DESIGN GUIDE

Land North East of Junction 10 M42, North Warwickshire

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

HODGETTS ESTATES

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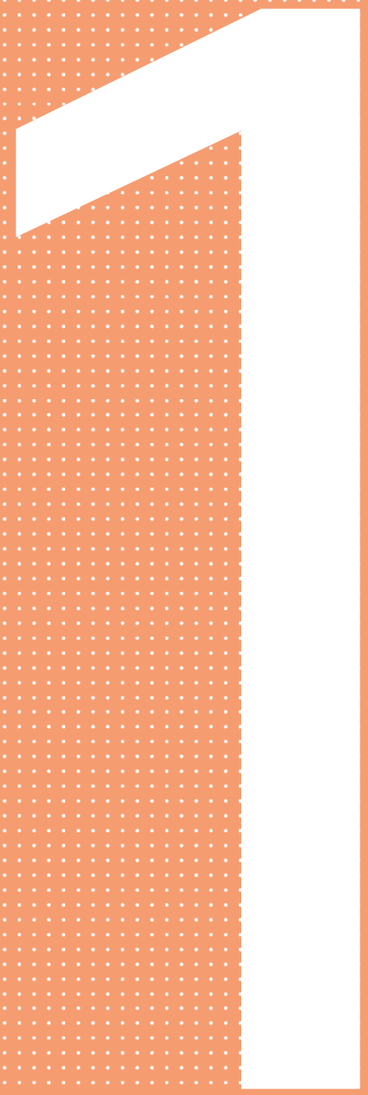
1.0 INTRODUCTION



1.0 INTRODUCTION

1.1 OVERVIEW

This Design Guide supports an outline planning application submitted on behalf of Hodgetts Estates (the Applicant / Client), as part of ambitious proposals to create *"The Greenest Business Park in the West Midlands"* at land north-east of Junction 10 of the M42 motorway, North Warwickshire ('the Site').

Hodgetts Estates is a commercial property developer and investor, with a track record of delivering market leading business park developments in North Warwickshire.

Its flagship Core 42 Business Park at Dordon is home to established local employers including Greencore Group Plc, Bond International Ltd, Marshall Group Plc, and Grafton Group Plc and has delivered significant employment benefits to the area including over 500 full-time jobs, regeneration of former industrial land, enhanced pedestrian and cycle links providing access to Penmire/Dordon Lakes and significant habitat creation, as well as substantial contributions towards staff training and sustainable transport measures locally.

In response to the compelling need for strategic-scale employment development in this location, the Applicant is now bringing forward proposals to deliver a highly sustainable business park that would seek to combine "Best in Class" logistics and industrial buildings, smaller SME buildings and an overnight lorry parking facility with significant amenities and social value benefits to local residents and communities.

The aspiration is to create "The Greenest Business Park in the West Midlands" and is driven by Hodgetts Estates' commitment to achieving a very high bar in terms of sustainability and mitigating climate change impacts.

Core 42 Business Park

1.2 PURPOSE OF DESIGN GUIDE

To help achieve these aspirations, this Design Guide has been developed in conjunction with leading professionals to provide the following:

- An overarching design framework and development parameters that development subject to future reserved matters applications must adhere to;
- Ensure that any future development of the Site would be brought forward in a cohesive manner that respects the locational context and ensures that high quality, highly sustainable and appropriately designed development comes forward at the Site;
- Enable the substantial scheme benefits associated with high-quality design to be realised;
- Facilitate a more streamlined planning process at reserved matters approval stage.

It is anticipated that a planning condition will form part of any outline planning permission forthcoming to require future reserved matters applications to demonstrate compliance with this Design Guide.

"Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design."
Para 128, NPPF

1.0 INTRODUCTION

1.3 POLICY CONTEXT

This Design Guide is a positive and proactive response to the Government drive towards tackling climate change and vastly improving and supporting good design and, as such, is heavily influenced by the existing planning policy and guidance context relating to achieving sustainable development and high quality design. Accordingly, this section sets out the most pertinent national and local planning policy and guidance relating to these two key themes.

NATIONAL PLANNING POLICY FRAMEWORK

Achieving sustainable development is at the heart of the NPPF.

Paragraph 8 defines sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Achieving well designed and high-quality places is a key component of delivering sustainable development.

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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process."

Paragraph 128 states that: "To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety."

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. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes."

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. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users."

Tree Planting makes an important contribution to the quality of urban environments.

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Paragraph 132 states that: "Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot."

