameter in the Design Guide. As such, the Type 3 Photomontages shown ‘at year 1’ (refs. LAJ-057/060/063/066/069) are not actually representative of the landscape mitigation that would in place at the site from ‘year 0’. A further Design Parameter invites the use a planning condition and legal agreement, including provision of an appropriate Management Plan, to</p>

	ensure landscape mitigation is provided from the outset and dead or dying trees and shrubs are replaced as necessary.
--	---

- 2.10.4. Considering the above, the Design Parameters contained in the Design Guide and Parameters Plan (as evidenced in the illustrative plans, sections and photomontages provided with the application) will ensure that future development comes forward in accordance with the requirements of Policy DNP8, the DDGC, as well as Local Plan Policies LP1, LP14, LP29, LP30 and LP35 and paragraphs 126-132 of the NPPF.
- 2.10.5. By virtue of according with Policy DNP8, the proposed development also accords with Community Objective 7 (Design Principles).

2.11 POLICY DNP9

- 2.11.1. The application seeks planning permission for an employment-led development with no residential development proposed, therefore Policy DNP9 (A Mix of Housing Types and Tenures) is not applicable to the planning balance.

2.12 POLICY DNP10

- 2.12.1. Policy DNP10 (Renewable Energy, Energy Efficiency and Low Carbon Technologies) sets out a range of criteria that, where relevant, development proposals should accord with in order to mitigate against and adapt to climate change. Policy compliance is demonstrated below:

Policy DNP10 Criteria	Demonstration of Compliance
<p><i>1. New development should incorporate sustainable design features to reduce carbon emissions, minimise the use of scarce resources and mitigate against and adapt to climate change.</i></p>	<p>The applicant is committed to sustainability and mitigating climate change impacts and accordingly has set a very high target for this development to be “<i>The Greenest Business Park in the West Midlands</i>”.</p> <p>The Design Guide, which could be conditioned, provides the mechanism for ensuring the sustainability strategy is delivered in future development at the site by including a range of sustainability measures as specified Design Parameters that would reduce carbon emissions, encourage the sustainable use of resources and mitigate against and adapt to climate change.</p> <p>Sustainability measures include, but are not limited to:</p> <ul style="list-style-type: none"> ■ Delivery of new high quality Net Zero Carbon Ready⁴ standard industrial-warehouse space to respond to a strategic location; ■ All buildings will be BREEAM ‘Excellent’ as a target, and Energy Performance Certificate (EPC) ‘A’ rating; ■ Creation of significant new and enhanced pedestrian, cycle and wheel links, 8.92 km / 5.54 mi in total, throughout the site and surrounding area providing ‘access for all’ members of the public and linking residential

⁴ UK Green Building Council.

	<p>areas with the various employment sites surrounding M42 Jn10 and Birch Coppice</p> <ul style="list-style-type: none"> ■ Creation of over 9 hectares of onsite green infrastructure incorporating significant habitat creation, to include native woodland, native shrubland, mixed native hedgerows, wildflower meadows, wetland wildflower meadows, community orchard and species rich amenity grassland in addition to formal planting surrounding the buildings; ■ An additional 6.5 hectares of offsite green infrastructure incorporating native woodlands, mixed native hedgerow planting and a community orchard, along the route of the existing and enhanced PRow network; ■ Substantial biodiversity net gains in the form of +26.5% gain for habitat biodiversity and +298% gain for linear biodiversity, through the extensive new habitat creation. ■ Sustainable features would include: <ul style="list-style-type: none"> • Generate at least 10% of energy from on-site renewable or low carbon sources, and ensure the buildings can easily accommodate future connections to advancing technology – e.g., ‘solar PV ready’ steel portal frame and connected battery technology; • Electricity to sitewide infrastructure (e.g., street lighting, Hub Office, etc) to be 100% renewably generated; • Air and/or ground source heat pumps to provide heating for offices; • Rainwater capture for flushing toilets, watering landscaping areas and cleaning interiors and vehicles; • Sustainable drainage systems (SuDS) to mitigate onsite flood risks, including attenuation ponds, swales, open ditches, green rooves, permeable paving, etc; • LED lighting with both motion and daylight sensors; • Car, van and motorbike EV ‘rapid’ and ‘fast’ charging points to 10% of all spaces, with futureproofed (ducting) to a further 15% of spaces (25% in total); • Ducting provided to 25% of lorry parking spaces for fully electric and hybrid electric vehicles, to future proof development; • Fully recyclable structure and cladding system to all buildings; • Use of low environmental impact and bio-based materials that also provide good insulation; • High air tightness rating, mechanical ventilation heat recovery (MVHR) systems and sun awnings / brise-soleils to create ambient temperature and minimise the need for energy intensive heating and cooling; • Topsoil/subsoil cut and fill balance achievable across site; • Preparation of Site Materials Management Plan (SMMP) and Site Waste Management Plan (SWMP), to minimise waste from site during construction and operation.
<p><i>2. Innovative approaches to the construction of low carbon homes which demonstrate sustainable use of resources and high energy efficiency levels will be supported where the resultant-built form respects the character of the setting.</i></p>	<p>N/A – no housing forms part of the proposals.</p>

<p><i>Examples include, but would not be limited to;</i></p>	
<p><i>3. The retrofitting of energy efficiency measures is supported, including the retrofitting of listed buildings, provided that it safeguards the historic characteristics of these heritage assets,</i></p>	<p>N/A</p>
<p><i>4. Developments should demonstrate that they are water efficient, where possible incorporating innovative water efficiency and water re-use measures.'</i></p>	<p>As part of the substantial range of sustainability measures to be incorporated in future scheme designs, the Design Guide includes a Design Parameter that will ensure the development is water efficient using innovative measures and solutions. This will be achieved through the incorporation of rainwater harvesting to reduce water consumption, for measures such as flushing toilets, watering landscaping areas and cleaning of interiors and vehicles.</p>

- 2.12.8. Considering the above, the proposed development will deliver a strategic-scale employment development whilst ensuring it is appropriately, sustainably, and resiliently designed for its location and context. The proposed development therefore demonstrably accords with Policy DNP10.
- 2.12.9. By virtue of according with Policy DNP10, the proposed development also accords with Community Objective 11 (Climate Change) through a sustainability strategy that will reduce carbon emissions, utilise renewables and support the transition to a low carbon future.
- 2.12.10. Furthermore, all of the above sustainability commitments would deliver significant environmental benefits that meet both policy and strategic objectives in the DNP and Local Plan and therefore carry very significant weight as material considerations.

2.13 POLICY DNP11

- 2.13.1. Policy DNP11 (Protecting and Enhancing Community Facilities) sets out a range of criteria that, where relevant, development proposals should accord with to protect and enhance community facilities. Policy compliance is demonstrated below:

<p>Policy DNP11 Criteria</p>	<p>Demonstration of Compliance</p>
<p><i>'1. In order to promote a thriving Parish for all ages, the community facilities listed in Table 2 will be safeguarded for community uses throughout the Plan period (with the exception of Birch Coppice Clubhouse, allotments and playing fields, which will be relocated in accordance with Local Plan Policy E3). Proposals for the enhancement of these facilities will be supported.</i></p>	<p>The proposals will not result in the loss of any community facilities listed in Table 2 of the DNP.</p> <p>Part of the wider land within the applicant's ownership (that lies outside of the red line boundary) includes the land to be used for the transfer of the Birch Coppice Allotments, Birch Coppice Miner's Social Welfare Centre and playing fields allotments. The land is allocated in the North Warwickshire Local Plan as "Open Space Transfer Site OS1".</p>

