



DESIGN AND ACCESS STATEMENT

Land North East
of Junction 10 M42,
North Warwickshire

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





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CONTENTS

1.0 INTRODUCTION

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

2.0 PLANNING CONTEXT

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

3.0 SITE & CONTEXT

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

4.0 COMMUNITY ENGAGEMENT

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

5.0 SITE EVALUATION

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

6.0 PARAMETERS & LAYOUT

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

7.0 APPEARANCE & DESIGN

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

8.0 ACCESS FOR ALL

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

9.0 SUSTAINABILITY

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

10.0 SUMMARY

11.0 APPENDICES



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



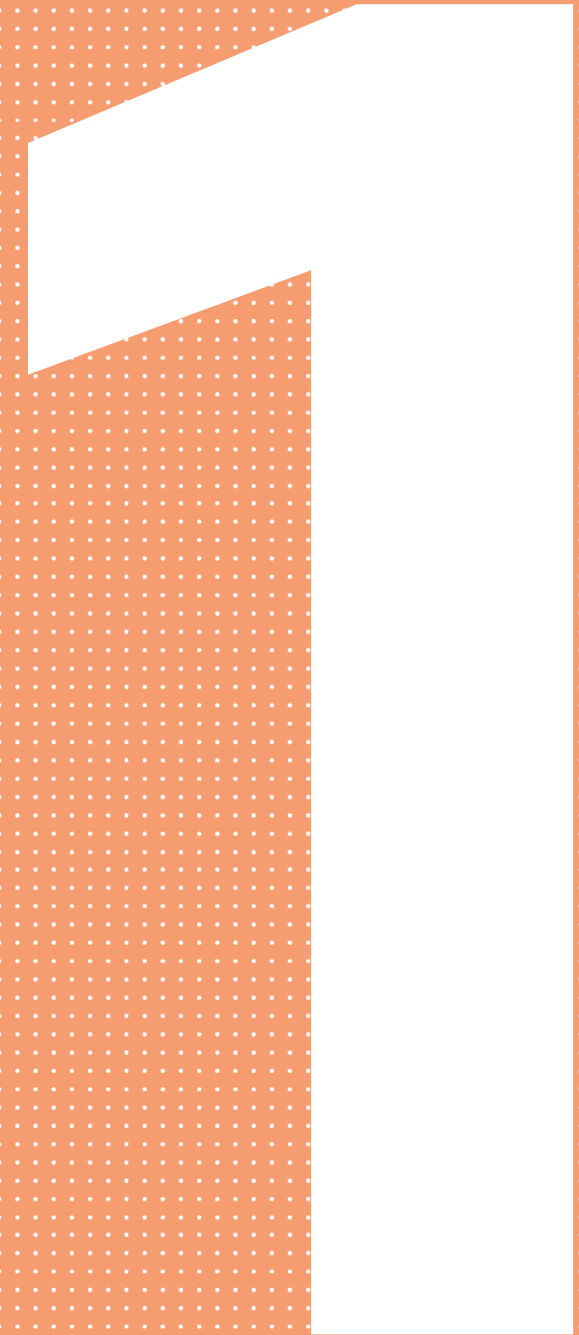
Fig. 1 – Aerial of Site Looking East from Junction 10 M42



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

1.0 INTRODUCTION

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



1.0 INTRODUCTION

1.1 PLANNING APPLICATION

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

The proposed description of development is:

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

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

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

1.2 SUPPORTING INFORMATION

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

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

1.3 THE APPLICANT

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

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

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



1.0 INTRODUCTION

1.4 PLANNING APPLICATION SITE

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

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

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

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

The monocrop nature of agricultural farming is not conducive to extensive faunal and/or floral diversity, the majority of which is to be found around the periphery of the Site. There is a mature tree belt to the west along the route of the M42 and Junction 10. On the southern site boundary is a mature hedgerow along the A5. There is also an area of existing hardstanding in the south of the Site, associated with historic roadworks to the A5 and M42.

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

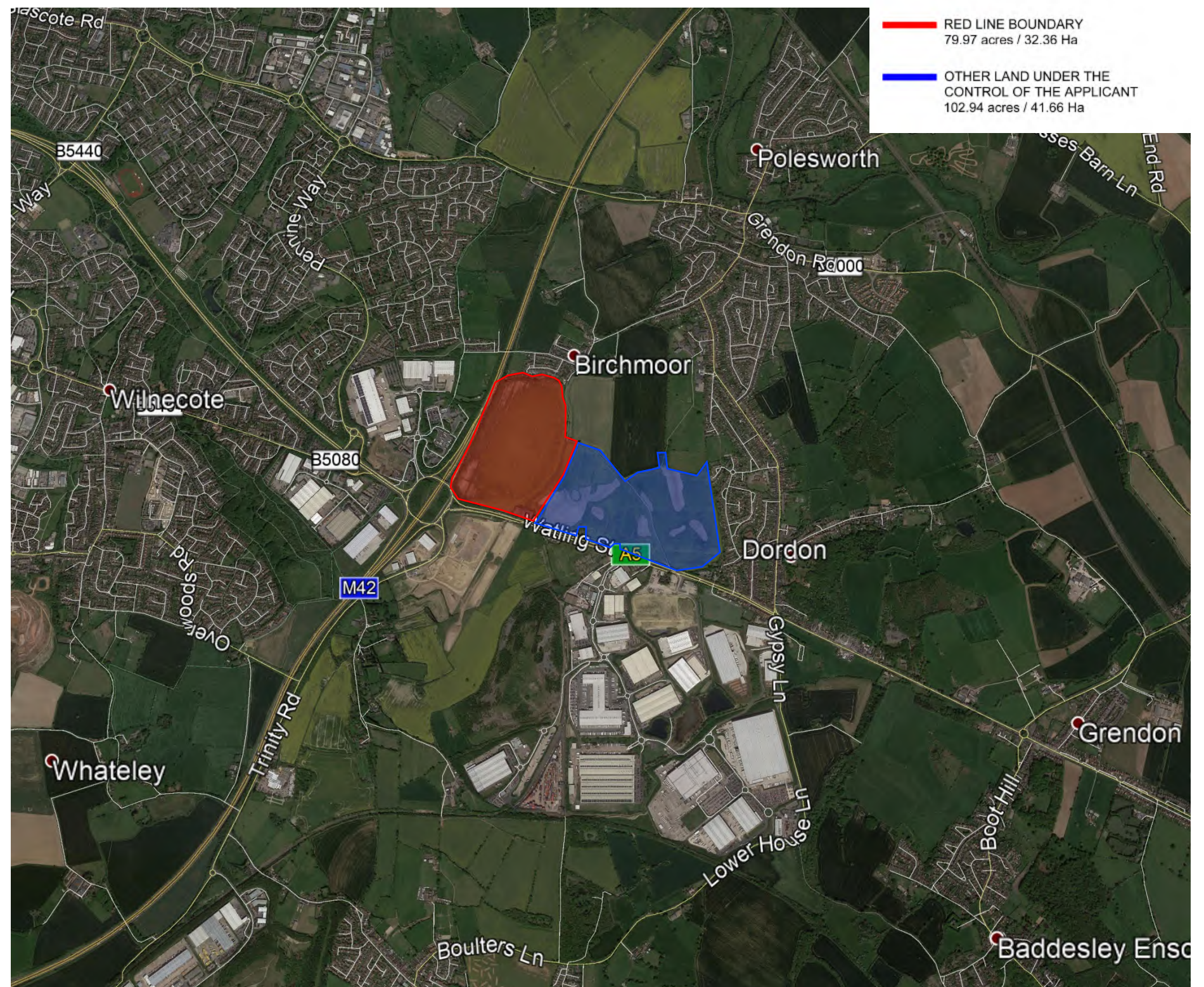


Fig. 2 – Application Site and Other Land Under Applicant's Control



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

1.0 INTRODUCTION

1.5 AREA OF INTEREST

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

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

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

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

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



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



1.0 INTRODUCTION

1.6 THE DESIGN TEAM

1.6.1. CHETWOODS ARCHITECTS

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

1.6.2. WSP

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

1.6.3. SLR

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

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

1.6.4. BURROWS GRAHAM

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

1.6.5. BANCROFT CONSULTING

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

1.6.6. KELLY TAYLOR ASSOCIATES (KTA)

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

1.6.7. ASPECT ECOLOGY

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

1.6.8. GROUND & PROJECT CONSULTANTS

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

1.6.9. MDS TRANSMODAL

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



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

1.0 INTRODUCTION

1.7 THE PURPOSE OF THE DESIGN AND ACCESS STATEMENT

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

The DAS has considered, inter alia, the following:

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

1.8 CLIENT BRIEF

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

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



2.0 PLANNING CONTEXT

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



2.0 PLANNING CONTEXT

2.1 PLANNING HISTORY

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

2.2 NATIONAL PLANNING POLICY FRAMEWORK

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

2.2.1. ACHIEVING SUSTAINABLE DEVELOPMENT:

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

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

2.2.2. SUSTAINABLE TRAVEL AND TRANSPORT:

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

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

2.2.3. ACHIEVING WELL DESIGNED PLACES:

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

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

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

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

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

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

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



2.0 PLANNING CONTEXT

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

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

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

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

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

2.2.5. CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT:

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



2.3 NORTH WARWICKSHIRE LOCAL PLAN

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

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

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

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

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



2.0 PLANNING CONTEXT

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

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

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



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

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

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

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



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

2.0 PLANNING CONTEXT

2.4 EMERGING DORDON NEIGHBOURHOOD PLAN

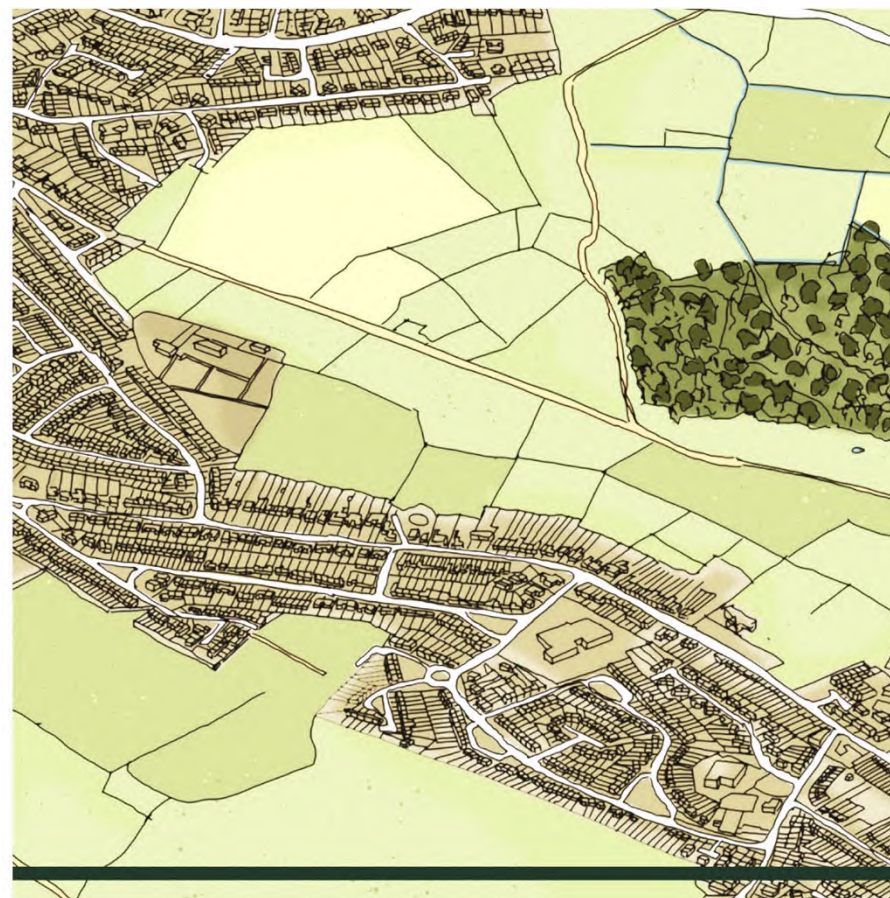
The Dordon Neighbourhood Plan Area was designated on 20 September 2017. Since then, Dordon Parish Council (DPC) and specifically the Neighbourhood Plan Steering Group (NPSG) have been preparing a Neighbourhood Plan for Dordon ('the DNP').

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

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

2.5 DORDON DESIGN GUIDANCE AND CODE

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



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

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

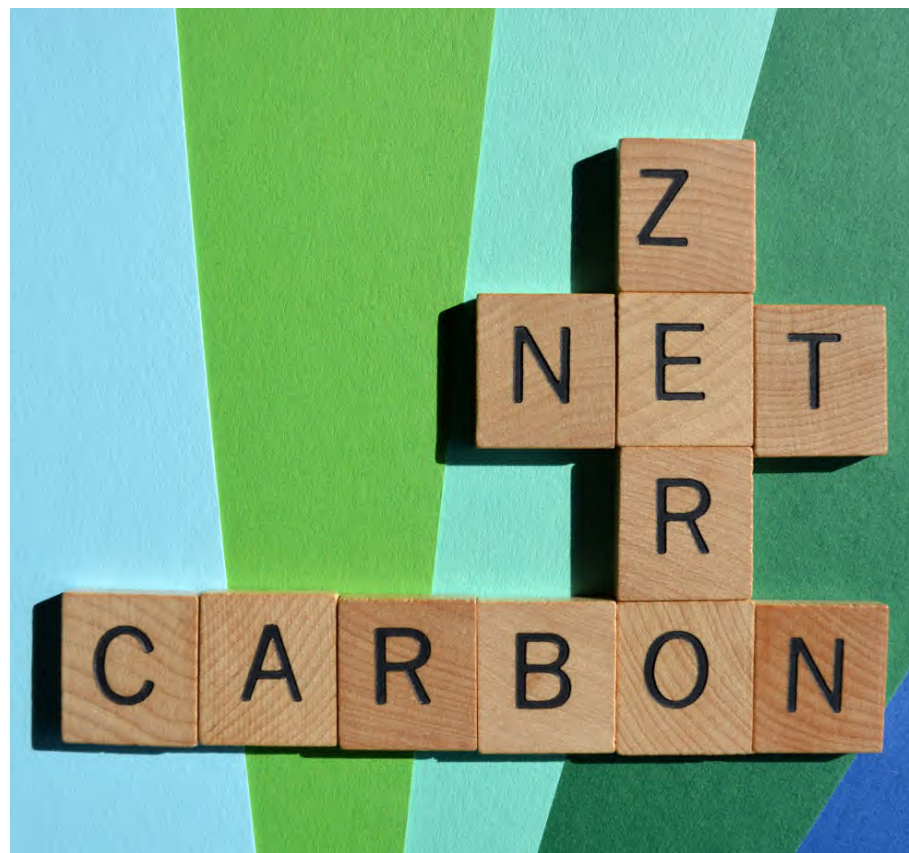


2.0 PLANNING CONTEXT

2.6 OTHER RELEVANT PLANNING AND DESIGN GUIDANCE

2.6.1. CLIMATE CHANGE EMERGENCY

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



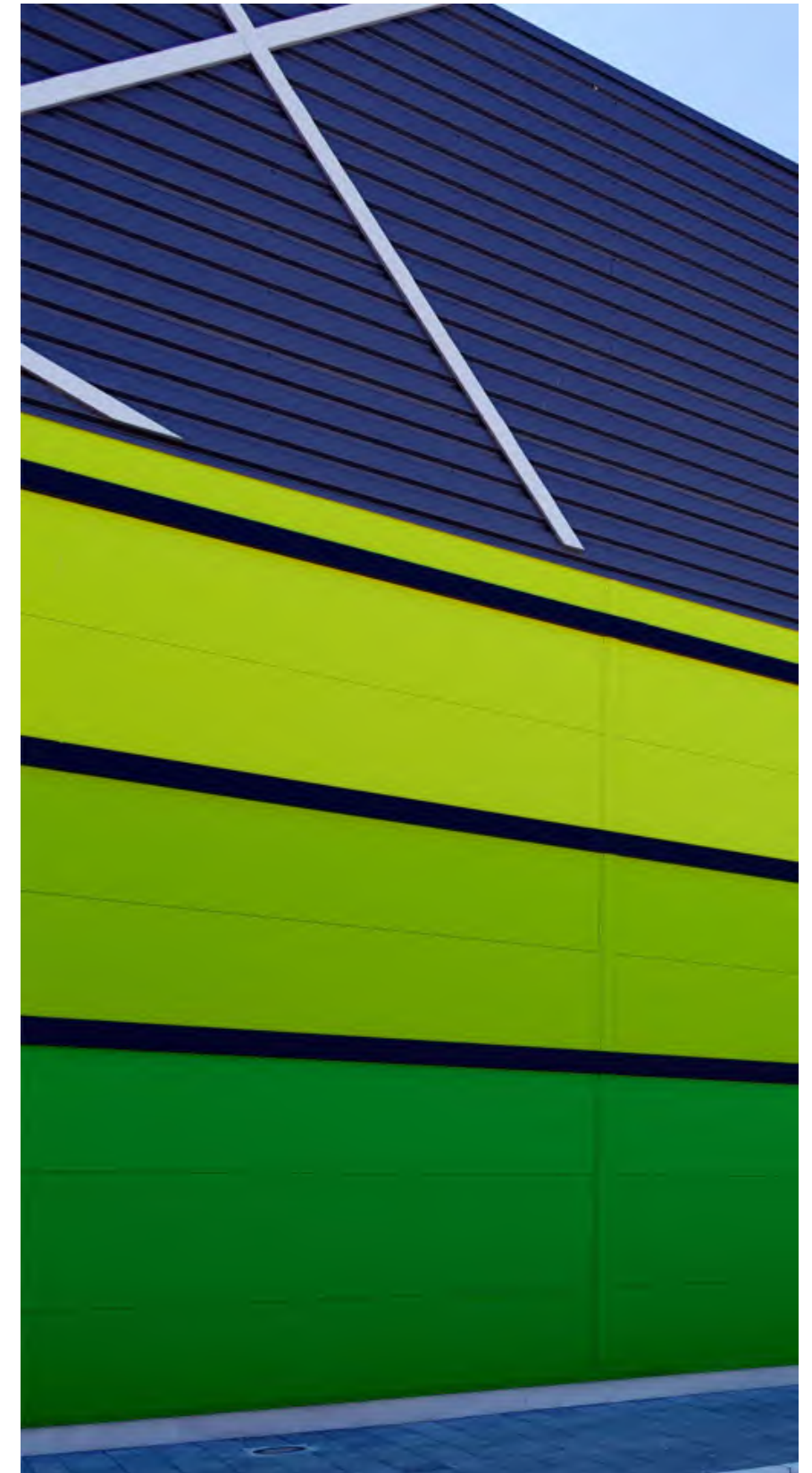
NWBC has committed to a series of measures including ensuring that all strategic decisions, budgets and approaches to planning decisions are in line with a shift to zero carbon by 2030 with a focus on renewable energy generation, provision of electric vehicle infrastructure, increased energy efficiency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

2.6.2. ACHIEVING GOOD DESIGN

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

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

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



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

2.0 PLANNING CONTEXT

2.7 INTERPRETING POLICY INTO HQDPs & PARAMETERS

2.7.1. HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS

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

These HQDPs are as follows:

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

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

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

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

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

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

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

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



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

3.0 SITE & CONTEXT

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



3.0 SITE & CONTEXT

3.1 SITE LOCATION

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

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

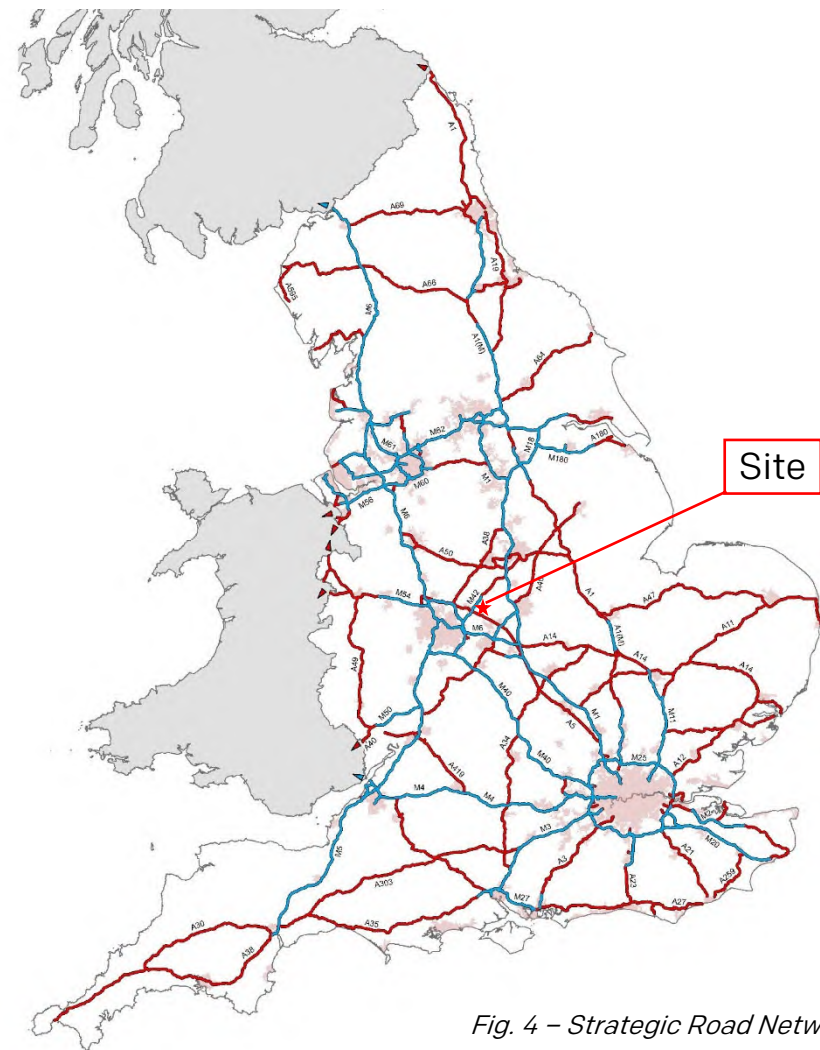


Fig. 4 – Strategic Road Network



Fig. 5 – Site Location - Wider Context



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

3.0 SITE & CONTEXT

3.2 SITE CONTEXT

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

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

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

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

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

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

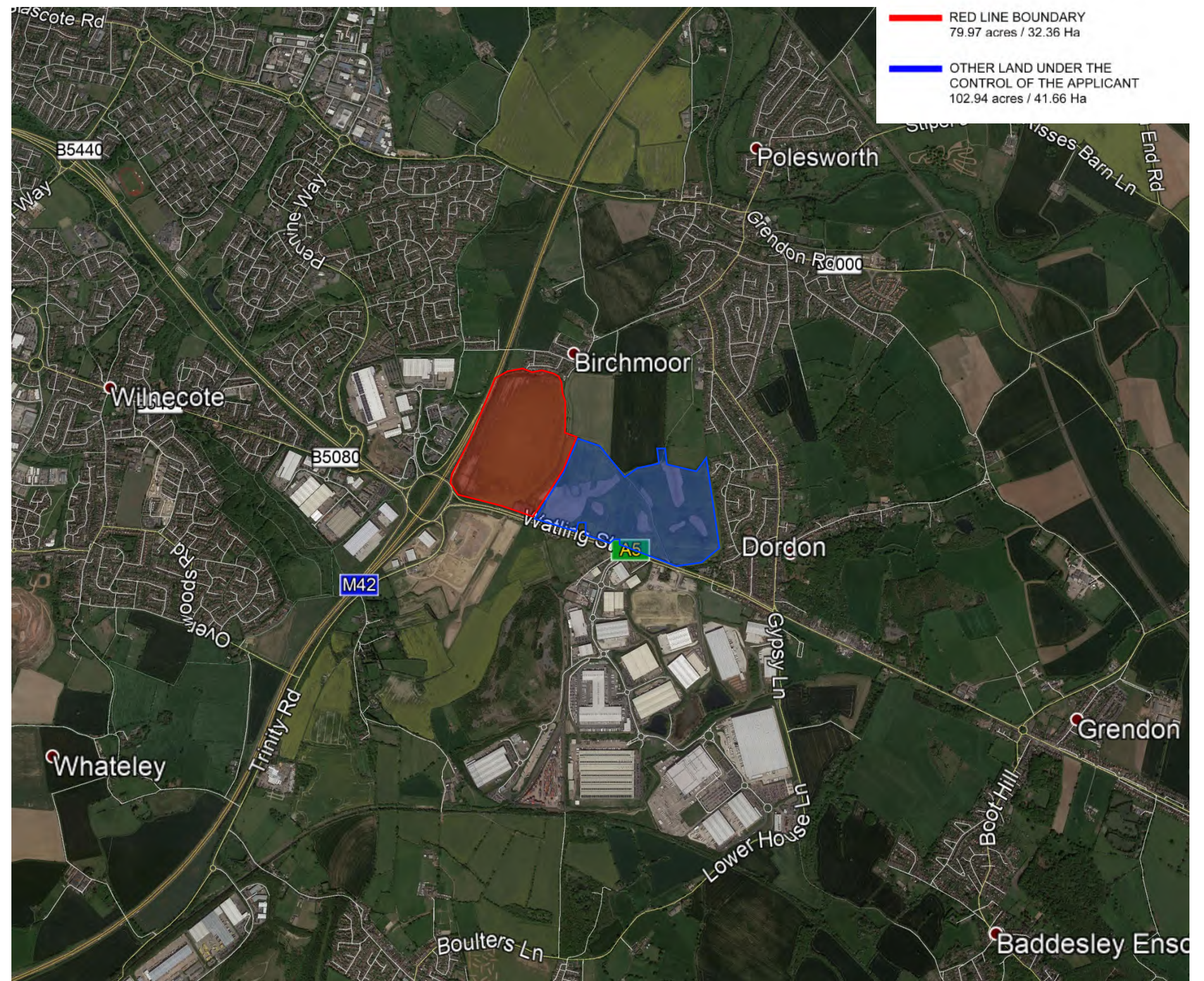


Fig. 6 – Site Context



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

3.0 SITE & CONTEXT

3.2 SITE CONTEXT



Fig. 7 – Site Context Aerial View



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

3.0 SITE & CONTEXT

3.2 SITE CONTEXT

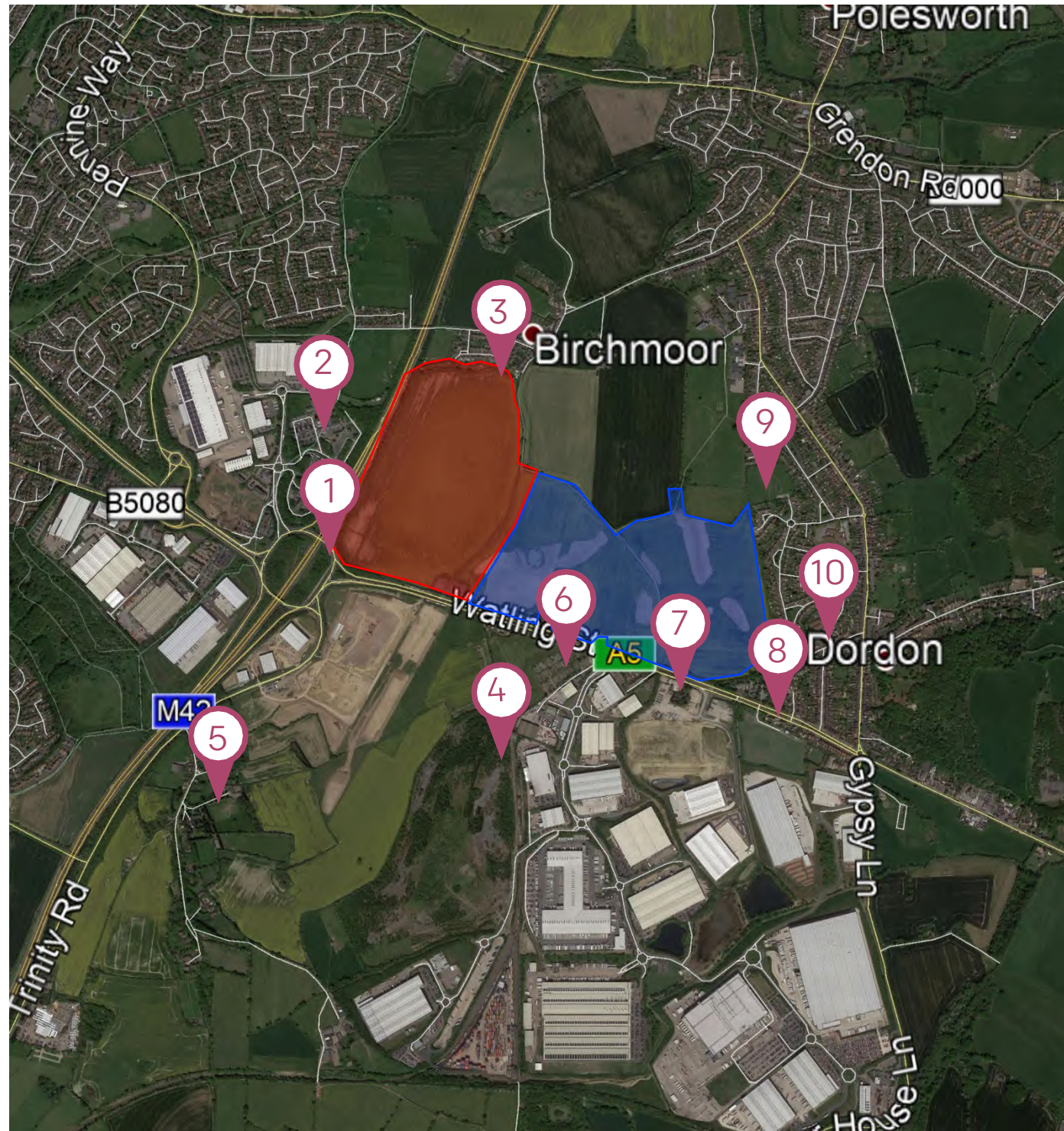


Fig. 8 – Site Context Map



1. Junction 10 M42 Roundabout



2. Tamworth Services



3. Birchmoor



4. Birch Coppice Spoil Heap



5. Freasley



6. Birch Coppice Allotments



7. Hall End Hall Farm



8. Birch Coppice Miners Social Welfare Centre & Playing Fields



9. Kitwood Avenue Recreation Ground



10. Dordon Village Centre



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

3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

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

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

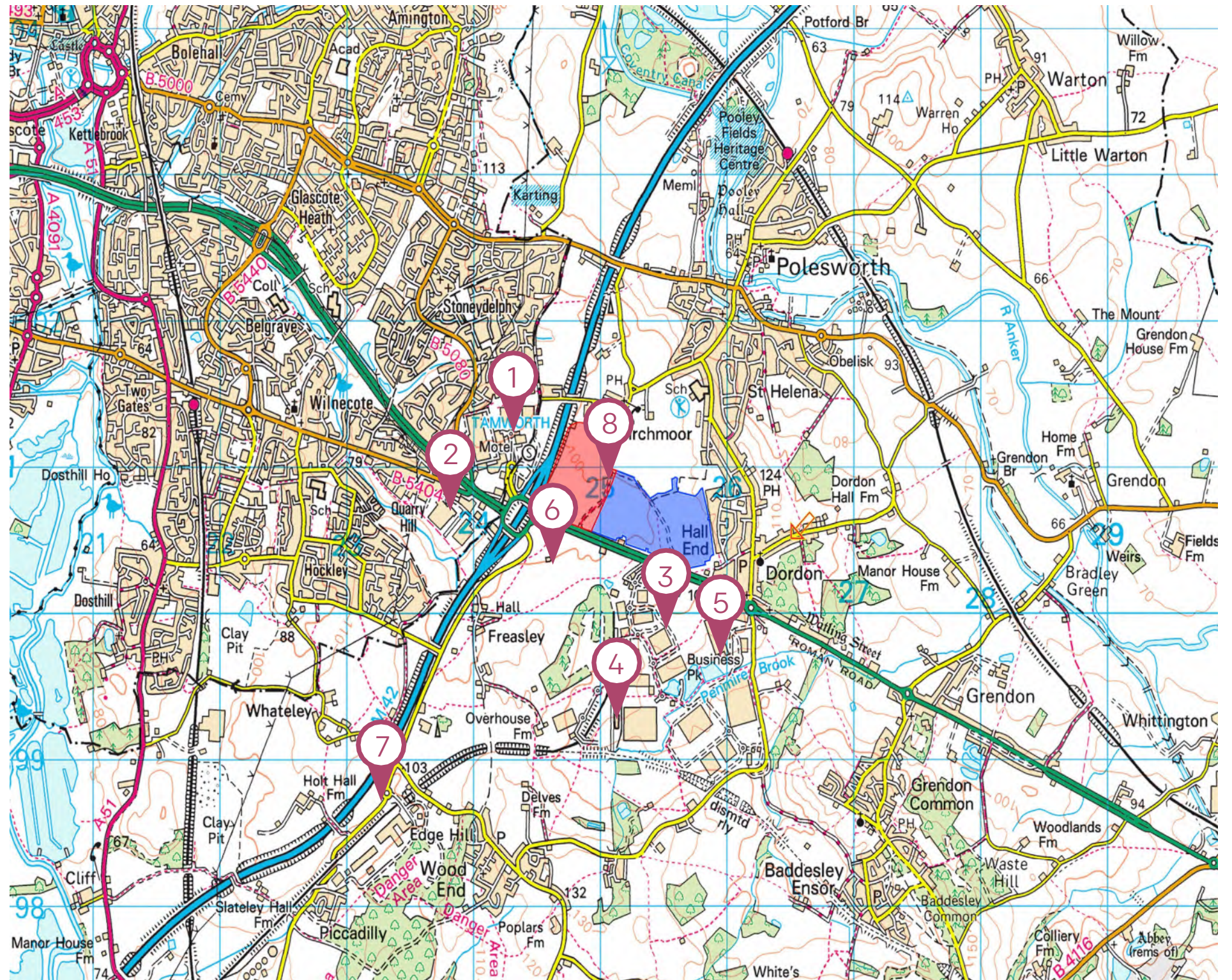


Fig. 9 – Commercial Context Map



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

3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

RELAY PARK (INCLUDING ACE135) AND TAMWORTH MSA

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

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



CENTURION PARK

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

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



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

3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

BIRCH COPPICE BUSINESS PARK

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

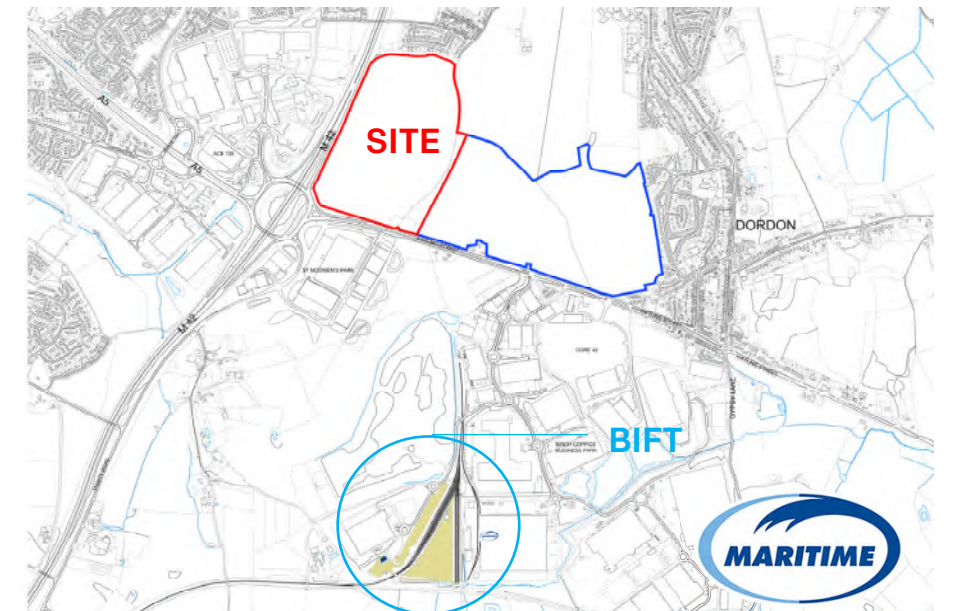
Birch Coppice is c.500m south east of the Site.



BIRMINGHAM INTERMODAL FREIGHT TERMINAL

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

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



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

3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

CORE 42 BUSINESS PARK

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

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

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



ST MODWEN PARK TAMWORTH

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

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

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



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



3.0 SITE & CONTEXT

3.3 COMMERCIAL CONTEXT

KINGSBURY LINK

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

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

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



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

3.0 SITE & CONTEXT

3.4 SITE HISTORY

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

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

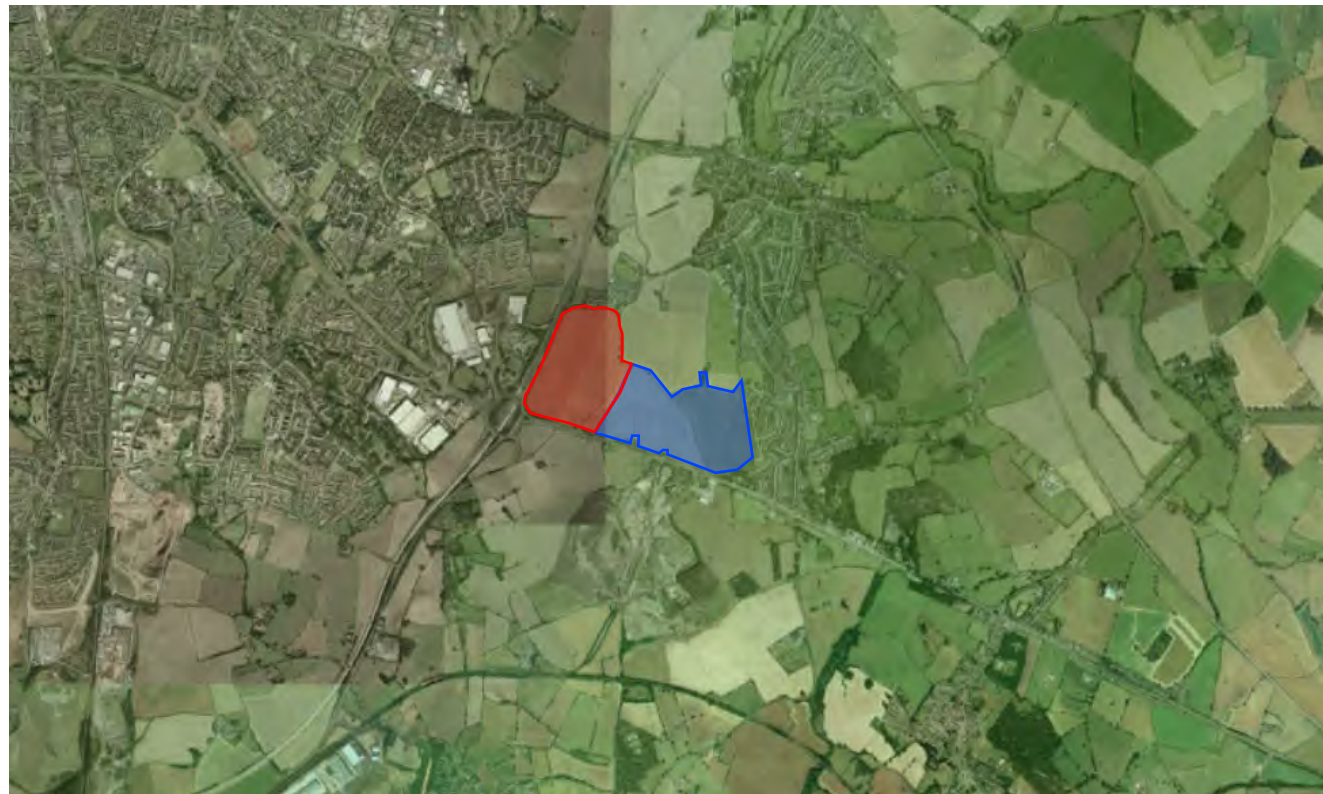


Fig. 10 – December 1999 - Prior to Development of Birch Coppice Business Park

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

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



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

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

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

The Site remained in agricultural use.



3.0 SITE & CONTEXT

3.4 SITE HISTORY



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

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

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

The Site remained in agricultural use.



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

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

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

The Site remains in agricultural use.



3.0 SITE & CONTEXT

3.5 HERITAGE CONTEXT

3.5.1. BUILT HERITAGE ASSETS WITHIN 1KM OF SITE

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

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

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

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

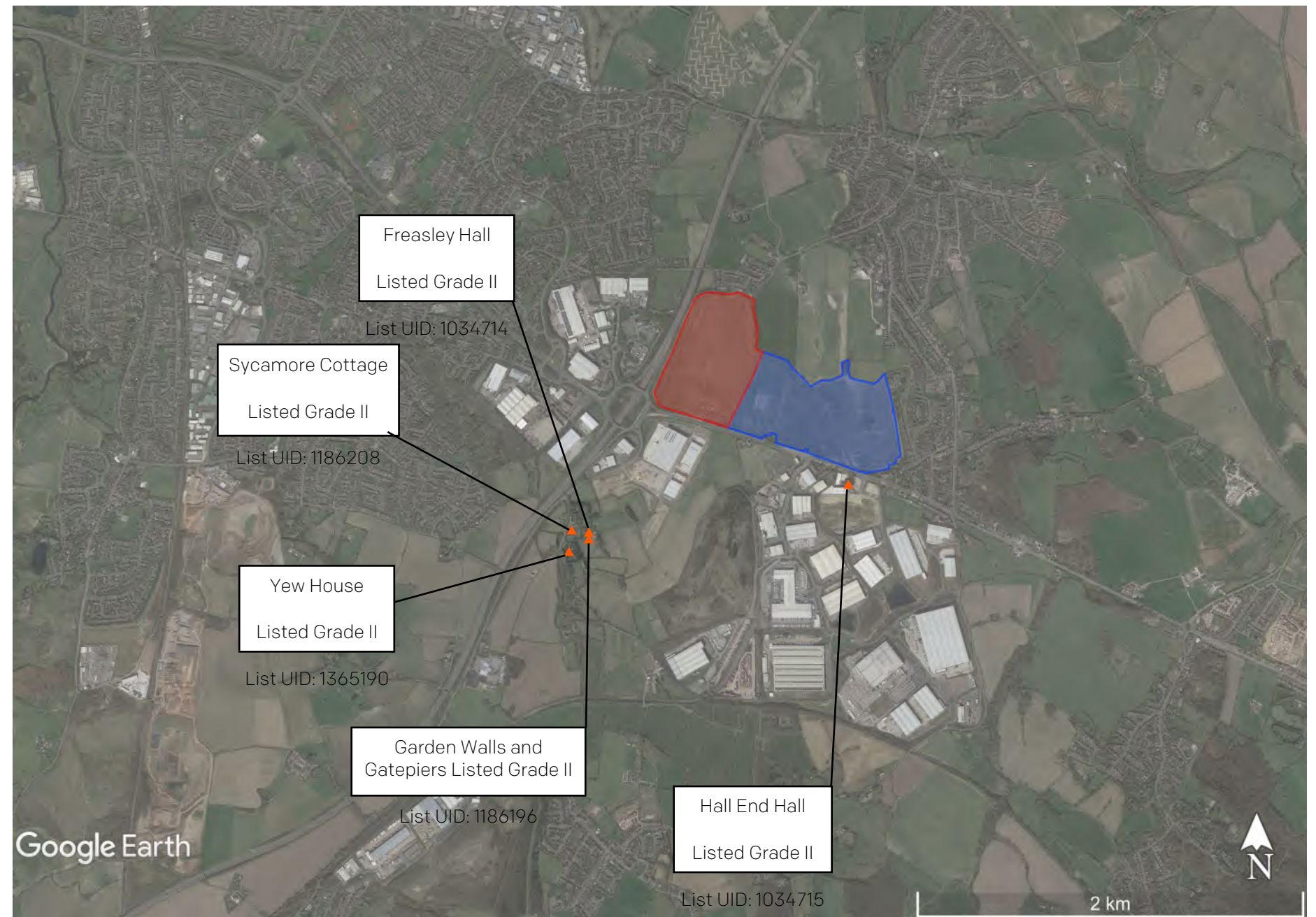


Fig. 14 – Location of Built Heritage Assets within 1km of Site

3.5.2. BUILT HERITAGE ASSETS OVER 1KM FROM SITE

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



3.0 SITE & CONTEXT

3.6 EXISTING & PROPOSED LAND USES

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

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

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

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

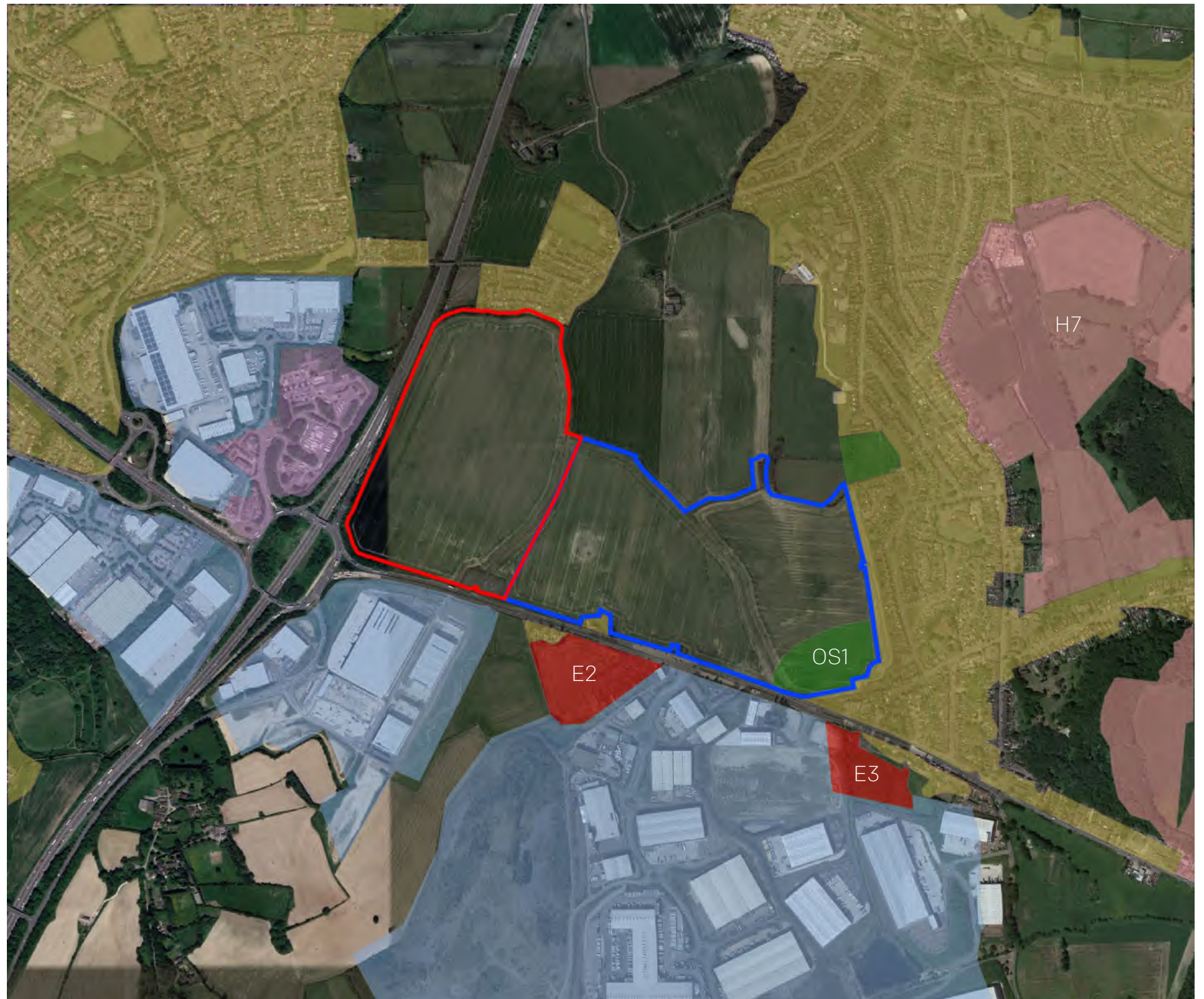


Fig. 15 – Existing & Proposed Land Uses



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

3.0 SITE & CONTEXT

3.6 EXISTING & PROPOSED LAND USES

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

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

Please note that housing allocations are not shown.