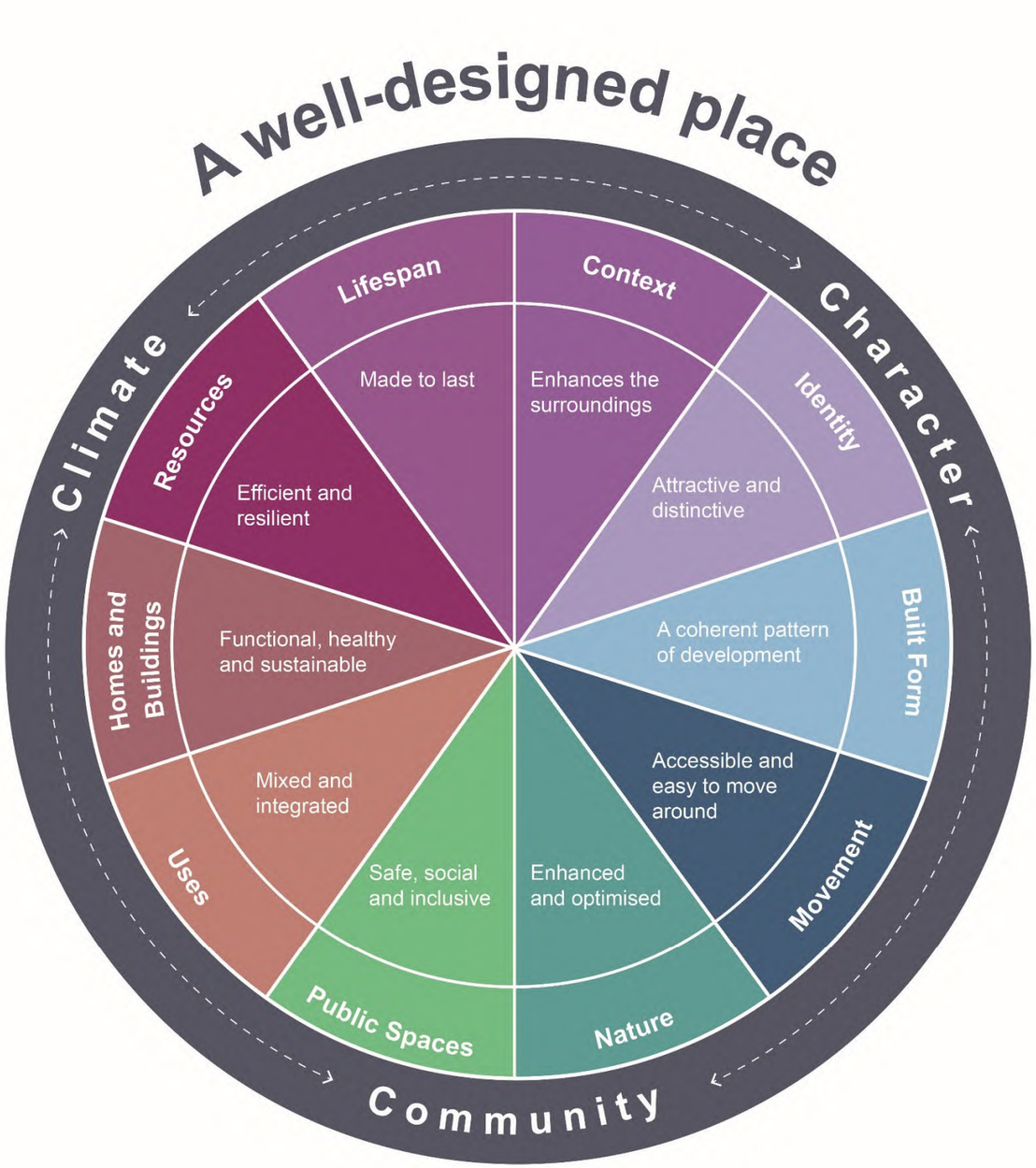
Paragraph 134 states that, for decision-makers, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

ACHIEVING GOOD DESIGN

Separately, there has been a series of recent planning design guidance published which demonstrates that achieving good design is high on the Government's agenda and is helping influence policy-making and decision-taking, as demonstrated in 2021 update to the NPPF.

The updated NPPF makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide, National Model Design Code and Guidance Notes for Design Codes illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.

These documents form part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.