<p><i>2. Where the proposals relate to the relocation of Birch Coppice Club House, allotments and playing fields to land north of the A5, they should demonstrate an improvement in quality of provision compared to that which is being lost.</i></p>	<p>The exact location of Open Space Transfer Site OS1 is shown on the adopted Policy Map (North Area)⁵. As a site allocation, OS1 has been incorporated into the design for the proposed off-site landscape mitigation measures to ensure consistency with the Local Plan. The location of OS1 is therefore also shown on the Illustrative Landscape Plans submitted with the application. The off-site landscape mitigation measures have also been designed to complement and integrate with Open Space Transfer Site OS1.</p> <p>It must be noted, however, that the actual details of the relocated community facilities to OS1 do not form part of this application and instead will be submitted for approval at the appropriate time in due course.</p>
<p><i>3. Any new facilities including retail, health and educational facilities should be located and designed in such a way that encourages and enables safe pedestrian and cycling access from as many parts of Dordon as is practicably possible.'</i></p>	<p>The proposed development includes the provision of a Hub Office which will act as a site office incorporating management suite, security and maintenance functions and a marketing space during construction of the buildings. The Hub Office will also act as a communal training facility for use by local training and education programmes associated with the site as well as site occupiers. These parties will be able to use the communal facilities including meeting room, presentation room, computer suite and office space.</p> <p>Furthermore, The Hub Office will incorporate communal bike parking and male and female changing rooms and showers that are open to use by the general public, to encourage local residents to cycle/walk to work, be they working at the site or cluster of other business park sites nearby. The inclusion of the Hub Office was in direct response to feedback received from planning officers during pre-application discussions.</p> <p>The Hub Office will be easily accessible by foot, bicycle or wheel from Dordon, Birchmoor, Polesworth and Tamworth utilising the extensive new and improved public right of way network – see Proposed Connectivity Plan (ref. 4263-CA-00-00-DR-A-00803-P6) contained at Appendix A.</p>

- 2.13.5. The policy appraisal above clearly demonstrates that the proposed development would accord with the Policy DNP11 criteria by providing important community benefits through the provision of the Hub Office and factoring in the future relocation of community facilities (to be addressed in separate planning applications) as part of the off-site landscaping strategy.
- 2.13.6. By virtue of according with Policy DNP11, the proposed development also accords with Community Objective 3 (Community Facilities and Local Services) in respect of enhancing the existing provision of community facilities.

⁵ [Adopted Local Plan 2021 Interactive Proposals Maps | North Warwickshire \(northwarwickshire.gov.uk\)](https://www.northwarwickshire.gov.uk/adopted-local-plan-2021-interactive-proposals-maps)

2.14 POLICY DNP12

2.14.1. Policy DNP12 (Supporting the Local Economy) sets out a range of criteria that, where relevant, development proposals should accord with to support the local economy. Policy compliance is demonstrated below:

Policy DNP12 Criteria	Demonstration of Compliance
<p><i>'1. Development proposals that enable the sustainable growth of businesses both through the conversion of existing buildings and well-designed new buildings will be supported where they are located in accordance with Borough policies.</i></p>	<p>The proposed development comprises up to 100,000 sqm (1,076,391sqft) of mixed Class B2, Class B8 and Class E(g)(iii) development, including to a maximum of 10% Class B2 / Class E(g)(iii) development.</p> <p>The provision of a significant quantum of flexible employment floorspace, that could come forward in a range of formats / unit sizes and includes provision of smaller units to accommodate Small and Medium Enterprises (SMEs) in a highly sustainable and strategic location that accords with the Borough policies (i.e., Policy LP6), will clearly enable the sustainable growth of businesses.</p> <p>Provision of these SME units, which would be facilitated by the overarching strategic-scale development, responds directly to the need for smaller 'starter' / 'incubator' units targeted at local businesses, as identified in the Coventry & Warwickshire Sub-Regional Employment Market Signals Study 2019 (CWSREMSS 2019). No minimum / maximum unit sizes have been proposed for this element of the scheme in order to retain flexibility to meet occupier needs. However, if it were deemed necessary, maximum unit sizes could be conditioned (or applied through obligations in a S106 Agreement) to ensure that smaller / start-up floorspace is delivered. Indeed, one of the recommendations of CWSREMSS 2019 is the use of obligations to deliver smaller / affordable units as part of much larger developments, as they tend to be less profitable and hence are undersupplied throughout the sub-region.</p> <p>Furthermore, the submitted Design Guide (which would be conditioned to any consent forthcoming) provides an overarching design framework and Development Parameters that future development must adhere to. This would ensure that any future development is brought forward in a cohesive manner that respects the locational context and ensures that high quality, highly sustainable and appropriately designed development comes forward at the site.</p>
<p><i>2. Business development will be supported where it is located in accordance with Local Plan Policy LP6 (Additional Employment Land):</i></p> <p><i>a) on brownfield sites, or</i></p> <p><i>b) on allocated employment sites, or</i></p> <p><i>c) where small scale employment uses already exist in a suitable location, or</i></p> <p><i>d) as part of mixed-use schemes, or</i></p>	<p>Compliance with Policy DNP12, part 2 requires proposals to meet one of six criteria (a) to (f).</p> <p>The proposed development is located in accordance with Local Plan Policy LP6 and therefore clearly accords with Policy DNP12, part 2, criteria (f), thereby meeting one of the required criteria.</p> <p>As set out in detail in the Planning Statement, Policy LP6 states that significant weight will be given to commercial development, especially where there is an immediate need for employment land, or a certain type of employment land and the site lies within Area A of the WMSESS 2015 or successor study (Area 2 in WMSESS 2021). This application demonstrates a compelling and immediate need case and the site is located within this area and identified in the WMSESS 2021 as the joint best performing site against a range of criteria and other sites across the West Midlands region. Therefore, the proposal fully accords with Policy</p>

<p>e) where evidence demonstrates an immediate need for employment land that will support economic growth which cannot be met via forecast supply or allocations where this takes into account the living conditions of Dordon Parish Council residents living nearby, or</p> <p>f) located in accordance with LP6.</p>	<p>LP6 and gains the significant weight in decision making that the policy provides.</p> <p>Compliance with Policy LP6 is also reliant on meeting three criteria, which the proposed development accords with:</p> <ul style="list-style-type: none"> ■ The site is located at the north-east quadrant of the Junction 10 of the M42 motorway and will be accessed off the A5 trunk road, both of which are key components of the Strategic Highways Network. ■ The site is highly accessible by a choice of modes of transport, many of which are sustainable alternatives to car, and the infrastructure improvements proposed as part of the application will further enhance the accessibility of the site. ■ The development parameters have been carefully devised to ensure the proposed development, as demonstrated comprehensively in the ES, does not result in any adverse impacts on residential amenity for nearby residents and businesses. This position is confirmed by NWBC Environmental Health Officers who have raised no objection to the proposals subject to the application of mitigating conditions. <p>The proposed development therefore clearly accords with Policy DNP12, part 2.</p>
<p>3. Development on land south of the A5 for employment uses should demonstrate how they have taken into account the wildlife, footpaths and presence of water.</p>	<p>N/A</p>
<p>4. All new development should be provided with appropriate street ducting to allow connection to any superfast broadband service which may be (or may become) available.</p>	<p>The Design Guide submitted with the application includes the following Design Parameters to ensure that the development embeds sufficient infrastructure to allow connection to superfast broadband (and other telecommunications) services:</p> <ul style="list-style-type: none"> ■ Utilities (water, electric, phoneline and broadband) over-provision to all buildings. ■ Futureproofed internal data cable and electricity wiring ducting throughout all buildings. ■ Full fibre network connection provided from existing local infrastructure to allow all commercial owners/occupiers access to any fibre network company for telecoms and digital connectivity. ■ Digital infrastructure will enable future technologies such as 5G, cloud storage and Voice over Internet Protocol (VoIP) telephone services.
<p>5. Proposals including tree planting and seating which improve the public realm in the vicinity of the Neighbourhood Centre (see Map 10) will be supported.</p>	<p>N/A</p>
<p>6. To ensure the Neighbourhood Centre retains a mix of retail</p>	<p>N/A</p>

<p><i>uses to meet local needs, the change of use to take aways will be restricted in accordance with Local Plan Policy LP21 (Services and Facilities).</i></p>	
<p><i>7. Proposals for retail uses should ensure that there is no unacceptable impact on the vitality and viability of existing retail centres.'</i></p>	<p>N/A</p>

- 2.14.7. In addition to the Policy DNP12 compliance demonstrated above, the significant socio-economic benefits of the proposed development set out at **Section 10.3 of the Planning Statement** are clearly a material consideration as they would provide substantial benefits to and support the local economy. These benefits are considered to have very significant weight in the planning balance.
- 2.14.8. Overall, the proposed development demonstrably accords with the relevant criteria listed in Policy DNP12 as it would clearly support the local economy through provision of opportunities for new and existing local businesses to expand, significant employment generation in the construction and operational phases as well as a range of other economic benefits.
- 2.14.9. By extension, the proposed development also accords with Community Objective 10 (Local Businesses) which seeks the maximisation of local employment opportunities by supporting the establishment and/or expansion of businesses in the Parish where it is in accordance with Local Plan Policy LP6.