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

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

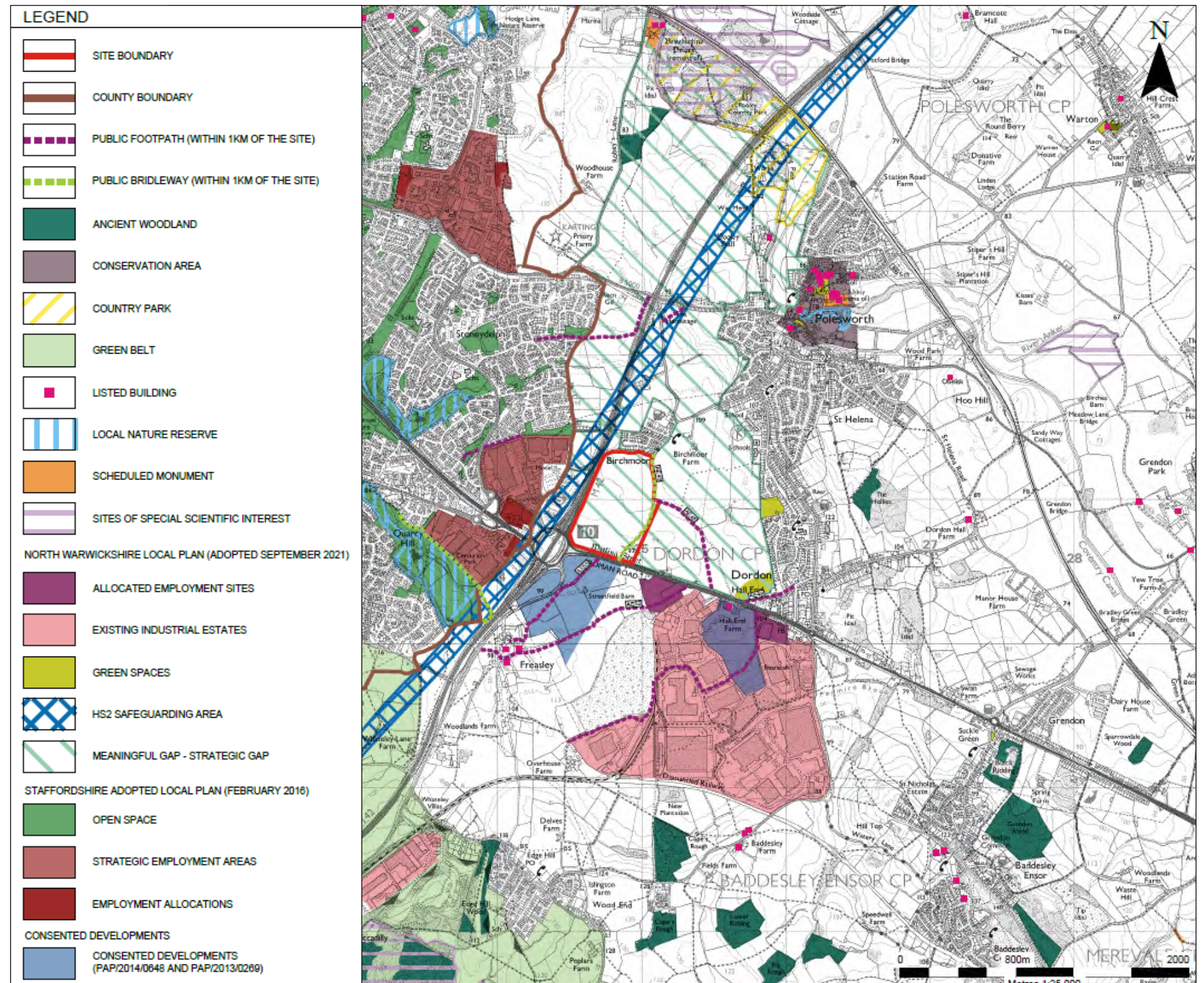


Fig. 16 – Designations Plan



3.0 SITE & CONTEXT

3.6 EXISTING & PROPOSED LAND USES

3.6.1. REGIONAL CONTEXT

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

3.6.2. RESIDENTIAL SITE ALLOCATIONS

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

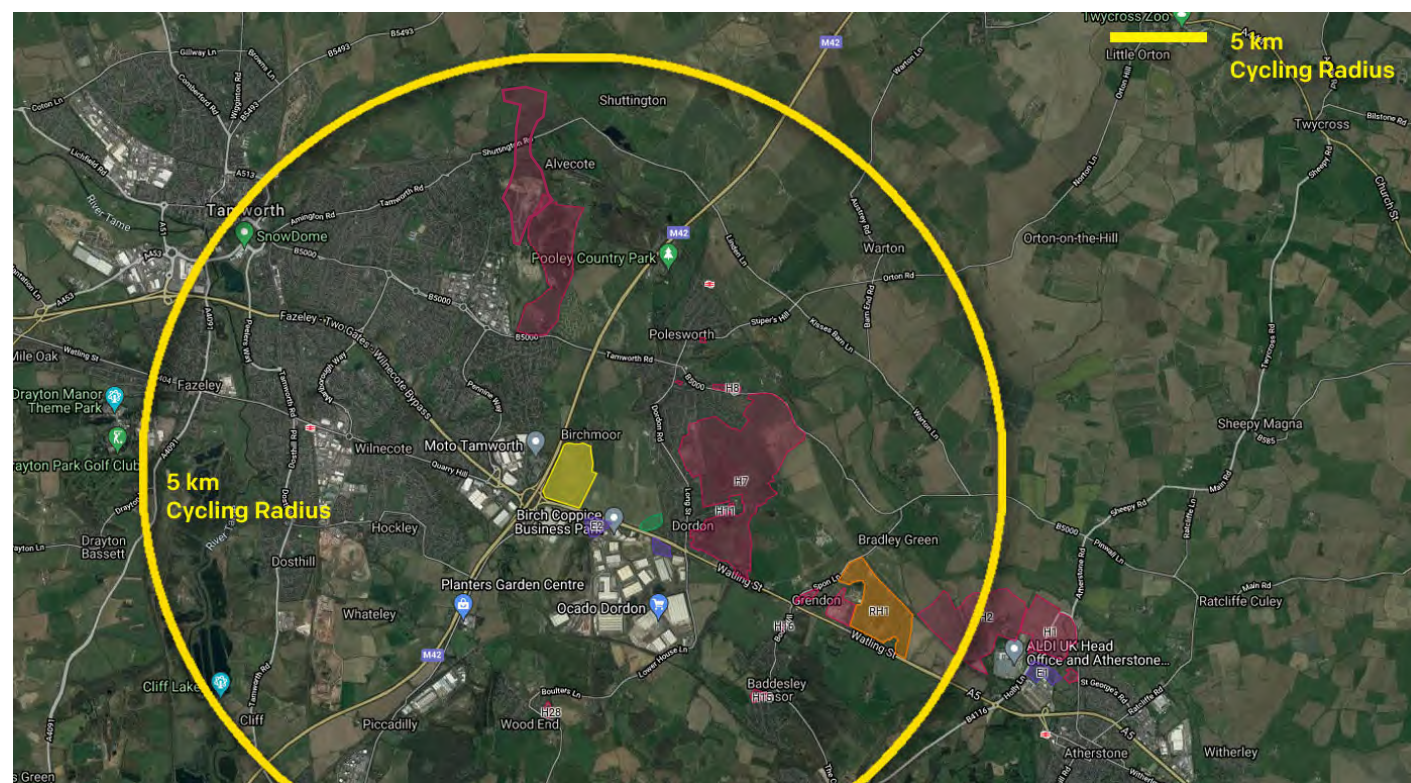
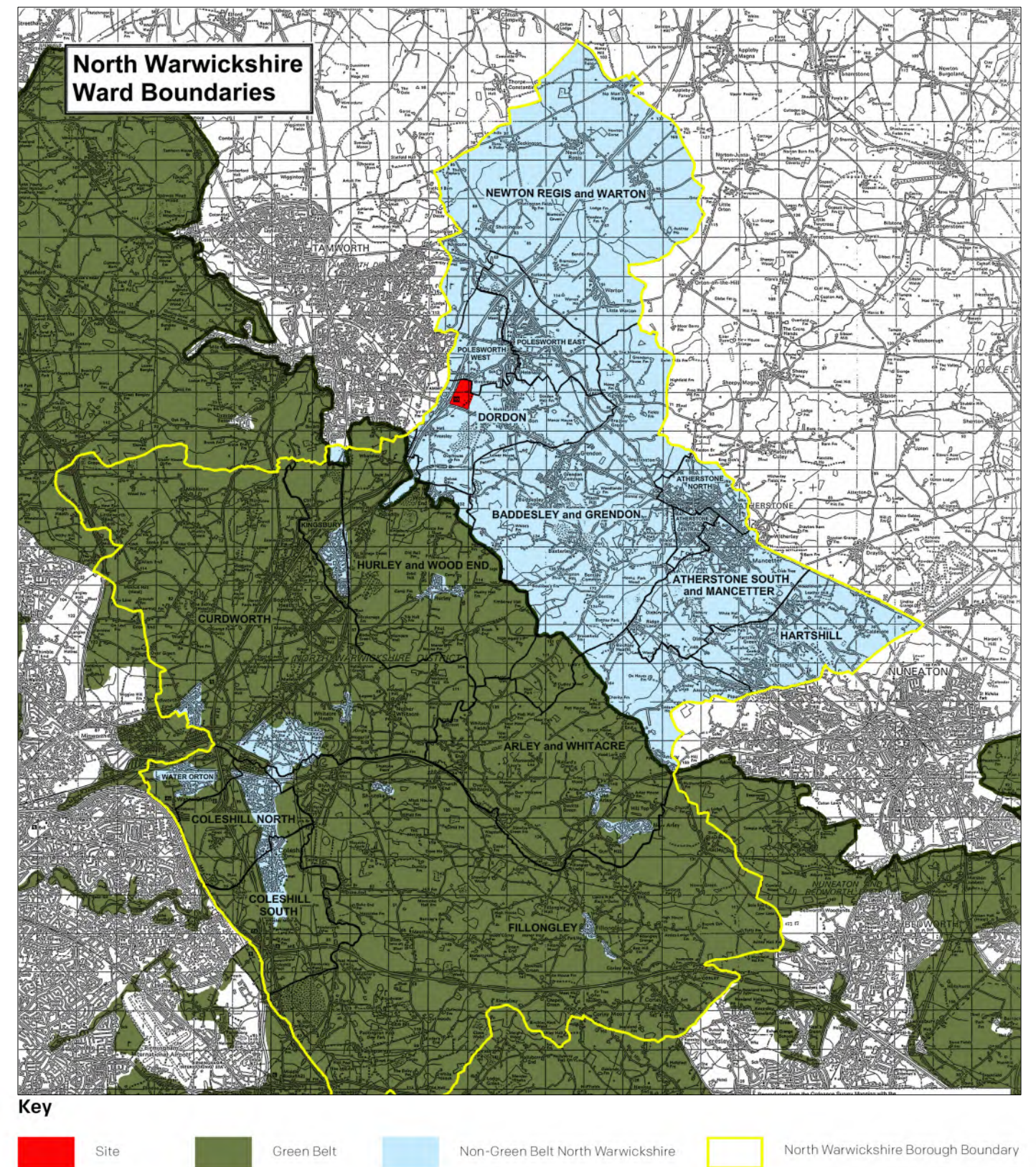


Fig. 17 – NWLP Site Allocations



Key
■ Site
■ Green Belt
■ Non-Green Belt North Warwickshire
 North Warwickshire Borough Boundary

Fig. 18 – Green Belt Plan



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

3.0 SITE & CONTEXT

3.7 ACCESS & PUBLIC RIGHTS OF WAY

3.7.1. STRATEGIC ROAD NETWORK

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

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

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

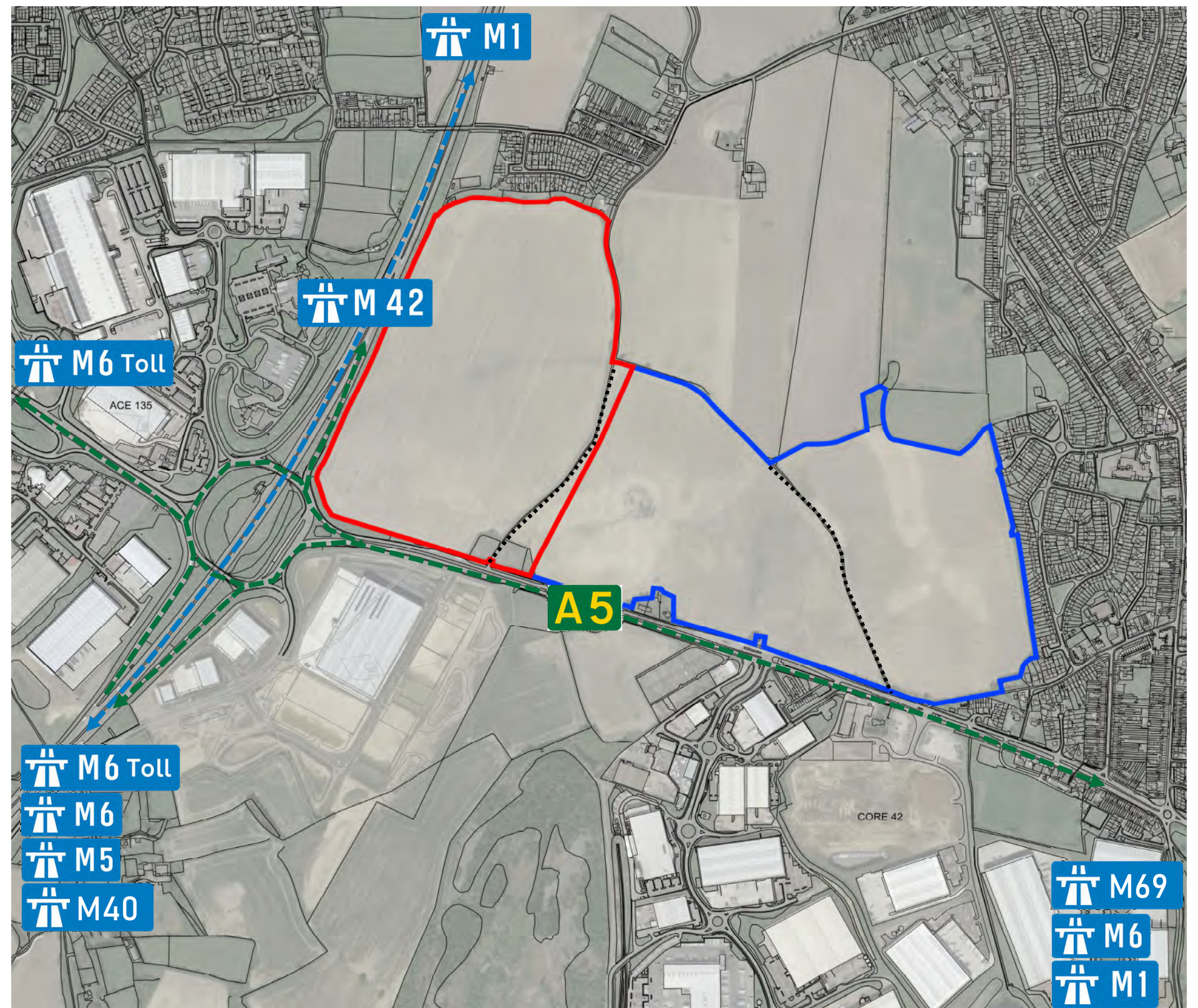


Fig. 19 – Strategic Road Network



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

3.0 SITE & CONTEXT

3.7 ACCESS & PUBLIC RIGHTS OF WAY

3.7.2. WALKING

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

3.7.3. CYCLING

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

3.7.4. PUBLIC TRANSPORT

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

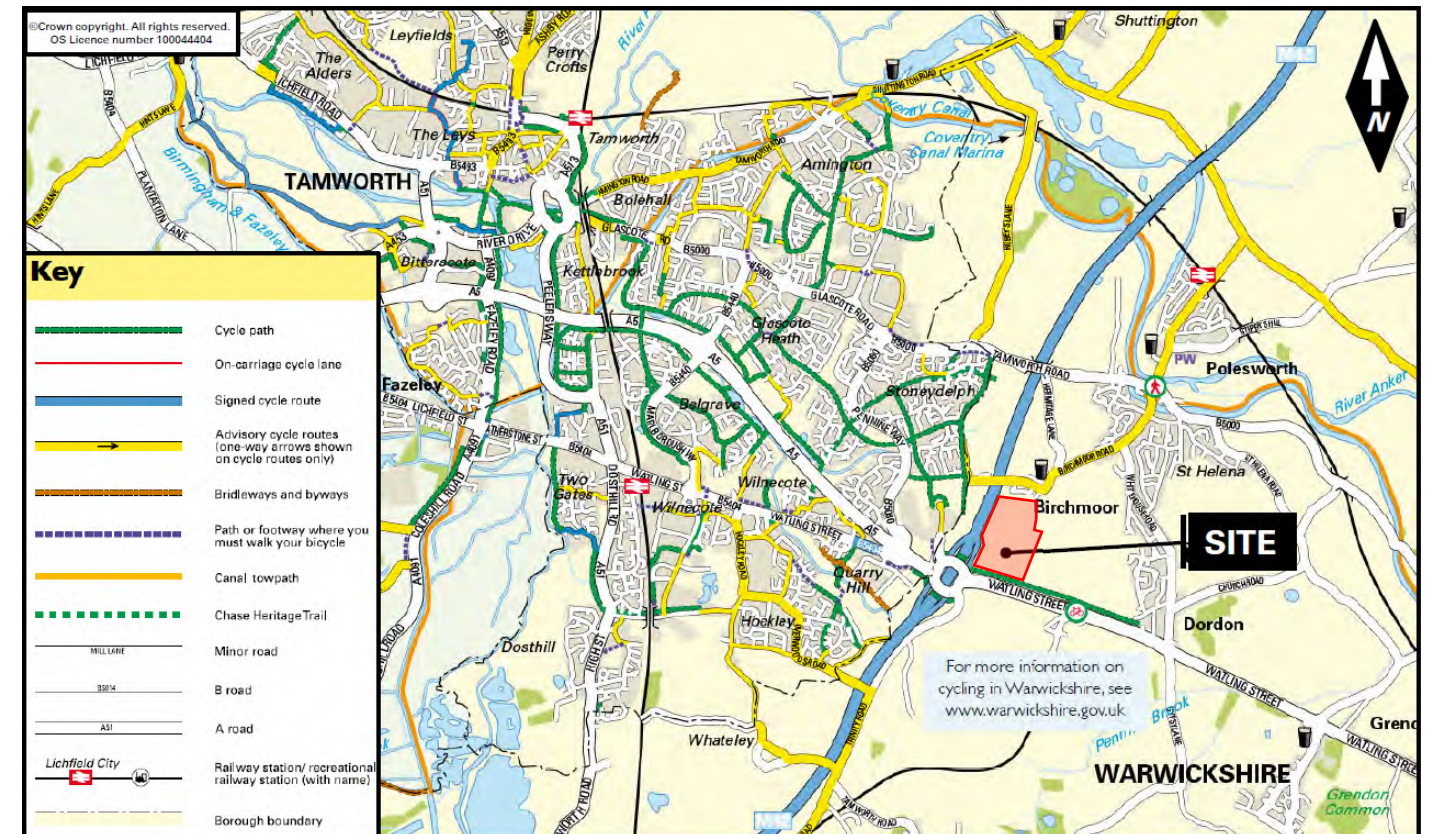


Fig. 21 – Local Cycling Facilities

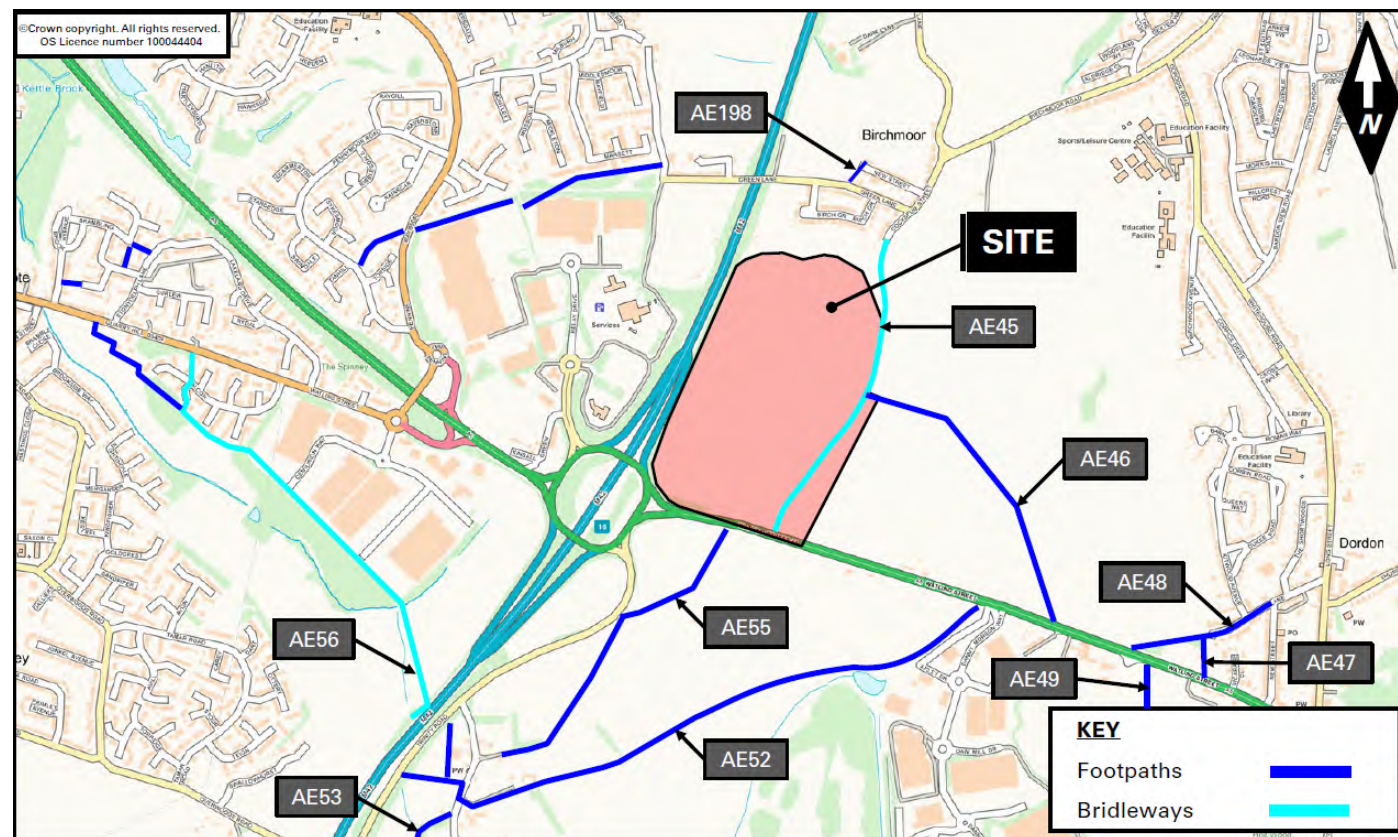


Fig. 20 – Existing Public Rights of Way

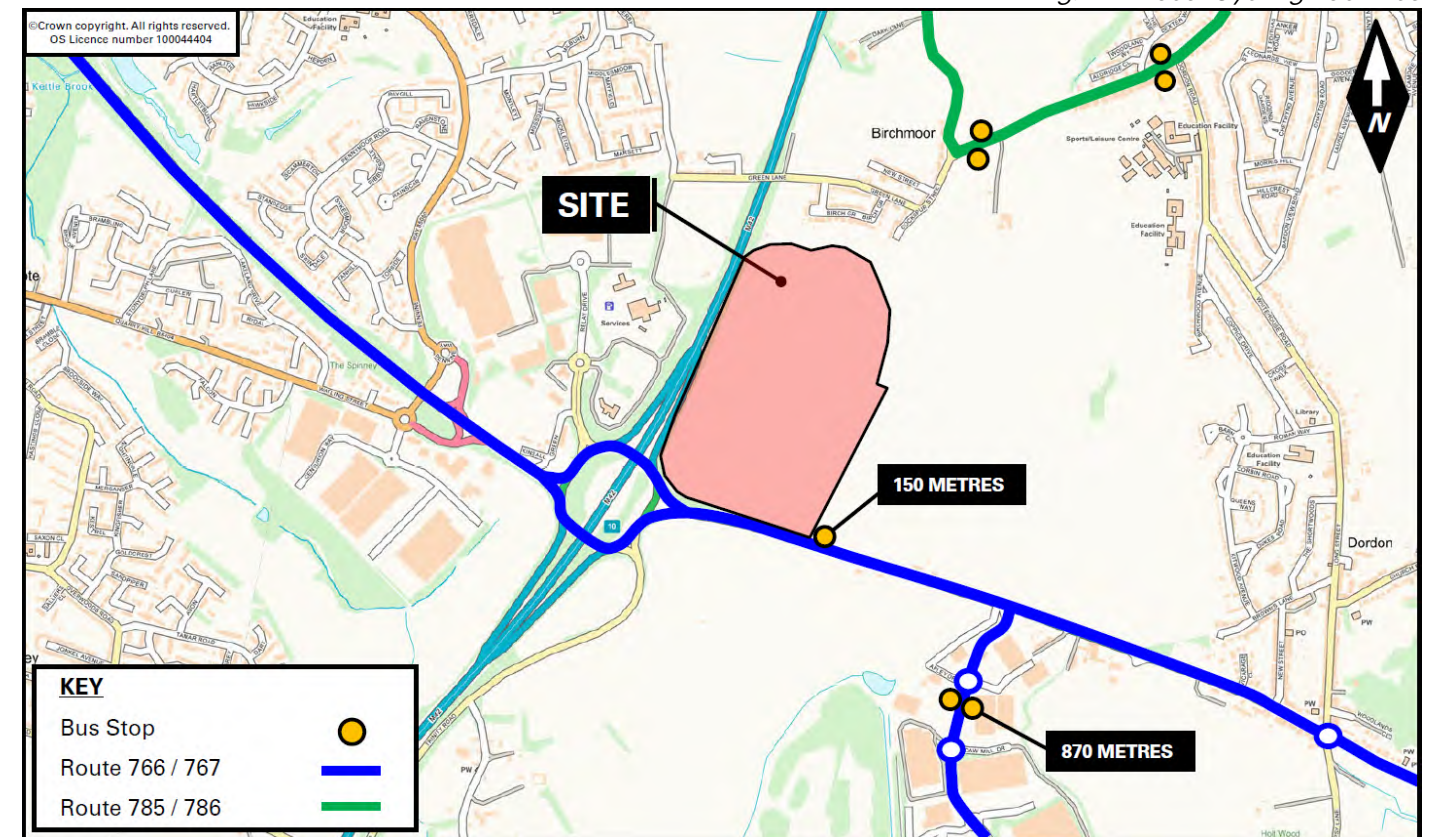


Fig. 22 – Local Bus Stops



3.0 SITE & CONTEXT

3.8 ECOLOGY & BIODIVERSITY

3.8.1. SITE ECOLOGY

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

The habitats within the internal areas of the Site are almost entirely formed of intensively managed arable land. Internal boundary features are limited to a small number of grassland corridors/paths, which support common species typical of arable boundaries, without mature structural or woody vegetation and do not pose a constraint on the proposed development.

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



Fig. 23 – Site Habitats and Ecological Features



3.0 SITE & CONTEXT

3.8 ECOLOGY & BIODIVERSITY

3.8.2. ECOLOGICAL CONTEXT

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

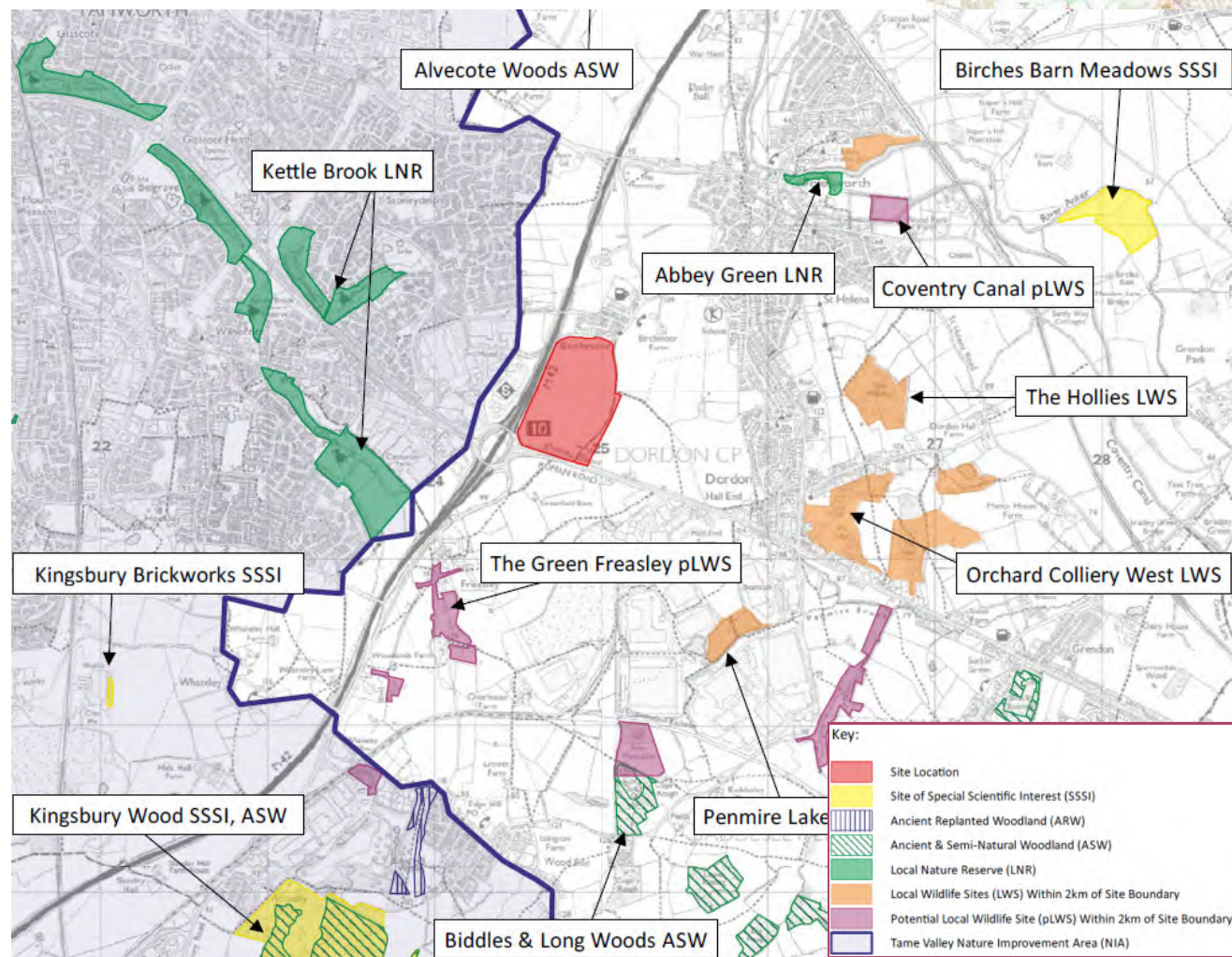


Fig. 24 – Ecological Designations

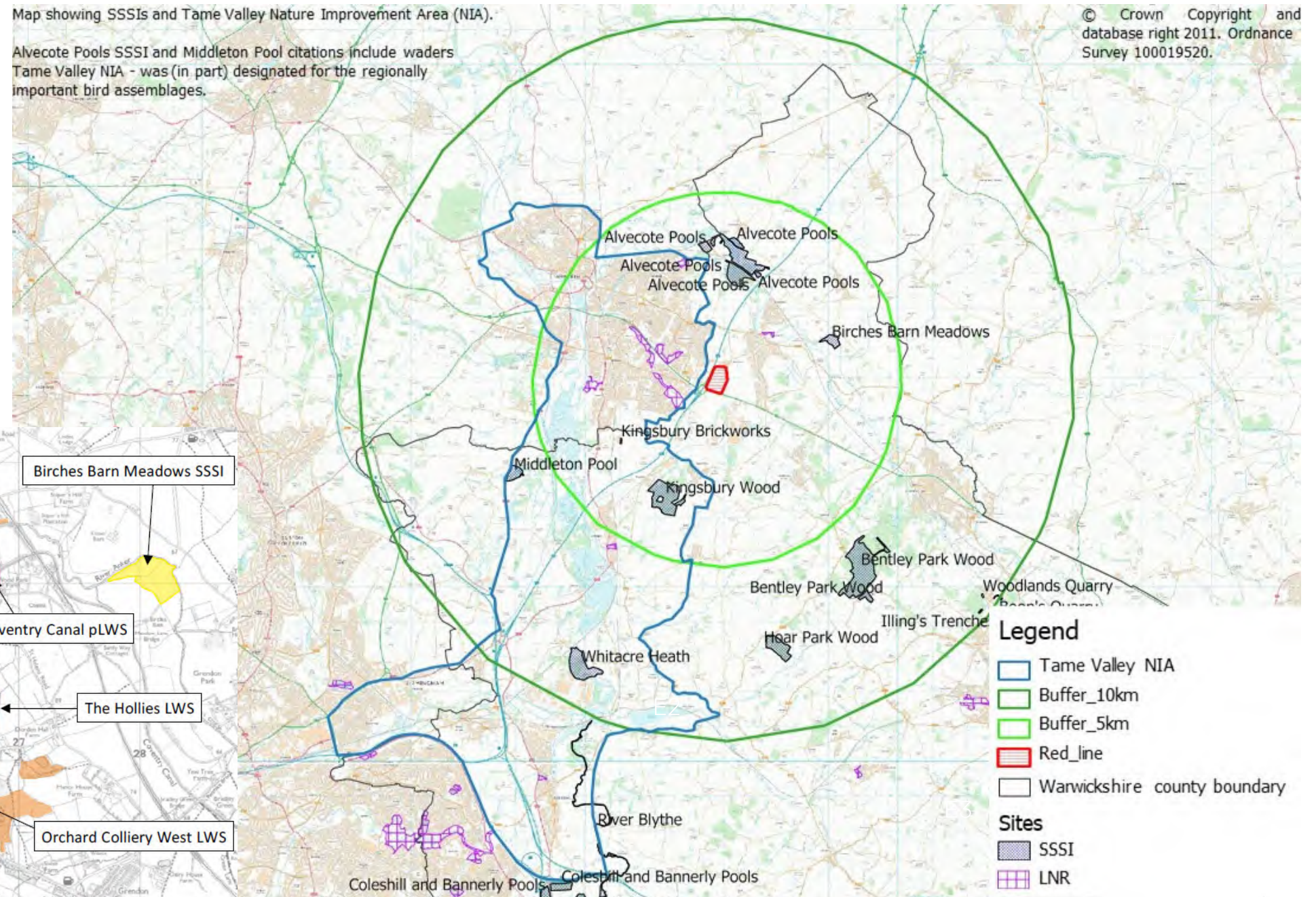


Fig. 25 – Tamworth NIA, SSSIs and LNRs

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

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



3.0 SITE & CONTEXT

3.9 HYDROLOGY & GROUND CONDITIONS

3.9.1. FLOOD RISK & DRAINAGE

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

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

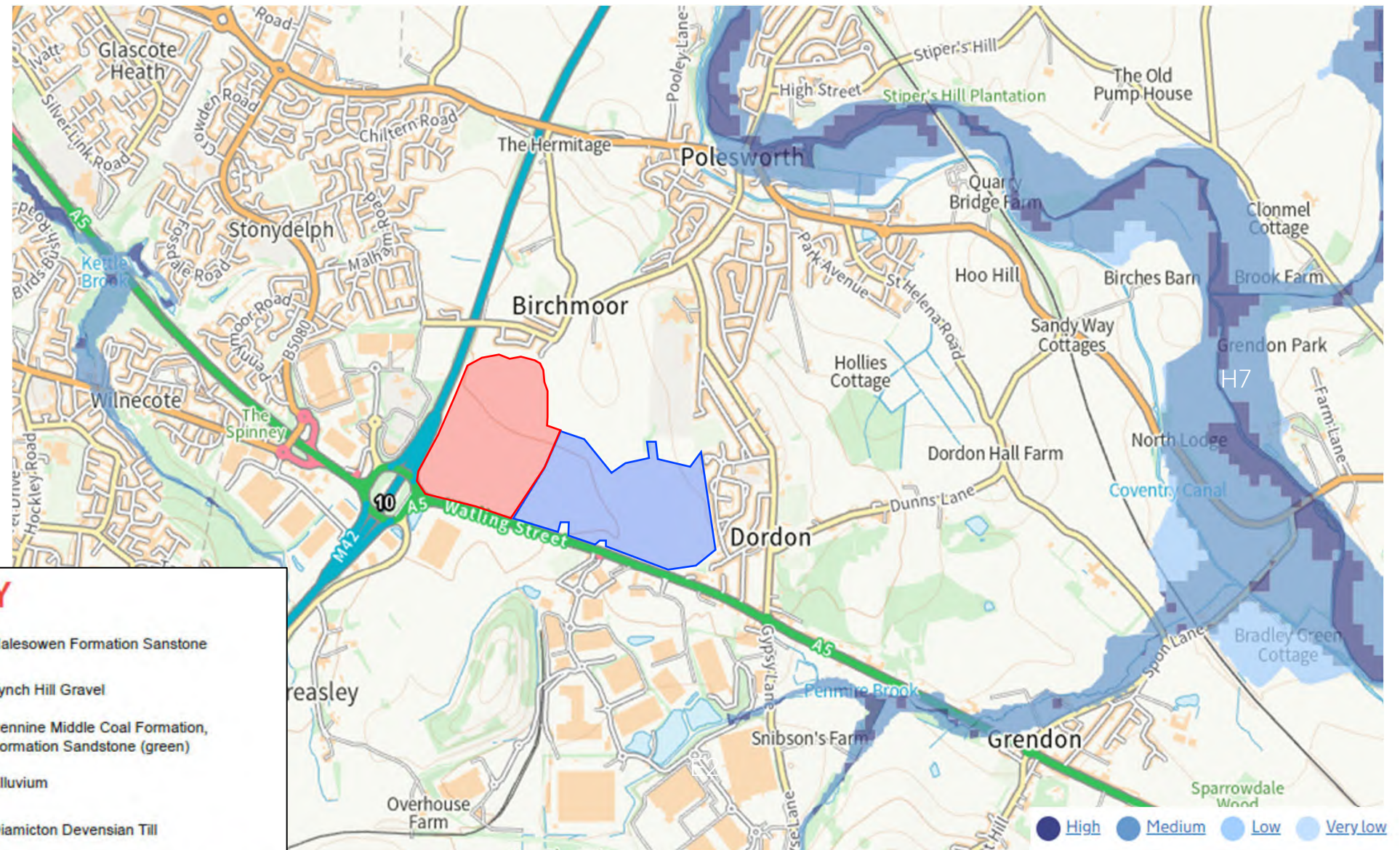


Fig. 27 – Extent of flooding from rivers or the sea

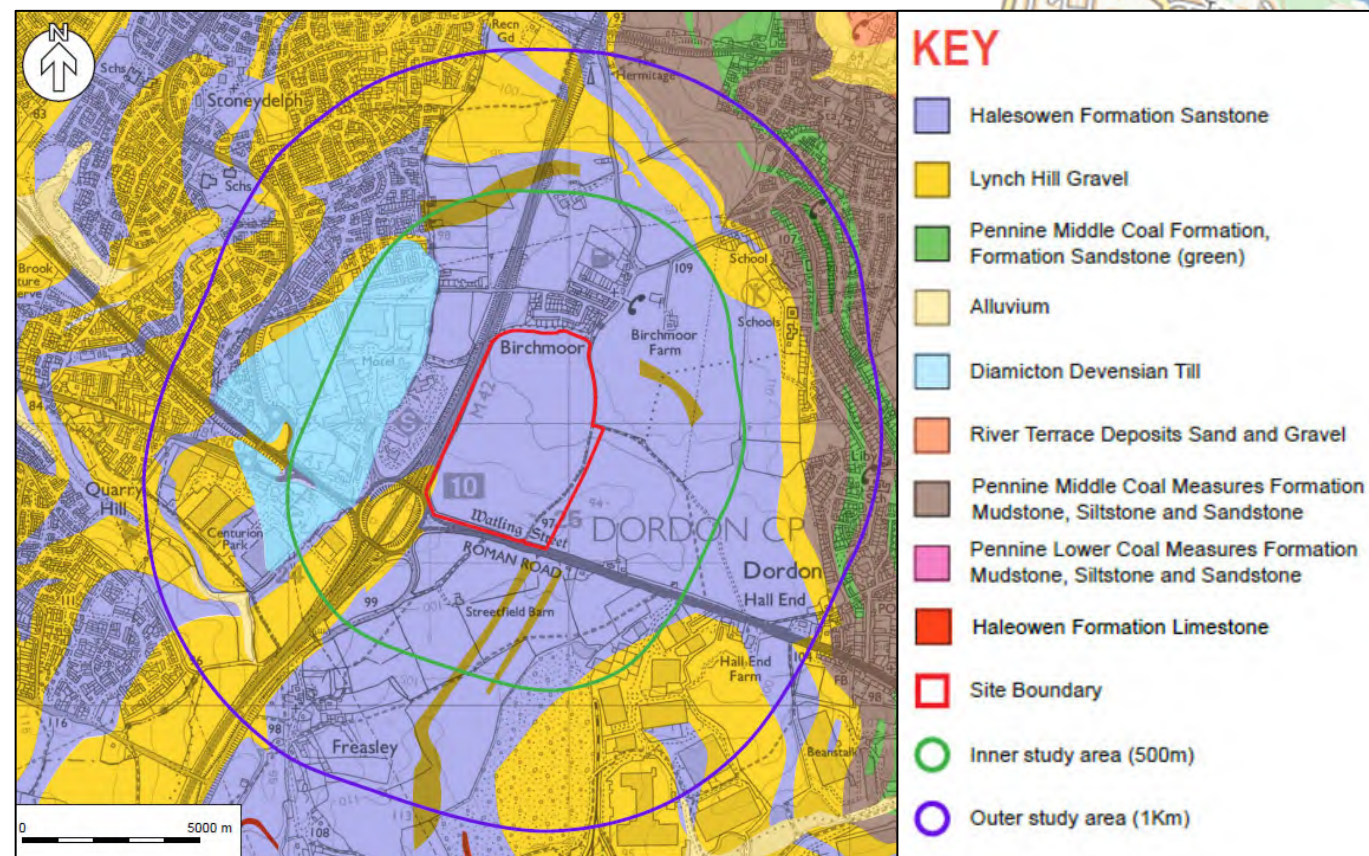


Fig. 26 – Geology (British Geological Society)