2.15 POLICY DNP13

- 2.15.1. The application site is not located along Long Street or New Street and therefore Policy DNP13 (Car Parking along Long Street and New Street) is not applicable in the planning balance.

2.16 POLICY DNP14

- 2.16.1. Policy DNP14 (Development Contributions) states that:

'1. Subject to their scale and significance, development proposals should demonstrate a consideration of their impact on local infrastructure (including highways services and general facilities) and how any required works would mitigate the identified impacts in a satisfactory way in accordance with national regulations (s106 and CIL where applicable).'

- 2.16.2. As the proposed development comprises an employment-led scheme and no residential development, it is anticipated that any impacts on local infrastructure will be limited to highways infrastructure. Such impacts have been considered as part of the technical highways assessment work and ongoing discussions with the relevant highways authorities will confirm any mitigation requirements in accordance with national regulations.

3

PLANNING BALANCE



3 PLANNING BALANCE

- 3.1.1. As stated at the outset, this Addendum supplements the Planning Statement (ref: rpt.007.JW.1), other Planning Statement Addenda and supporting documents forming part of live planning application ref: PAP/2021/0663.
- 3.1.2. This Addendum has been prepared in response to the emerging Dordon Neighbourhood Plan ('DNP') which was carried at referendum on 19 October 2023 and is anticipated to be formally adopted by NWBC in December 2023 – events which have taken place since the application was submitted in December 2021. This Addendum should be read alongside the submitted Planning Statement.
- 3.1.3. Chapter 2 provided a comprehensive appraisal of all DNP policies relevant to the proposed development and demonstrably confirms that the proposed development fully accords with the policies contained within the DNP. The proposed development is also aligned with the Community Objectives.
- 3.1.4. In anticipation of the DNP becoming a formal planning document in NWBC's Development Plan, it is demonstrated above that the proposed development clearly accords with the policies contained in the DNP. As such, the position set out in the planning balance of the Planning Statement submitted at the outset of the application equally applies here and is reinforced: that the proposed development accords with the Development Plan as a whole and there are no material considerations which weigh against the proposals.
- 3.1.5. Furthermore, there are significant benefits – the vast majority of which would benefit residents of Dordon Parish – which weigh heavily in favour of the proposals.
- 3.1.6. In accordance with NPPF paragraph 11, therefore, planning permission should be granted without delay.

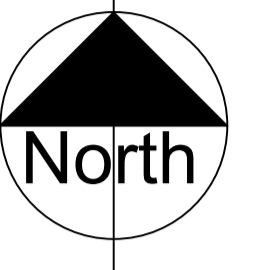
Appendix A

CONNECTIVITY ENHANCEMENT, COMMUNITY INTEGRATION AND LEISURE ROUTE PLANS



BIRCHMOOR

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



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

Rev	Revision Description	Date	Author/Reviewer

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 Birmingham, B1 3HH

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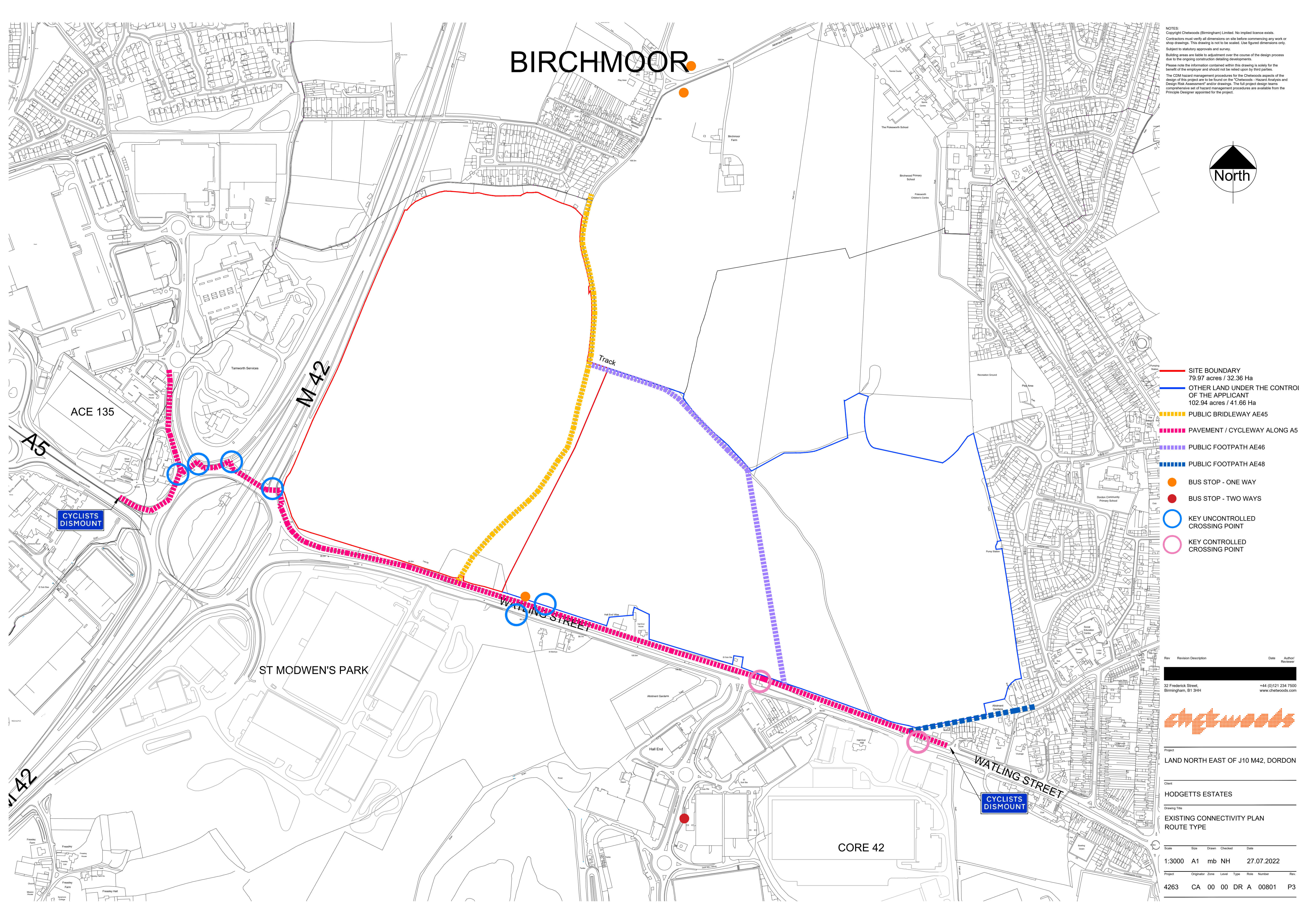
Project
LAND NORTH EAST OF J10 M42, DORDON

Client
HODGETTS ESTATES

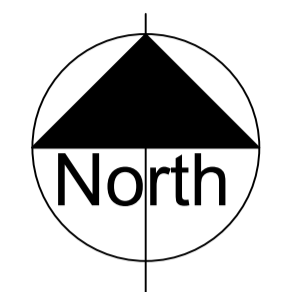
Drawing Title
**EXISTING CONNECTIVITY PLAN
 ROUTE TYPE**

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



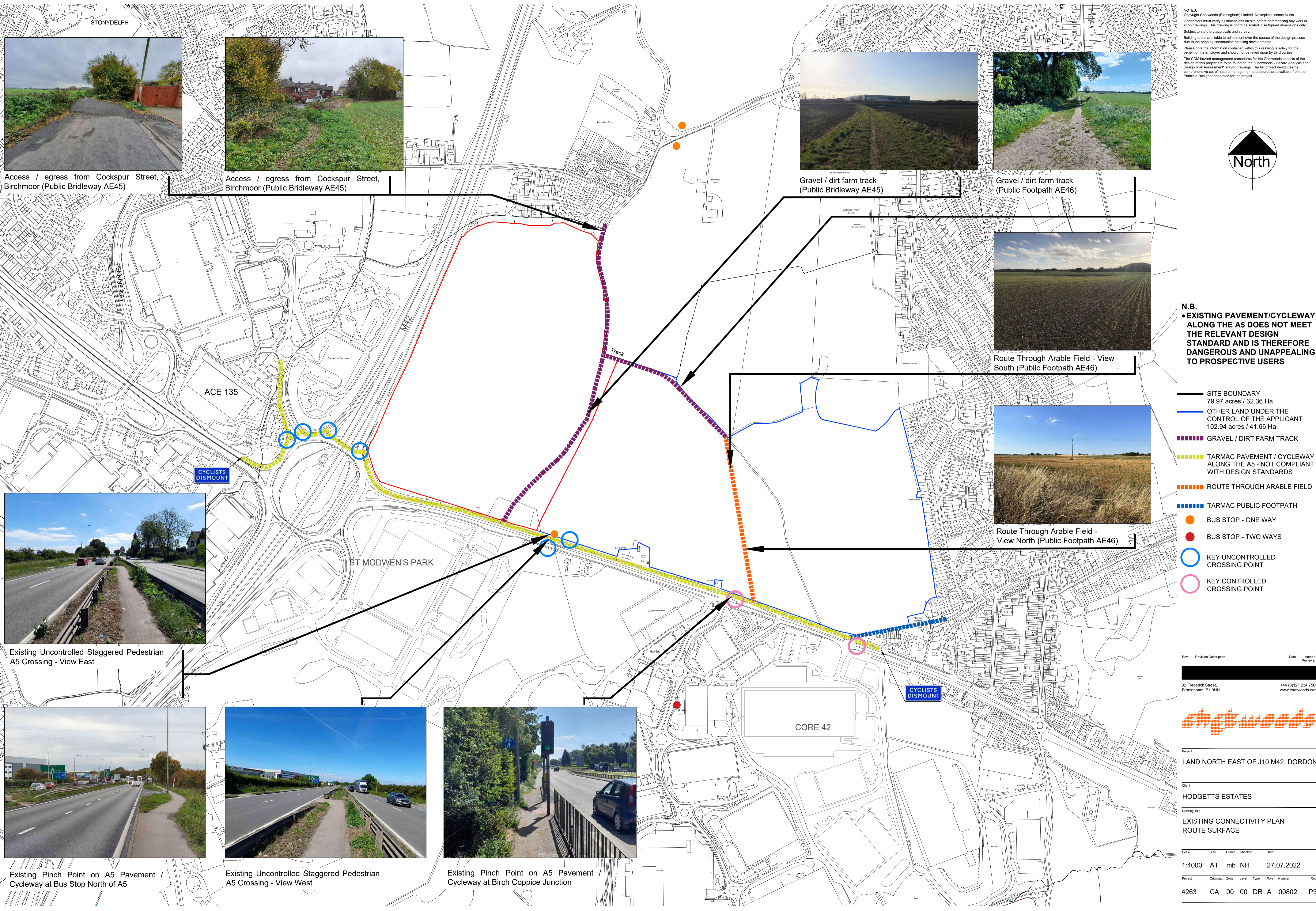
Existing Pinch Point on A5 Pavement / Cycleway at Bus Stop North of A5

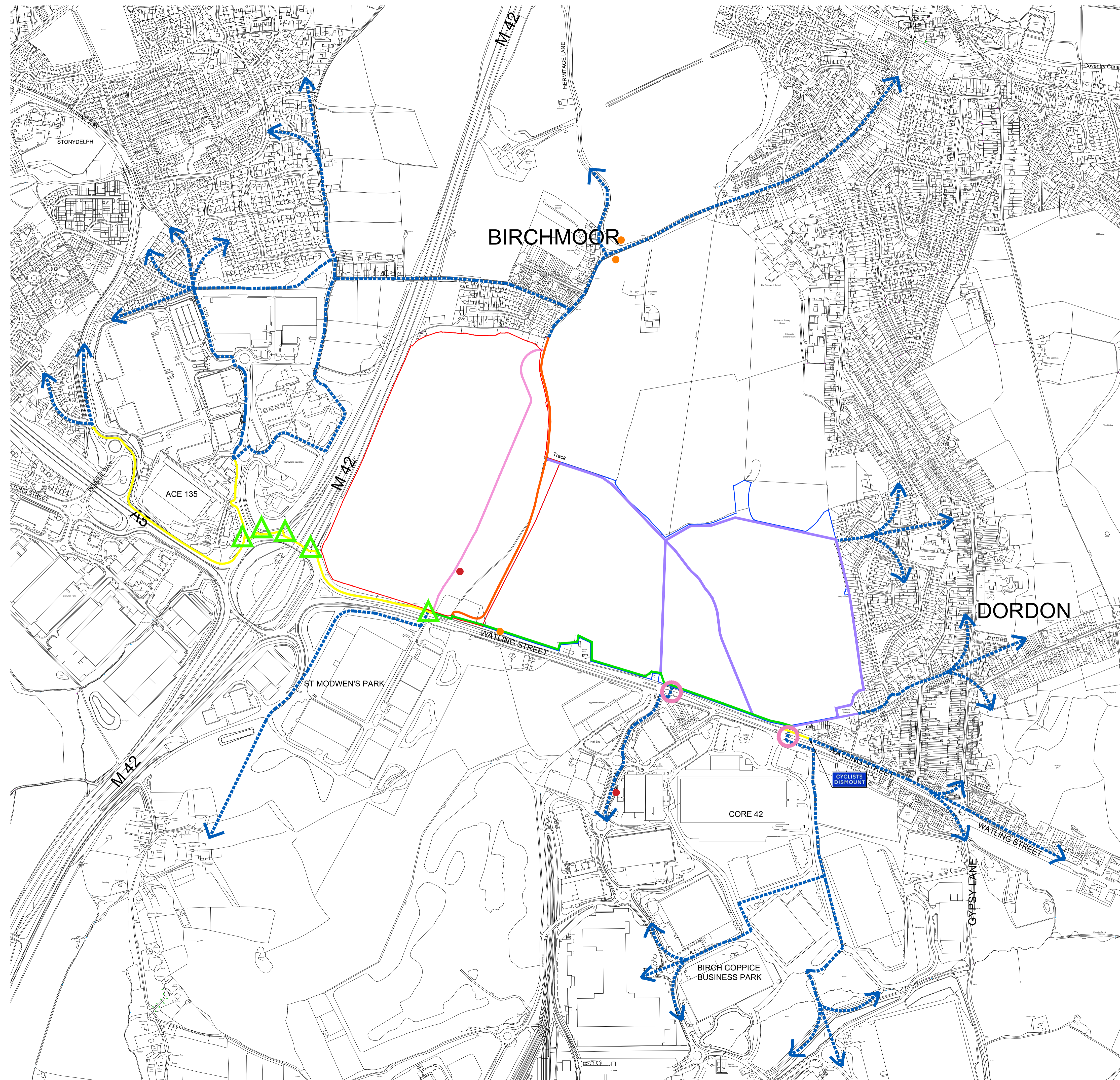


Existing Uncontrolled Staggered Pedestrian A5 Crossing - View West



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

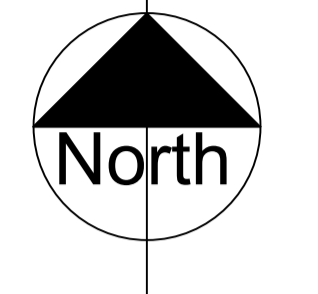
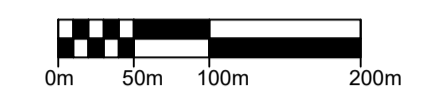


All Routes to Be Lined With Trees / Hedgerows to Enhance Rural Quality, Biodiversity and Wayfinding