3.9.2. GROUND CONDITIONS

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

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

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



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

3.0 SITE & CONTEXT

3.10 LANDSCAPE & KEY VIEWS

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

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

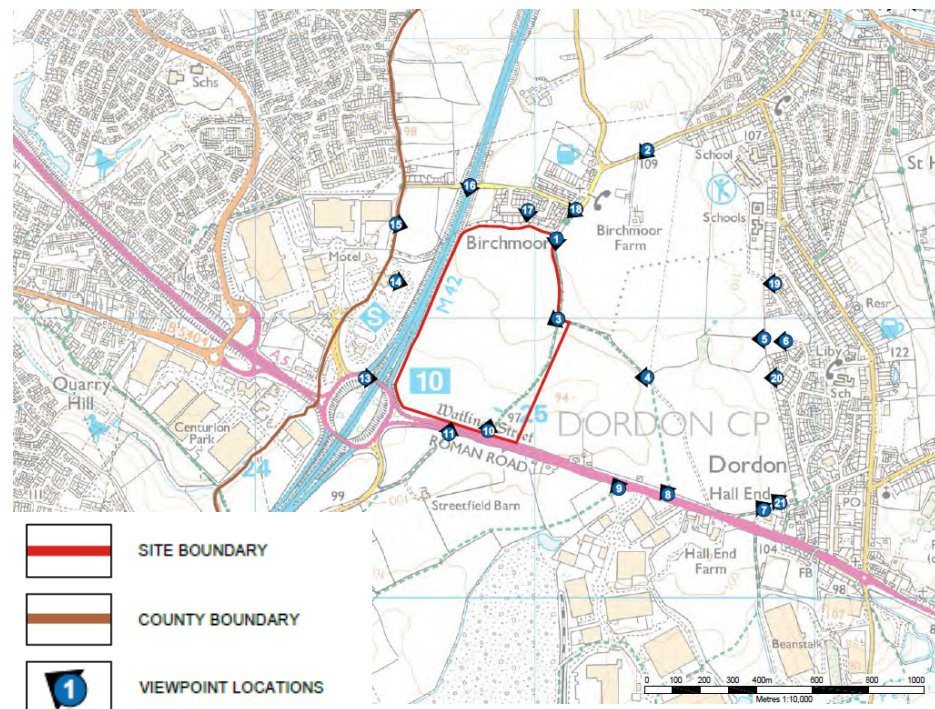


Fig. 28 – Viewpoint Location Plan

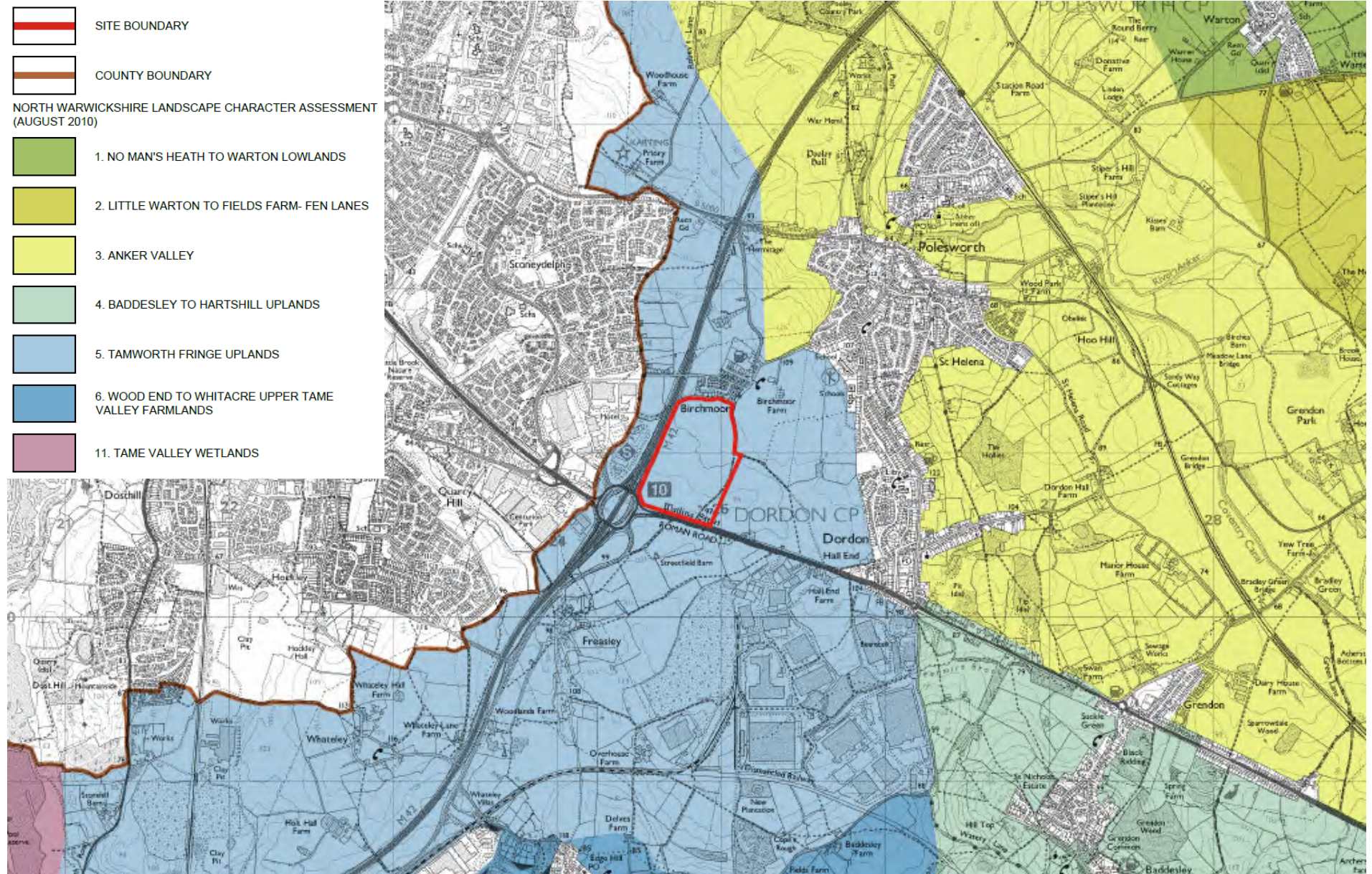


Fig. 29 – North Warwickshire Landscape Character Assessment (August 2010)

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

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



3.0 SITE & CONTEXT

3.10 LANDSCAPE & KEY VIEWS

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

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

View 1

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

View 4

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

View 5

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

Viewpoint 1



Viewpoint 4



Viewpoint 5



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

3.0 SITE & CONTEXT

3.11 SITE TOPOGRAPHY

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

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

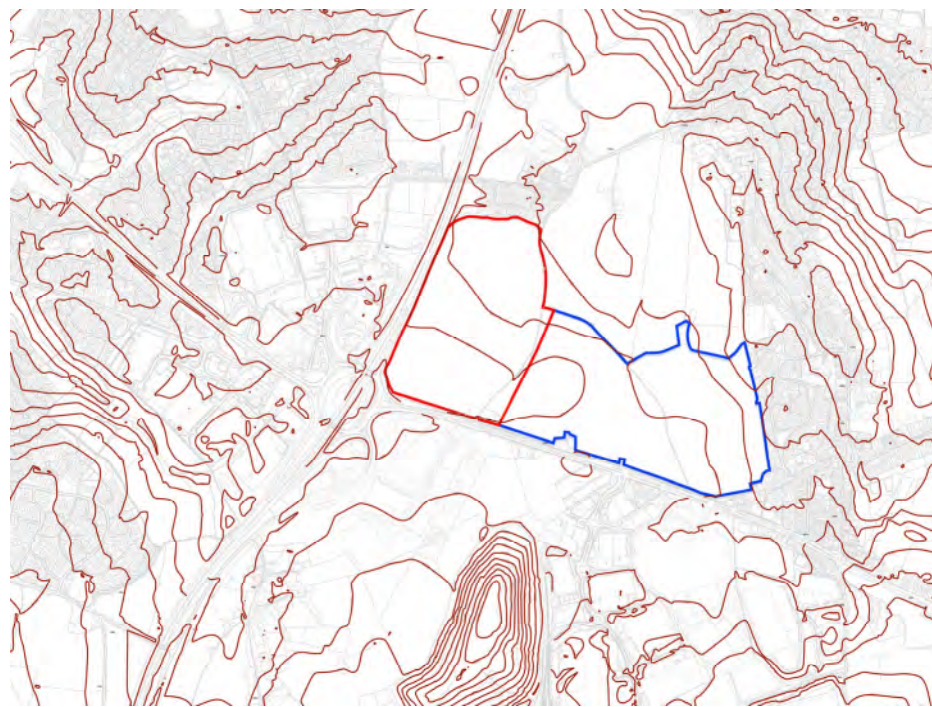


Fig. 30 – Site Contours

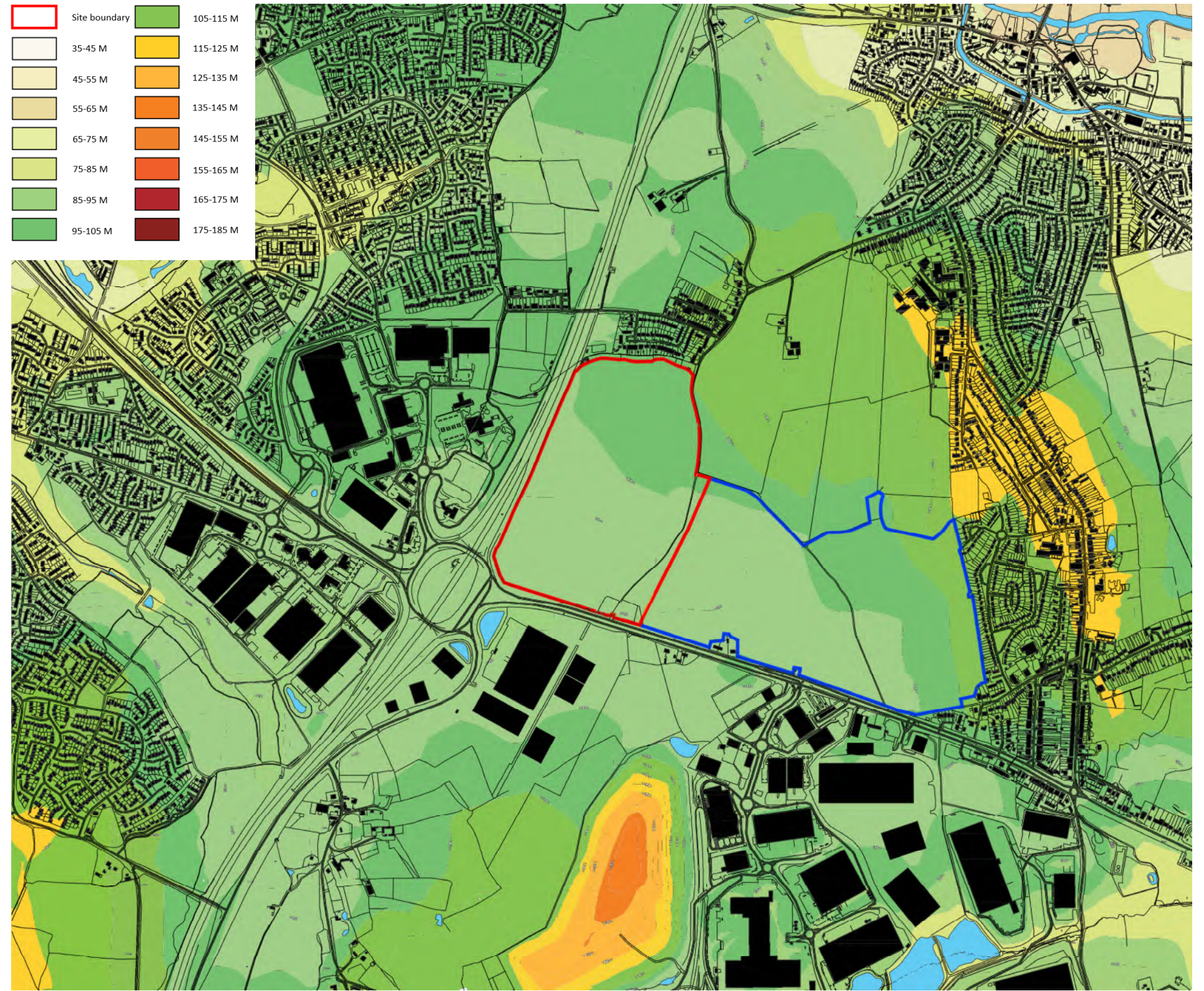


Fig. 31 – Site Topography



3.0 SITE & CONTEXT

3.11 SITE TOPOGRAPHY

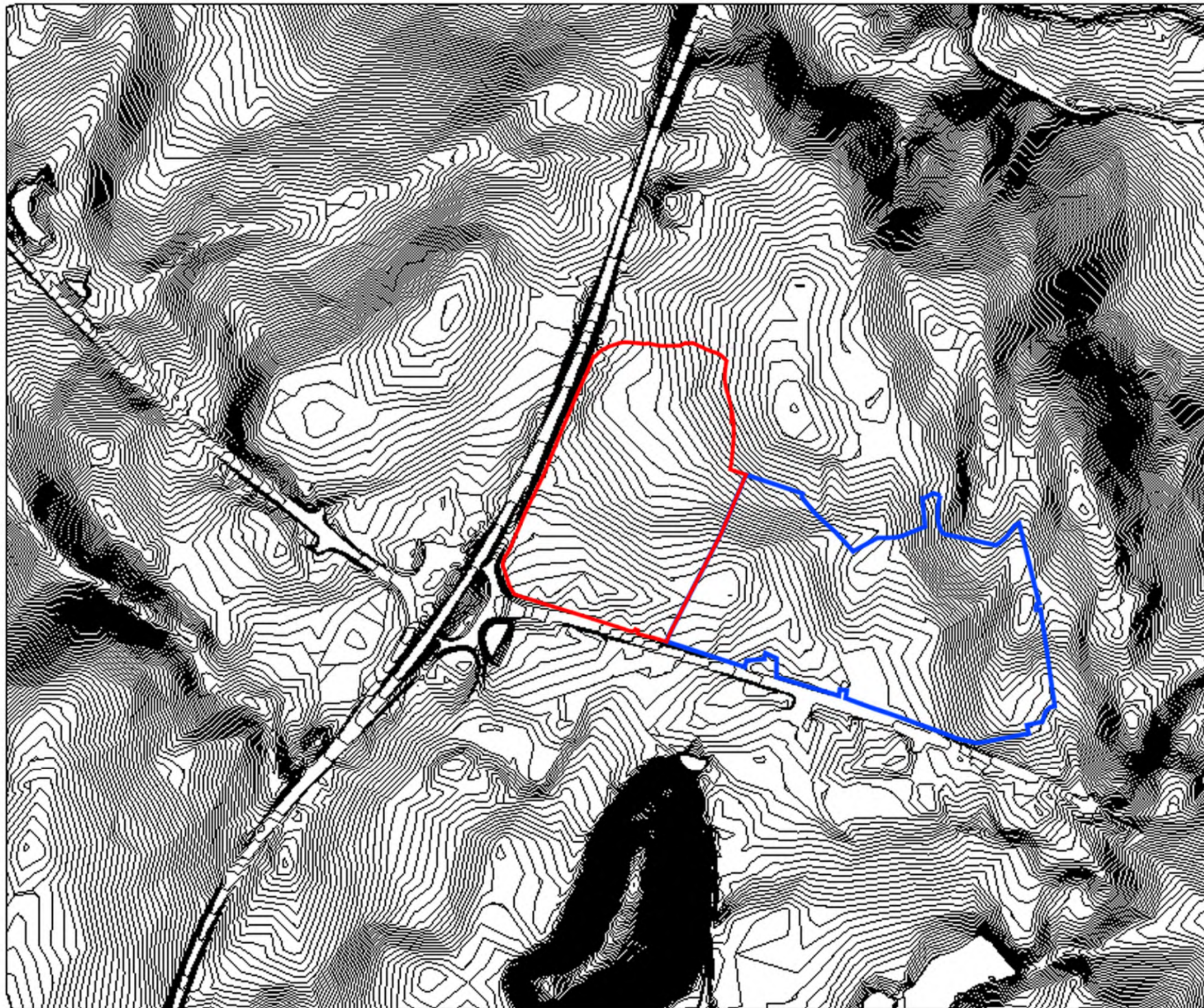


Fig. 32 – Site Contours 3D Visual Plan

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

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

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

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

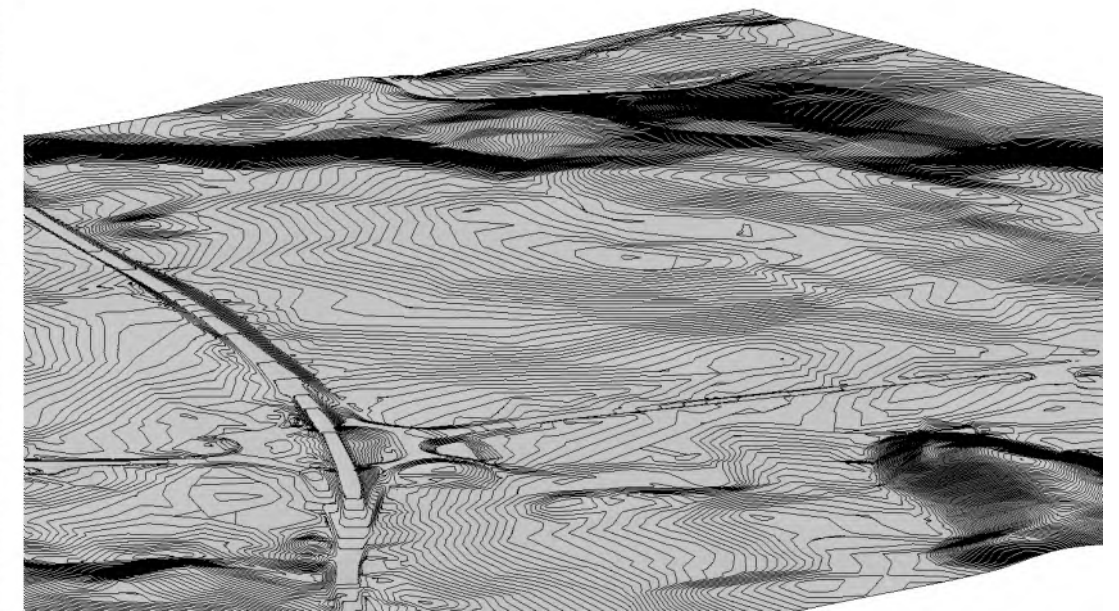


Fig. 33 – Site Contours 3D Visual



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

3.0 SITE & CONTEXT

3.12 BUILT FORM CONTEXT

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

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

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

SOUTH, WEST AND SOUTH EAST OF THE SITE

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

NORTH AND EAST OF THE SITE

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

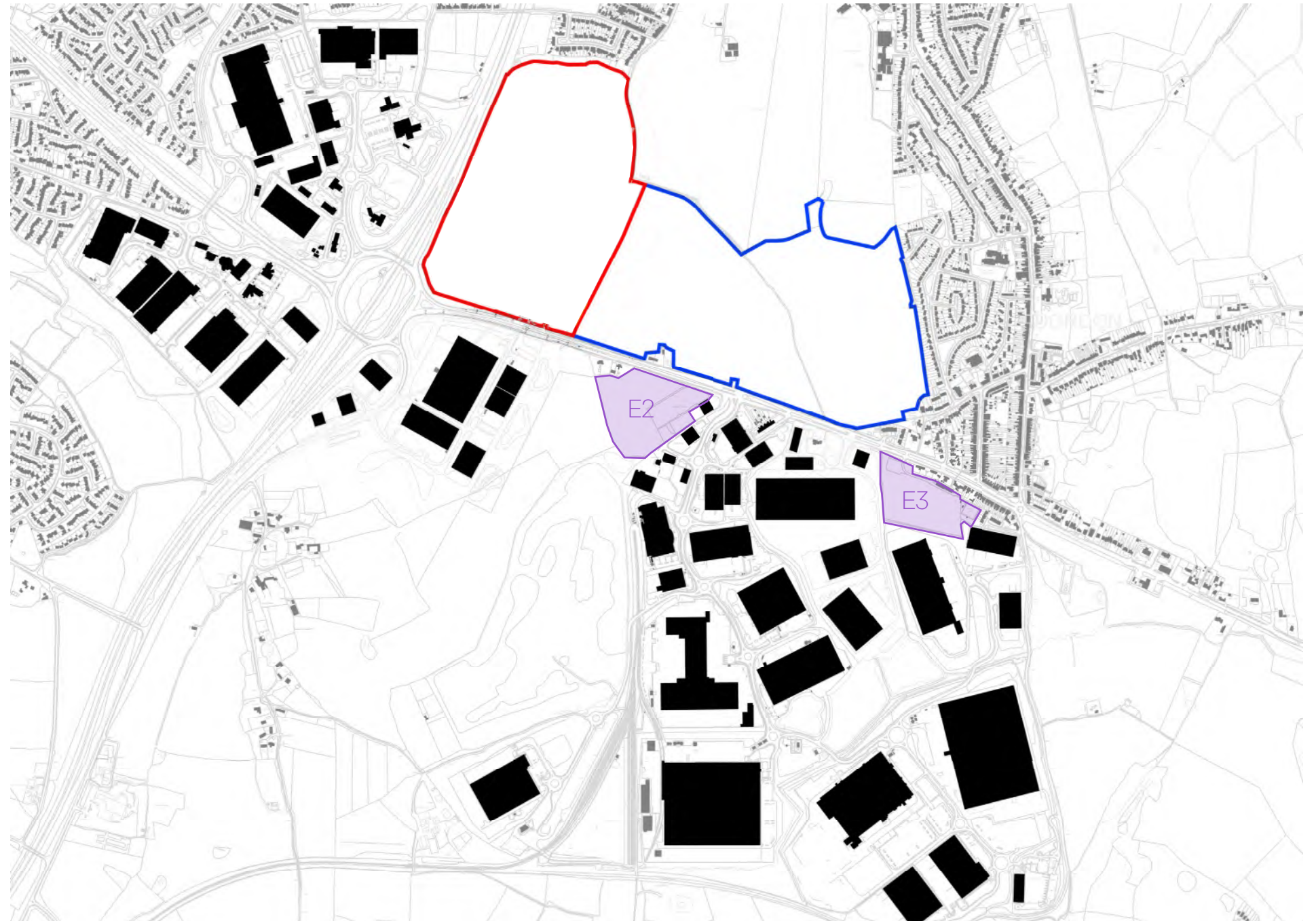


Fig. 34 – Built Form Plan



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

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



1 Aerial view looking west towards J10 M42



2 View south from adjacent to Bridleway AE45



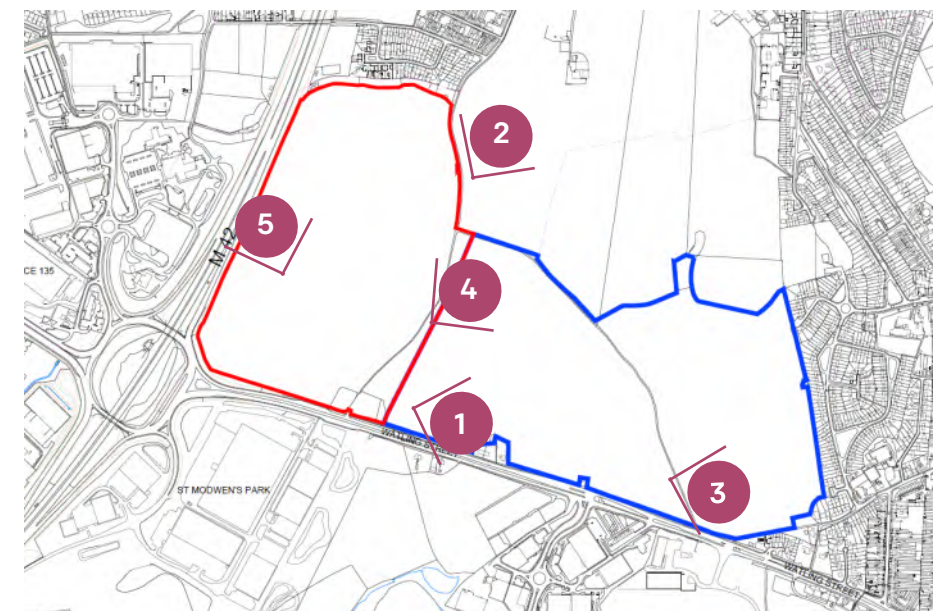
3 View west from farm track



4 View south from Public Bridleway AE45



5 View south east towards A5 and Birch Coppice spoil heap



Existing Site Photo Viewpoints

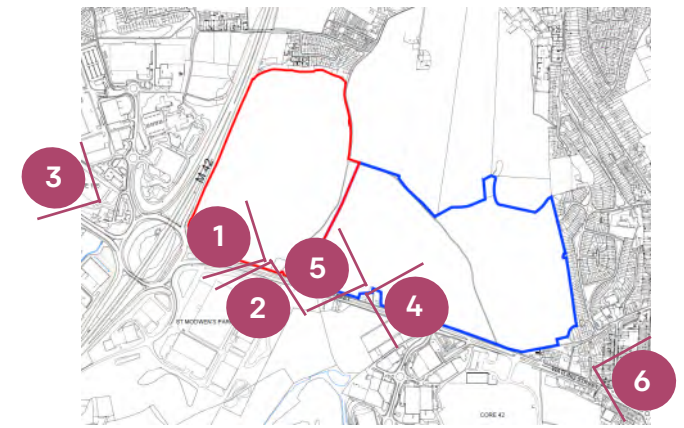


1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

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



View east of existing site access



View south of existing site access



Aerial view of Site looking east from Tamworth over J10 M42



View of A5 dual carriageway facing west



View of A5 dual carriageway facing east



Aerial view of Site looking west from Dordon



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Hardstanding area in the south of the Site.



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



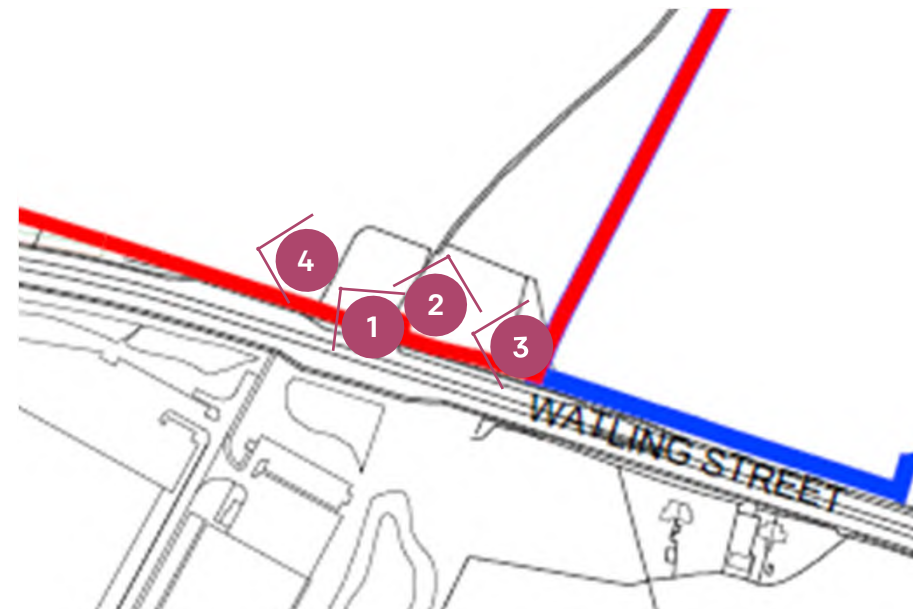
Existing hardstanding in the south of the Site looking north to Birchmoor



Existing hardstanding in the south of the Site looking west



View west from hardstanding towards layby on A5 and J10 M42



Existing Site Photo Viewpoints



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Laybys and bus stop on A5.



1 View looking east towards layby on westbound A5



2 View looking north to layby on eastbound A5



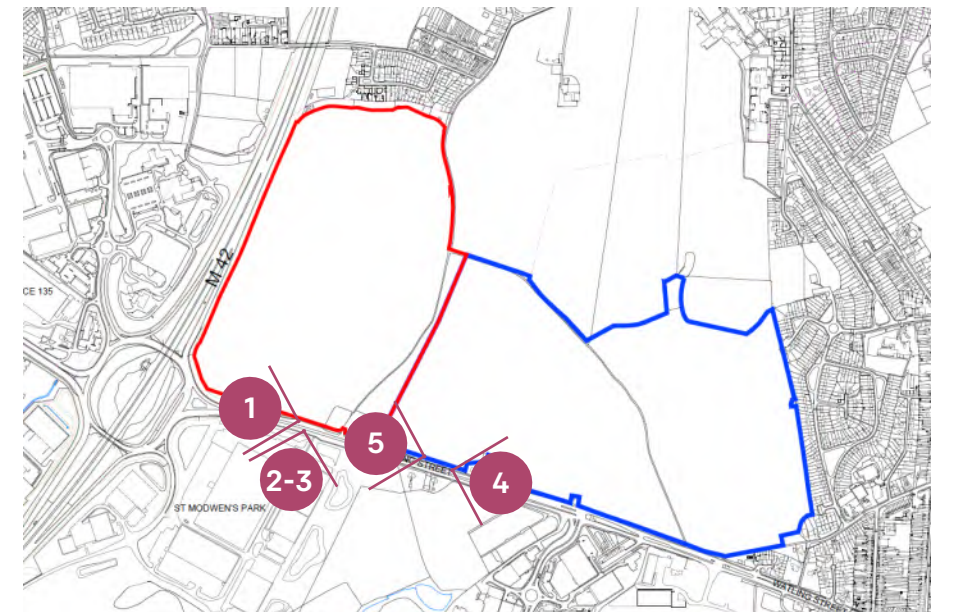
3 Layby on eastbound A5



4 View westwards towards bus stop on eastbound A5



5 Bus stop on eastbound A5



Existing Site Photo Viewpoints



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

J10 M42 and M42 motorway.



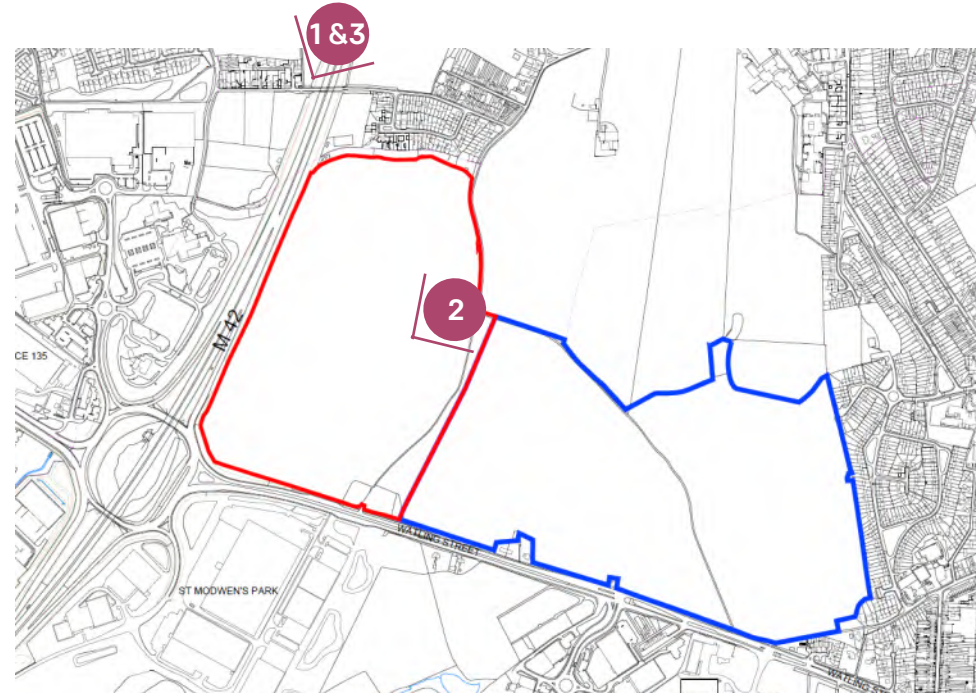
1 View looking south towards J10 M42



2 View looking south towards J10 M42



3 View south from Green Lane bridge over M42



Existing Site Photo Viewpoints



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Footpaths, bridleways and farm track.



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



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



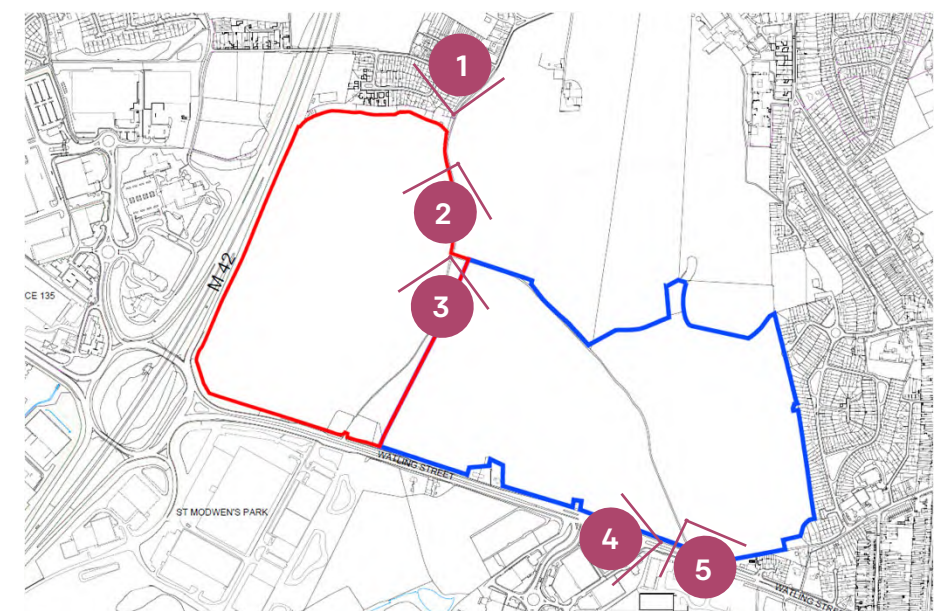
3 View north to from Public Bridleway AE45



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



5 View north west of agricultural track



Existing Site Photo Viewpoints



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Peripheral site vegetation.



1 View looking north east towards Birchmoor



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



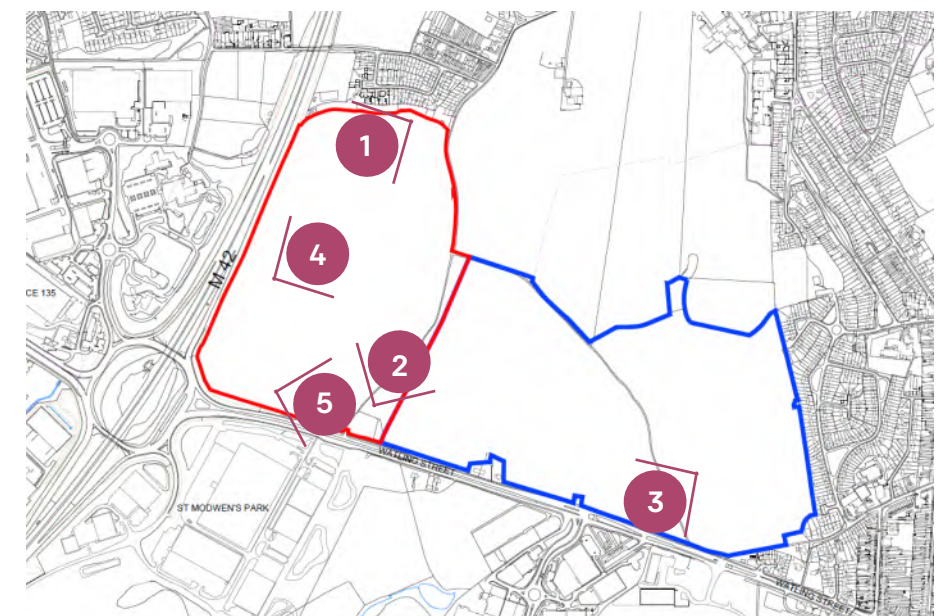
3 View north east from agricultural track to ridgeline development of Dordon



4 View looking south west towards J10 M42



5 View west towards J10 M42 from south of Site



Existing Site Photo Viewpoints



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Views from within and around the Site



1 View looking north towards Birchmoor



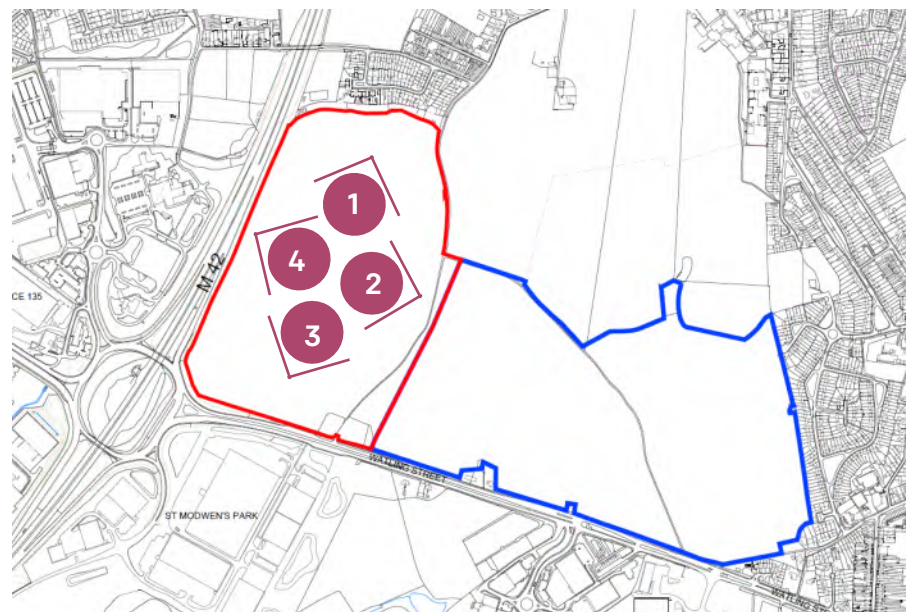
2 View looking east towards Dordon



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



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



Existing Site Photo Viewpoints



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Views into the Site.



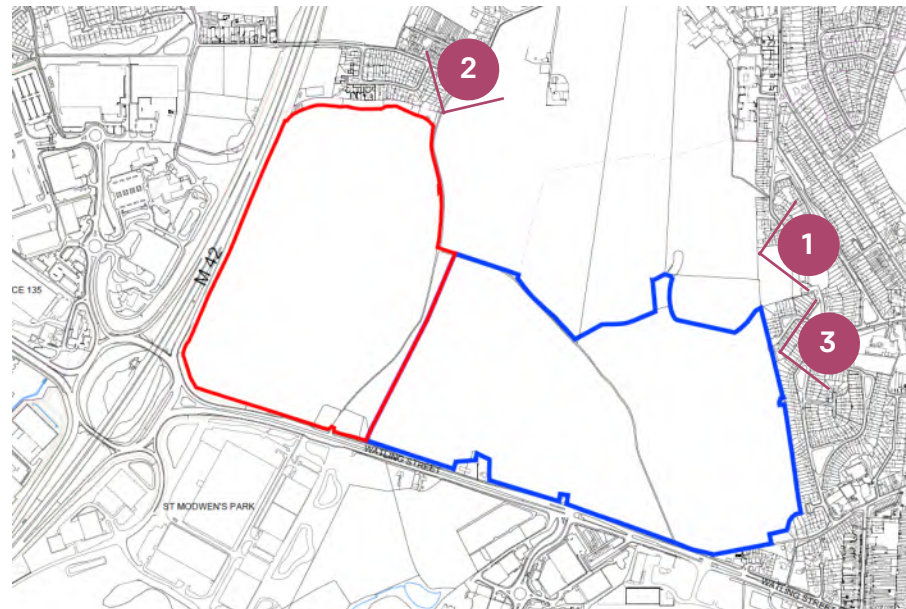
1 View of Site westwards from Kitwood Avenue Recreation Ground



2 Existing site access and entrance from Cockspur Street, Birchmoor



3 View of Site looking westward from Barn Close



Existing Site Photo Viewpoints



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Highways infrastructure.



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



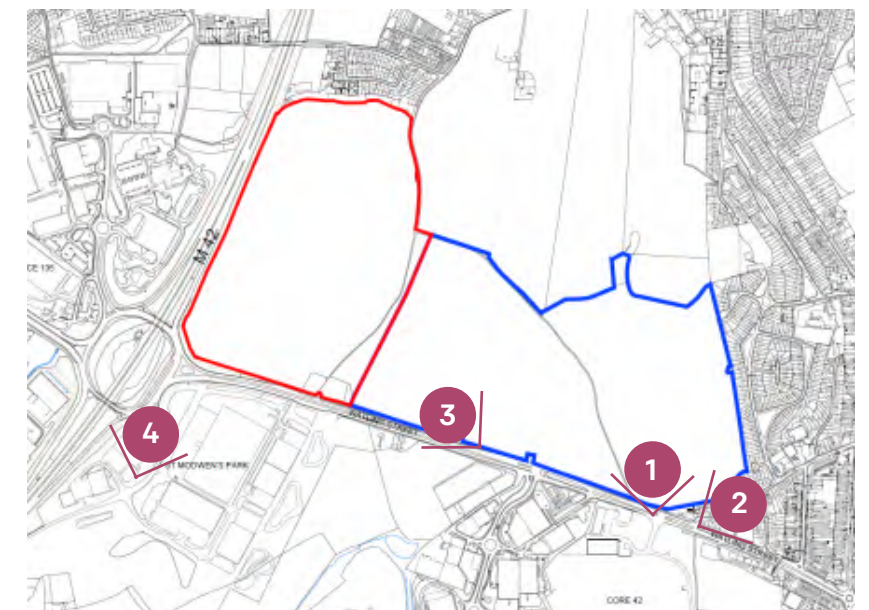
2 View of looking south west of feeder lane for Core 42 access



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



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



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

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

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



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



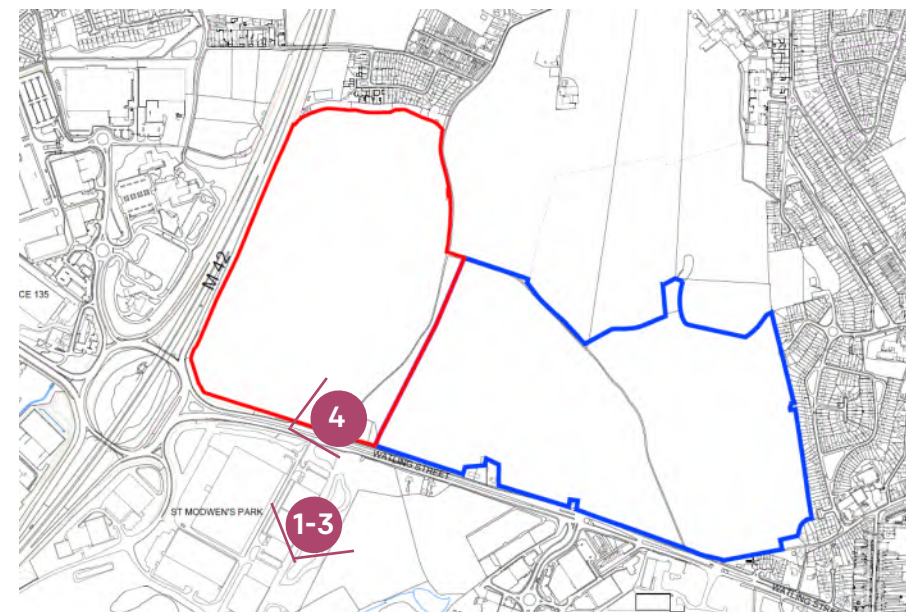
2 *Gym equipment along the route of the trim trail*



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



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



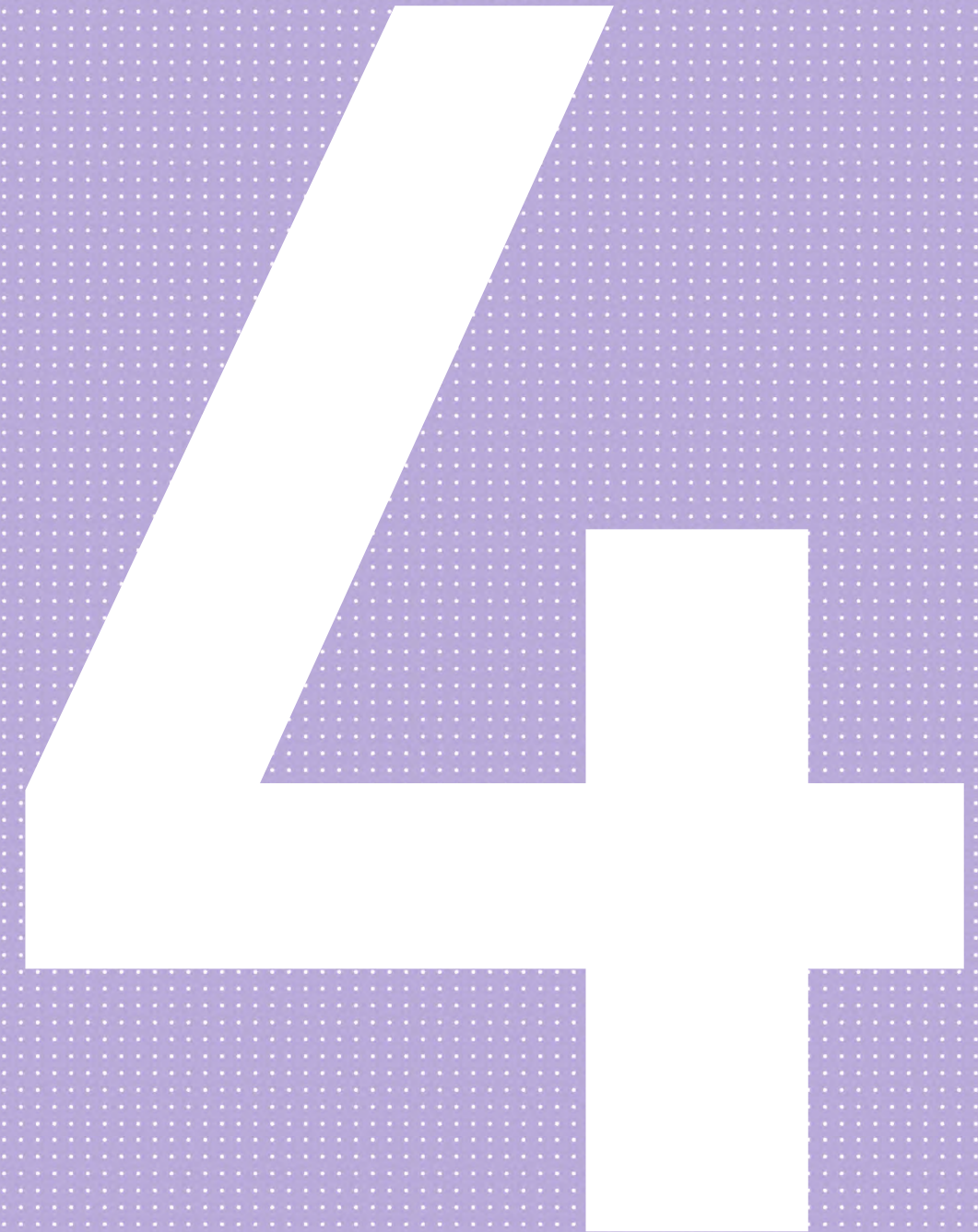
Existing Site Photo Viewpoints



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

4.0 COMMUNITY ENGAGEMENT

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



4.0 COMMUNITY ENGAGEMENT

4.1 PRE-APPLICATION CONSULTATION

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

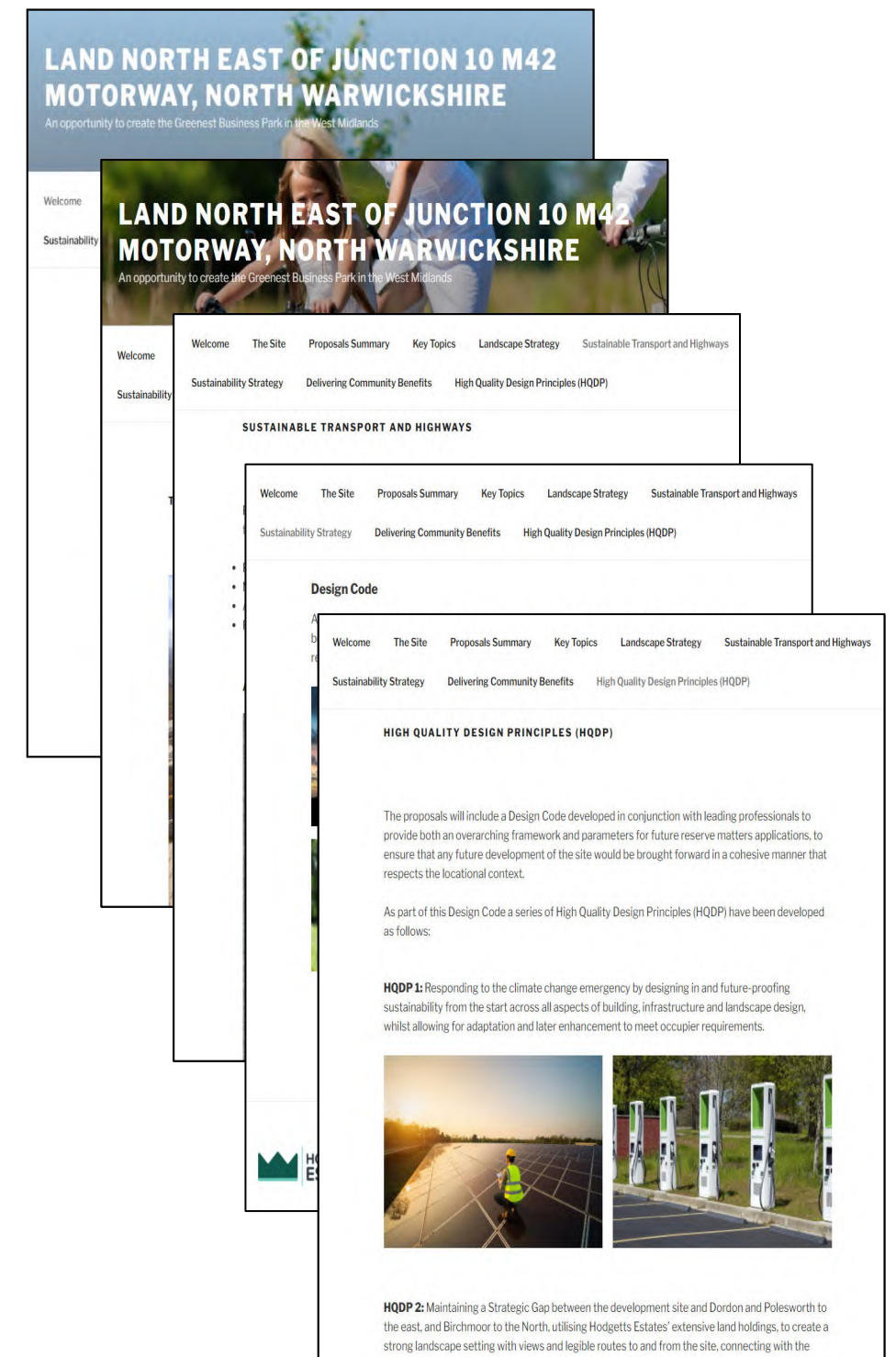
The principal activities undertaken as part of the pre-application consultation process were:

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

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

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

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



4.0 COMMUNITY ENGAGEMENT

4.2 CONSULTATION FEEDBACK

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

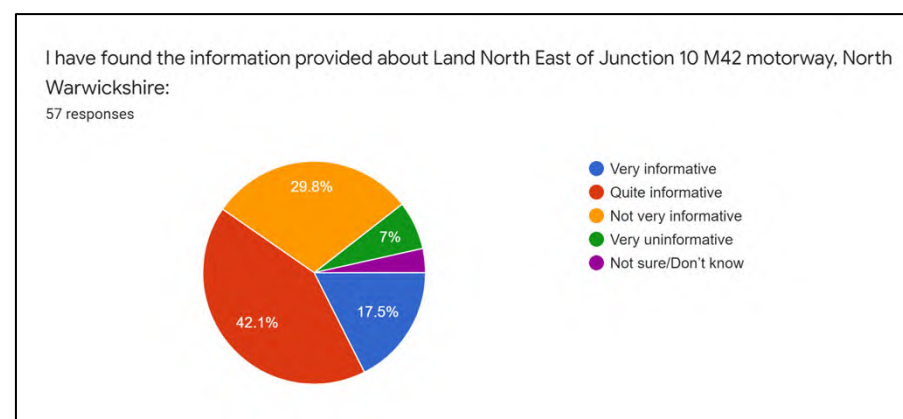
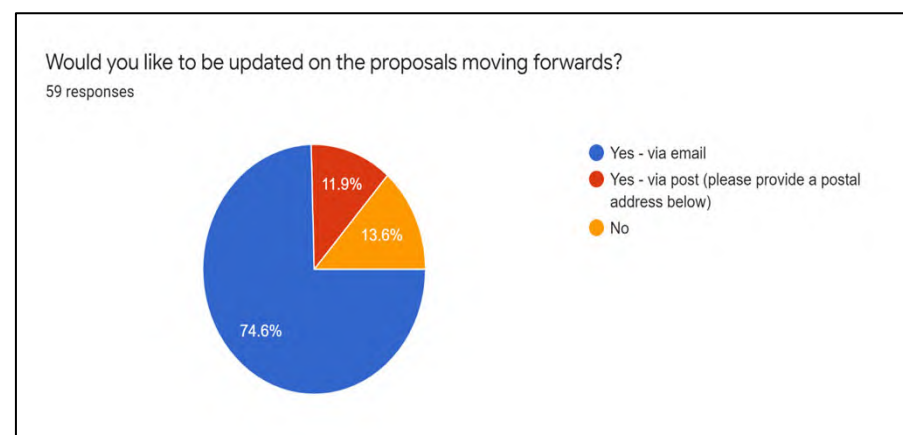
A total of 60 responses were received from local residents and businesses via the online questionnaire, with a further 8 responses received via email. Of these, the vast majority were from residents located in close proximity to the Site, however there were a few respondents located further afield.

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

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

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

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



4.3 OVERVIEW

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

4.3.1. TRAFFIC, TRANSPORT AND HIGHWAYS

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

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

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

4.3.2. NEED

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

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

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



4.0 COMMUNITY ENGAGEMENT

4.3.3. ENVIRONMENTAL IMPACTS

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

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

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

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

4.3.4. EMPLOYMENT

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

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

It is estimated that the proposed development would create 776 to 1,295 full time equivalent (FTE) net additional jobs at the local level, with an additional 471 to 786 FTE jobs at the regional level (based offsite). Taken together, the proposed development could support up to 2,081 FTE permanent jobs throughout the region.

4.3.5. LANDSCAPE AND VISUAL IMPACT (STRATEGIC GAP)

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

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

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

4.4 COMMUNITY ENGAGEMENT SUMMARY

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

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

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

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

4.5 PRESS COVERAGE

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

4.6 STATEMENT OF COMMUNITY ENGAGEMENT

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



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

5.0 SITE EVALUATION

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



5.0 SITE EVALUATION

5.1 SITE CLIMATE

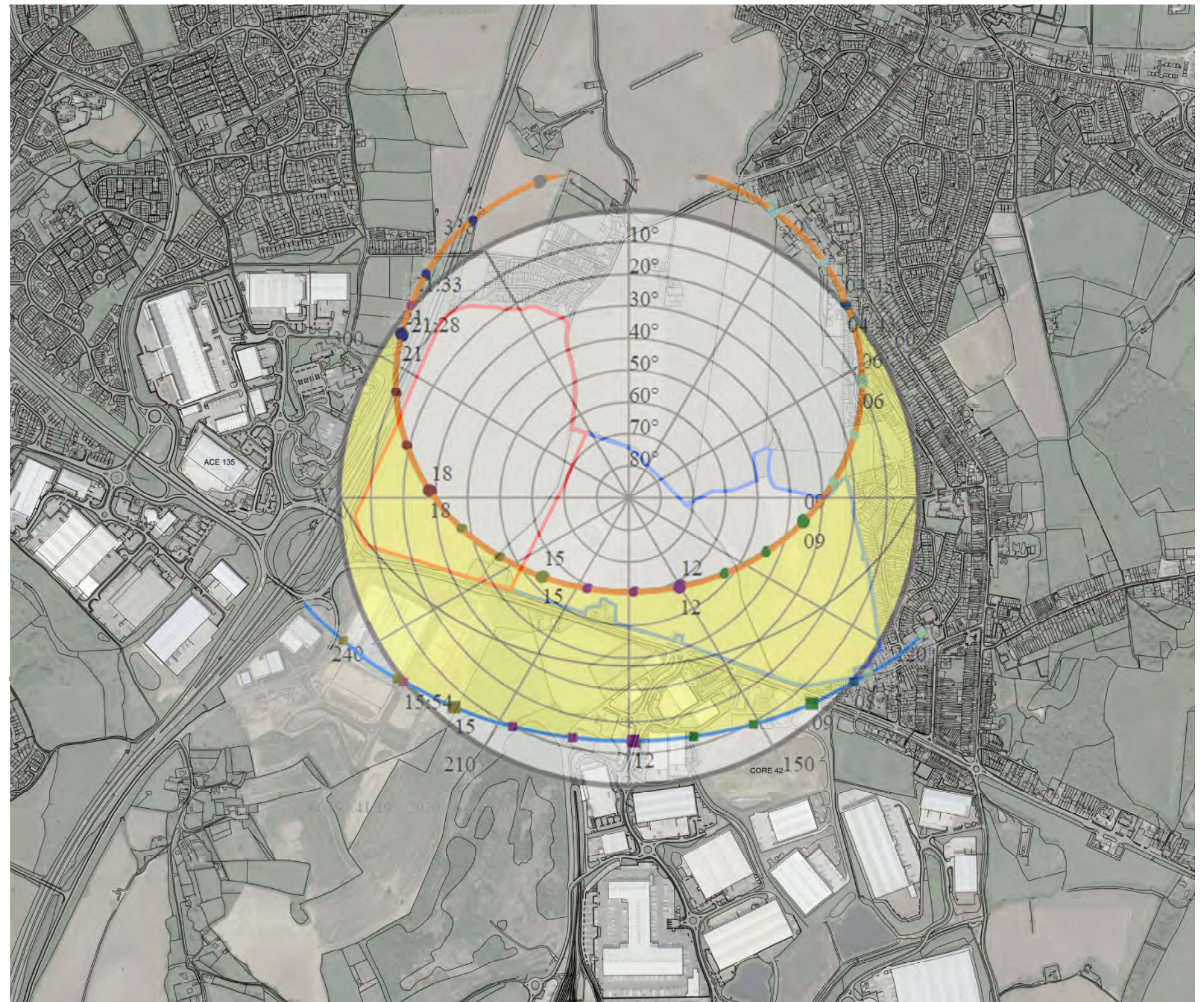
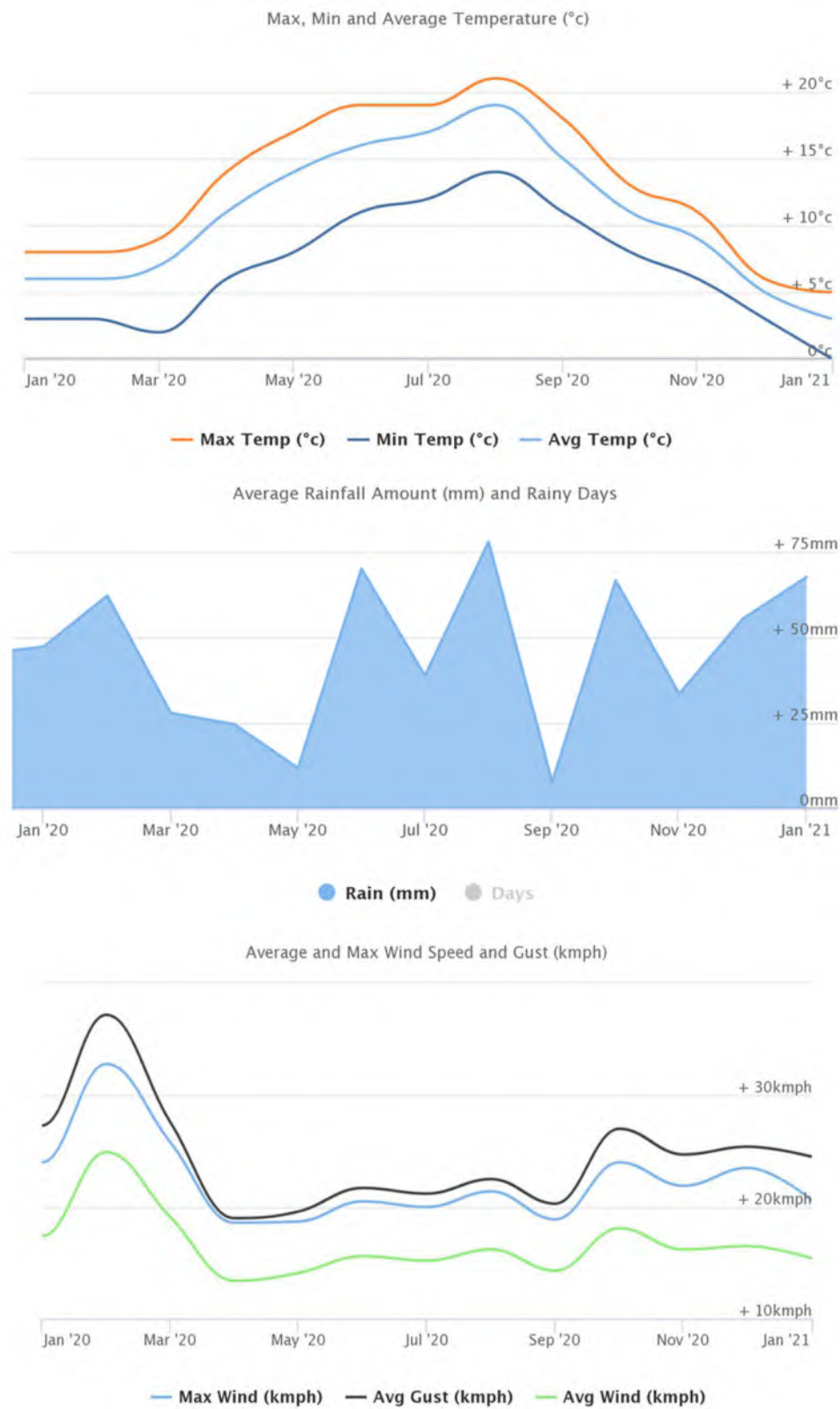


Fig. 35 – Sun Path



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

5.0 SITE EVALUATION

5.2 PHYSICAL CONSTRAINTS

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

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

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

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

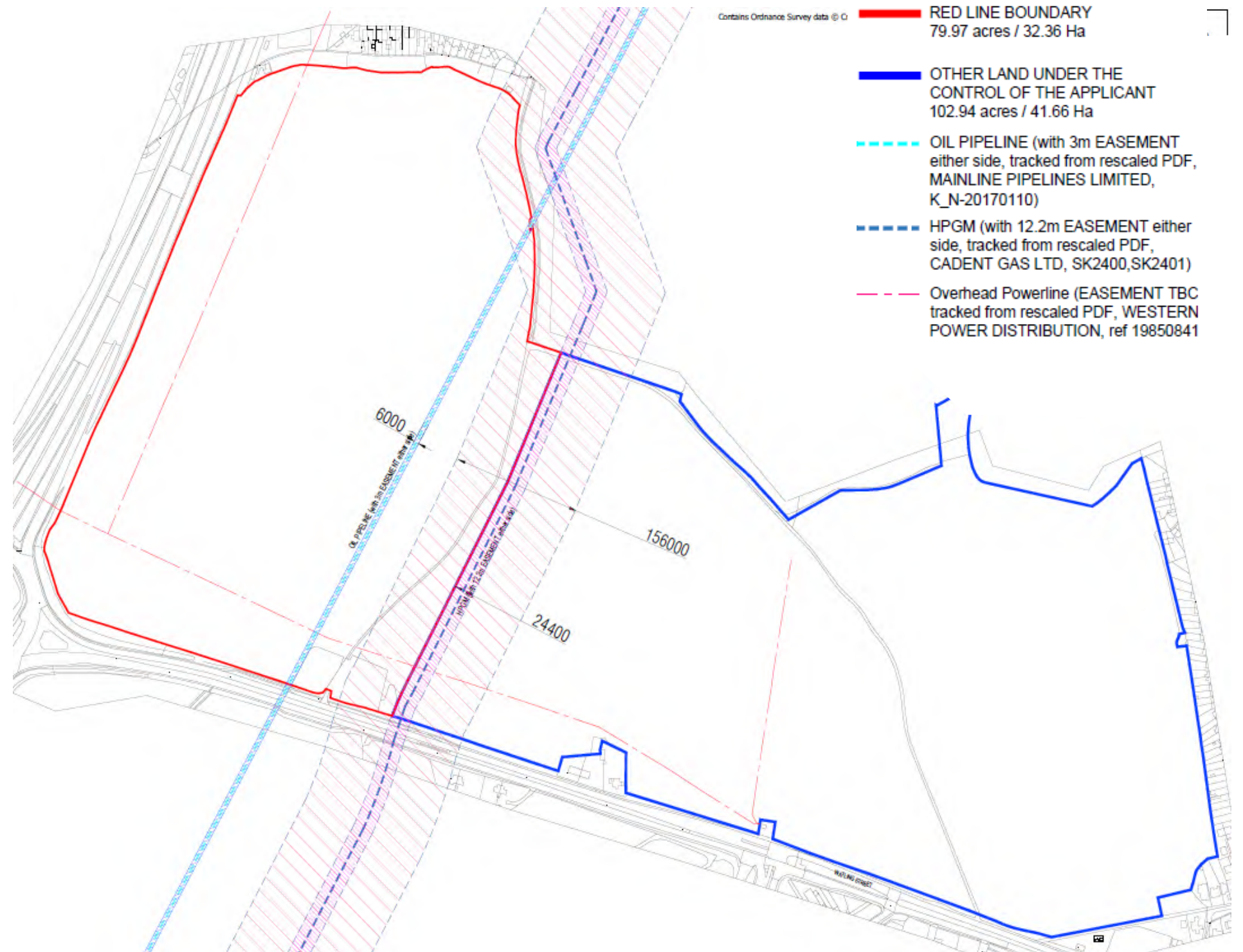


Fig. 36 – Physical Constraints Plan



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

5.0 SITE EVALUATION

5.3 KEY CONSTRAINTS

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

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

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

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

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

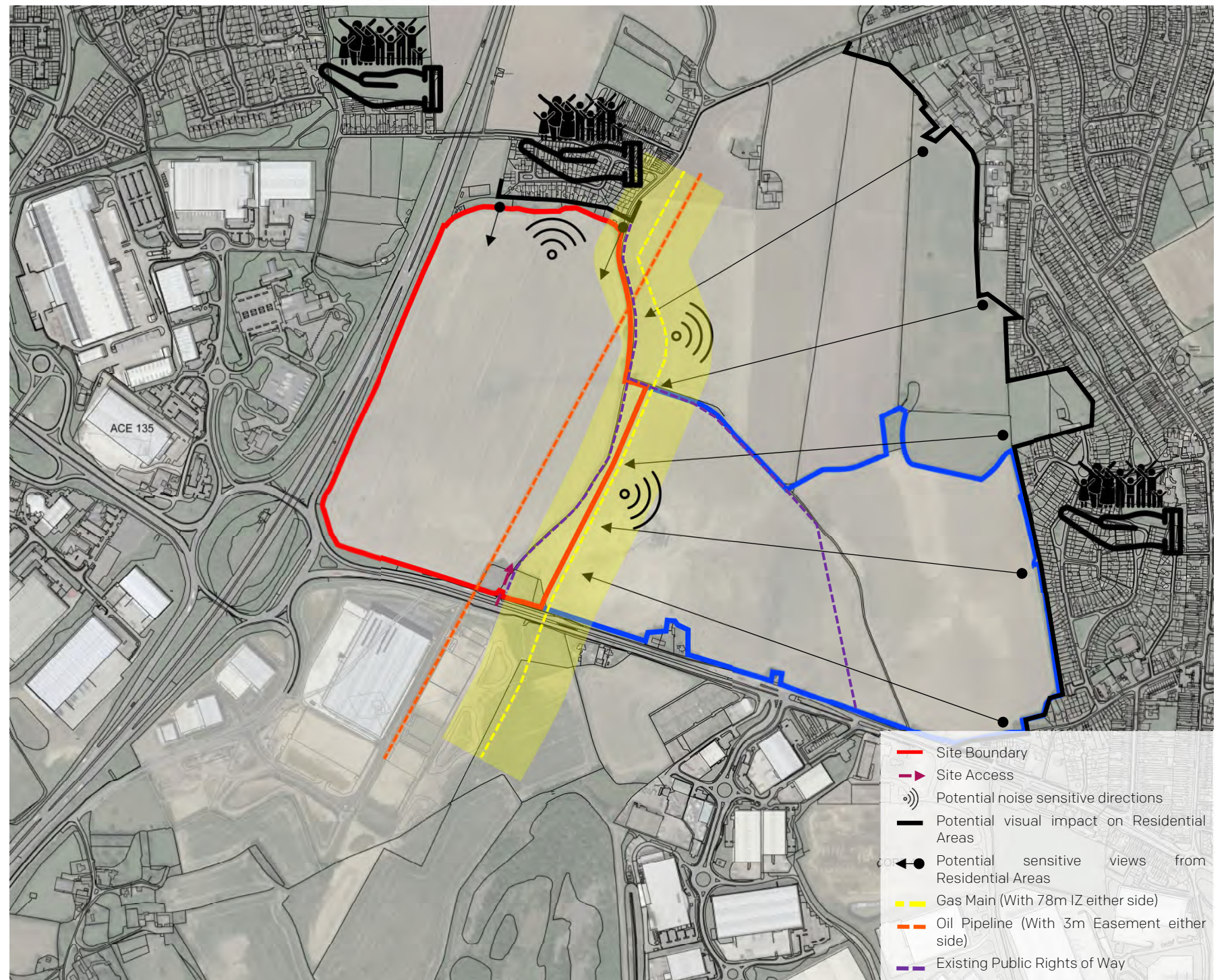


Fig. 37 – Physical Constraints Path

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



5.0 SITE EVALUATION

5.4 CONSTRAINTS & OPPORTUNITIES

5.4.1. CONSTRAINTS

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

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

5.4.2. OPPORTUNITIES

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

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

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



5.0 SITE EVALUATION

5.5 CLIENT BRIEF

It is worth restating the **Client Brief** for the proposed development, which included, inter alia, the following instructions for the Design Team:

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



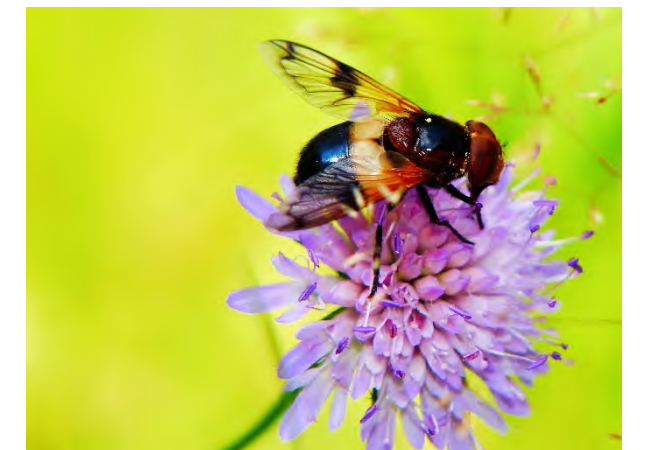
Highly sustainable proposal for a development which includes large format distribution/warehouse uses and a secure overnight lorry parking facility



Provision of extensive new routes throughout the Site and wider area



Sustainable principles for water run-off control



Significant biodiversity net gains



5.0 SITE EVALUATION

5.6 INTERPRETING SITE CONTEXT INTO HQDPS & DESIGN PARAMETERS

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

The proposed HQDPs are as follows:

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

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

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



Bio Based Materials



Sustainable Drainage Systems



Outdoor Gym Equipment promoting physical health



6.0 PARAMETERS & LAYOUT

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



6.0 PARAMETERS & LAYOUT

6.1 PARAMETERS OVERVIEW

The proposed development seeks to provide a level of flexibility to ensure occupiers requirements can be accommodated. The Site has the capacity to up to 100,000 sqm (1,076,391sqft) of mixed Class B2, Class B8 and Class E(g)(iii) floorspace.

A parameters-based approach has been applied to the outline element of the scheme whereby the development is described in terms of clearly defined parameters, inside which future design development will be undertaken. This approach has been used across a range of infrastructure projects in order to ensure that the potential impacts of a project are properly controlled, whilst allowing for the required flexibility for future detailed design development.

The Parameters Plan (Figure 38) has been developed which encapsulates the scheme's concept and forms the 'envelope' within which future detailed design proposals will need to evolve. The Parameters Plan shows the proposed allocation of land uses as part of the proposed development.

The Site includes two principal development plots (Plot A and Plot B, which each comprise two sub-plots) and a service road zone, which have been located to provide sufficient space for accompanying landscaping as shown on the Parameters Plan. The development plots have been designed around the existing oil and gas main easement zones.

The development plots need to remain flexible and therefore at this stage it is not known whether there will be a single building or multiple buildings within Plot A and a welfare building will be delivered within Plot B2, which will be exclusively used for HGV parking.

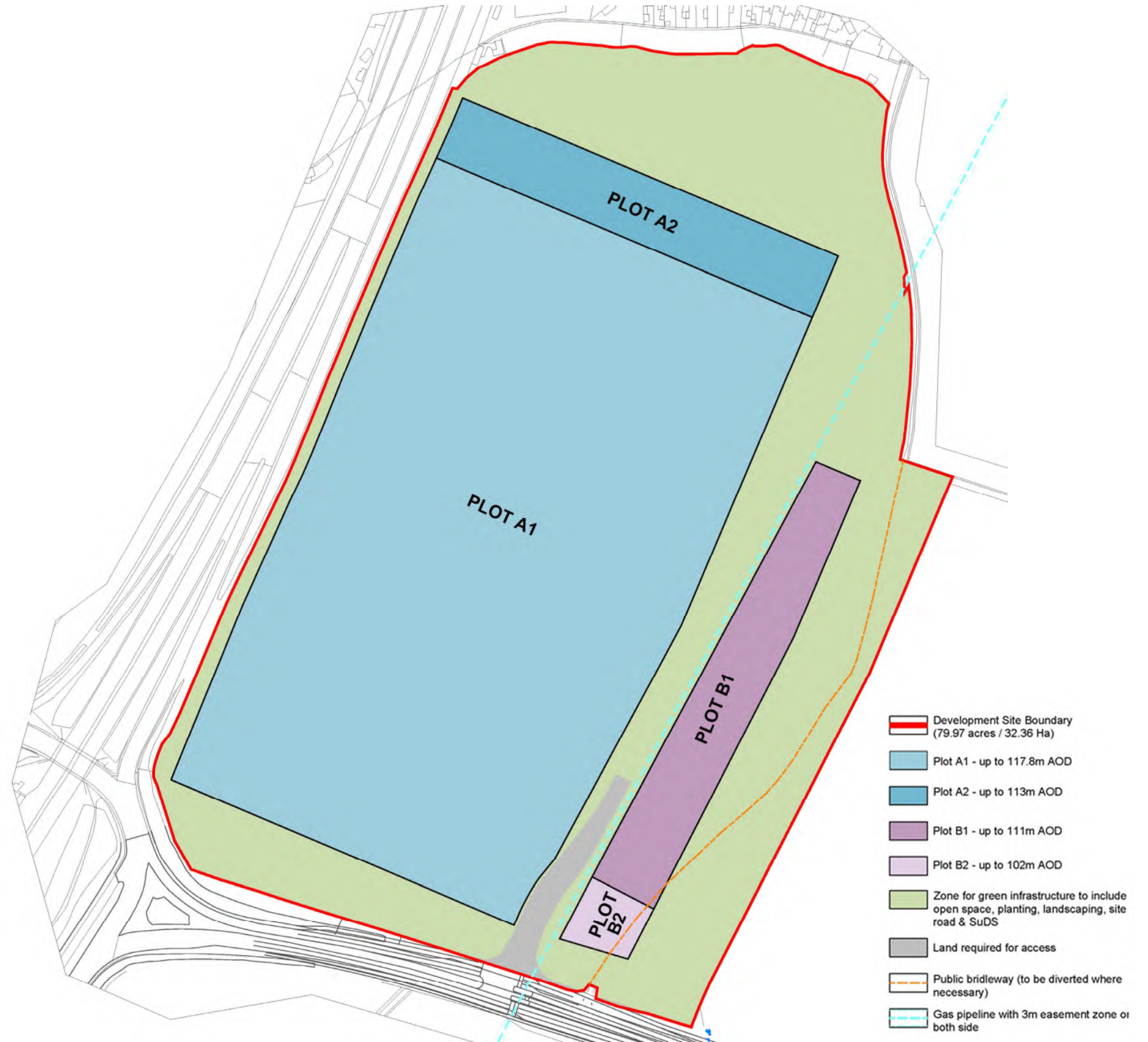


Fig. 38 – Parameters Plan



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

6.0 PARAMETERS & LAYOUT

6.1.1. EIA PARAMETERS

The following maximum and minimum EIA Parameters have been established in conjunction with the design and technical teams through the course of the design and Environmental Impact Assessment processes. These parameters have been carefully devised to ensure the proposed development, as demonstrated comprehensively in the Environmental Statement, does not result in any adverse impacts on nearby environmental receptors, including amenity for nearby residents and businesses.

They are as follows:

- 1 New vehicular and pedestrian access from the A5 Trunk Road;
- 2 Public Bridleway AE45 diverted within the development site, providing an enhanced route linking Birchmoor to the proposed green infrastructure, A5 Trunk Road and local services, such as bus stops located on the A5 Trunk Road and within St Modwen Park Tamworth;
- 3 A substantial area of green infrastructure (over 9ha) principally to the north, south and east of the plots, incorporating open space, planting, landscaping, public rights of way, sustainable drainage system (SuDS) and a variety of wildlife habitats, providing a minimum development offset of 35m extending to 134m from the built development edge to the Site boundary;
- 4 Existing peripheral vegetation retained, enhanced and strengthened to provide a robust landscape buffer;

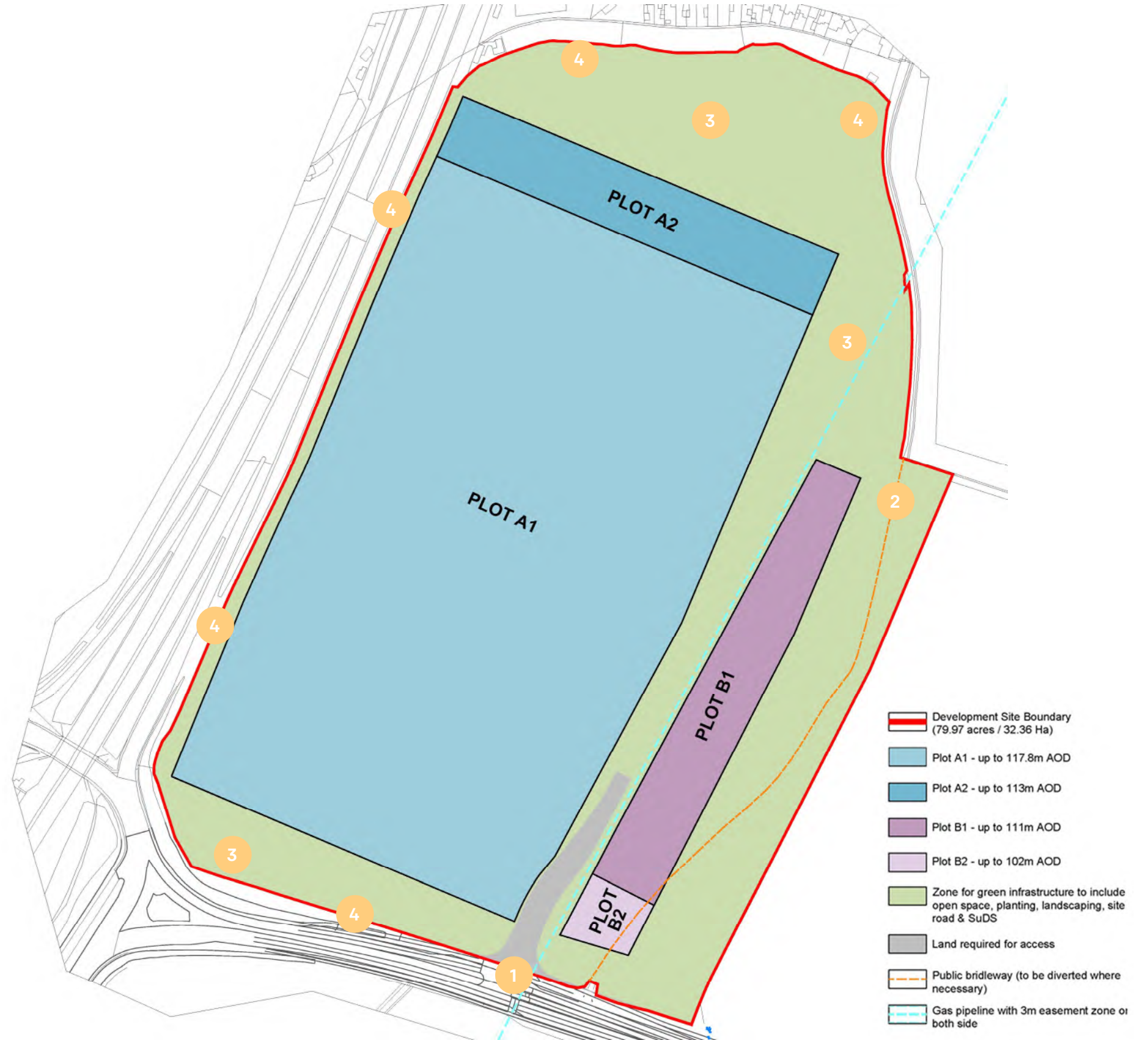


Fig. 39 - Parameters Plan - EIA Parameters



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

6.0 PARAMETERS & LAYOUT

- 5 Naturalistic earth mounds formed within the green infrastructure, utilising surplus cut material from the development site, to create a transitional zone between the developable area and development site perimeter and to provide visual mitigation where necessary;
- 6 Up to 100,000 sqm (1,076,391sqft) of mixed Class B2, Class B8 and Class E(g)(iii) floorspace;
- 7 Up to a maximum of 10% Class B2 / Class E(g)(iii);
- 8 Maximum development height of +117.8m AOD at the less sensitive westernmost Plot A1 adjacent to the M42 motorway;
- 9 Reduced maximum development height of +113m AOD at Plot A2, north of Plot A1 closer to Birchmoor;
- 10 Reduced maximum development height of +111m AOD at the easternmost Plot B1, closer to Dordon;
- 11 Reduced maximum development height of +102m AOD at Plot B2, at the entrance to site;
- 12 Up to 150 space overnight lorry parking facility;
- 13 Up to 400 sqm amenity building for overnight lorry parking facility (shop, restaurant/takeaway, laundry, gym, changing facilities, showers, toilets, etc);



Fig. 40 -Parameters Plan - EIA Parameters



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

6.0 PARAMETERS & LAYOUT

Creation of substantial landscaped buffer zones to the development site perimeter (in addition to the offsite areas for potential mitigation), as follows:

- 14 **North** - an extensive landscape buffer to the north of Plot A2 extending to 134m at its widest, reducing to 75m at the closest point to Birchmoor;
- 15 **East** - an extensive landscape buffer to the east of Plot A1 extending to 106m at its widest reducing to 49m to the north east of Plot A2, and extending to 65m to the east of Plot B1 and Plot B2 and a minimum 35m to the north east of Plot B1, where proposed building heights are lower;
- 16 **South** - a minimum 35m to the south of Plot A1 extending to 58m in the south west corner of the plot close to J10 M42 and 35m-37m to the south of Plot B2;
- 17 **West** - a minimum 10m landscape buffer to the west of Plot A1 and Plot A2, where existing screening vegetation for the M42 motorway is extensive and mature.

Furthermore, a number of additional areas of land within the applicant's control are included. These areas are to provide potential landscape and visual impact mitigation and biodiversity enhancements through planting and footpath enhancements, as well as providing access to members of the public.

The accompanying ES and other technical reports and plans forming part of the application have been prepared based on the aforementioned parameters.

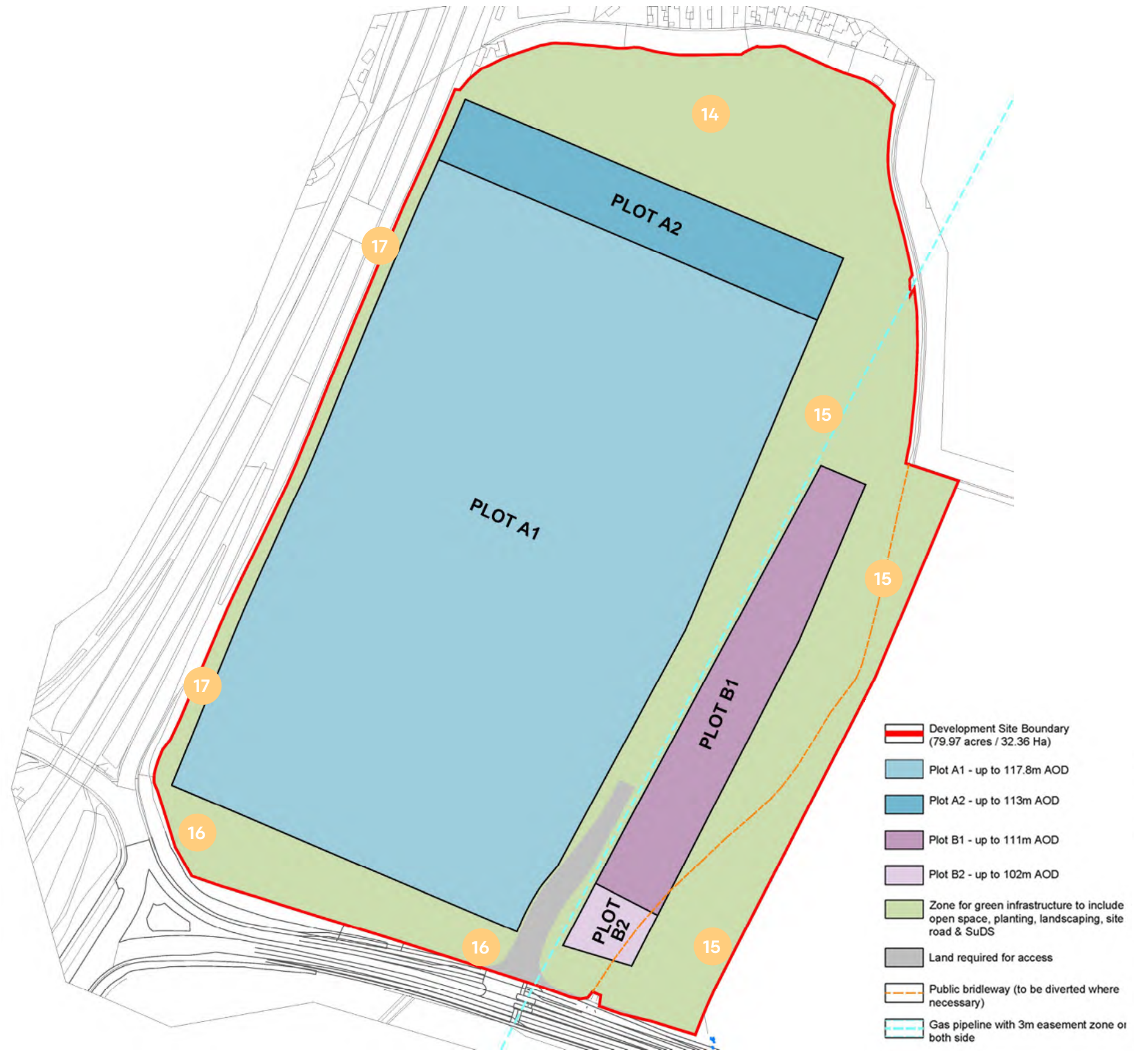


Fig. 41 – Parameters Plan – Buffer Zones



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

6.0 PARAMETERS & LAYOUT

6.2 ILLUSTRATIVE SITE LAYOUT(S)

Although most of the proposed development seeks a permission in an outline form, the purpose of the DAS is to provide an illustrative version of the proposed development. The Illustrative Site Plans have been produced to demonstrate the possible ways in which the proposals could potentially come forward, in accordance with the controls set out in the Parameters Plans.



Lorry park



Illustrative CGI of the Hub Office

Development Plot – PLOT A

Plot A extending to approximately 20.03 hectares is located in the western part of the Site. Plot A could comprise a mix of employment (B8, B2 or E(g)(iii)) land uses with ancillary offices. The ancillary offices (where required) could be incorporated within the building(s) envelope or as distinct buildings set within a broader campus setting.

Fig 42 shows a multiunit (a large double sided unit, a single sided unit and smaller units) scheme, to be used for a predominantly storage and distribution of B8 use but with a significant of potential mixed employment use floorspace suitable for SMEs. The larger building would incorporate integral two/three storey ancillary offices.

Fig 43 shows a two unit scheme (double sided and single sided) to be used for a possible storage and distribution of B8 use, again with two/three storey offices.