Tarmac cycling route

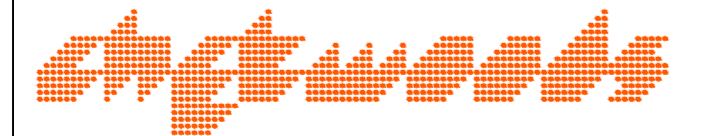
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- OTHER LAND UNDER THE CONTROL OF THE APPLICANT
102.94 acres / 41.66 Ha
- 3M WIDE TARMAC SHARED PAVEMENT / CYCLEWAY ALONG SITE ROAD AND NORTH TO BIRCHMOOR
- PART TARMAC, PART GRASS/SAND PUBLIC BRIDLEWAY (AE45)
- 3M WIDE TARMAC OFFLINE SHARED FOOT /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

Rev	Revision Description	Date	Author/Reviewer

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Project
LAND NORTH EAST OF J10 M42, DORDON

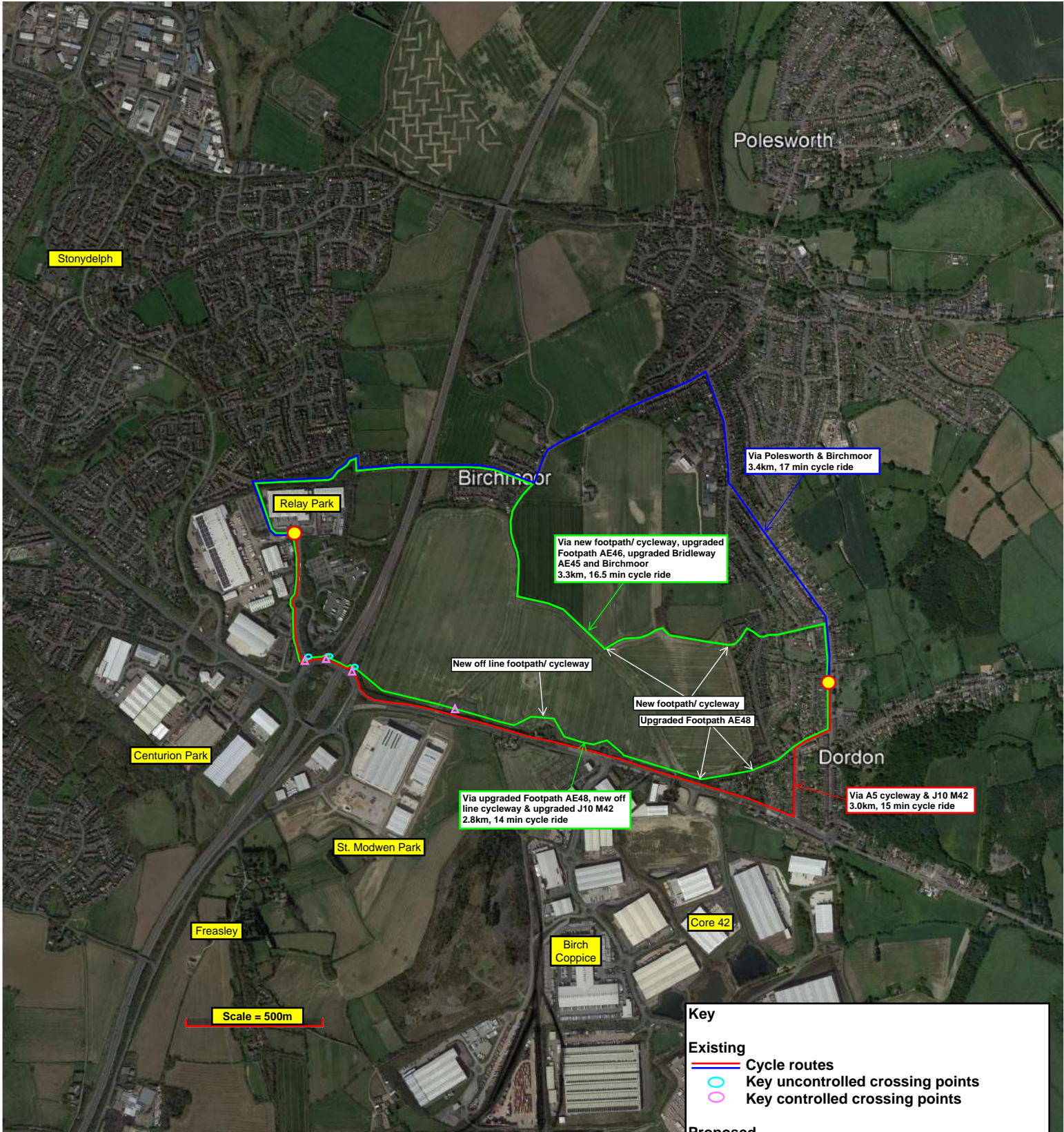
Client
HODGETTS ESTATES

Drawing Title
PROPOSED CONNECTIVITY PLAN - ROUTE TYPE & SURFACE

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

Project	Original	Zone	Level	Type	Rate	Number	Rev.
4263	CA	00	00	DR	A	00803	P6

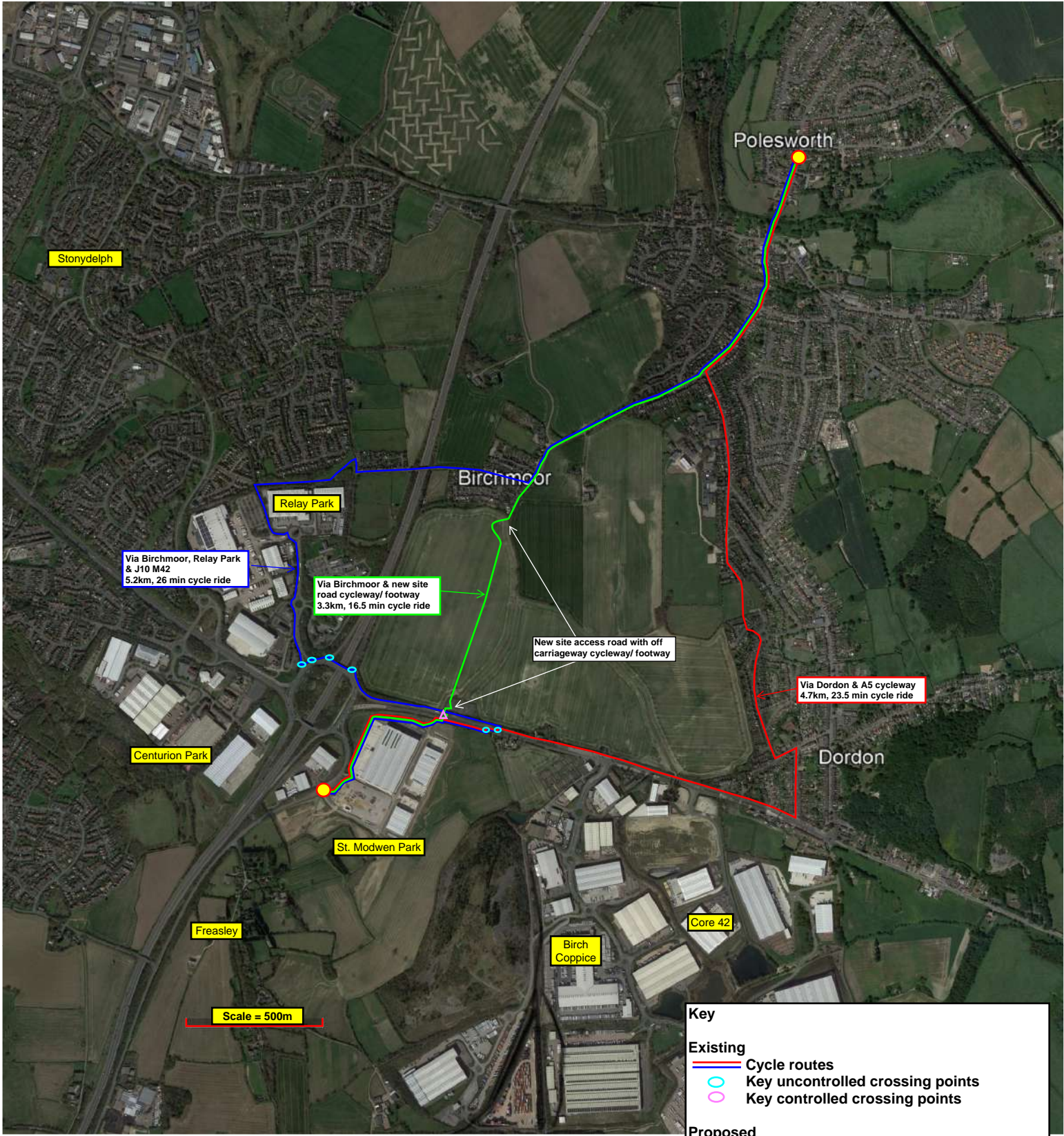
Commuter Point-to-Point Plan: Dordon to Relay Park



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.