The Illustrative Site Plan Fig 44 shows a double-sided unit, which would be used for a possible storage and distribution use with an ancillary three storey office.

The Site is accessed via a proposed service road off the A5 trunk road.

Maximum building heights range between 102.000m and 117.800m AOD depending on plot location and are set across the Site to respond to the underlying topography and to minimise visual impact.

Development Plot – PLOT B

Plot B is located to the east of the service road. In all three of the Illustrative Site Plans (Fig 42, 43 & 44), it is shown in use as the proposed overnight lorry park with amenity building. The proposed overnight lorry park would be a new purpose-built secure facility with time limited free parking, driver welfare and 24hr on site security, incorporating shop, restaurant / café, changing rooms, showers, WCs, gym and laundry.

To the south of the overnight lorry park is the proposed ancillary Hub Office, which would be of a high-quality design, given its gateway location at the entrance to the Site fronting onto the A5 and Public Bridleway AE45.

The multipurpose Hub Office would encompass site office for use by the security and management teams; marketing suite, during construction and letting phases; meeting / presentation rooms and computer suite, which would facilitate onsite education and training programmes associated with both construction and operation of the business park; and communal cycle parking, showers and changing facilities, for use by site occupiers, local residents and employees of neighbouring business parks, to encourage active travel and reduce traffic on the surrounding road network.



Meeting room



6.0 PARAMETERS & LAYOUT



- Development Site Boundary (79.97 acres / 32.36 Ha)
- Parameter Boundary
- Unit Demise Boundary
- Public bridleway (to be diverted where necessary)

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Fig. 42 - 4263-CA-00-00-DR-A-00078 - INDICATIVE MASTERPLAN - MULTI UNIT OPTION - P10



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

6.0 PARAMETERS & LAYOUT



- Development Site Boundary (79.97 acres / 32.36 Ha)
- Parameter Boundary
- Unit Demise Boundary
- Public bridleway (to be diverted where necessary)

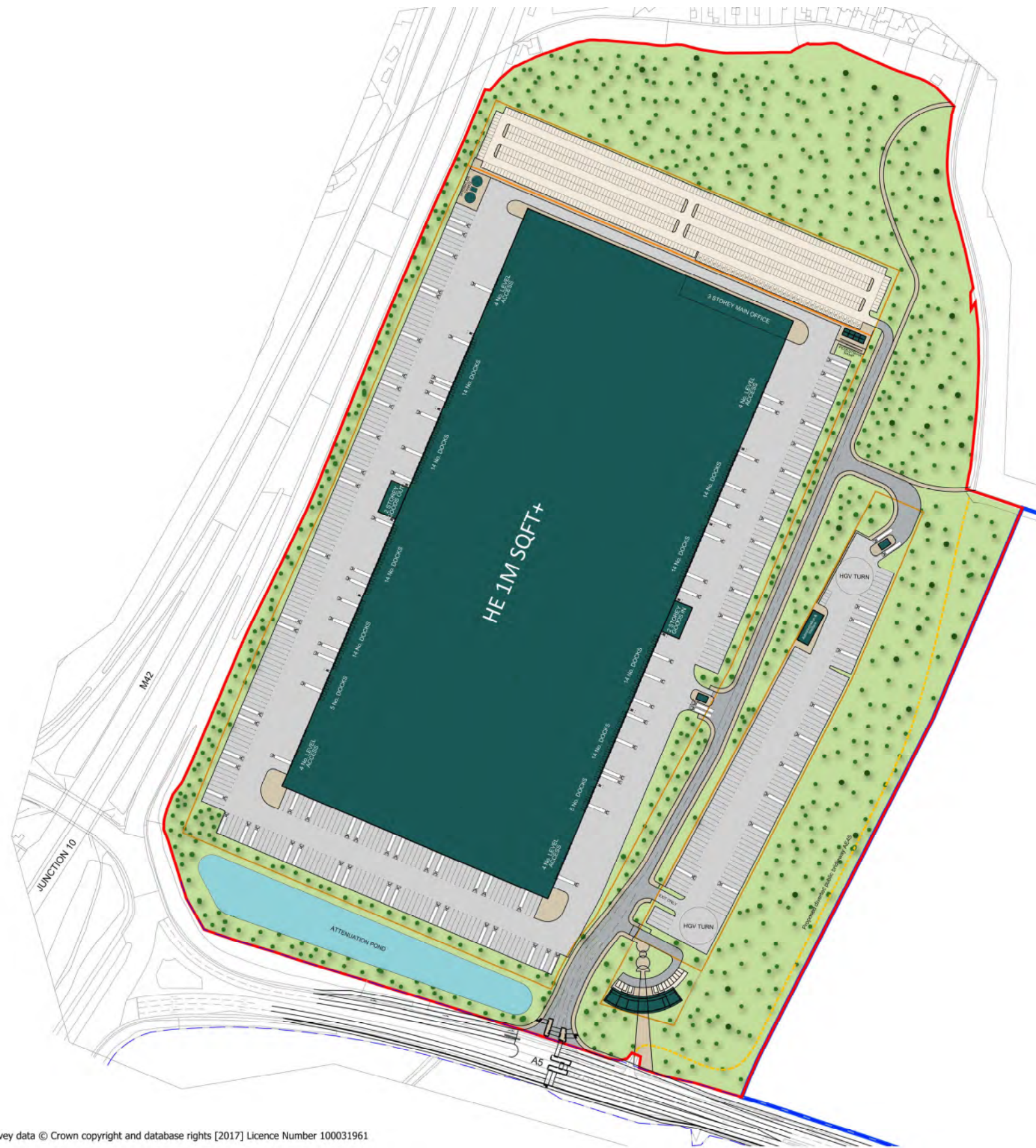
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Fig. 43 – 4263-CA-00-00-DR-A-00055 - INDICATIVE MASTERPLAN - TWO UNIT OPTION - P8



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

6.0 PARAMETERS & LAYOUT



-  Development Site Boundary (79.97 acres / 32.36 Ha)
-  Parameter Boundary
-  Unit Demise Boundary
-  Public bridleway (to be diverted where necessary)

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Fig. 44- 4263-CA-00-00-DR-A-00054 - INDICATIVE MASTERPLAN - SINGLE UNIT OPTION - P9



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

6.0 PARAMETERS & LAYOUT

6.3 VISUAL IMPACT ASSESSMENT VIEWS



View 1 – Existing view looking south west towards the Site from Public Bridleway AE45, which is also representative of views of the Site from Birchmoor.



View 1 with development



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

6.0 PARAMETERS & LAYOUT

6.3 VISUAL IMPACT ASSESSMENT VIEWS



View 4 – Existing view looking north west towards the Site from Public Footpath AE46, which is also representative of views from Dordon (albeit much closer up) and Open Space Transfer Site OS1.



View 4 with development



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

6.0 PARAMETERS & LAYOUT

6.3 VISUAL IMPACT ASSESSMENT VIEWS



View 5 – Existing view looking south west towards the Site from the edge of Dordon, which is also representative of the views from Kitwood Avenue Recreation Ground.



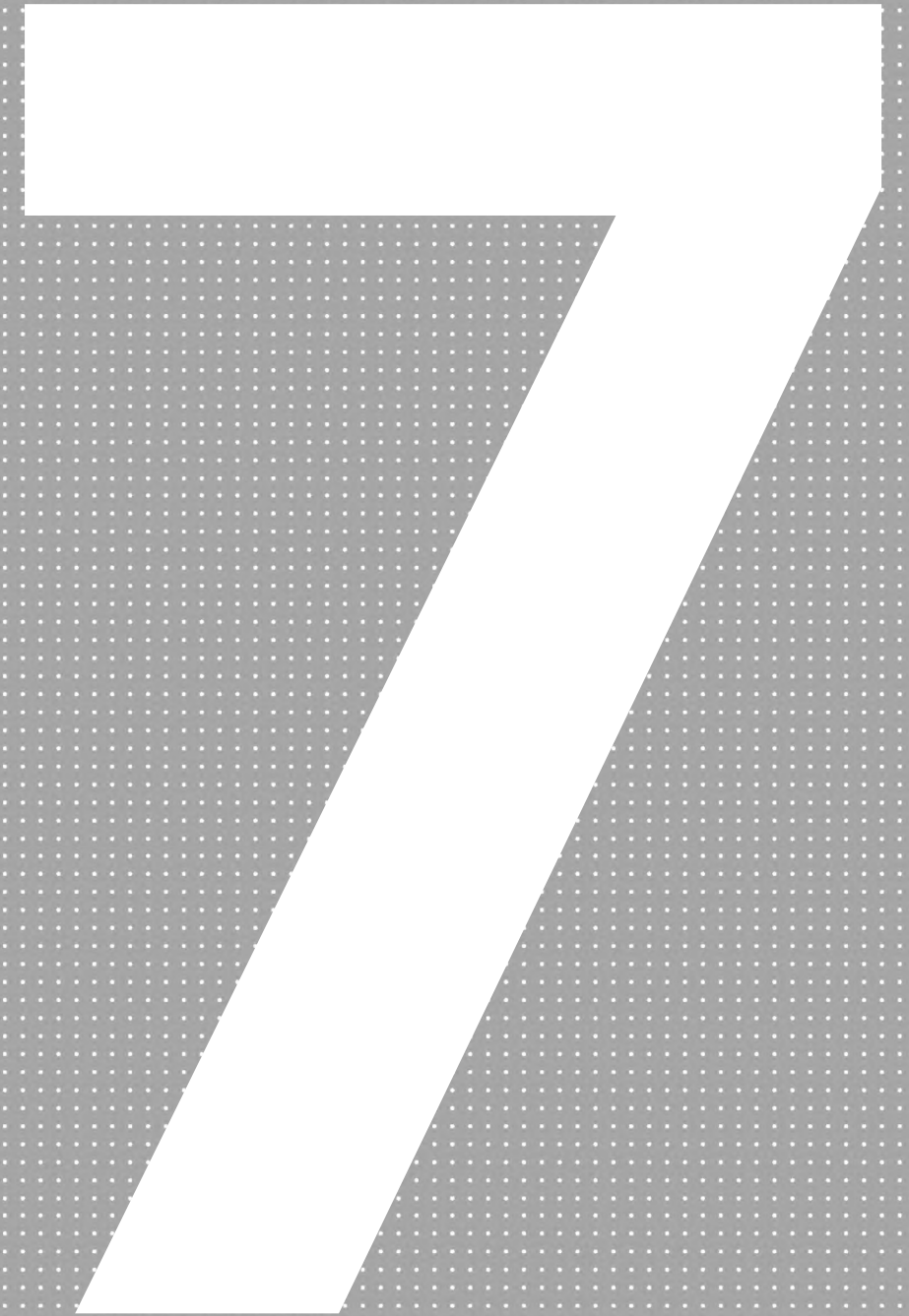
View 5 with development



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

7.0 APPEARANCE & DESIGN

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



7.0 APPEARANCE & DESIGN

7.1 HIGH QUALITY DESIGN PRINCIPLES (HQDPs)

In response to the policy context and key issues outlined above, as well as the nature of the Site and surrounding environs, a series of **High Quality Design Principles (HQDPs)** and Design Parameters have been developed to provide an overarching framework and parameters for future reserve matters applications.

These HQDPs are as follows:

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

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

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

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

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

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

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

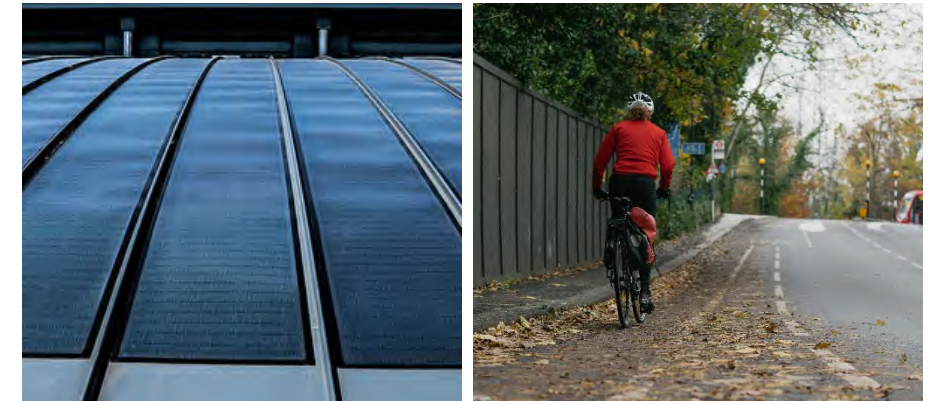
7.2 RATIONALE

The proposal seeks to provide a sustainable development for the Site and to design buildings and an environment that meets the highest level of sustainability and design, whilst responding to demand and market indicators. This would be provided by a range of unit sizes.

The development would incorporate sustainable principles for land forms, water run-off control and energy production and use.

The proposals would create a safe, high-quality development which enhances and promotes biodiversity.

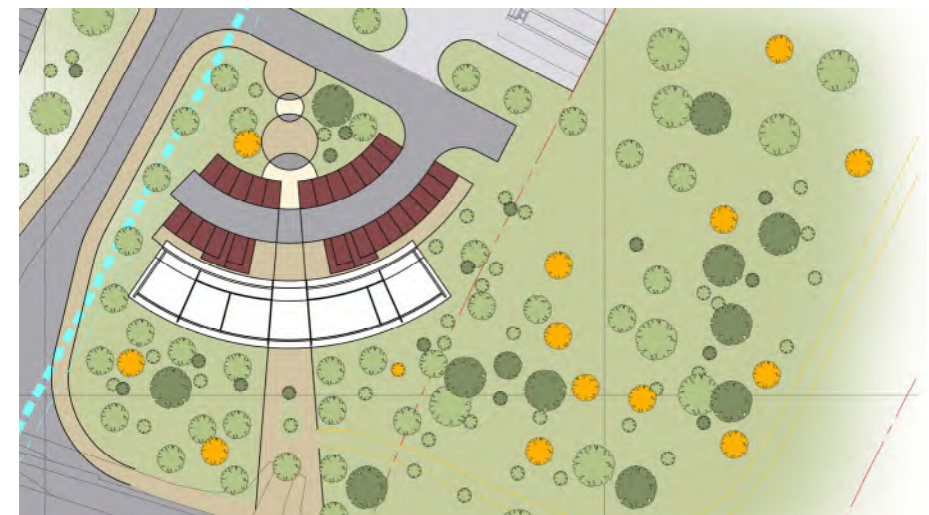
The completed development is intended to offer a significant number of employment opportunities across a range of skills and levels. This is in addition to those generated by the construction process itself.



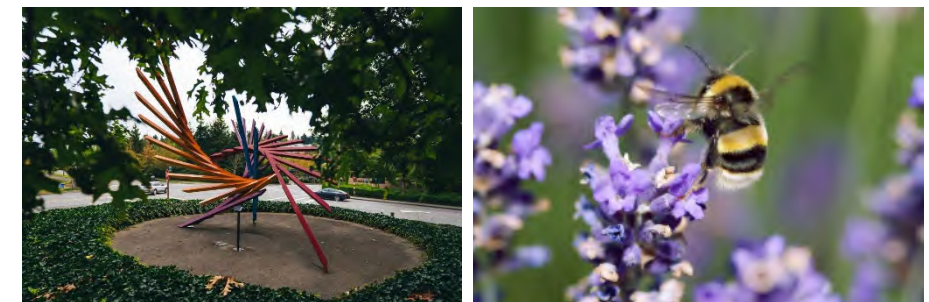
Responding to the climate change Healthy and active lifestyles



Enhanced rural quality in Strategic Gap



Providing safe and convenient access for all



Integrated Public Art

Habitat connectivity



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

7.0 APPEARANCE & DESIGN

7.3 DENSITY

Commercial viability of the proposal has been balanced against the Site setting, the surrounding landscape, and the existing site constraints and features.

The Site does not present any significant levels change and is relatively free from constraints that restrict the development opportunities.

Development in the proximity of the A5, located at the southern end of the Site, seeks to achieve an appropriate density and focal point of the development. The development to the north of the Site, which faces the neighbouring residential area, is intended to provide a reduced scale and density with the added inclusion of significant landscape screening.

MASSING

Hard edges are located towards the edge of the Site and site boundaries enhanced further by edge treatment and landscape design of the perimeter. Massing reduced further by careful Use of colour, materials and feature elements within the elevations.

PERIMETER TREATMENT

Existing landscaping and green features are enhanced by additional landscape providing natural screening and habitat zones.

VISIBILITY AND VIEWS

Key views and local surroundings have informed landscape design and wayfinding for occupiers and visitors. Views in and out of the Site have been considered.

NOISE CONTROL

Site yard, access points and heavier used areas have been carefully considered and where practical are placed away from the boundaries.

LIGHTING

Buildings have been designed to limit any artificial light source reaching beyond the boundary.

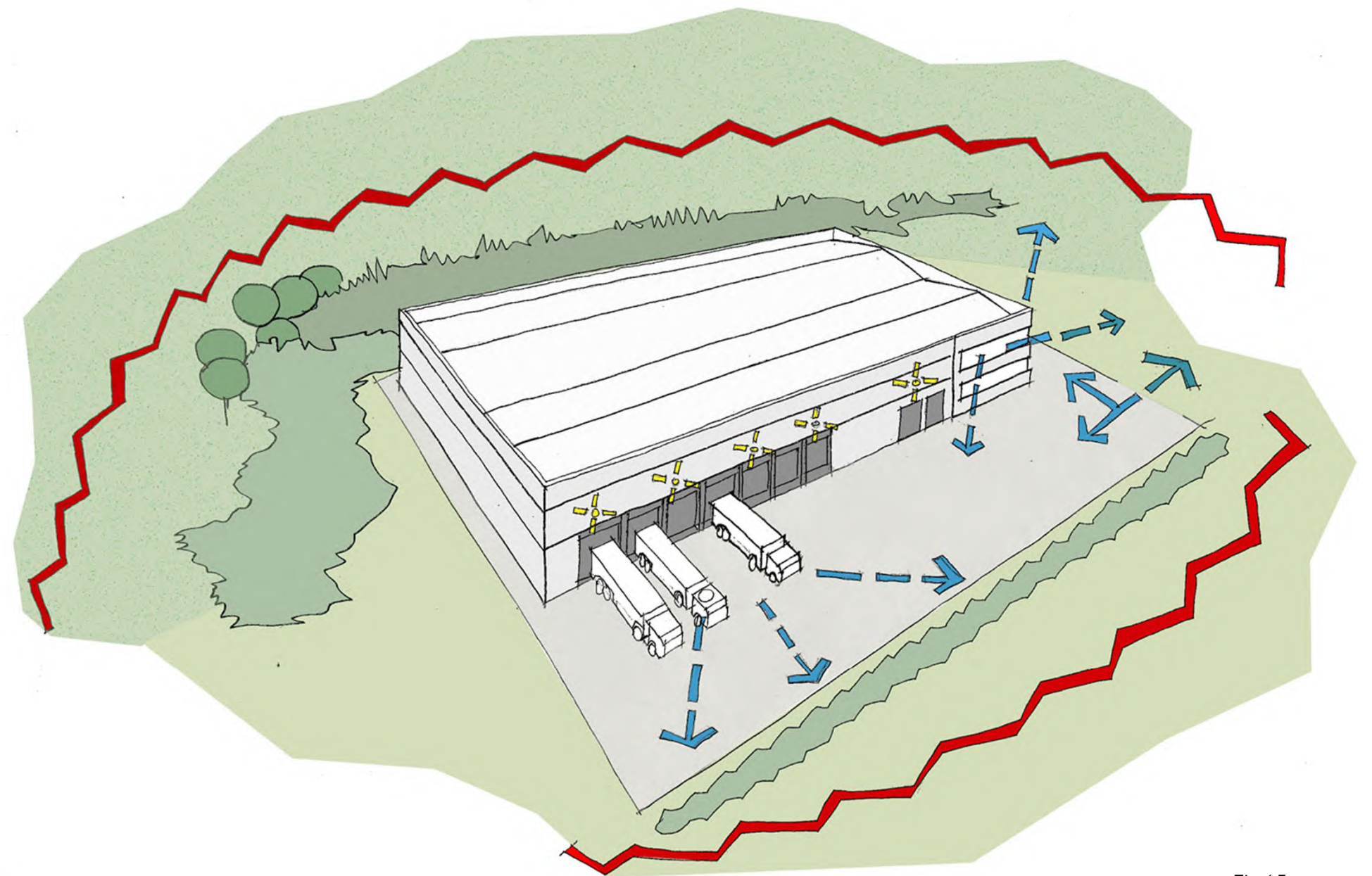


Fig.45



7.0 APPEARANCE & DESIGN

7.4 LAYOUT, ARRANGEMENT & SCALE

To acknowledge the setting of the Site, and its characteristics, our proposals are for a quality and sustainable development providing opportunities for units of varying scale and arrangement.

The designs are intended to create attractive aesthetic to the units, accommodating a necessary individual identity, but all set within a wider framework and collective design standard, which is encapsulated in the supporting Design Guide.

Landscaping will be enhanced throughout the development, along the perimeter, demarcating plot boundaries, and along the infrastructure corridors.

The Site offers opportunity for varying scales of buildings, which will cater for the different use type and occupier requirements whilst also responding to typical industry standards.

Attention will also be given to setting the buildings within their local context, and use of appropriate materials for the locality and building type, with reference to best practice on adjacent sites and developments near to the Site.

Access, and movement around the Site will be clear and legible, and where possible will be separated.

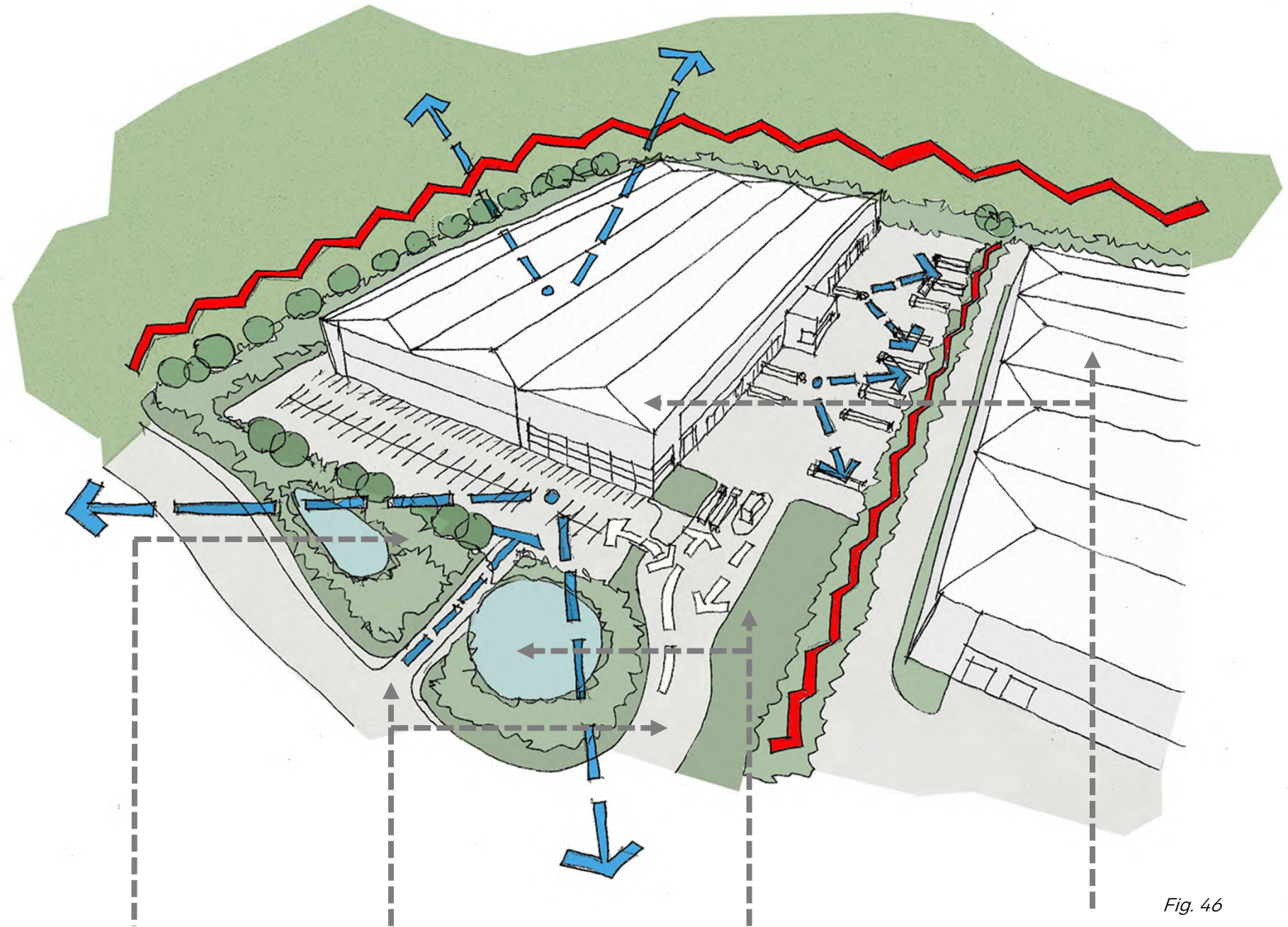


Fig. 46

VISIBILITY & CLEAR VIEWS

Clear views onto key elevations, and offices benefiting from views across yards and surrounding landscape.

VEHICLE SEGREGATION

Separate access / egress points provided for pedestrians, cyclists, cars and HGVs, for safety and security.

BLUE AND GREEN INFRASTRUCTURE

Enhanced blue and green infrastructure incorporated into design. Providing opportunities for bio-diversity and natural habitat whilst addressing site boundaries.

QUALITY & RESILIENCE

Building materials will be selected for their quality and durability, with careful attention to their sustainability and environmental properties.



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

7.0 APPEARANCE & DESIGN

7.4 LAYOUT, ARRANGEMENT & SCALE

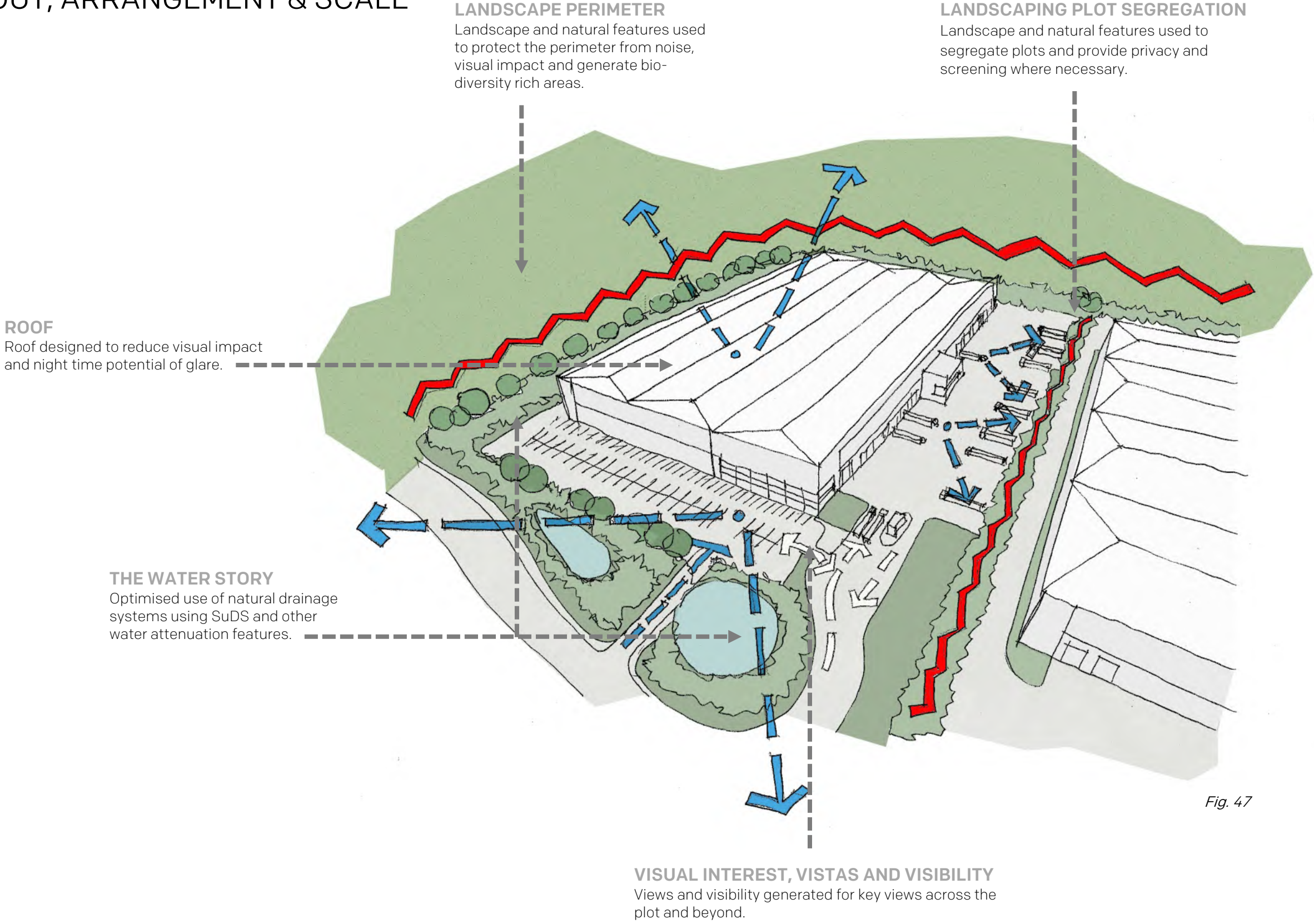


Fig. 47

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



7.0 APPEARANCE & DESIGN

7.5 PREVIOUS SCHEMES

Some earlier sketch schemes were prepared for the Site, with a full review completed for each. These schemes are illustrated in the following section of this document.

These schemes have been useful references for a better understanding of many aspects of the Site, whilst also considering different opportunities to work with the Site's natural capital, its constraints and the opportunities the Site presents.

For each option the access road off the A5 was considered fixed, as this utilises an existing access point, which also enters the Site in a position that presents a good split between operational units, infrastructure and landscaping, and pedestrian routes through the Site.

The position of the infrastructure road through the Site from this point of access is also well positioned for unit size, unit split, modes of access to each plot and flexibility of the infrastructure provided within the masterplan concept.

It was felt that the development which would have the least impact of the Site's natural capital and neighbouring properties would be a scheme that reduced its scale at the northern and eastern perimeter, that provided a green corridor through the Site at the east, carefully considered the unit sizes to the north, faced yards internally or towards the M42 wherever possible, and enhanced the landscape treatment, especially to the perimeter of the Site.

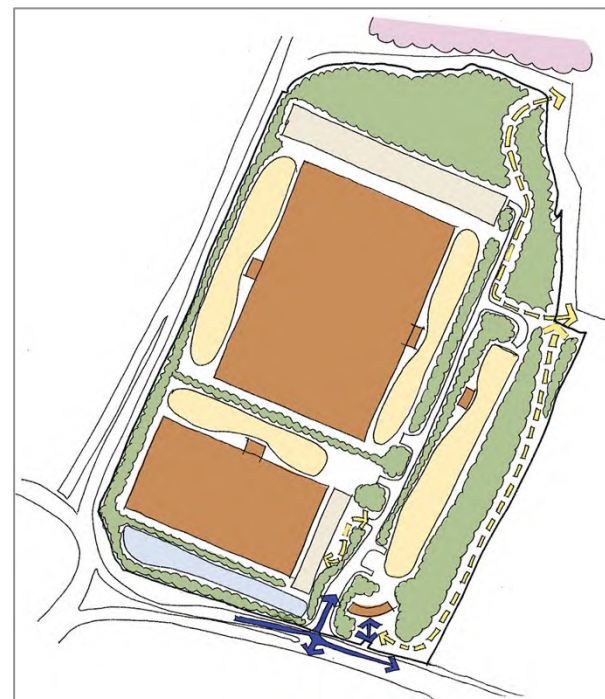
Our preferred option after full appraisal of the options, was to provide a focus for the main part of the development to be towards the A5, and the central part of the Site, with yards facing inwards or towards to western, M42 boundary. We also reduce the height, scale and traffic towards the northern part of the Site, which is further minimised by the introduction of a heavy landscape buffer to the surrounding area.



Option 1



Option 2



Option 3



Option 4



7.0 APPEARANCE & DESIGN

7.5 PREVIOUS SCHEMES

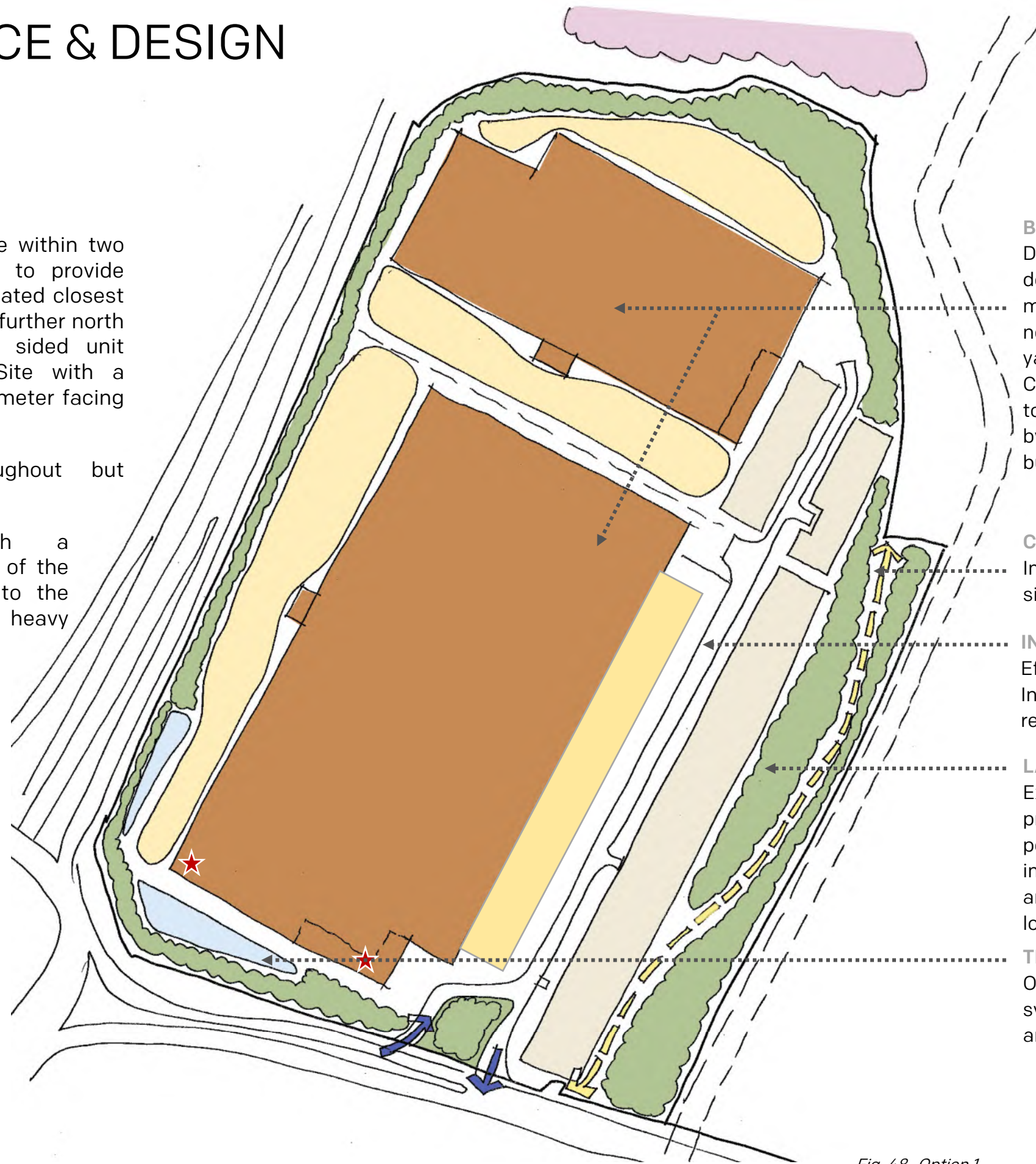
7.5.1 OPTION 1

Units positioned centrally to the Site within two units. Both units are double-sided to provide optimum flexibility, the larger unit located closest to the main entrance reducing traffic further north into the Site. The smaller double sided unit positioned to the north of the Site with a landscaping belt to the northern perimeter facing the residential.

Landscaping is enhanced throughout but particularly to the perimeters.

Infrastructure provided through a north/south spine, with the majority of the associated car parking positioned to the eastern boundary, shielded by heavy landscaping.

-  Identity Corner
-  Building Location
-  Operational Manoeuvring
-  Landscape to Boundary
-  Recreation and Retention Ponds Area
-  Main Road and Entry
-  Pedestrian Route
-  Residential Area



BUILDING FOOTPRINTS

Development provided within two double sided units offering maximum market flexibility. Yards positioned on north and west perimeters, with internal yards facing south and west. Car parking positioned predominantly towards the eastern boundary, shielded by landscaping and separated to the building by the main infrastructure road.

CONNECTIONS

Improved connections across site to neighbouring areas.

INFRASTRUCTURE

Efficient arrangement of Infrastructure to reduce land required. Car parking on eastern side.

LANDSCAPE PERIMETER

Extensive new landscape introduced to provide visual screening, protect the perimeter from noise and create improved areas of bio-diversity and amenity spaces for site occupiers and local residents alike.

THE WATER STORY

Optimised use of natural drainage systems around the Site using SuDS and other water attenuation features.

Fig. 48- Option 1



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

7.0 APPEARANCE & DESIGN

7.5 PREVIOUS SCHEMES

7.5.2 OPTION 2

This multiunit option provides a larger double sided unit to the south of the Site, closest to the Site access. The larger unit is double-sided with yards facing east and west. The smaller unit is to the north of the Site with a northerly facing yard, buffered to the adjacent residential by a large landscaping belt.

Smaller units have been positioned between the infrastructure road and the eastern boundary creating a smaller scale of development within a new landscaping belt to the east and connected to the neighbouring areas via pedestrian access points.

-  Identity Corner
-  Building Location
-  Operational Manoeuvring
-  Landscape to Boundary
-  Recreation and Retention Ponds Area
-  Main Road and Entry
-  Pedestrian Route
-  Residential Area



LANDSCAPE PERIMETER
Extensive new landscape introduced to provide visual screening, protect the perimeter from noise and create improved areas of bio-diversity and amenity spaces for site occupiers and local residents alike.

BUILDING FOOTPRINTS
Development provided within two units. Larger unit double-sided for operational flexibility, car parking to west of the unit. Single-sided unit positioned to the north of the Site with a northerly facing yard, car parking to the east. Smaller units positioned to the west of the infrastructure road, providing options for smaller operators.

INFRASTRUCTURE
Central infrastructure road provided away from boundaries. Reduced length due to unit positions.

CONNECTIONS
Improved connections across the Site to neighbouring areas.

THE WATER STORY
Optimised use of natural drainage systems around the Site using SuDS and other water attenuation features.

Fig. 49 – Option 2



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

7.0 APPEARANCE & DESIGN

7.5 PREVIOUS SCHEMES

7.5.3 OPTION 3

This option builds on previous options but provides the floorspace within two units. The scheme reinforces the natural features of the Site, enhancing the perimeter landscaping and biodiversity and introducing improved connectivity across the Site, and to surrounding areas.

Landscaping belts are carefully placed to 'buffer' the more extensively used vehicular areas of the development, and extensive vegetation and carefully selected local provenance vegetation is introduced to the north of the Site to minimise any impact to neighbouring residential areas.

The building footprints have been positioned closest to the main access road and motorway, away from the residential areas.

-  Identity Corner
-  Building Location
-  Operational Manoeuvring
-  Landscape to Boundary
-  Recreation and Retention Ponds Area
-  Main Road and Entry
-  Pedestrian Route
-  Residential Area



CONNECTIONS

Improved connections across site to neighbouring areas.

BUILDING FOOTPRINTS

Development provided within two units. Larger unit double-sided for operational flexibility, car parking to north of the Site, yards away from residential areas and positioned to the east and west.

INFRASTRUCTURE

Efficient arrangement of Infrastructure to reduce land required. Extensive landscaping around main infrastructure.

LANDSCAPE PERIMETER

Extensive new landscape introduced to provide visual screening, protect the perimeter from noise and create improved areas of bio-diversity and amenity spaces for site occupiers and local residents alike.

THE WATER STORY

Optimised use of natural drainage systems around the Site using SuDS and other water attenuation features.

Fig. 50 – Option 3



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

7.0 APPEARANCE & DESIGN

7.5 PREVIOUS SCHEMES

7.5.4 OPTION 4

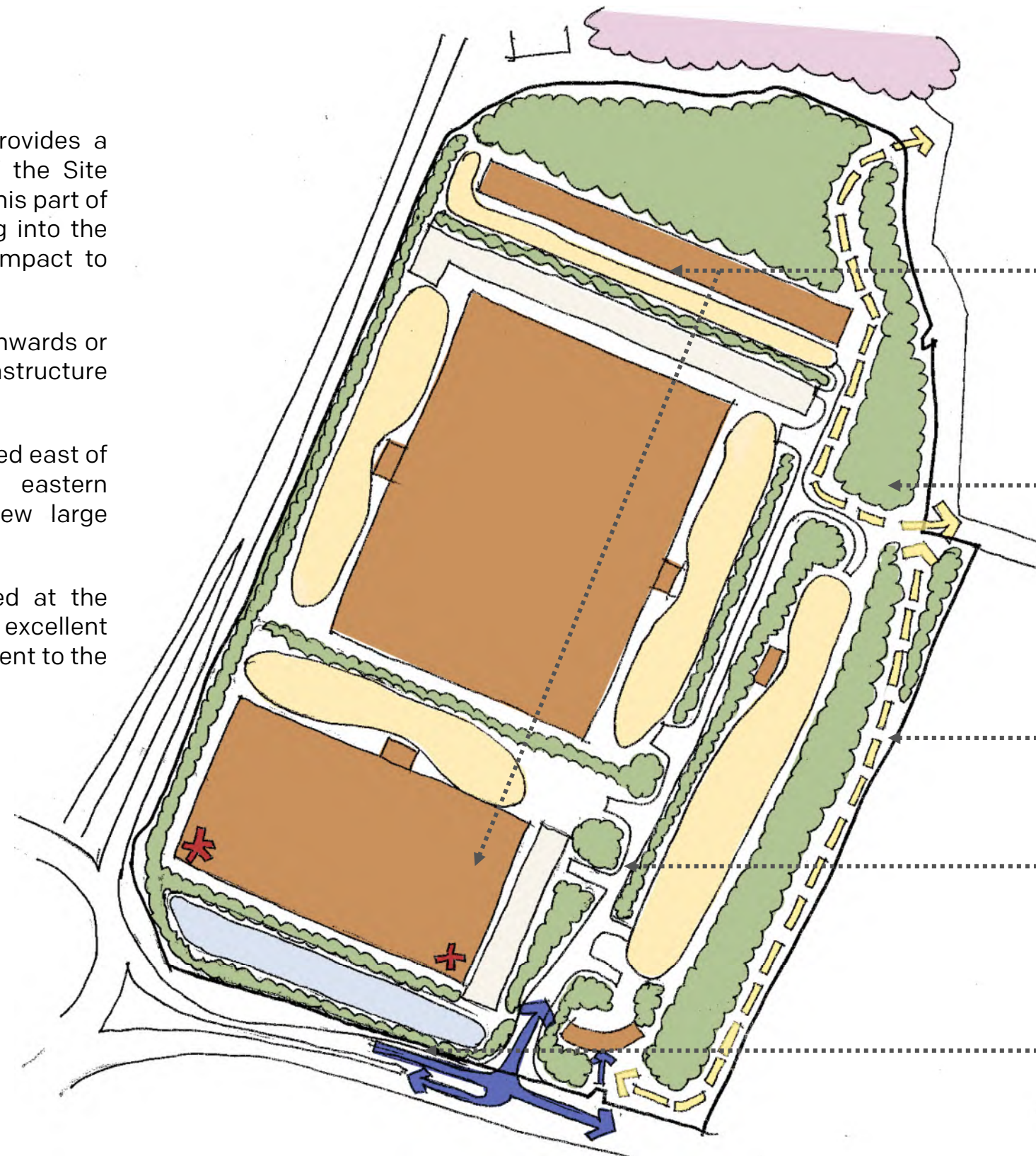
This option builds on previous options but provides a smaller strip of development to the north of the Site creating a visual and acoustic buffer. Yards to this part of the development will also be positioned facing into the development, further reducing any potential impact to neighbouring residential areas.

Yards to the two larger units are either facing inwards or to the western M42 boundary and internal infrastructure road.

A small strip of vehicle parking has been provided east of the infrastructure road, and towards the eastern boundary. This is visually shielded by a new large landscaping zone to the eastern boundary.

A prominent entrance feature can be created at the southern boundary and main site access, with excellent opportunities for high quality elevational treatment to the development façade.

-  Identity Corner
-  Building Location
-  Operational Manoeuvring
-  Landscape to Boundary
-  Recreation and Retention Ponds Area
-  Main Road and Entry
-  Pedestrian Route
-  Residential Area



BUILDING FOOTPRINTS

One unit development provided as a double-sided unit offers operational flexibility. Car parking to north of the plot. Smaller strip of development to north, acting as visual buffer to main development. Single-sided unit to south of the Site, yard inward facing. Vehicle parking zone provided east of the infrastructure road.

LANDSCAPE PERIMETER

Extensive new landscape introduced to provide visual screening, protect the perimeter from noise and create improved areas of bio-diversity and amenity spaces for site occupiers and local residents alike.

CONNECTIONS

Improved connections across site to neighbouring areas.

INFRASTRUCTURE

Single infrastructure road provided, with extensive landscaping around main infrastructure route.

THE WATER STORY

Optimised use of natural drainage systems around the Site using SuDS and other water attenuation features.

Fig. 51 – Option 4



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

7.0 APPEARANCE & DESIGN

7.5 PREVIOUS SCHEMES

7.5.5 OPTION 5

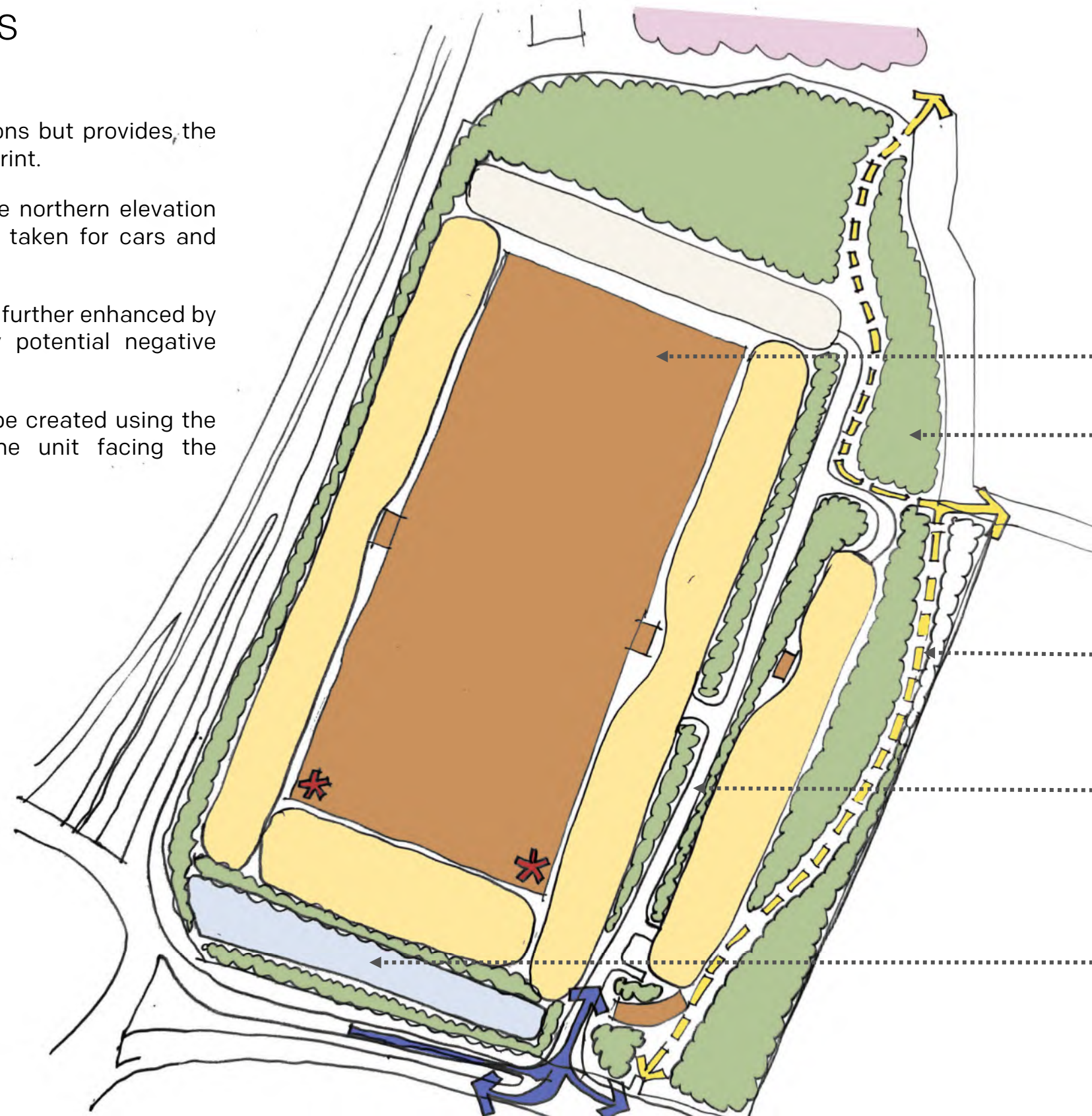
This option builds on previous options but provides the Development within one single footprint.

The yards are facing away from the northern elevation and, instead, allow this area to be taken for cars and extensive landscaping.

To the northern boundary the Site is further enhanced by a landscaping bund reducing any potential negative impacts to the surroundings.

A prominent entrance feature can be created using the whole southern elevation, and the unit facing the entrance.

-  Identity Corner
-  Building Location
-  Operational Manoeuvring
-  Landscape to Boundary
-  Recreation and Retention Ponds Area
-  Main Road and Entry
-  Pedestrian Route
-  Residential Area



BUILDING FOOTPRINTS

One unit development provided as a Double-sided unit. Offers operational flexibility. Car parking to the northern side of the unit reduces heavy traffic to this area. Heavy landscape belt acts as visual buffer to the main unit. Yards face towards the M42 and new estate road.

LANDSCAPE PERIMETER

Extensive new landscape introduced to provide visual screening, protect the perimeter from noise and create improved areas of bio-diversity and amenity spaces for site occupiers and local residents alike.

CONNECTIONS

Improved connections across the Site to neighbouring areas.

INFRASTRUCTURE

Single infrastructure road provided, with extensive landscaping around main infrastructure route.

THE WATER STORY

Optimised use of natural drainage systems around the Site using SuDS and other water attenuation features.

Fig. 52 – Option 5



7.0 APPEARANCE & DESIGN

7.6 PREFERRED SCHEME

The preferred scheme has been developed from the initial Design Principles and concept, taking into account all the appraisal information as set out in previous sections.

The plan opposite shows the key elements of the scheme – the south part of the Site, which is an ideal opportunity for a gateway feature, addressing the A5 and the main entrance to the Site, set within new landscaping and water attenuation features along the majority of the southern boundary/frontage.

A central spine, estate road runs through the centre of the Site in a south to north direction with all main access points serviced from this, and to the east, a zone that includes very few built forms, with just amenity space and HGV parking set within an extensive belt of new landscaping. This area also includes the new footpath re-directed through the landscaping.

To the north of the Site the ground is raised and banded, with a row of small-scale development running across a large part of the northern elevation in a east to west configuration. This acts as a visual buffer to the main development, and is itself shielded by an extensive area of landscape and new planting.

This preferred option, and the principles that it delivers, also apply for the two main buildings to be combined into one double-sided unit.

7.6.1 USE AND AMOUNT

The schemes are illustrated later.

Blocks HE 330 & HE 635 would be suitable for large format distribution/warehouse users, while the smaller units at Block A to the north are suitable for mixed warehouse / workshop / light industrial uses, targeted at local businesses and SMEs.



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

7.0 APPEARANCE & DESIGN

7.7 MOVEMENT PATTERNS

7.7.1 VEHICLES

The main route for vehicles entering the Site is the single distribution estate road running through the Site on a south to north orientation, after entering the Site almost in the centre of the south boundary, using an existing access position off a new controlled upgraded intersection at the A5.

The access route runs through the Site connecting to the three main development blocks to its left.

7.7.2 PEDESTRIANS

Pedestrians will either be workers for the incumbent businesses who will come from the bus stops (currently located on the A5 close to the Site) or the local village/s; or will be leisure walkers using the public footpath through the Site, the route of which will be amended to accommodate the development and improve facilities for walkers.

For 'working' pedestrians there are footpaths proposed on either side of the main vehicle route to ensure integrated movement patterns and safety for users, as well as a highly legible environment which is easy to navigate regardless of mode of travel.

Further links are provided through the Site, around the whole perimeter, and to routes connecting the local villages.

7.7.3 CYCLISTS

Cyclists may follow proposed vehicle routes, although dual use cycleway/pavements would be provided to either side of the estate road. They may also use the existing public footpaths and bridleways, which are proposed to be upgraded to allow access by all non-motorised users. Parking for bikes – employees and visitors – will be provided near unit entry points. Communal cycle parking and showers/changing rooms would be provided at the ancillary Hub Office.

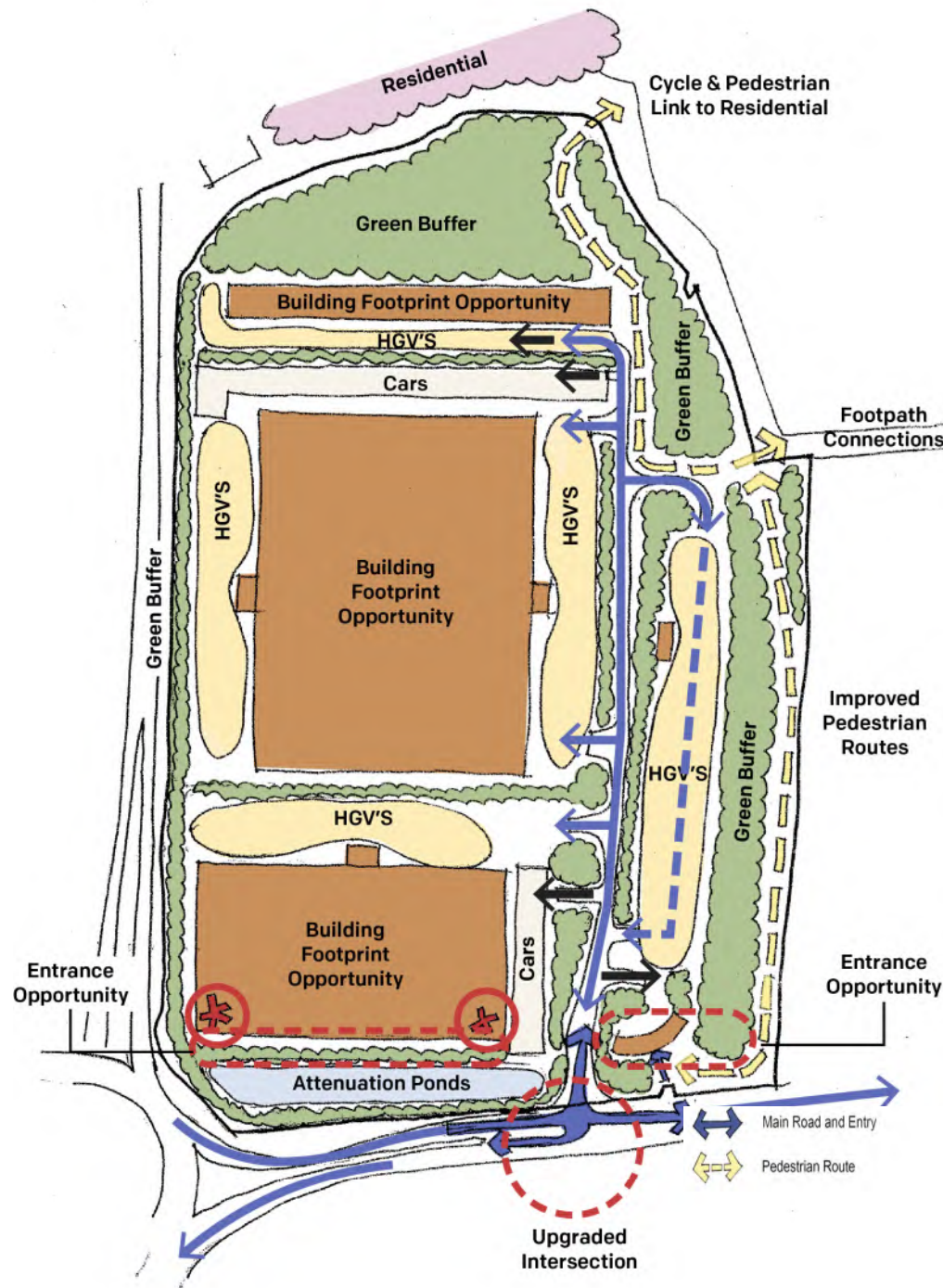


Fig. 54 - Movement Pattern Drawing

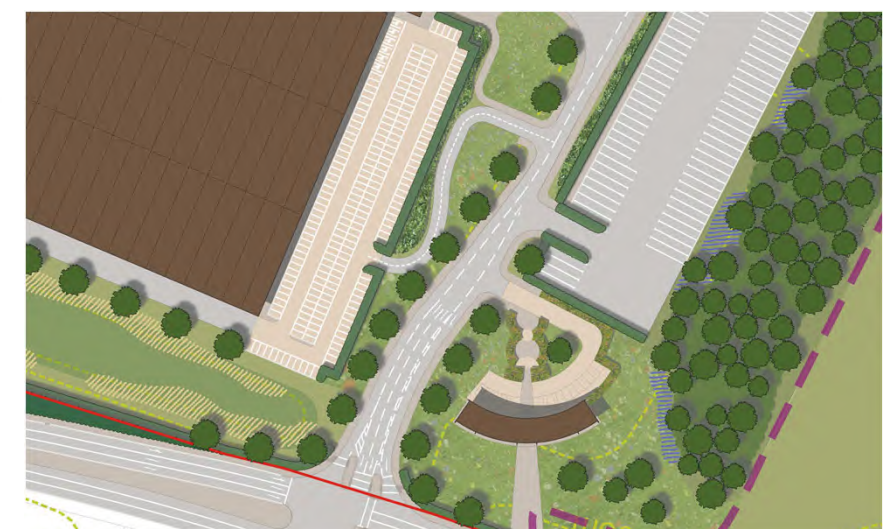


Fig.55 - Park Entry Point at A5



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

7.0 APPEARANCE & DESIGN

7.8 URBAN GRAIN

Plan showing proposed and existing built form demonstrating the appropriateness of the urban grain on the development site. The proposed built form is in keeping with existing scale of the business parks and large-scale industrial warehouse building sizes on the same surrounding roads.

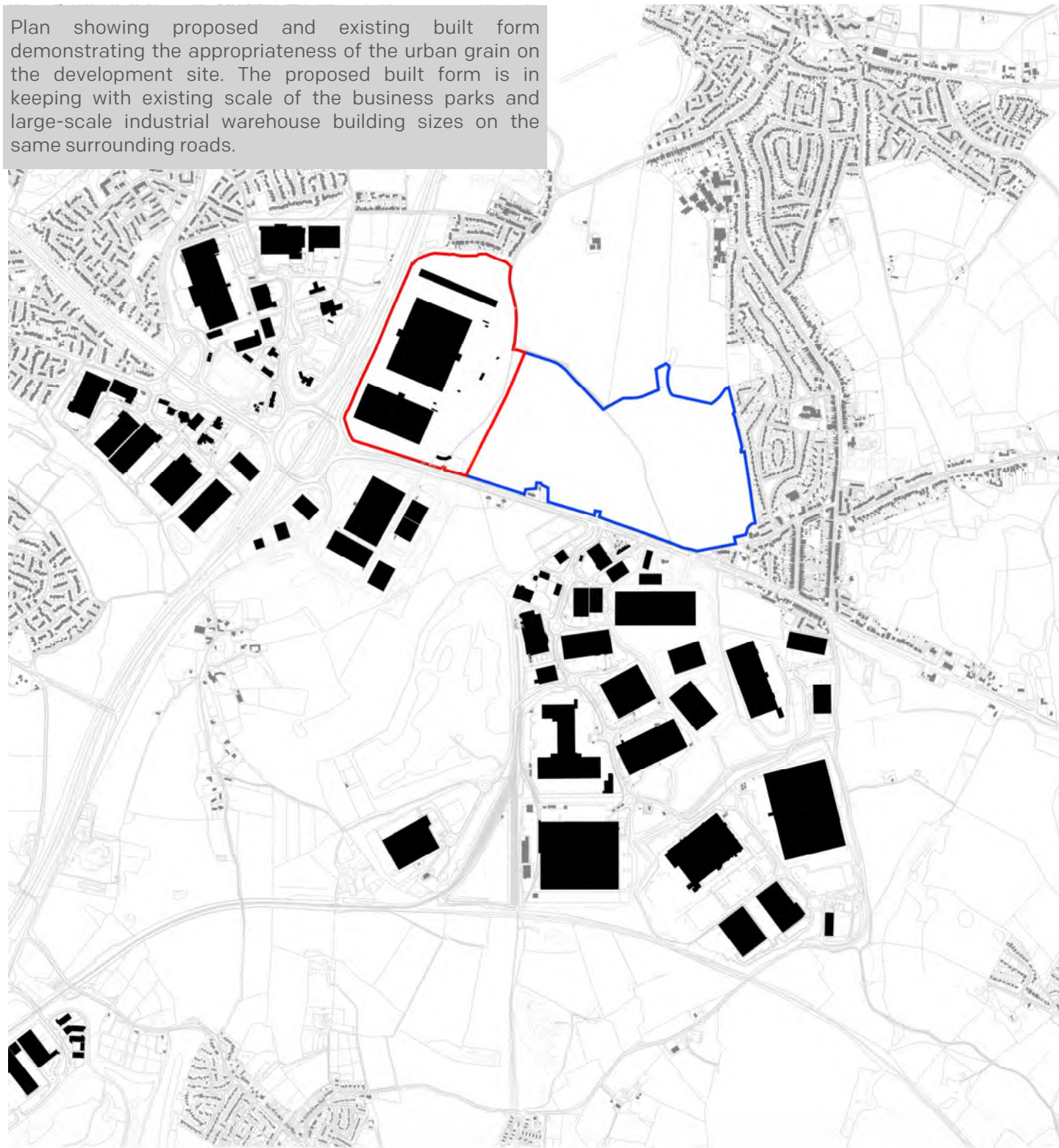


Fig. 56 – Proposed and existing built form plan

7.8.1 PRECEDENT

The urban grain of this proposal follows two patterns for industrial units, both of which are found locally. Precedents for the small scale units to the north of the Site are found for instance at Core 42 Business Park and St Modwen Park Tamworth (west of Trinity Road).

Larger format precedents are found at nearby developments, including Birch Coppice Business Park, St Modwen Park Tamworth (east of Trinity Road) and Core 42 Business Park, as well as several other business park sites as also shown opposite.

7.8.2 LARGER UNITS

The larger format units are similar to adjacent developments such as St Modwen Park on the opposite side of the A5, and also positioned close to the A5 and M42.

7.8.3 SMALLER UNITS

The smaller units which are set behind the larger units, and are positioned at the northern part of the Site, are set within landscaping. These provide a smaller grain layout and a transition between the larger format units and the nearby fine-grain residential to the northern site perimeter.



Illustrative CGI - Smaller units



Illustrative CGI - Larger unit



7.0 APPEARANCE & DESIGN

7.9 SCALE AND FORM

7.9.1 BUILDING HEIGHTS

The building heights vary between the small and larger units.

The larger units are located within development zone A1, having a height of up to 117.8m AOD).

The smaller units in the development zone A2, located at the northern end of the Site will have a height of up to 113m AOD.

The development zone to the east of the Site which includes B1 and B2 is proposed to have heights of up to 111m AOD for B1 and a hub office on B2 with a height of up to 102m AOD.

7.9.2 BUILDING FORM

The forms of all the larger buildings will have a style typical of buildings of this type, with shallow pitch, and keeping the overall height of each building fairly level.

The smaller buildings will have either a flat roof or shallow pitched roof, portal frame style. All the buildings will have metal-clad walls and roofs with areas of fenestration at entrances and office areas contributing to more complex aesthetics in these areas.

7.10 PUBLIC REALM

7.10.1 ACCESS ROAD AND PEDESTRIAN ROUTES

The street-based areas of public realm within the Site will be landscaped and designed to be safe and well-overlooked from the office areas of the proposed buildings.

Where the pedestrian routes leave the vehicle route, they will go through landscaped areas which separate the larger format units

7.10.2 ENTRANCE

The entrance to the scheme along the A5 will include a planted buffer zone within a large area dedicated to water attenuation and Sustainable Drainage Systems (SuDS). This area of landscaping will help to establish an attractive sense of arrival and direction for visitors. It will be supplemented by attractive building facades and entrance feature to the A5 connection.



Fig. 57 – Parameters Plan



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

7.0 APPEARANCE & DESIGN

7.11 MATERIALS

The Illustrative Scheme takes as its visual language a typical contemporary palette of possible materials, colours, textures, and formal relationships of building elements to suggest how buildings of industrial and logistics use might be developed on this site.

Such buildings, in a grouped context within a site such as this, undoubtedly benefit from referring to a shared character identity. This promotes attractive building forms which use attractive and durable materials. The buildings will largely utilise metal cladding to walls and roofs, but these can be differentiated by the use of varying colours, patterns, textures, and banding.

Large walls can be visually syncopated by introducing elements such as solar shading, entrance features and elevational focal points. The use of contrasting colour, or ensuring areas of ventilation, openings or glazing are carefully and coherently designed, will also positively contribute to the buildings' appearance.

Often relatively low glazing content in buildings of this type means that where there is glazing – namely in and around entrances and office areas – it is coherent and clear, and used as a feature element. This can be further stressed by attention to glass type, frame colour, sun shading, opening shape and size and so on.

7.11.1 WAREHOUSE ELEVATIONAL TREATMENT

Light coloured cladding can also be used at higher levels of the building to minimise visual impact of upper walls and eaves.

Our approach to materials takes reference from nearby developments of a similar type, and particularly the approach taken at Core 42, albeit a higher standard of sustainability and energy efficiency given the stated ambition for the Site.

The warehouse elevational design is tested with multiple options considering proportion, composition and style, which has led to the style currently proposed. This favours a combination of cladding tones, accentuating entrances and key zones on the elevations, along with lighter colours to the top bands of the elevations which will serve to reduce the overall visual impact and massing of the buildings.

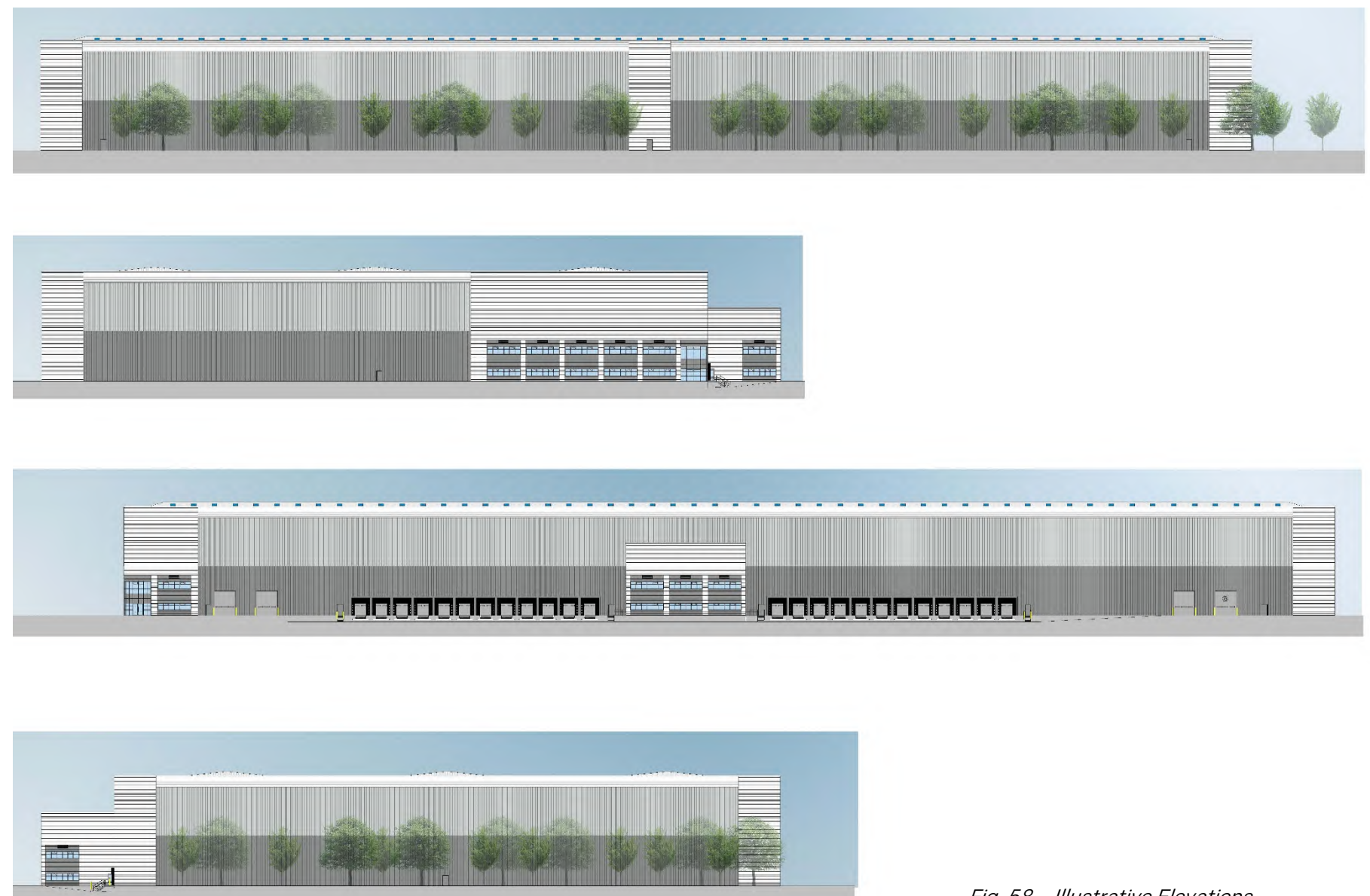


Fig. 58 – Illustrative Elevations



7.0 APPEARANCE & DESIGN

7.11.2 OFFICES ELEVATIONAL TREATMENT

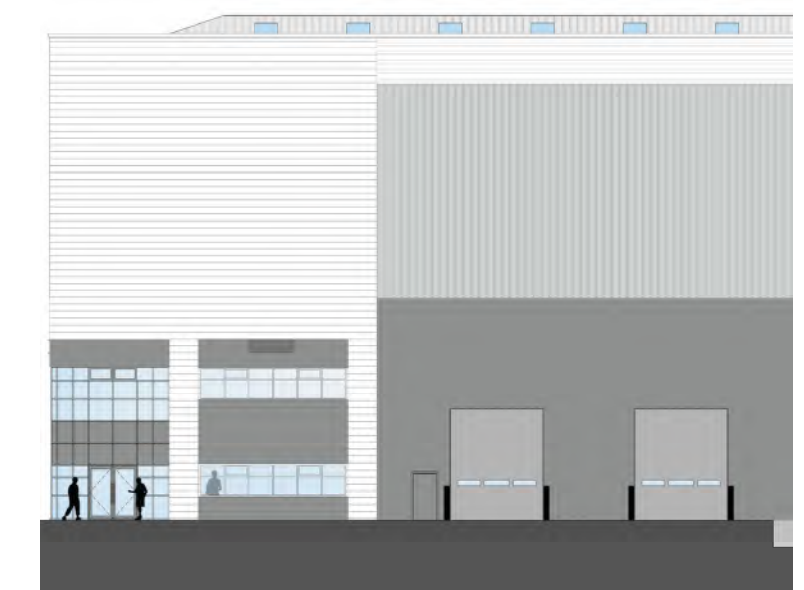
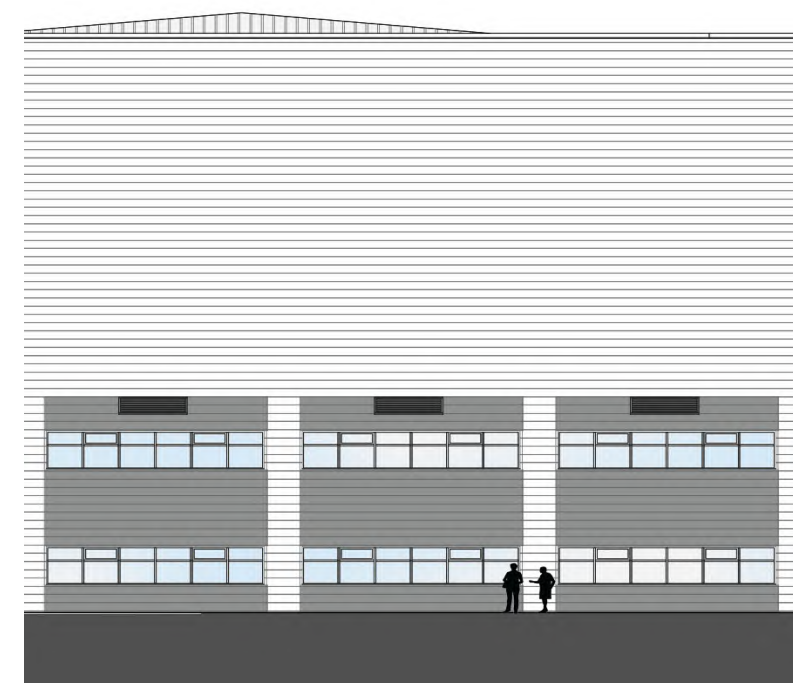
Offices would be approached with a similar design methodology to that of the warehouse.

The offices provide an opportunity to express a strong feature on the elevations of the building, and a human scale, along with an opportunity for wayfinding main entrances, public space and interest.

The office elevations would have a clear relationship to the operations that take place within, and should follow the same design principles, and material selection, colour and texture as the main warehouse.



Fig. 59 – Illustrative Office Elevations



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



7.0 APPEARANCE & DESIGN

7.11.3 ILLUSTRATIVE ELEVATION COLOUR PALETTE SPECIFICATION

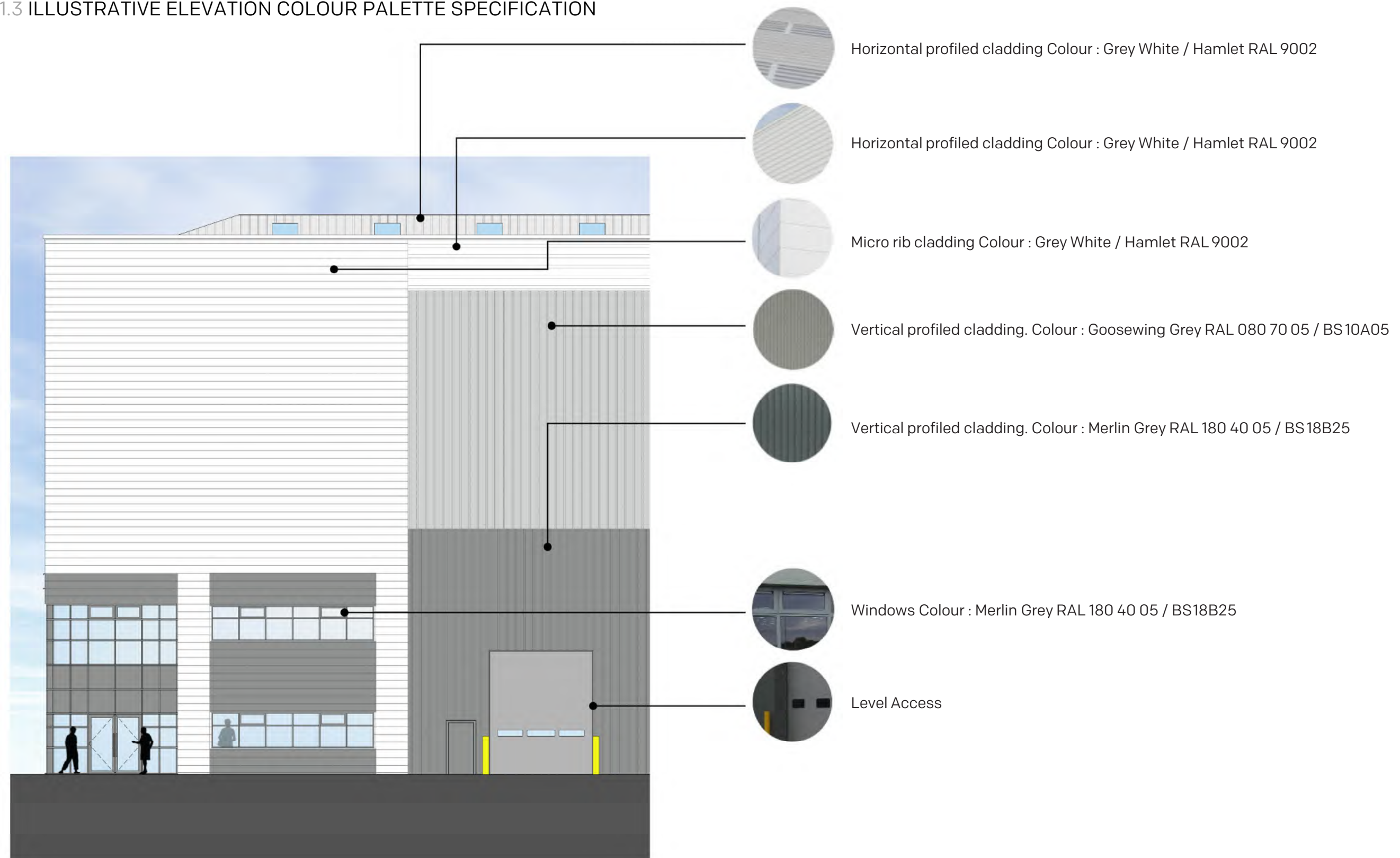


Fig. 60 – Colour Palette Proposal



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

7.0 APPEARANCE & DESIGN

7.11.4 ILLUSTRATIVE CGI



Fig. 61 – Illustrative CGI



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

7.0 APPEARANCE & DESIGN

7.11.4 ILLUSTRATIVE CGI



Fig. 62 – Illustrative CGI



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

7.0 APPEARANCE & DESIGN

7.11.4 ILLUSTRATIVE CGI



Fig. 63 – Illustrative CGI



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

7.0 APPEARANCE & DESIGN

7.11.4 ILLUSTRATIVE CGI

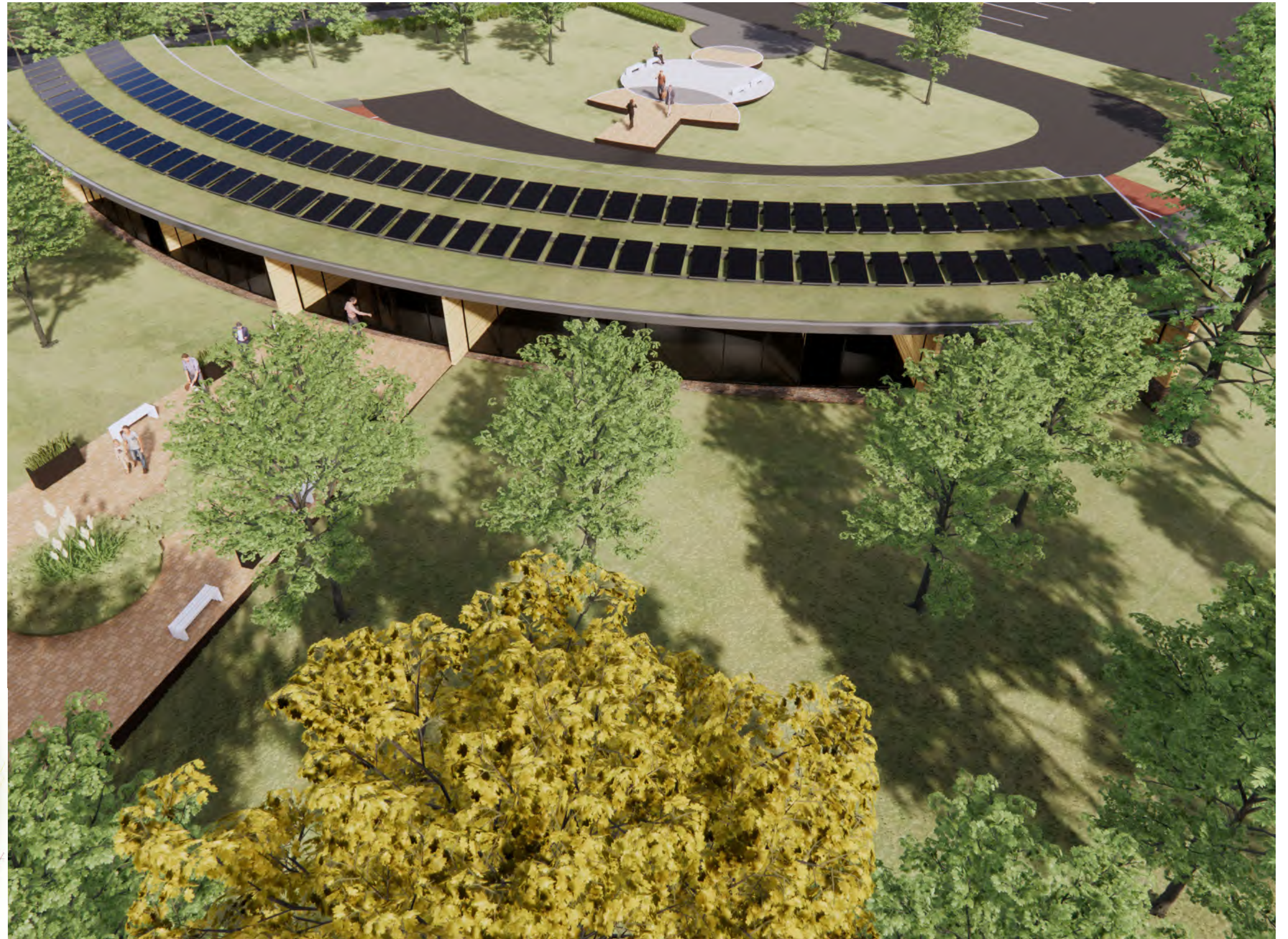


Fig. 64 – Illustrative CGI of the Hub Office



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

7.0 APPEARANCE & DESIGN

7.11.4 ILLUSTRATIVE CGI



Fig. 65 – Illustrative CGI



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

7.0 APPEARANCE & DESIGN

7.11.5 ILLUSTRATIVE ROOF, FENCING AND SECURITY, INTERNAL WAREHOUSE AND DOCK DOORS



Roof



Internal Warehouse



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Fencing and Security



Dock Loading Doors

Fig. 66 – Illustrative multiunit scheme



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

7.0 APPEARANCE & DESIGN

7.12 INFRASTRUCTURE DESIGN

Detailed planning is sought for the Site access road, with all other strategic infrastructure serving this development sought in outline at this stage – this is inclusive of the internal estate road, footways/cycleways, surface and foul water drainage and hard landscaping.

7.12.1 ROADS

The main distributor site road which serves the Site from the newly formed junction on the A5 will be built to adoptable standards. The road will typically be;

- 7.3m carriageway width with segregated turning lanes to suit the development requirements.
- 3.0m footway/cycleways.
- 0.5m grass verge at the back of the footways to facilitate the street lighting.

7.12.2 FOOTPATHS / CYCLEWAYS

There will be provision for pedestrians, cyclists and other non-motorised vehicle users to access the development along the main spine road. The development will also require a diversion of an existing bridleway, currently connecting the A5 to the north of the Site. This will be diverted along an enhanced corridor comprising of bunding and landscaped planting. Where this network of footpaths crosses the vehicle carriageways there should be dropped crossings and tactile paving provided.

All footpath and cycleway construction specifications shall be in accordance with the WCC standard details.

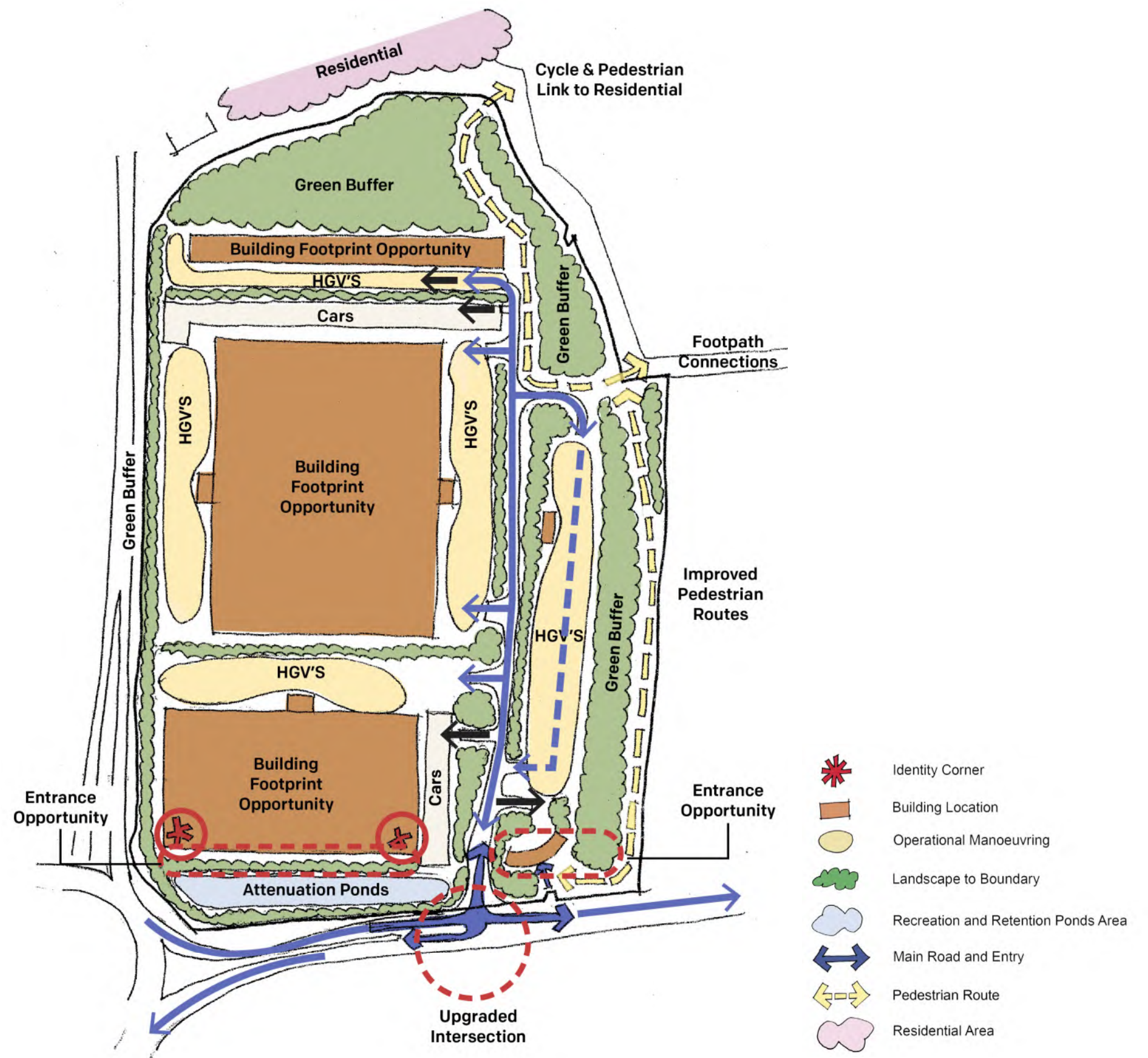


Fig. 67 Movement Pattern Drawing



7.0 APPEARANCE & DESIGN

7.12.3 ACCESSES

The access to the individual plots shall be built in accordance with all relevant local authority and current DMRB guidance. This should include:

- Sufficient spacing between accesses to avoid conflict on the main distributor road.
- Where the width of the crossing is deemed unsafe, a pedestrian refuge shall be provided.
- All accesses, planting and street furniture shall be located outside of the visibility splays from each individual access.

7.12.4 HARD LANDSCAPING

A significant earthworks operation will be required to construct the development platforms, involving initial stripping the topsoil of the Site and placing this in strategic bunds to the north and the east of the Site. These will be formed with soft slopes in order to replicate a natural environment, trees and understory will be planted on the slopes to improve the overall aesthetics, and primarily they will act as buffers to screen the development from the local area.

The remainder of the earthworks will be balanced in order to provide the most sustainable solution, with the no material import and export at this stage. Retaining walls are not envisaged to be required in the most part, however, where unavoidable these will be designed as crib, gabion and / or green walls to integrate the feature within the landscape.



Landscaped retaining feature wall



Retaining wall



Retaining wall

7.13 DRAINAGE INFRASTRUCTURE

7.13.1 SURFACE WATER

All surface water from the Site would mimic the existing flow paths and connect to the existing manhole which forms part of the culverted watercourse in the south west corner of the Site. This ultimately discharges to Kettle Brook to the west of the M42.

A new Sustainable Drainage Strategy will be produced to serve the development. In accordance with best practice guidance, the design will aim to reduce flood risk downstream to the wider catchment and neighbouring properties. In order to do this, the Site would discharge at

greenfield runoff (Q_{bar}) for all rainfall events up to and including the 1 in 100 year plus 40% climate change event. This flow rate is sufficiently low as to negate any significant downstream flood risk, and is a significant betterment to the higher existing flows in extreme rainfall events. In line with the drainage hierarchy, due to the Site conditions and constraints, neither infiltration nor discharge to a watercourse are feasible for this development.

The design basis for this development will be to include as many SuDS techniques viable for this type of development in line with the SuDS management train (CIRIA 753). The Site has been designed to include vast landscaped areas which minimise runoff in line with prevention guidelines. Rainwater harvesting will be incorporated into the scheme where possible at detailed design. Surface water will be conveyed from the development plot to attenuation pond(s) in the southern landscape corridor.