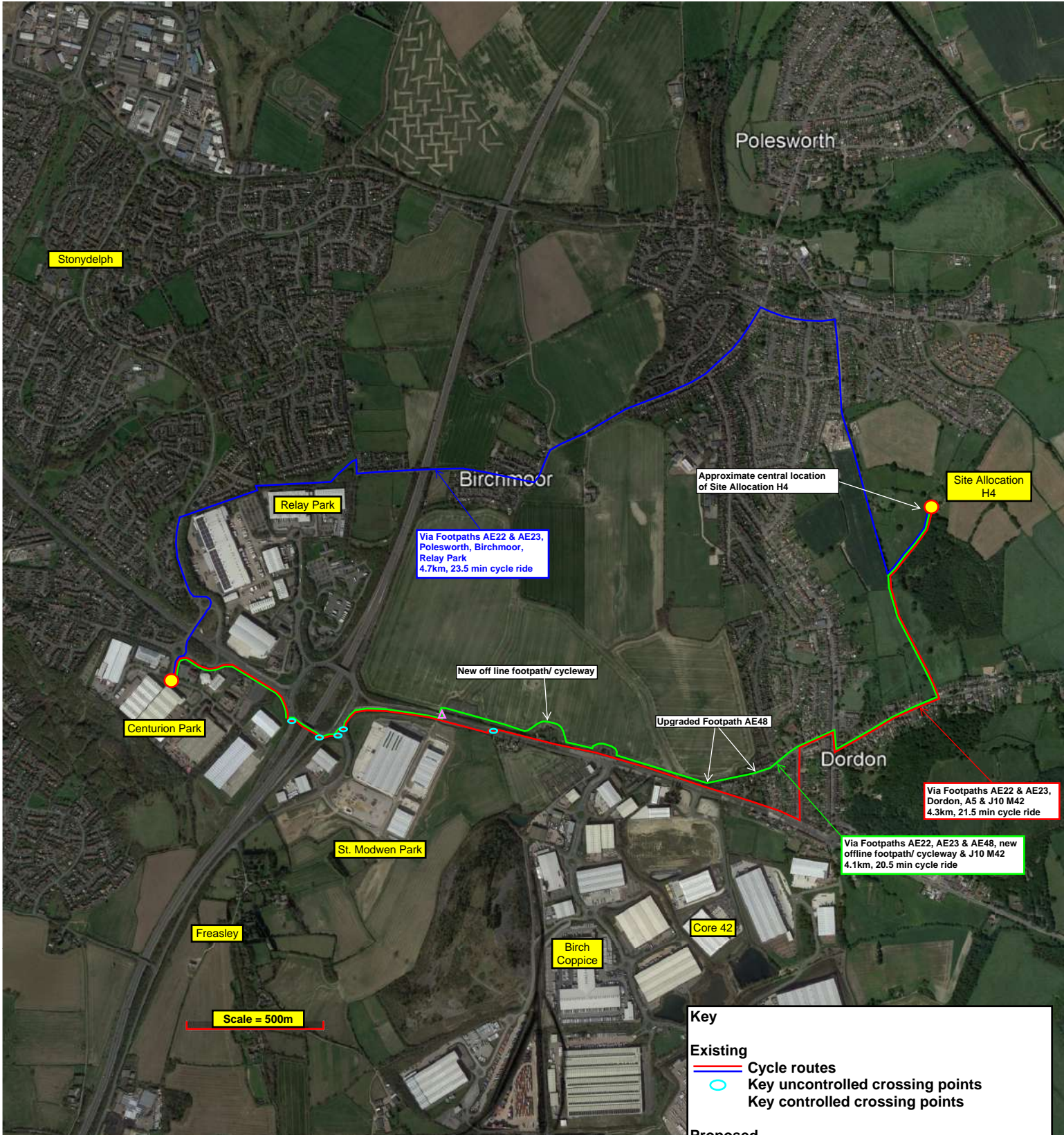
Commuter Point-to-Point Plan: Polesworth to St. Modwen Park



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.

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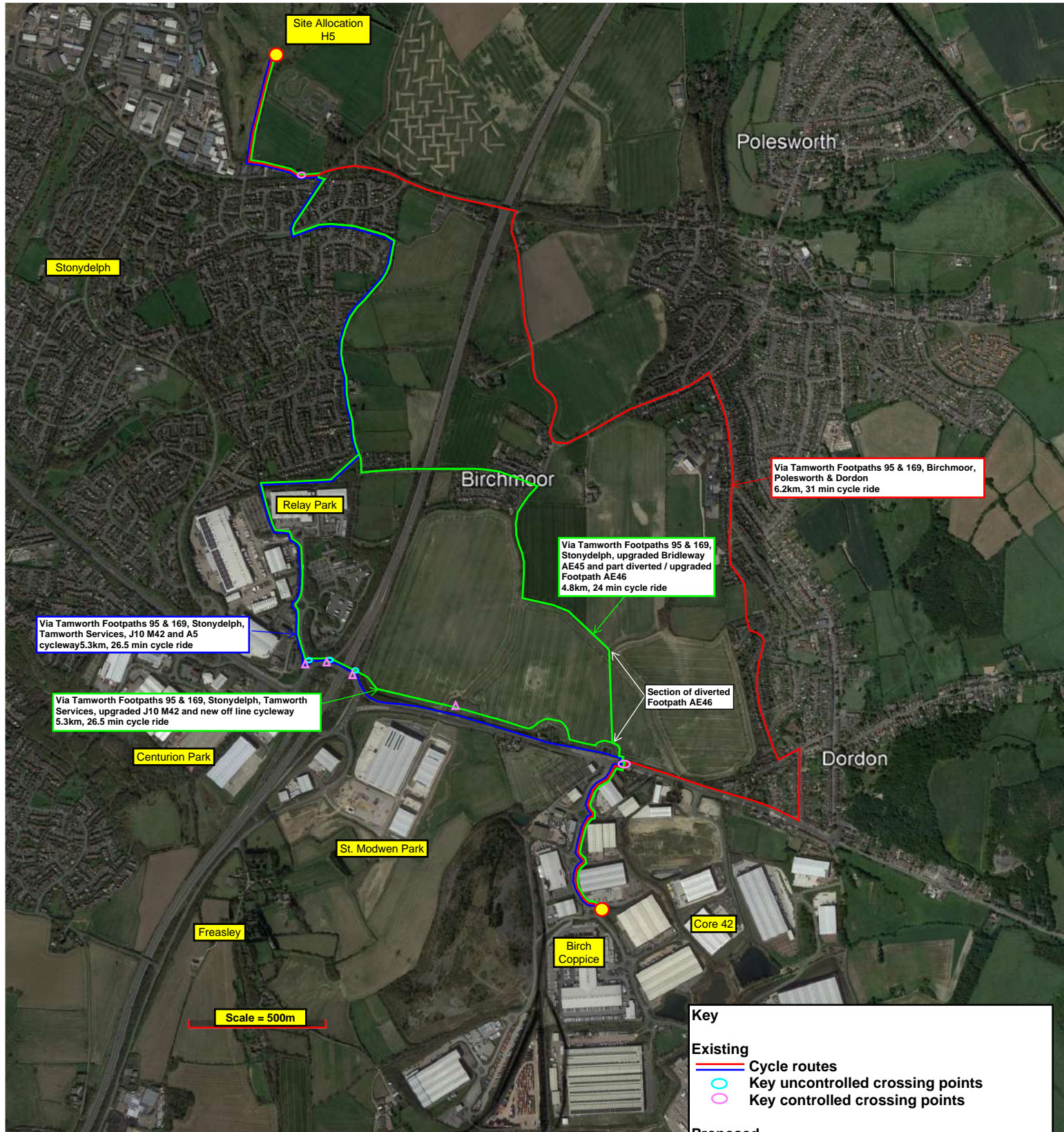
Commuter Point-to-Point Plan: Site Allocation H4 to Centurion Park



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.