Pollution control to tackle the most common contaminants (i.e., oil/petrol/diesel from vehicles) will be in the form of Bypass Separators for the car park areas, and Full Retention Separators for the HGV Service Yards, which offer a higher level of protection. All separators will be alarmed and remotely monitored at all times to ensure reliability over the development lifespan.

7.13.2 FOUL WATER

Foul flows will be collected by an independent network and discharge to the nearest foul sewer located to the east of the development adjacent to the A5. The dry weather flow has been estimated to be 1.75 l/s based on experience of this type of development. This will be pumped to the outfall via a newly constructed pumping chamber at a rate of at least 5.25 l/s in line with the standards set out in Sewers for Adoption. A Section 106 Agreement will be applied for and agreed with Severn Trent Water at detailed design stage.



7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE

7.14.1 PLANTING

Trees in soft landscape areas require a minimum of 2.5 metre wide beds, whilst trees within hard standing such as pavements or car parks should be designed using a GreenBlue Urban or similar construction below ground to ensure successful establishment and longevity.

All trees should be positioned to ensure adequate topsoil volumes are provided.

Underground services, street lighting columns and CCTV sight lines should be designed so as not to compromise trees and other planting.

Minimum Specification Requirements: Trees

- 16-18cm (Extra Heavy Standards) 425-625cm or larger.
- Clear stems to 2m close to parking bays or paths.
- Underground guyed in hard paved areas; double staked or underground guyed elsewhere.
- Irrigation pipes and Aeration to be included especially in hard paved areas.
- 75mm depth bark mulch to base in soft landscape beds.
- Species – Refer to section 7.14.3.

Where appropriate, hedge planting adjacent to car parks and site boundaries could be used instead of fences. Where fences are required these could be reinforced with evergreen or deciduous screen hedges. For greater impact where budget allows 'Instant' hedging is to be used in either formal locations or close to building entrances.

Minimum Specification Requirements: Hedge Planting

- Minimum of 10L containerised or instant hedging.
- Double staggered (350mm centres/ 450mm offset).
- 75mm depth bark mulch IV. Long lived species only (E.g. No Lavender, Hebe, etc.).
- Species – Refer to section 7.14.3.

7.14.2 WETLAND PLANTING

Water features with permanent pools of water may be planted with emergent and submerged vegetation on shelves along their shoreline and in shallow, marshy zones. This can enhance treatment processes and biodiversity.

Features, such as meadows or swales, which may occasionally dry out may be better planted as wildflower meadows allowing the variety of species found in the mixes to adapt to the situation.

All water features should be designed to ultimately look natural and visually appealing as far as possible.

Minimum Specification Requirements: Wetland Planting

- Seeding for Wetland areas to be 'Emorsgate EM8, Meadow Mixture for Wetlands Mixture' sown at 4g/ m²; or as approved by BCC Ecologists.
- Seeding for marginal planting to be 'Emorsgate Seeds EP1 – Pond Edge Mixture' sown at 4g/m²; or as approved by BCC Ecologists.
- Marginal and aquatic planting to be a minimum 9cm pots (subject to density) and sourced from British suppliers.
- Wetland planting works should be carried out in April/ May to ensure plants are not grazed off by wild fowl.
- Further design guidance should be sought from the SuDS Manual by Ciria.
- Species – Refer to section 7.14.3.

7.14.3 SPECIES LIST

Woodland Plant Suggestions:

Acer campestre - Field Maple
Betula pendula - Silver Birch
Corylus avellana - Common Hazel
Prunus avium - Wild Cherry
Quercus robur - English Oak
Woodland Understorey Suggestions:
Ilex aquifolium - Common Holly
Cornus sanguinea - Common Dogwood
Crataegus monogyna - Common Hawthorn
Prunus spinosa - Blackthorn
Viburnum opulus - Red Guelder Rose

Street Tree Suggestions:

Acer campestre 'Streetwise' - Field Maple 'Streetwise'
Betula pendula 'Jacquemontii' - Silver birch 'Jacquemontii'
Carpinus betulus 'Fastigiata' - Common Hornbeam 'Fastigiata'
Prunus avium - Wild Cherry

Hedgerow Plant Suggestions:

Corylus avellana - Common Hazel
Crataegus monogyna - Common Hawthorn
Ilex aquifolium - Common Holly
Prunus spinosa - Blackthorn
Rosa canina - Dog Rose

Ornamental Shrub Suggestions:

Cornus sanguinea 'Midwinter Fire' - Dogwood 'Midwinter Fire'
Choisya ternata - Mexican Orange Blossom
Euonymus fortunei 'Emerald 'n' Gold' - Spindle 'Emerald 'n' Gold'
Spiraea japonica 'Anthony Waterer' - Japanese spirea 'Anthony Waterer'
Viburnum Davidii - David viburnum

Ornamental Plant Suggestions:

Lavandula angustifolia 'Hidcote' - English lavender
Stipa tenuissima - Mexican feather grass
Verbena bonariensis - Argentinian vervain
Salvia officinalis - Common sage
Hebe 'Autumn Glory' - Shrubby Veronica



7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE



Fig. 68 – Illustrative Landscape Plan

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



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

7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE

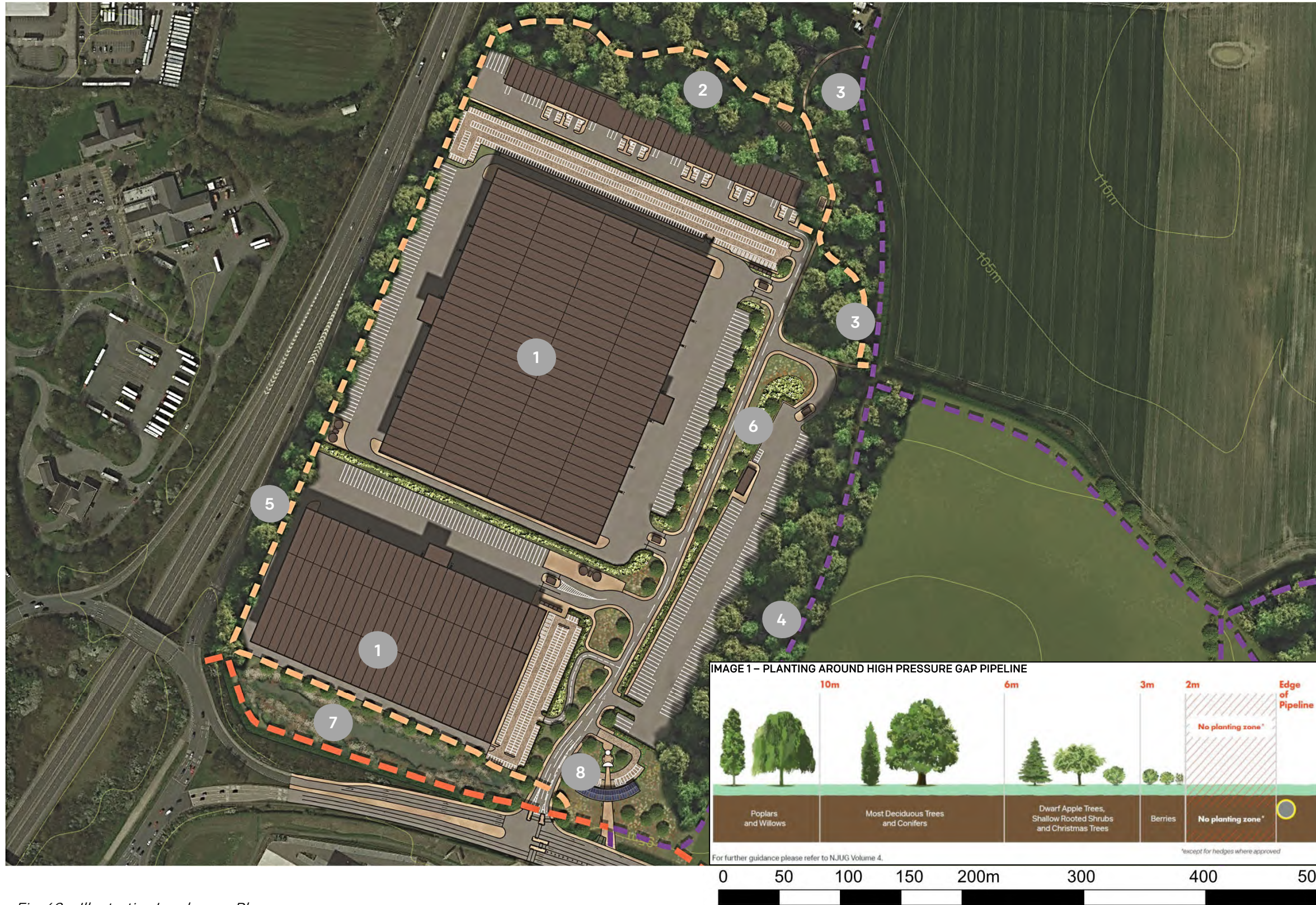


Fig. 69 – Illustrative Landscape Plan

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



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

7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE



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

Fig. 70- Illustrative Landscape Plan



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

7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE

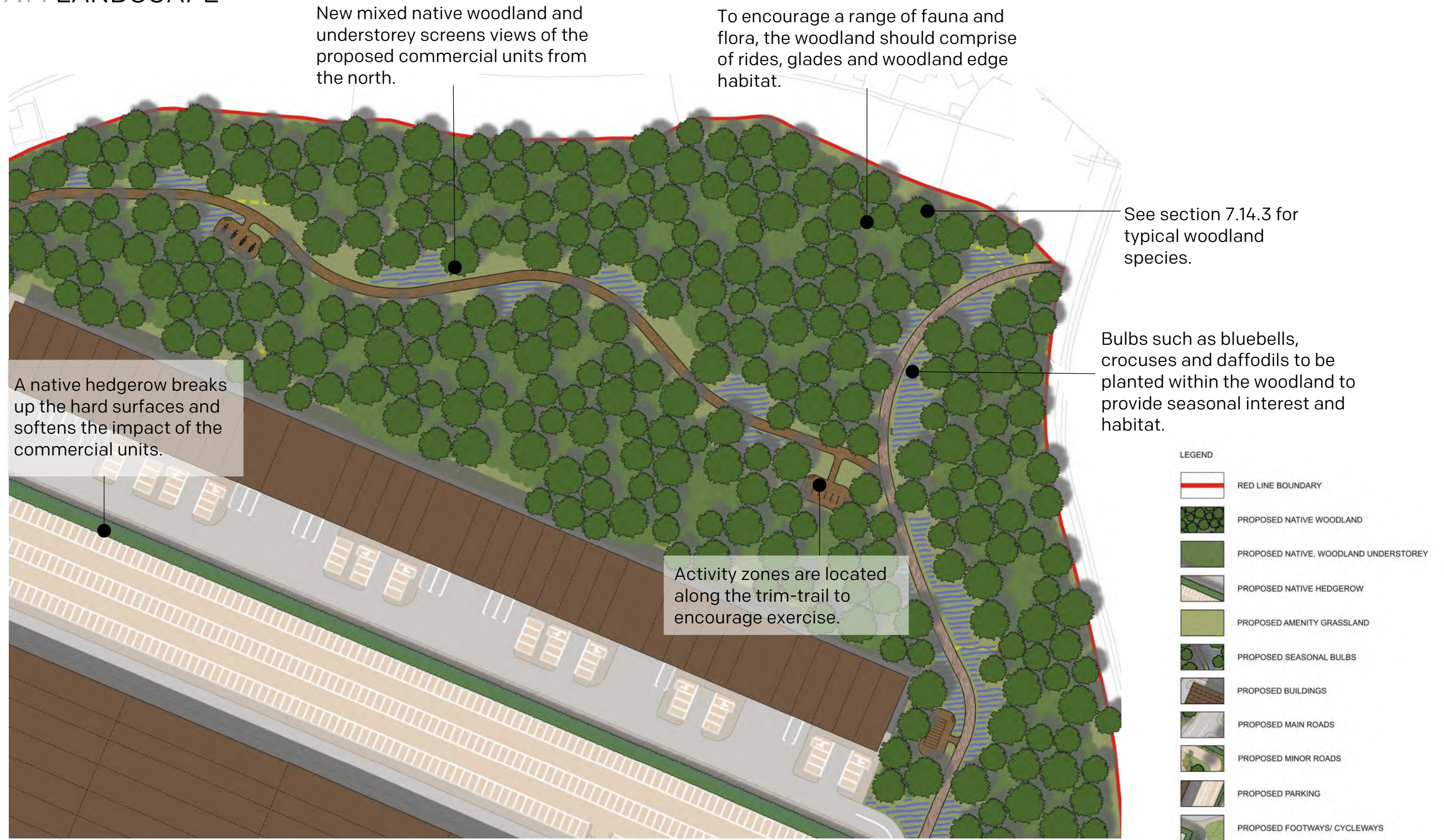


Fig. 71 – Illustrative Landscape Plan



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

7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE

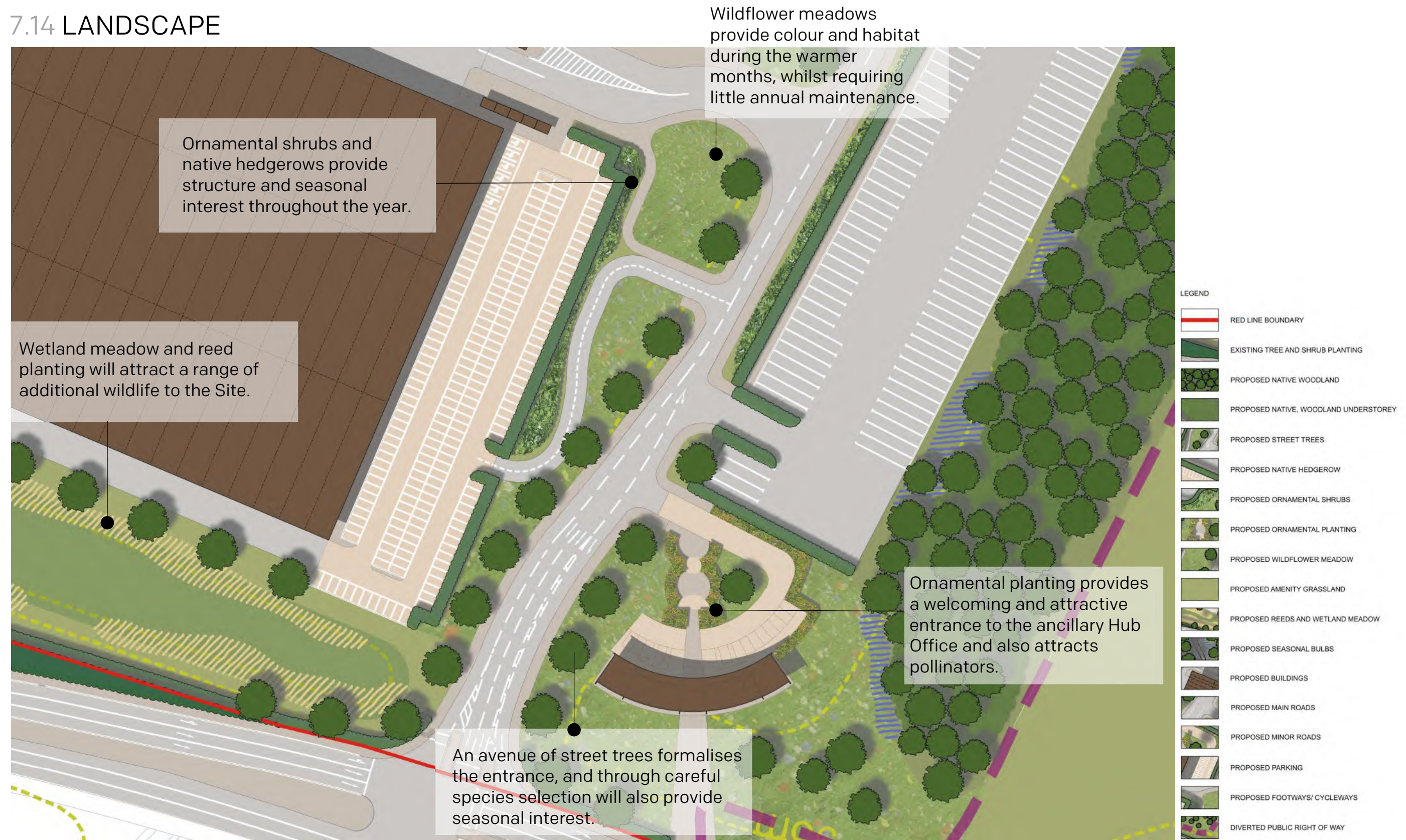


Fig. 72– Illustrative Landscape Plan



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

7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE

7.14.4 SECTIONS

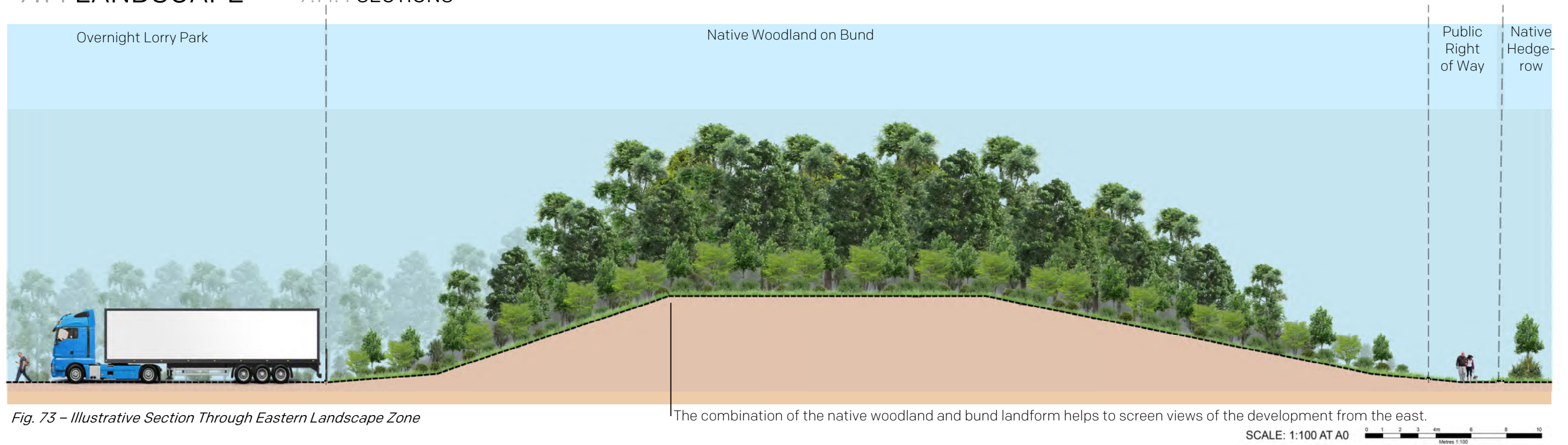


Fig. 73 – Illustrative Section Through Eastern Landscape Zone

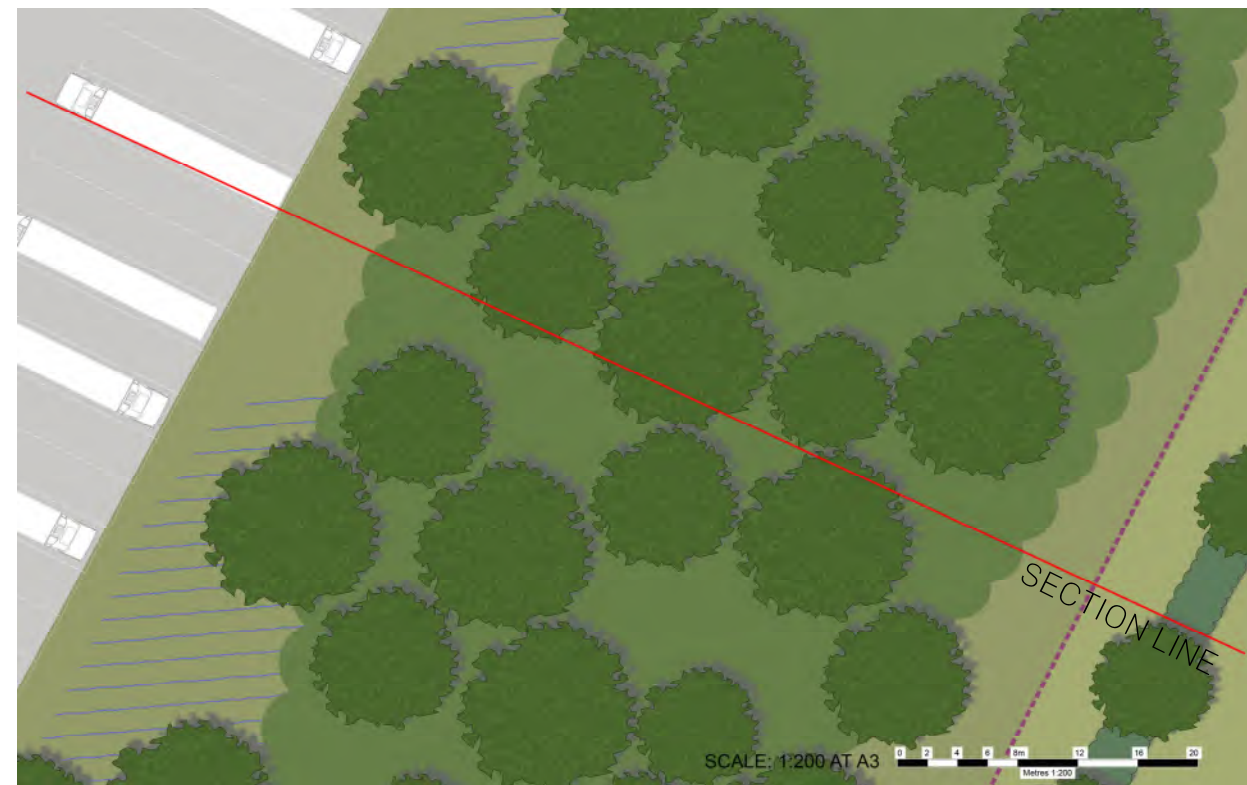


Fig. 74 – Illustrative Site Extract- Section Through Eastern Landscape Zone



Fig. 75 – Illustrative Site Extract- Key Plan



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

7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE

7.14.4 SECTIONS

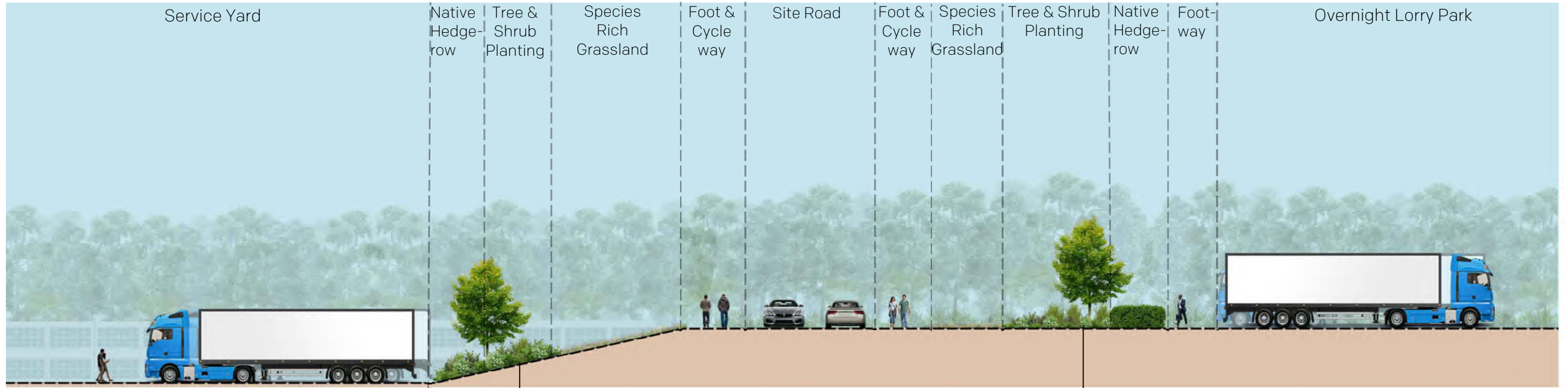


Fig. 76- Illustrative Typical Section Through Site Road

Tree and shrub planting helps to soften the impact of the car parks and commercial units

Linear planting along the roads help to connect larger habitats

SCALE: 1:100 AT A0



Fig. 77 - Illustrative Site Extract- Typical Section Through Site Road



Fig. 78 - Illustrative Site Extract- Key Plan



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

7.0 APPEARANCE & DESIGN

7.14 LANDSCAPE

7.14.4 OFFSITE LANDSCAPE CONCEPT PLAN



Fig. 79 – Offsite Landscape Concept Plan



7.0 APPEARANCE & DESIGN

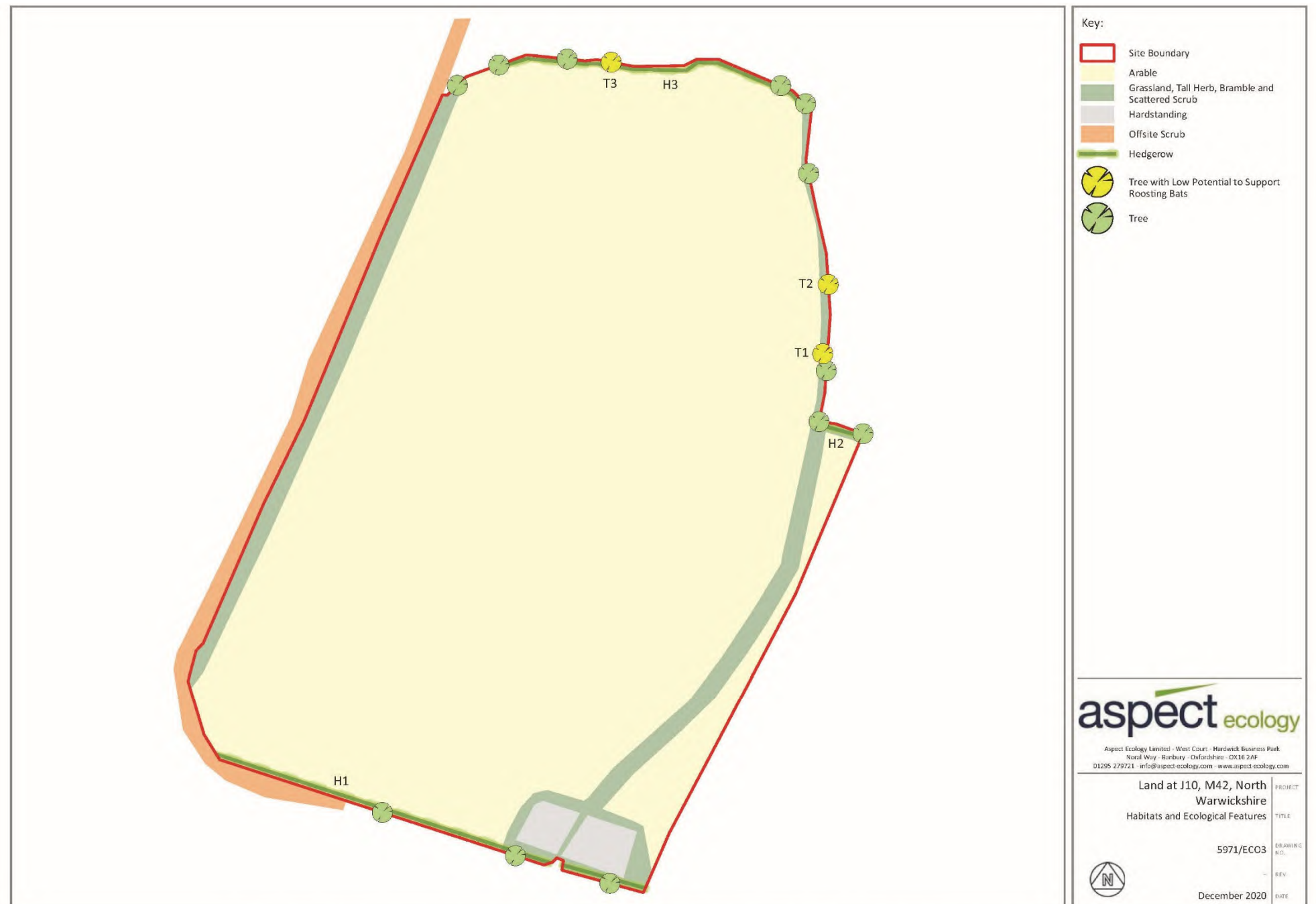
7.15 ECOLOGY AND NATURE CONSERVATION

7.15.1 BACKGROUND

The Site has been subject to a range of ecological survey work during 2020 and 2021, in order to identify the broad habitats present and inform initial consideration of likely constraints and considerations associated with the proposed development. In addition, specific surveys in regard to common reptile species and wintering birds has been undertaken. Pre-application advice was obtained from Warwickshire County Council in order to inform the scope of ecological survey and assessment work undertaken.

Based on the available information reviewed, there are no identified statutory or non-statutory ecological designations within or adjacent to the Site, whilst all such designations are sufficiently separated from the Site that they are unlikely to provide a significant constraint on the development.

The habitats forming the internal areas of the Site are formed almost entirely of intensively managed arable land. Internal boundary features are limited to a small number of grassland corridors/paths, which support common species typical of arable boundaries, without mature structural or woody vegetation and do not pose a constraint on the proposed development. Mature boundary hedgerows and planting are present at the Site boundaries, including a small number of trees, whilst the proposals incorporate substantial buffers of vegetation to the Site boundaries, minimising any potential long term effects of the proposals on associated receptors and providing the opportunity for substantial new habitats and enhancements to be provided.



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Fig. 80 - Habitats and Ecological Features



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

7.0 APPEARANCE & DESIGN

7.15 ECOLOGY AND NATURE CONSERVATION

New habitats will be created using native species common to the local area and designed to maximise biodiversity value. Further, the proposals have been assessed using the WCC biodiversity offsetting metric calculator tool, based on the Parameters Plans and associated assumptions and considerations, which shows an overall significant net gain in 'biodiversity value' to be achievable at the Site in respect of habitats (+30% against an existing policy requirement of 10%) and linear features (+158%).

In terms of fauna, similarly the majority of the Site is unlikely to provide particular potential for protected faunal species due to the intensively managed arable nature. A number of precautionary mitigation measures have been identified where appropriate in order to ensure that faunal species are fully safeguarded.

Accordingly, with the exception of ongoing implementation of the identified precautionary mitigation measures, potential current ecological constraints and considerations in relation to the Site are likely to be extremely limited. Where appropriate, the proposed layout has been designed to take into account key ecological features, constraints and concerns. Indeed, the proposals will incorporate substantial new wildlife habitats and enhancements which (subject to appropriate safeguards and implementation during the construction period) will provide substantial benefits for wildlife at the Site in the long term.



Fig. 81- Ecological Constraints and Opportunities



Hedgerows



SuDs



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

7.0 APPEARANCE & DESIGN

7.15 ECOLOGY AND NATURE CONSERVATION

7.15.2 OVERALL BIA CONSIDERATION

Overall, on the basis of the WCC offsetting metric, including local guidance, it can be concluded that, subject to appropriate detailed landscape design and planting information, along with the provision of the measures set out (including offsite enhancement measures, as detailed at the proposed illustrative landscape design plan), a substantial calculated increase in biodiversity units within the Site would be achievable under the proposed parameters, with an indicative 'score' of approximately +19.26 'habitat biodiversity units' (representing an identified gain of approximately 30.3%) and +9.66 'linear biodiversity units' (representing an identified gain of approximately 158%) identified based on the information and assumptions set out.

The vast majority of habitats at the Site that are to be affected are of extremely low quality (intensive arable land), the loss of which to the proposals (as previously set out) would be of no wider ecological significance. Indeed, the detailed design of the substantial landscaped areas in accordance with the proposed Design Guide, along with the proposed additional enhancement measures within the adjacent offsite land would result in significant environmental enhancement, including specific benefits for a range of faunal species and benefits to wildlife in the long term.

In addition, in line with the information set out elsewhere, a number of faunal enhancements are proposed under the scheme, including provision of bird and bat boxes, insect hotels, and refugia/hibernacula, along with wildlife interpretation boards, which together are anticipated to provide further gains in biodiversity at the Site. It is not possible to quantify faunal enhancement measures within the WCC calculator and accordingly these are therefore considered additional to the calculated Net Gain figures using the tool.

On this basis (and subject to detailed design, including the final detailed landscape planting information at the appropriate stage and implementation of the permitted scheme, including long-term management), there would appear to be no requirement for further measures or biodiversity offsetting in regard to the proposals. Through the provision of over 15.5 hectares of landscaping both on and off site, comprising over 9 hectares of new habitats on site and over 6.5 hectares of habitats off site, the proposals have the potential to deliver a substantial biodiversity net gain on site, in excess of the 10% requirement, and therefore fully accords with Policy LP16 of the North Warwickshire Local Plan.

Significant biodiversity net gains of +30% for habitat biodiversity and +158% for linear biodiversity.



Wetland features



Native Woodland



Wildflower meadow



7.0 APPEARANCE & DESIGN

7.16 TRAFFIC GENERATION

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

Details of the proposed development peak hour traffic generation have been agreed with officers at both Warwickshire County Council (WCC) and NH and the resulting movements assigned to the surrounding highway network using the strategic traffic model that formed the basis of the Local Plan assessment.

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

These improvements include upgraded bus stops for routes along the A5 and at Birchmoor, provision of signal controlled pedestrian/cycle crossing facilities within the Site access, upgrading of existing footpaths within the Site and adjacent land to provide much improved pedestrian and cyclist links that avoid J10 M42 and A5 corridor, an offline footway/cycleway linking J10 M42 and Dordon, and delivery of a continuous shared footway/cycleway link that extends throughout the scheme connecting the A5 to Birchmoor. Access by public transport is also achievable via linked trips through the two rail stations at Polesworth and Wilnecote.

Further details are set out in Section 8 of this DAS.



7.17 AIR QUALITY

The Site is not located within an Air Quality Management Area.

A baseline modelling exercise has been carried out for the proposed development, accounting for the identified sensitive receptor locations included in the operational phase assessment. The baseline modelling exercise was informed by local authority monitoring data, including diffusion tubes along the A5, a review of local emissions sources, a review of DEFRA background pollutant concentrations and identification of nearby ecological conservation sites and designated habitats.

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

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

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

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

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

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



7.0 APPEARANCE & DESIGN

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

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

7.18 NOISE

The development parameters ensure significant 'no development' buffers will be enforced.

The distance between the settlement boundary / nearest residential dwellings to the Site in Birchmoor and the maximum extent of the developable area is between 145m and 85m. The development parameters ensure significant separation between the developable areas of the Site and the surrounding residential areas to ensure an acceptable level of residential amenity is maintained.

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

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

Baseline noise level surveys were undertaken to establish the prevailing levels and noise environment at the following locations, which were selected as representative of the closest existing noise-sensitive receptors:

- Birchmoor Village
- Dwellings on A5 Watling Street
- Dwellings of Birchmoor Road

Having modelled anticipated noise impacts during construction and operational phases of the development against the recorded baseline noise levels, the construction and operational phase impacts are considered to be not significant at the closest existing noise-sensitive receptors.

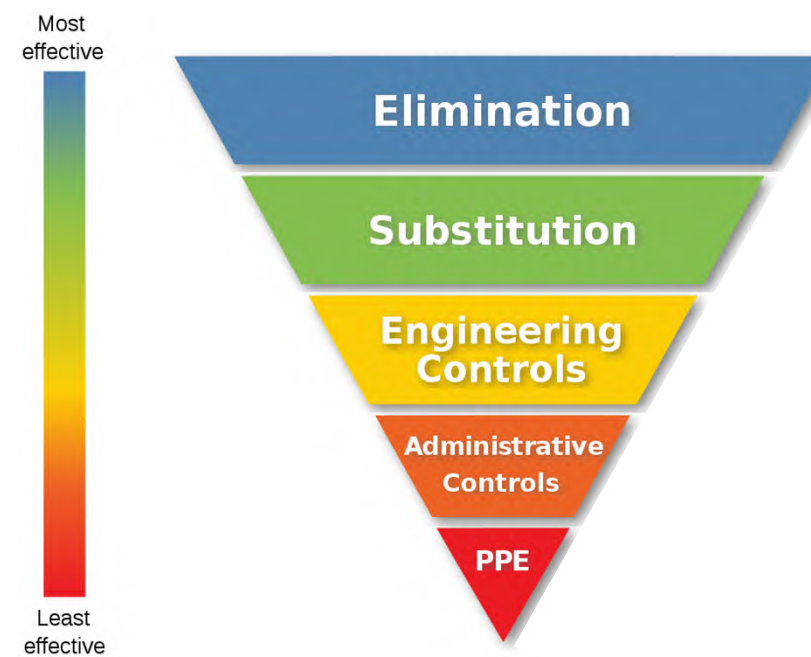


Fig. 82 – Hierarchy of Noise Controls

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

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

7.19 FLOOD RISK

The Environment Agency Flood Zone mapping (Fig. 83) shows the Site located entirely within Flood Zone 1 and therefore the area is considered not to be at risk of flooding.

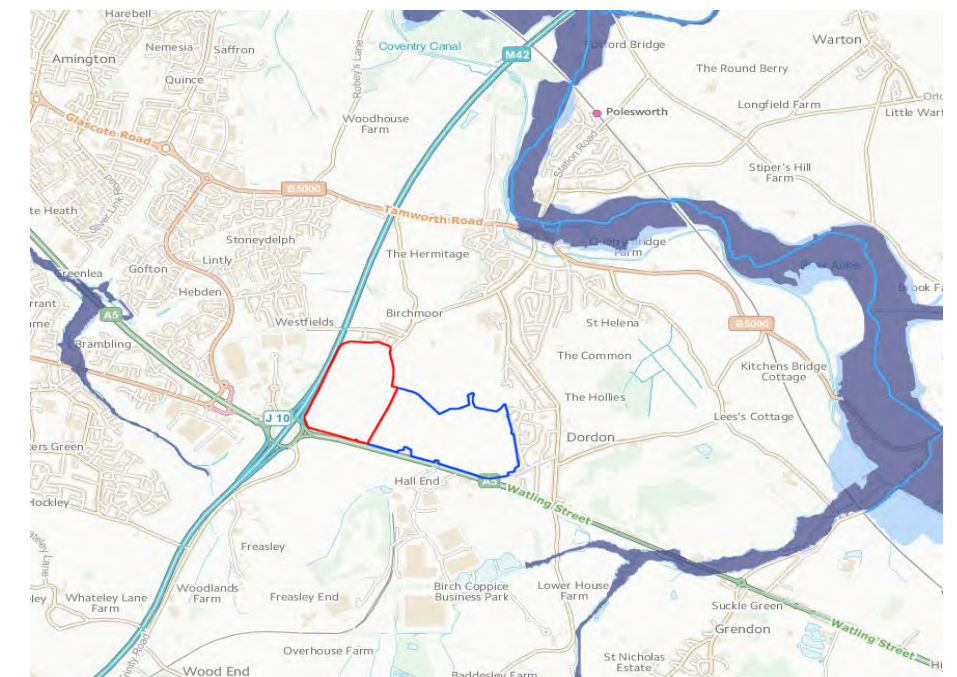


Fig. 83 – Flood risk map



7.0 APPEARANCE & DESIGN

7.20 GEO-ENVIRONMENTAL

Phase 1 and 2 Site Investigations have been undertaken, with reports (refs: 70530-1 and 70530-2 Rev 2) submitted as part of the planning application documents.

Following the recommendations of the desk-based assessment (Phase 1), intrusive investigations (Phase 2) were carried out (including window trial pits and cable percussive boreholes) to develop a ground model that summarises the ground investigation data, and highlight any uncertainties, and provide a geo-environmental appraisal for the Site and the proposals. A series of recommendations are set out in the Site Investigation reports.

In summary, the ground conditions are well suited to the type of development proposed which has several advantages:

- The Site is characterised as characteristic situation 1, meaning no ground gas protection measures are considered necessary;
- The underlying Halesowen Formation would be a suitable bearing stratum for shallow foundations, which are far less intrusive and energy intensive than other forms of foundations;
- The Site has a concrete classification of Design Sulphate Class DS-1 and an Aggressive Chemical Environment for Concrete as AC-1, meaning no special precautions are necessary.

7.21 EMPLOYMENT

As the detailed layout and configuration of the buildings will be confirmed at reserved matters stage, the precise number of employees to be recruited to the Site is not yet known. However it is anticipated that the proposed development could create between between 776 to 1,295 full time equivalent (FTE) net additional jobs at the local level with an additional 471 to 786 FTE jobs at the regional level (based offsite). Taken together, the proposed development could support up to 2,081 FTE permanent jobs throughout the region.

It is normal for such employment to take place over two or three shifts throughout a 24-hour period and will call for a range of skills including managerial, office, technical, semi-skilled and unskilled positions. Further information can be found within the Socio-Economic Chapter of the ES.



Window sampling



The proposed development will create new additional jobs at the local level



8.0 ACCESS FOR ALL

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



8.0 ACCESS FOR ALL

8.1 INTRODUCTION

The following access statement sets out the proposed strategy to create an inclusive environment for all users of the proposed development. The statement covers both the access strategy for the Site and the accessibility details for any new buildings within the development.

8.2 APPROACH TO INCLUSIVE DESIGN

It is self-evident that all buildings should be designed so that all members of society can use them. Consequently, the development proposals will be designed to accommodate the needs of all of its users, irrespective of age, gender or disability.

All new and existing public footpaths, public bridleways, footpath / cycleway and pavements to be designed to be the Equalities Act 2010 compliant, to provide access to all (e.g., mobility impaired, mothers with prams, etc) (subject to the agreement of WCC Rights of Way Team).

8.3 KEY ACCESS CONSIDERATIONS AND THE IMPLEMENTATION OF INCLUSIVE DESIGN

Key access considerations for the Site include:

- vehicular and pedestrian approaches to the Site;
- circulation routes around and links through the Site;
- the provision of adequate and well-located disabled parking;
- the provision of adequate and well-located cycle parking;
- appropriate and current design relating to the entering and exiting of the buildings;
- the provision of adequate facilities within the development.

The implementation of inclusive design within the scheme is carried out through considered responses to these access issues.

To ensure that inclusive design remains a strong feature of the scheme, the considerations outlined above will form an integral part of the design process once the masterplan enters the detailed design stage.



Accessible parking



Public transport



Cycle paths



8.0 ACCESS FOR ALL

8.4 SITE ACCESS

The proposed development site will be accessed from the new service road off A5 Watling Street. In terms of the accessibility of the Site and existing pedestrian, cycle and public transport facilities, the Site is located within a reasonable walking distance of nearby bus stops, allowing employees access to regular bus services. This includes the 766, which serves a number of the surrounding towns and villages and stops both at the Dordon Island and also within the adjacent Birch Coppice Business Park. The proposals include for upgrades to the existing bus stops on the A5 to the south and at Birchmoor, to encourage travel to work via bus.

Access to the respective buildings for HGVs would be via dedicated lorry access slip roads from the internal site distributor road, with queuing space provided on approach and individual plot gatehouses. Gatehouses with barrier-controlled entry and exists would be provided to all but the smallest SME units. Ducting would be provided to 25% of lorry parking space for fully electric and hybrid electric vehicles, to future proof the development.

The overnight lorry parking facility would have a barrier-controlled access and egress located along a circulatory one-way system with entry likely to be in the north and the exit in the south of the Site.

Access into the respective buildings for would be via the dedicated car park access slip roads from the internal site distributor road, with spaces for parking disabled users provided adjacent to office entrances. Electric vehicle (EV) charging points and rapid charging points would be installed to 10% of car parking spaces, with ducting provided to a further 15% to future proof the development – 25% in total.

Dedicated motorcycle shelters would be provided to accommodate motorcycles.



Fig. 84 – Site access



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

8.0 ACCESS FOR ALL

8.5 PEDESTRIANS AND CYCLISTS

The buildings and their immediate surroundings, including external works to and from the proposed car park areas and building approaches, will be designed to be accessible by all staff and visitors.

Best practice design ensures that access is available to all regardless of any special mobility problems or restrictions. Level thresholds, gentle slopes or ramps and ambulant disabled stairs will therefore be designed in as standard.

On site facilities for cyclists will be provided with sheltered secure storage facilities, conveniently located adjacent to the unit entrances. Bicycle parking would be provided in excess of the North Warwickshire Borough standard.

The design will ensure safe access for wheelchair users to all appropriate areas of the buildings.



Fig. 85– Pedestrian Access



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

8.0 ACCESS FOR ALL

8.6 CAR PARKING

Car parking will be provided at ground level for the whole development as shown on Illustrative Site Layout(s). The number of spaces serving each building/unit have been provided to meet North Warwickshire Borough Council's parking standards, ensuring that peak demand is accommodated without any overspill.

The submitted Transport Assessment identifies minimum cycle parking requirements for each unit, which would be in excess of the North Warwickshire Borough standard. Cycle parking would comprise a range of parking facilities, including indoor / outdoor parking, secure parking, covered parking and e-bike charge points, located at or close to pedestrian entrances.



Fig. 86 – Carparks location



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

9.0 SUSTAINABILITY

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



9.0 SUSTAINABILITY

9.1 SUSTAINABILITY

In order to meet the stated ambition for the Site to ultimately deliver “The Greenest Business Park in the West Midlands”, all buildings are to be designed and constructed in accordance with the highest standards of sustainability, codes of practice, legislation, statute, planning policy and guidance. In order to deliver on this ambition, a series of HQDPs and Design Parameters have been prepared, which would form the basis of future developments and ensure that scheme benefits are delivered in practice. Details of these HQDPs and Design Parameters are set out in the submitted Design Guide, which can be conditioned to any future planning application.

9.2 BUILDING PERFORMANCE

All buildings to be designed to achieve a BREEAM rating of ‘Excellent’ and Energy Performance Certificate ‘A’ Rating. All speculative buildings to be designed to UK Green Building Council’s Net Zero Carbon Ready standard.



9.3 CARBON FOOTPRINT REDUCTION MEASURES

The following features may assist in the reduction of the carbon footprint of the buildings:

- Triple skinned factory assembled rooflights to the warehouse/optimised natural light
- Rainwater Harvesting for use in toilet flushing and other non-potable applications

- Excellent air tightness
- Regionally sourced planting
- Energy efficient lighting
- Rockfon ceiling tiles, organic paints, carpets with 80% recyclable yarns
- Low flush volume WC’s and low water use spray taps
- Responsibly sourced timber
- Dyson Airblade/ high efficiency hand driers
- Building Management System.



9.4 SUSTAINABILITY MEASURES

Detailed below are example Sustainability Measures that could be incorporated into the development base build, an optional list also details further enhancements that incoming tenants could consider.

9.4.1 BASE BUILD

Ultra high efficiency Internal LED Lighting with PIR/Dimming controls

The office lighting shall be ultra high efficiency LED with in excess of 100 lumens/circuit watt. This is combined with presence detection and daylight linking controls (for two rows near windows). The life expectancy of the LED fittings is in excess of 50,000 hours.

Ultra high efficiency External LED Lighting

The external lighting shall be ultra high efficiency LED with in excess of 110 lumens/circuit watt. The fittings shall be fixed to the building and on Lighting columns (8/10mm AFFL.). Each fitting shall be fixed in horizontal plane with max 5 degree tilt with upward spill in compliance with ILE Dark Skies policy. Each LED fitting will have a life expectancy of over 50,000 hours.

Main Office Rain Water Harvesting Systems

External below ground rainwater harvesting systems shall be provided to the main office. The water will be utilised for urinal and WC flushing greatly reducing tenants’ water usage on these items by approximately 30-40%.

Sensor Taps/Low Flush WCs

Sensor taps shall be provided to the office toilet facilities for further water savings. Low flush WCs (4/6 Litres) shall also be provided which when combined with rain water harvesting systems will mean lower water usage.

Major water leak detection

Each incoming water position to the building shall be monitored with alarm links to the BEMS, picking up any out of range readings/leaks. This is an early warning system prior to visual leak detection.

Air source heat pump for heating/cooling

The Main Office and Transport Hub office’s heating and cooling shall be provided by Air Source Reverse cycle heat pump VRV/VRF High Efficiency heat recovery systems.

The Air Source heat pumps shall as a minimum have the following excellent efficiencies:

- Heating SCOP 4.5
- Cooling SEER 5.5



9.0 SUSTAINABILITY

Variable speed drives on Pumps/fans

Variable speed drives will be installed on pumps and fans to match the fan/pump flow rates with the actual requirements. This saves on electricity usage and CO₂ emissions.

Heat Recovery Air Handling Units

Heat recovery air handling units will be installed for all fresh air ventilation requirements in the occupied spaces with a minimum 73% heat recovery efficiency, and provide 12 litres/sec/ person of air which is better than Building Regulations requirements. The Specific Fan Power shall be in accordance with Part L2 of the Building Regulations and The Non-Domestic Building Services Compliance Guide 2013 of 1.9 watts/l/s, all air handling units and fans to be ErP 2018 compliant.

Excellent airtightness of building - in excess of Building Regulations requirements

The building shall obtain an excellent air tightness which greatly exceeds 5 m³/(m²·h) @50 Pa requirement of building regulations. This will reduce the warehouse heating costs and thus gas usage and CO₂ emissions.

15% Roof lights

The warehouse will be provided with 15% GRP rooflights which will be evenly distributed on the north/south facing roof slopes.

This will provide an excellent daylight factor of approx. 3% which when combined with daylight controls reduces the, electricity usage and CO₂ emissions of the warehouse lighting installation. In addition to the rooflight, translucent panels will be provided above the dock doors to further enhance the natural light available.

High efficiency hand driers

The male/female and ambulant toilets shall be fitted with high efficiency hand driers (e.g., Dyson Airblade V hand driers) which are 80% more energy efficient than standard driers. They are also 35% quieter and dry the hands in 12 seconds.

Electric car chargers

At least 10% of car parking spaces will be provided with Electric car charging stations in the main car parks. Duct/Power infrastructure shall be installed to a further 15% of spaces facilitate extension by the Tenant to meet the projected increase in Electric vehicles on the road forecast in the next 20 years.

Insulated level access/dock loading doors

Insulated roller shutter level access and dock loading doors with dock shelters to improve both energy efficiency and working conditions by sealing off the vehicle during loading/unloading.

Recyclable structure and cladding system

Use of recyclable structure (e.g., steel portal frame) and cladding system (e.g., aluminium 'built up' cladding system), allow building to be easily recycled when it comes to the end of its operational life cycle.

Low environmental impact / bio-based materials

Use of low environmental impact and bio-based materials that also provide good insulation (e.g., woollen insulation or hempcrete blockwork) can significantly reduce inherent carbon associated with buildings.

9.4.2 FUTURE TENANT ENHANCEMENTS

Ultra high efficiency warehouse lighting with Daylight/presence detection

The warehouse lighting will be LED with efficiencies in excess of 150 lumens per circuit watt. The warehouse lighting will benefit from daylight control and presence detection to greater enhance the energy savings and reduce building CO₂ emissions. The LED fittings will have a life expectancy of over 50,000 Hours.

9.4.3 OPTIONS FOR FURTHER CONSIDERATION

Large scale roof mounted Photo Voltaic system

The roof structure will be enhanced to facilitate the fitting of a large scale roof mounted photovoltaic system. The PV system would be sized to match the Tenants Electricity usage profile for maximum efficiency. There are funded and non-funded options up for consideration.

This would significantly reduce the extent of the building electricity usage and provide a large CO₂ saving.



9.0 SUSTAINABILITY

Battery storage linked to Photo Voltaic system

As a boost to the Photo Voltaic system a Tesla (or equal approved) large scale battery storage system could be provided. The Tenant would enter into a paid frequency balance agreement with National Grid.

The batteries would be charged by the PV installation and would discharge at the optimum times to realise monies from National Grid. They can also be discharged for TRIAD avoidance to save additional charges on electricity suppliers bill.



Large scale battery storage system

CO₂ sensors for meeting rooms

Installing CO₂ sensors for large meeting rooms and training facilities would mean that the air required would match the actual occupancy of the room. The greater the CO₂ the larger the air volume. Additional motorised dampers would need to be fitted to each room which would be controlled via the readings from the CO₂ sensors.



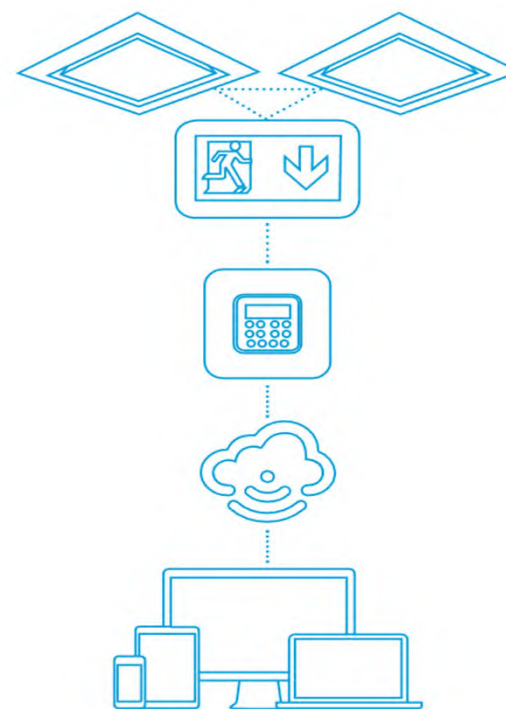
CO₂ sensors for large meeting rooms

Office's Built environment analytics (BEA)

A Thorlux "SmartScan" lighting system or equal with wireless sensors could be installed, this system is inclusive of sensors that enable heat mapping of main office areas and monitoring of office temperature/humidity and CO₂ levels via sensor fitted to emergency exit signs.

Additional analytics that could be measured:

- External air quality sensors – Monitoring air quality and particulates in line with WELL standards
- Noise sensor
- Dock door



"SmartScan" wireless lighting control system

BEA objectives

The objective of the BEA is

- to provide real time and historical data for the end user and Landlord to monitor and improve the operations/environment within the building with the following functionality;
- An intuitive user interface that can be operated by a wide range of users even without specific training.
- An analytics engine that allows for simple ratios, regression analysis, benchmarking across large portfolios (a key benefit for clients with a large number of sites).
- Tracking of energy efficiency projects and their impact in terms of consumption, cost and carbon emissions.
- Unlimited users per account, with the ability to restrict access and interaction on a per user basis using predefined roles.
- An alerts functionality that allows users to set upper and lower consumption limits to trigger email alerts to advise when triggered.
- Simple, online setup with no requirement for desktop software installation

External Lighting Control air lux

The external lighting installation is generally controlled via timeclock and photocell. This is fairly basic and does not give the Tenant much flexibility or the opportunity for further energy savings.

The Control air lux is a Mesh based system where each individual fitting is controllable from a Tablet/Phone. The Tenant can then set the required Lux levels to match shift patterns whilst enabling much greater control (individual luminaires/groups). The Mesh system also provides performance data for each fitting/hours run etc.

Greater electricity savings can be realised by dimming individual fittings.



9.0 SUSTAINABILITY

9.5 WASTE STRATEGY

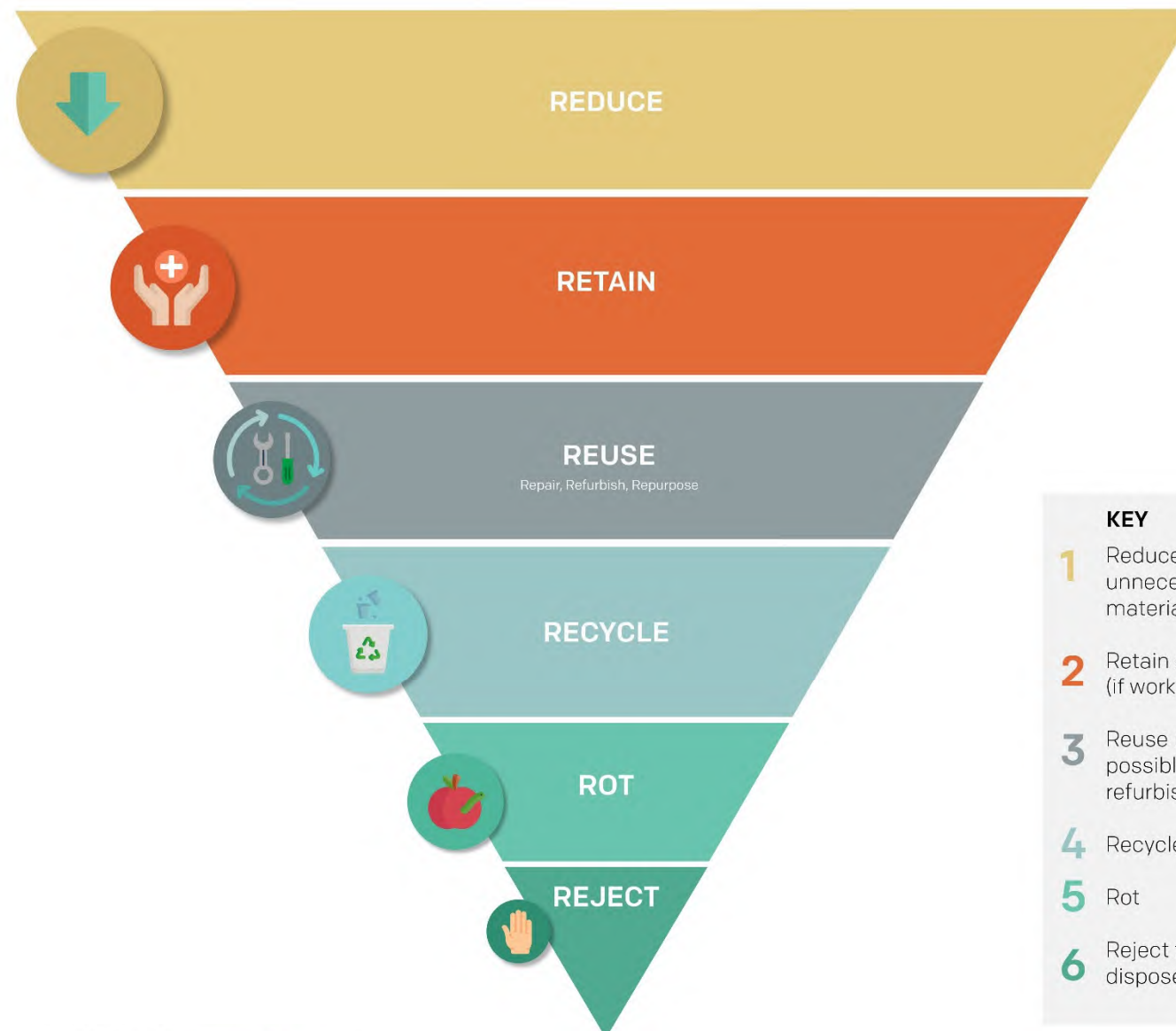
A Site Materials Management Plan (SMMP) will be prepared to minimise construction waste from the earthworks, in addition to a commitment to topsoil and subsoil cut and fill balance across site to avoid the need for these materials to be disposed of or removed from / imported to the Site.

In addition, a Site Waste Management Plan (SWMP) will be prepared to minimise construction and operational waste from site. This document will provide a framework for the creation of individual Waste Management Plans bespoke to each building, as and when future reserved matters applications are submitted. There are ambitious targets for the reduction of waste during the construction period which would be facilitated by the use of responsible methods of construction.

Construction and demolition waste are expected to be managed through a private waste contractor(s). In the design stages, measures will be implemented to reduce of waste wherever possible considering modular design, materials procurement and offsite fabrication.

On-site, at construction stage, plans will be implemented to reduce impacts of waste through mitigation measures such as on-site segregation, staff training and overall materials management on-site.

The detailed SMMP and SWMP will be prepared at future design stages which will provide a comprehensive approach to how mitigation measures will be implemented, as well as potential waste savings at each stage. Compliance with the SMMP and SWMP(s) could be secured through planning condition(s) and requirements passed onto the main contractors within the contract for the works.



- KEY**
- 1 Reduce the project brief or scope, including unnecessary materials & high embodied energy materials.
 - 2 Retain existing buildings and materials (if working within an existing building)
 - 3 Reuse materials and components as much as possible from local suppliers, including repair, refurbishment, repurposed and leasing.
 - 4 Recycle
 - 5 Rot
 - 6 Reject toxic and unethical products. Refuse and dispose of hazardous and unhealthy materials.

Fig. 87 – Zero Waste Hierarchy



Construction and demolition waste from the Site to be minimised



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

10.0 SUMMARY

10

10.0 SUMMARY

This Design & Access Statement supports an outline planning application submitted on behalf of Hodgetts Estates to support the creation of *"The Greenest Business Park in the West Midlands"*. As stated at the outset, this aspiration is derived from the Applicant's commitment to achieving a very high bar in terms of sustainability and mitigating climate change impacts.

In response to the identified critical undersupply of available employment land, Hodgetts Estates is now bringing forward proposals to deliver a highly sustainable business park that would seek to combine 'Best in Class' logistics and industrial buildings and smaller SME buildings with significant amenities and social value benefits to local residents and communities.

Accordingly, this planning application seeks outline planning permission (including approval of access with all other matters reserved) for the following development:

'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'

Parameters-based approach

The approval of the development parameters in outline would allow for the scheme to be developed in a number of ways, within established parameters, through the reserved matters process.

A Design Guide has been prepared to provide an overarching framework for future applications to follow to ensure high quality, highly sustainable and appropriately designed development comes forward at the Site. The seven High Quality Design Principles (HQDP) and implementation of the Design Parameters within the Design Guide, would ensure that all potential future developments at the Site follow a prescribed set of design guidance and parameters to ensure compliance with all relevant planning policy and guidance, including the Dordon Design Guidance and Code.

This Design & Access Statement includes a number of illustrative masterplans (not for approval) which are included to demonstrate that the maximum 100,000sqm of floorspace, overnight HGV parking facility and ancillary development sought can be adequately accommodated within the maximum developable area and parameters. It should be noted that the illustrative masterplans only show how the scheme could potentially be laid out and demonstrate its flexibility in the type and size of units, with the final layout (either in entirety or in part) to be fixed as part of future reserved matters applications. This approach will enable the Site to be marketed with flexibility to appeal to a broad spectrum of national or internationally renowned operators, whilst also ensuring control over the design of future development(s).



Biodiversity enhancements - wildflower meadows, ornamental planting, etc

Landscape-led design and biodiversity enhancements

The development parameters have been conceived to preserve and reinforce the separate identities of Polesworth, Dordon, Birchmoor and Tamworth. To ensure this, future development would be set within its own comprehensively landscaped surroundings, strengthening the natural perimeters, and enhancing substantially the existing biodiversity value of the Site.

The biodiversity strategy 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, mixed hedgerows, wildflower meadows, wetland wildflower meadows, ornamental planting and species rich amenity grassland, within wider green infrastructure.

To the north and east of the development site, naturalistic earth mounds are proposed to be planted with native woodland species and interspersed with publicly accessible open parkland. These measures would both screen the existing developments currently visible along the A5 corridor as well as the new buildings that are being proposed.

Significant offsite landscape mitigation and enhancements are also proposed. In total, some 6.51 hectares (16 acres) of offsite landscape mitigation measures and enhancements are proposed through native woodland planting, community orchard planting, reinstatement of historic field boundaries and footpath enhancements, providing access to members of the public. The offsite measures would also prevent further expansion of development in those parts of the Strategic Gap.



10.0 SUMMARY

The comprehensive landscape design strategy would ensure that the buildings and associated lorry parking are largely screened from view and as the native woodland planting and screening matures, the whole of the Site would eventually be almost entirely screened from sensitive locations at Birchmoor, Polesworth with Dordon and the public right of way network locally.

Highly sustainable design

All future potential development options at the Site would respect the surrounding area and adjacent settlements and deliver a safe, inclusive and high-quality development.

Driven by the accompanying Design Guide, in all aspects relevant to sustainability and design (including energy efficiency, renewable energy generation and biodiversity net gains), future development proposals would either meet or exceed the standards currently required by legislation, policy and/or guidance.

Key sustainability benefits include:

- Targeting a BREEAM 'Excellent' rating for all buildings.
- Energy Performance Certificate 'A' rating for all buildings.
- Speculative buildings to be built to UK Green Building Council's 'Net Zero Carbon Ready' standard for construction.
- At least 10% of energy generated from on-site renewable or low carbon sources and ensuring all buildings can be adapted to accommodate existing and future renewable or low carbon technologies.
- Electric vehicle charging points and 'rapid' charging points, with ducting provided to future proof the development.

- Communal and staff cycle parking, showers and changing facilities to encourage walking and cycling to work.
- Electricity to site wide infrastructure and ancillary Hub Office to be 100% renewably generated.

Connectivity and access benefits

Driven by the Applicant's sustainable transport strategy, the approach taken to the development is to ensure that easy, safe and inclusive access for staff, visitors and the local communities for pedestrians and cyclists is achieved, as well as harnessing other sustainable modes of transport, which also links with and enhances the connectivity with and between the local adjacent areas.

The proposed development would be served by a new signal controlled all-movements access junction at the A5. The proposed access layout has been designed in accordance with published guidance from National Highways, acting as the Highway Authority responsible for the A5 carriageway.

Whilst the Site is currently served by a reasonable level of infrastructure to accommodate predicted journeys by walking, cycling and public transport modes, the Applicant is committed to delivering enhancements and, as such, the proposed development would deliver a range of substantial accessibility improvements, particularly for walking and cycling journeys, that would benefit site users as well as surrounding employment developments and residents more broadly.

Key transport and access benefits include:

- Over 3.5km of new and enhanced public footpaths, bridleways and footway/cycleway routes, linking the Site with Birchmoor to the north and Dordon to the east, and opening up foot and bicycle commuting opportunities from settlements further afield including Polesworth and Tamworth.
- Enhancements to nearby public transport infrastructure, in the form of new and enhanced bus stops within and adjacent to the Site.
- Cycle parking provided to all units in excess of NWBC design standards as well as showers and changing facilities provided to all units and communal cycle parking, showers and changing facilities available for public use in the Hub Office.
- Electric vehicle charging points and rapid charging points installed to 10% of car parking spaces, with ducting provided to a further 15% to future proof the development – 25% in total.
- Ducting provided to 25% of lorry parking space for fully electric and hybrid electric vehicles, to future proof the development.



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

10.0 SUMMARY

Conclusion

As a result of the underlying aspiration to create *“The Greenest Business Park in the West Midlands”*, this Design & Access Statement has demonstrated the architectural vision, inspiration and overarching design principles for the scheme that would achieve this bold aspiration.

The accompanying Design Guide, which can be secured by planning condition, would deliver this vision and act as a development framework for creating beautiful, healthy, greener, enduring, distinctive and successful places with a consistent and high-quality standard of design.

All told, with the adoption of the development parameters and overarching design strategies set out, the proposed development would deliver a strategic-scale employment development in a highly sustainable location whilst ensuring it is appropriately and sustainably designed for its location and context. In doing so, future development would facilitate delivery of the substantial scheme benefits associated with high-quality, inclusive and cohesive design.

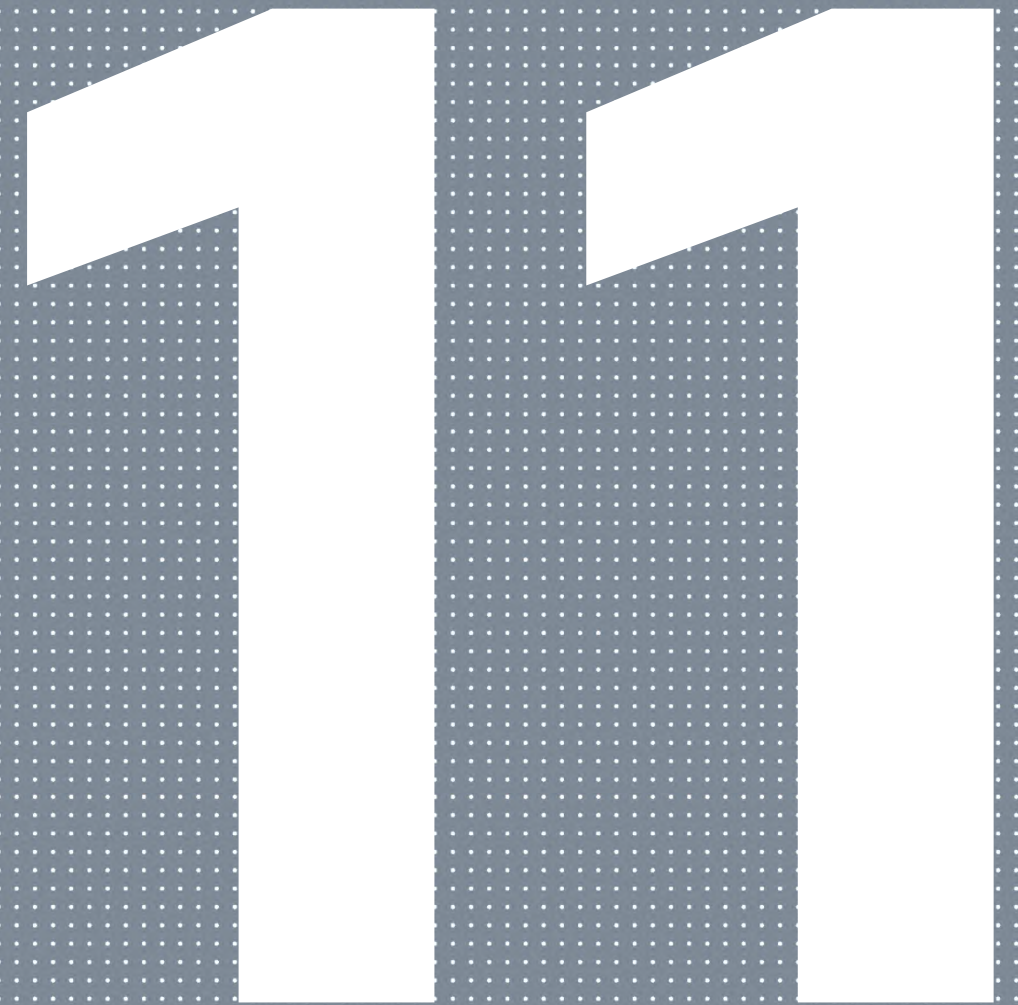


Fig. 88—Illustrative CGI

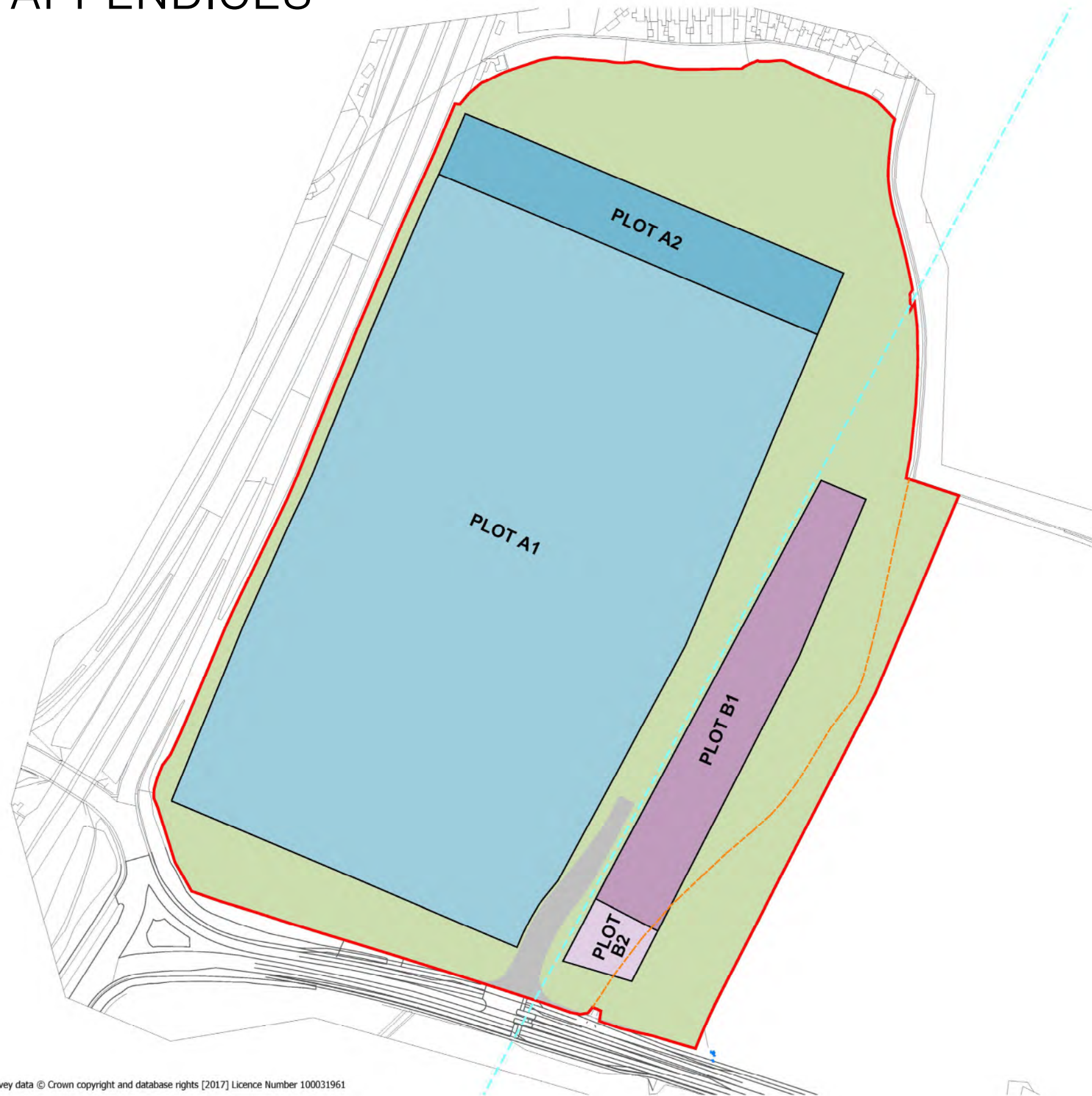








1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

11.0 APPENDICES



11.0 APPENDICES



-  Development Site Boundary (79.97 acres / 32.36 Ha)
-  Plot A1 - up to 117.8m AOD
-  Plot A2 - up to 113m AOD
-  Plot B1 - up to 111m AOD
-  Plot B2 - up to 102m AOD
-  Zone for green infrastructure to include open space, planting, landscaping, site road & SuDS
-  Land required for access
-  Public bridleway (to be diverted where necessary)
-  Gas pipeline with 3m easement zone on both side

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4263-CA-00-00-DR-A-00075 - PARAMETERS PLAN-P16



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

11.0 APPENDICES



-  Development Site Boundary (79.97 acres / 32.36 Ha)
-  Parameter Boundary
-  Unit Demise Boundary
-  Public bridleway (to be diverted where necessary)

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4263-CA-00-00-DR-A-00078 - INDICATIVE MASTERPLAN - MULTI UNIT OPTION - P10



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

11.0 APPENDICES



-  Development Site Boundary (79.97 acres / 32.36 Ha)
-  Parameter Boundary
-  Unit Demise Boundary
-  Public bridleway (to be diverted where necessary)

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4263-CA-00-00-DR-A-00055 - INDICATIVE MASTERPLAN - TWO UNIT OPTION - P8



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

11.0 APPENDICES



-  Development Site Boundary (79.97 acres / 32.36 Ha)
-  Parameter Boundary
-  Unit Demise Boundary
-  Public brideway (to be diverted where necessary)

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4263-CA-00-00-DR-A-00054 - INDICATIVE MASTERPLAN - SINGLE UNIT OPTION - P9.



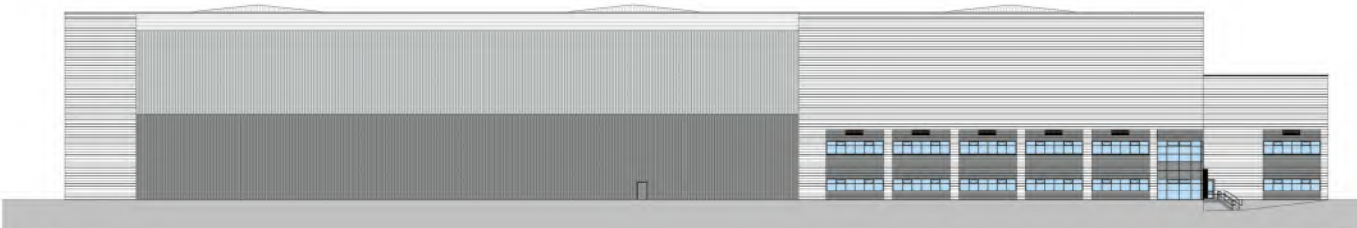
1.0	INTRODUCTION
2.0	PLANNING CONTEXT
3.0	SITE & CONTEXT
4.0	COMMUNITY ENGAGEMENT
5.0	SITE EVALUATION
6.0	PARAMETERS & LAYOUT
7.0	APPEARANCE & DESIGN
8.0	ACCESS FOR ALL
9.0	SUSTAINABILITY
10.0	SUMMARY
11.0	APPENDICES

11.0 APPENDICES

1 Elevation 1
1:250



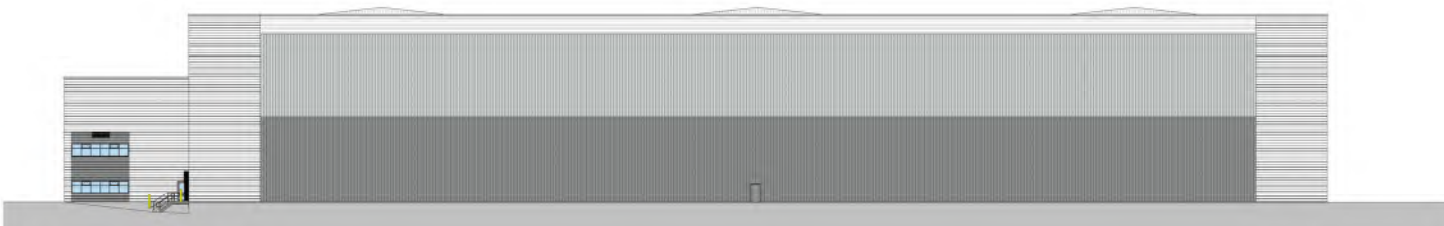
2 Elevation 2
1:250



3 Elevation 3
1:250



4 Elevation 4
1:250



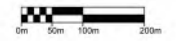
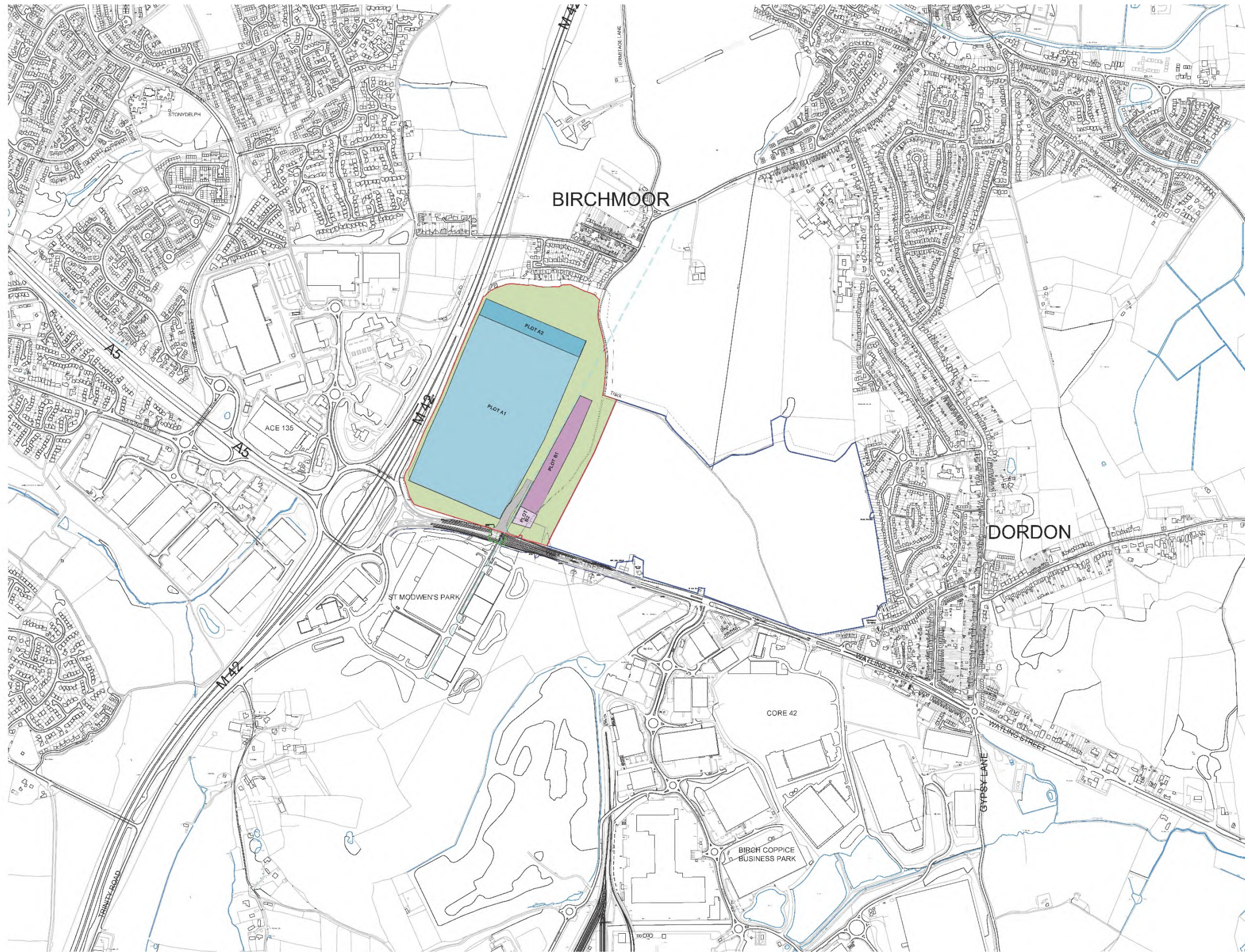
4263-CA-02-XX-DR-A-02300-PROPOSED ELEVATIONS-PL1

DESIGN AND ACCESS STATEMENT - Land North - East of Junction 10 M42, North Warwickshire



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

11.0 APPENDICES



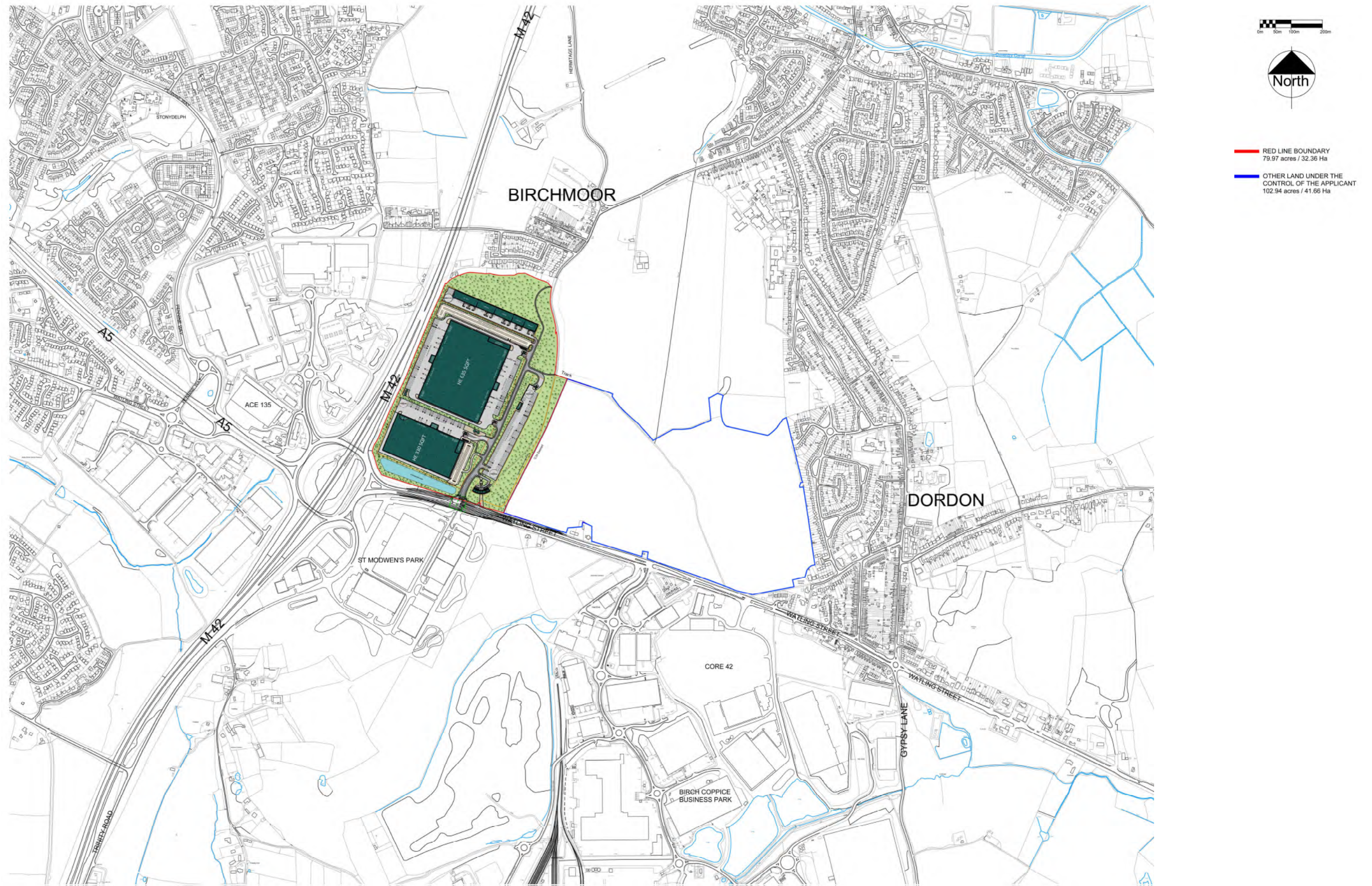
— RED LINE BOUNDARY
 79.97 acres / 32.36 Ha
— OTHER LAND UNDER THE CONTROL OF THE APPLICANT
 102.94 acres / 41.66 Ha

4263-CA-00-00-DR-A-00086 - CONTEXT MAP WITH PARAMETER PLAN OVERLAY-P1



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

11.0 APPENDICES

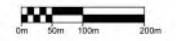


4263-CA-00-00-DR-A-00087 - CONTEXT MAP WITH MULTI-UNIT SCHEME OVERLAY-P1



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

11.0 APPENDICES



RED LINE BOUNDARY
79.97 acres / 32.36 Ha

OTHER LAND UNDER THE
CONTROL OF THE APPLICANT
102.94 acres / 41.66 Ha

4263-CA-00-00-DR-A-00088 - CONTEXT MAP - LANDSCAPE DESIGN PLAN OVERLAY



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

11.0 APPENDICES

PLANTING SPECIES LISTS

Native Woodland	
Quercus robur	Pedunculate Oak
Sorbus aucuparia	Rowan
Rosa canina	Dog-rose
Prunus spinosa	Blackthorn
Prunus avium	Wild Cherry
Crataegus monogyna	Hawthorn
Corylus avellana	Hazel
Cornus sanguinea	Dogwood
Betula pendula	Silver Birch
Acer campestre	Field Maple
Mixed and/or hornbeam hedgerows	
Acer campestre	Field Maple
Corylus avellana	Hazel
Crataegus monogyna	Hawthorn
Ligustrum vulgare	Wild Privet
Prunus spinosa	Blackthorn
Viburnum lantana	Wayfaring-tree
Viburnum opulus	Guelder-rose
Carpinus betulus	Hornbeam
Native Shrub Planting	
Cornus sanguinea	Dogwood
Corylus avellana	Hazel
Crataegus monogyna	Hawthorn
Prunus spinosa	Blackthorn
Rosa canina	Dog-rose
Ilex aquifolium	Holly
Grasses/Wildflower	
Wildflower Meadows:	
Emorsgate EM1 General Purpose Meadow Grass Mix or Similar sown at a rate of 4g/m2	
Wetland Meadows:	
Emorsgate EM8 Meadow Mix for Wetlands or Similar sown at a rate of 4g/m2	
Amenity Grasslands:	
Emorsgate EL1 Flowering Lawn Mix or similar sown at a rate of 4g/m2	

Ornamental Shrubs	
Ornamental Shrub Mix 2 – Small	Ornamental Shrub Mix 1 – Medium
Berberis frikartii 'Amstelveen'	Ceanothus 'Blue Mound'
Ceanothus thyrsiflorus repens	Choisya ternate
Genista lydia	Escallonia 'Apple Blossom'
Hebe albicans	Photinia fraseri 'Red Robin'
Lonicera pileata	Prunus laurocerasus 'Otto Luyken'
Potentilla fruticosa 'Elizabeth'	Pyracantha coccinea 'Red Cushion'
Skimmia confusa 'Kew Green'	Viburnum davidii
Spiraea japonica 'Goldflame'	Cornus sanguinea 'Midwinter Fire'
Ornamental Groundcover Mix	
Hedera helix	Cornus stolonifera 'Kelsey Gold'
Hypericum moserianum	Aucuba japonica 'Rozannie'
Hebe rakaiensis	Spiraea japonica 'Golden Princess'
Potentilla fruticosa 'Elizabeth'	Hebe rakaiensis
Lonicera nitida 'May Green'	Prunus laurocerasus 'Otto Luyken'
	Euonymus fortunei 'Silver Queen'
	Elaeagnus ebbingei 'Gilt Edge'
	Viburnum tinus 'Variegatum'
	Photinia fraseri 'Red Robin'
Ornamental Trees	
Tilia cordata 'Rancho'	Small-leaved Lime
Betula albosinensis var. septentrionalis	Chinese Red Birch
Carpinus betulus 'Purpurea'	Hornbeam
Betula ermanii	Erman's Birch
Quercus robur	Pedunculate Oak
Acer campestre	Field Maple
Acer campestre 'Elsrijk'	Field Maple
Sorbus torminalis	Wild Service-tree
Sorbus aria 'Majestica'	Whitebeam
Prunus avium	Wild Cherry
Alnus glutinosa	Alder
Malus sylvestris	Crab Apple
Sorbus aucuparia	Rowan
Crataegus monogyna	Hawthorn
Betula pendula	Silver Birch