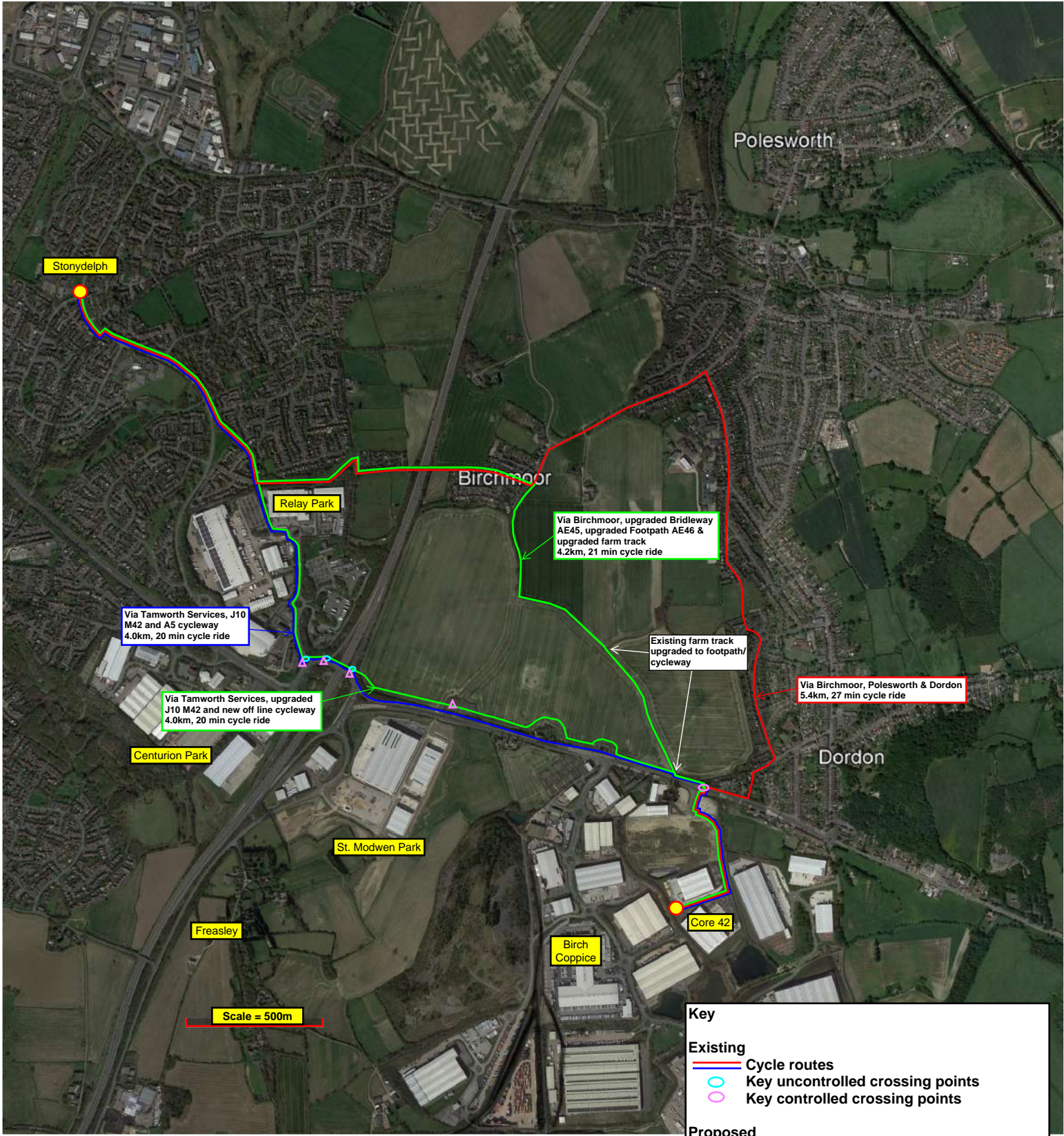
Commuter Point-to-Point Plan: Site Allocation H5 to Birch Coppice



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.

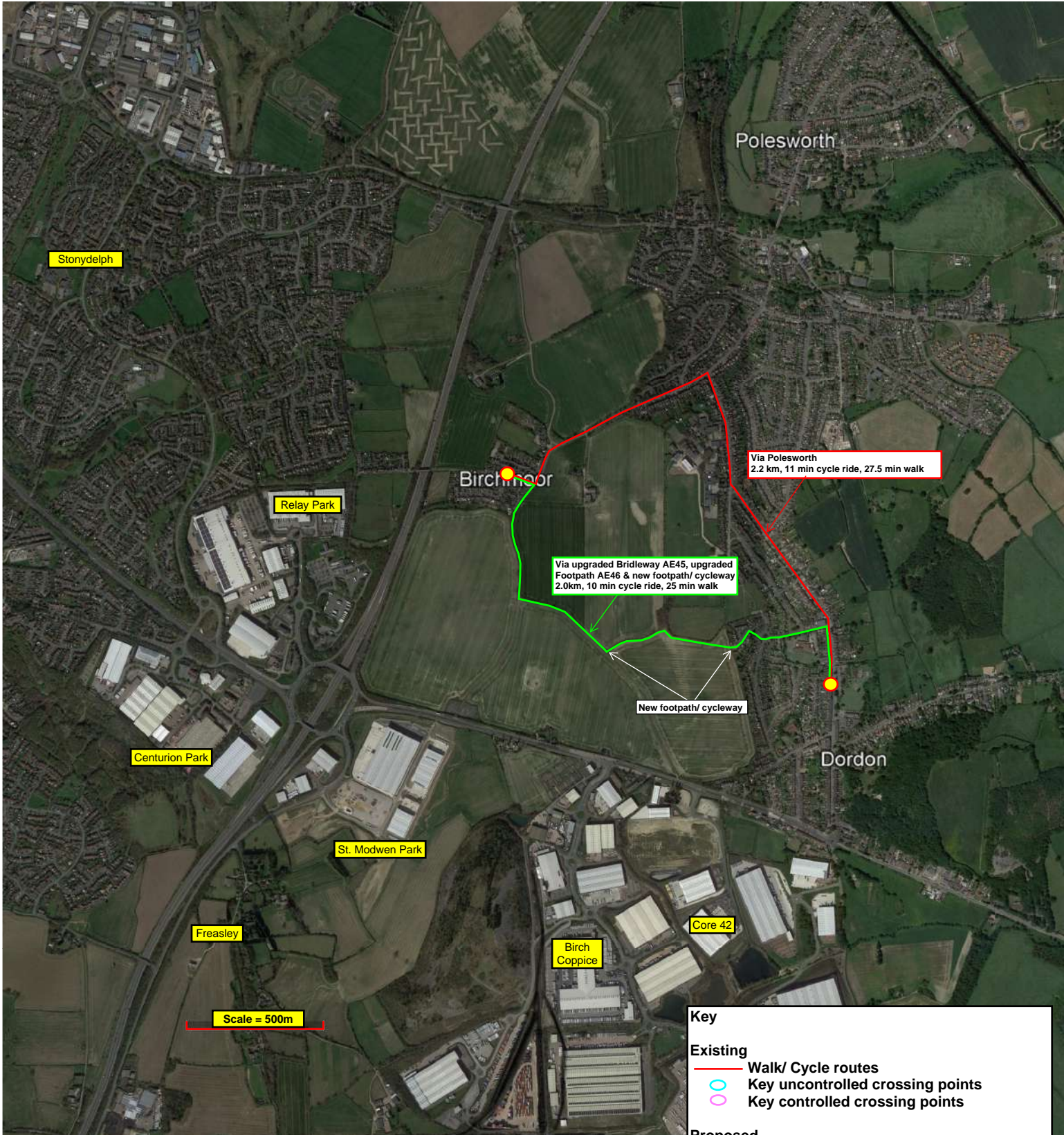
Commuter Point-to-Point Plan: Stonydelph to Core 42



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.

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

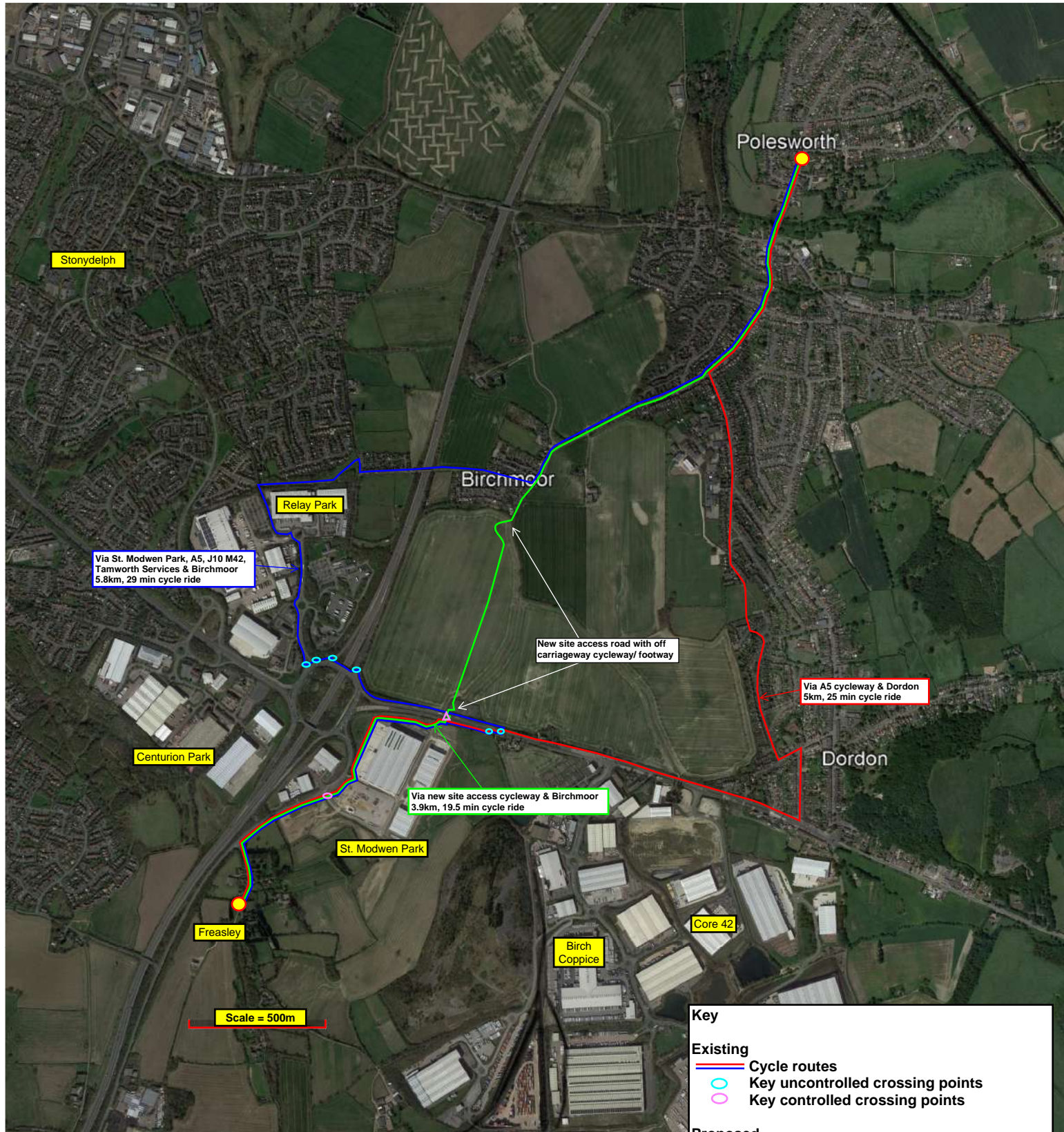
Existing

- 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.

* Images are for illustrative purposes only



Outdoor Gym



Trim Trail



Seating Area

NOTES:
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Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Subject to statutory approvals and survey.
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.
Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



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



Outdoor Drinking Fountain



Rev	Revision Description	Date	Author/Reviewer

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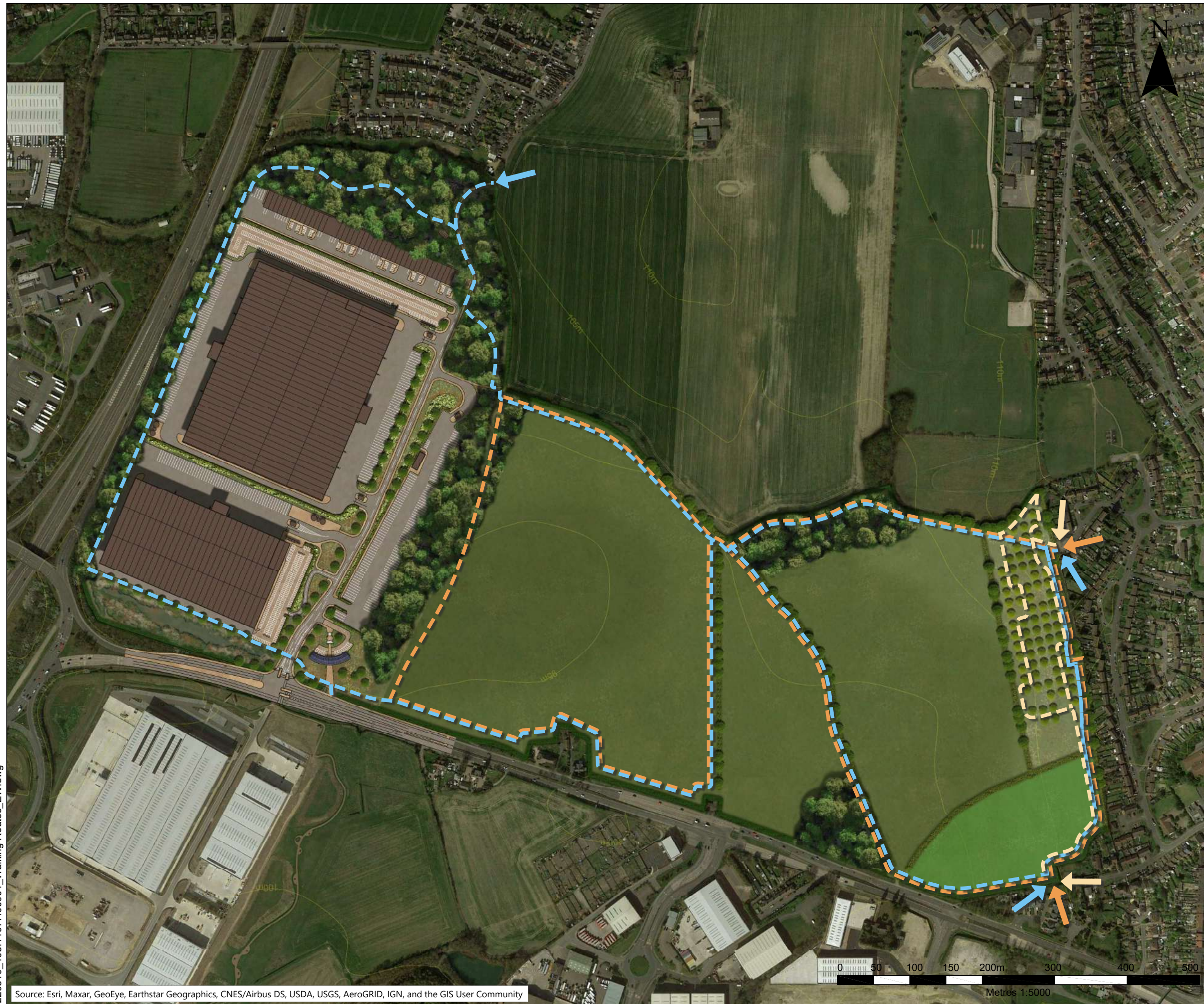
Project
LAND EAST OF J10, M42

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

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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



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