The National Design Guide 10 Design Characteristics

1.0 INTRODUCTION

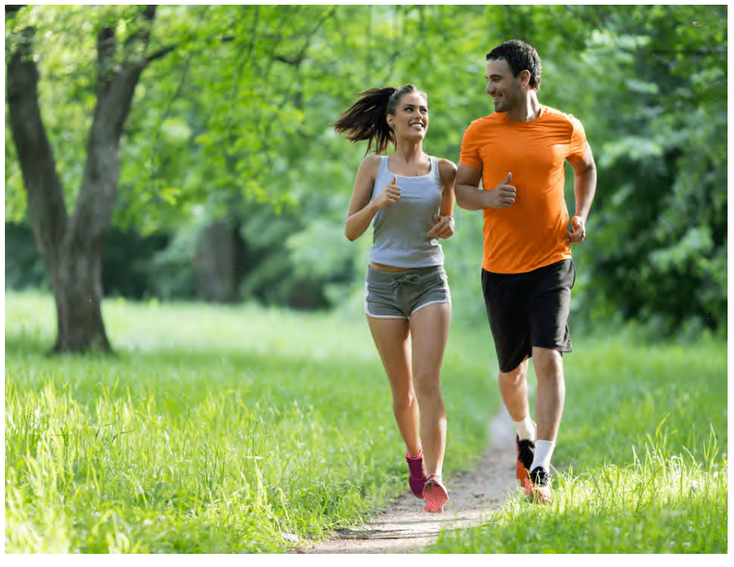
1.3 POLICY CONTEXT

Additionally, Government has committed to implementing a "fast track for beauty" in the planning system and considers that many of the recommendations made in the final report of the Building Better, Building Beautiful Commission (BBBBC) study on improving design quality can be captured by amending the NPPF. The updated NPPF captured these updates by introducing to new paragraphs (paragraphs 128 and 129) to ensure developers take design seriously, encourage greater enforcement during build out, and fast-tack planning for 'beautiful' schemes.

NORTH WARWICKSHIRE BOROUGH COUNCIL LOCAL PLAN

The Local Plan identifies a number of cross cutting issues that were consistently raised throughout its preparation and have ultimately shaped the spatial vision, strategic objectives and planning policies within. The issues most pertinent to the Site and the development proposals, which this Design Guide therefore responds to, are as follows:

- To develop and grow the local economy for the benefit of local residents, to be achieved by working in partnership with local businesses, landowners and developers to provide new employment land, enabling local economic opportunities to benefit local residents;
- To deliver high quality developments based on sustainable and inclusive designs that raises the quality threshold of developments, promotes sustainable construction and design practices including energy efficiency, design which mitigates and adapts to climate change, provides and enhances the provision of open and green spaces and limits adverse impacts on biodiversity and ecology;
- To protect and enhance the quality of the natural environment and conserve and enhance the historic environment across the Borough, to be achieved through securing good sustainable design that addresses environmental issues, including flood risk and the creation and restoration of habitats, enhancing local distinctiveness and safeguarding important assets;
- To establish and maintain a network of accessible good quality Green Infrastructure, open spaces, sports and recreational facilities, to be achieved by providing and promoting healthy and safe ways to relax and play through the design and layout of new developments, enhancing the overall well-being of the community, and seeking sustainable design which minimises environmental impacts;



Fitness trail through landscaping

- To ensure the satisfactory provision of social and cultural facilities, to be achieved by securing opportunities to link new development to facilities and services, linking new development to the improvement of health, education and life-long learning and securing access to these services and facilities.

Policy LP1 (Sustainable Development) states that all development proposals must:

- Be supported by the required infrastructure;
- Be consistent with the approach to place making set out through development management policies, including, where relevant;
- Integrate appropriately with the natural and historic environment, protecting and enhancing rights of way network where appropriate;
- Demonstrate a high quality of sustainable design that positively improve the individual settlement's character, appearance and environmental quality of an area;
- Deter crime;
- Sustain, conserve and enhance the historic environment;
- Provide, conserve and enhance biodiversity;
- Create linkages between green spaces and wildlife corridors.

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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, and development should manage the impacts of climate change through the design and location of development. It sets out a range of criteria that new development should meet, including:

- Be adaptable for future uses and take into account the needs of all users;
- Maintain and improve the provision of accessible local and community services;
- Encourage sustainable forms of transport focussing on pedestrian access and provision of bike facilities;
- Provide safe and suitable access to the Site for all users;
- Avoid and address unacceptable impacts upon neighbouring amenities through overlooking, overshadowing, noise, light, air quality or other pollution; and in this respect identification of contaminated and potentially contaminated land will be necessary prior to determination of proposals depending on the history of the Site and sensitivity of the end use;
- Protect and enhance the historic and natural environment;
- 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.

Provision of bike facilities

New development should be adaptable for future uses

Sustainable solutions to manage the impact of climate change

1.0 INTRODUCTION

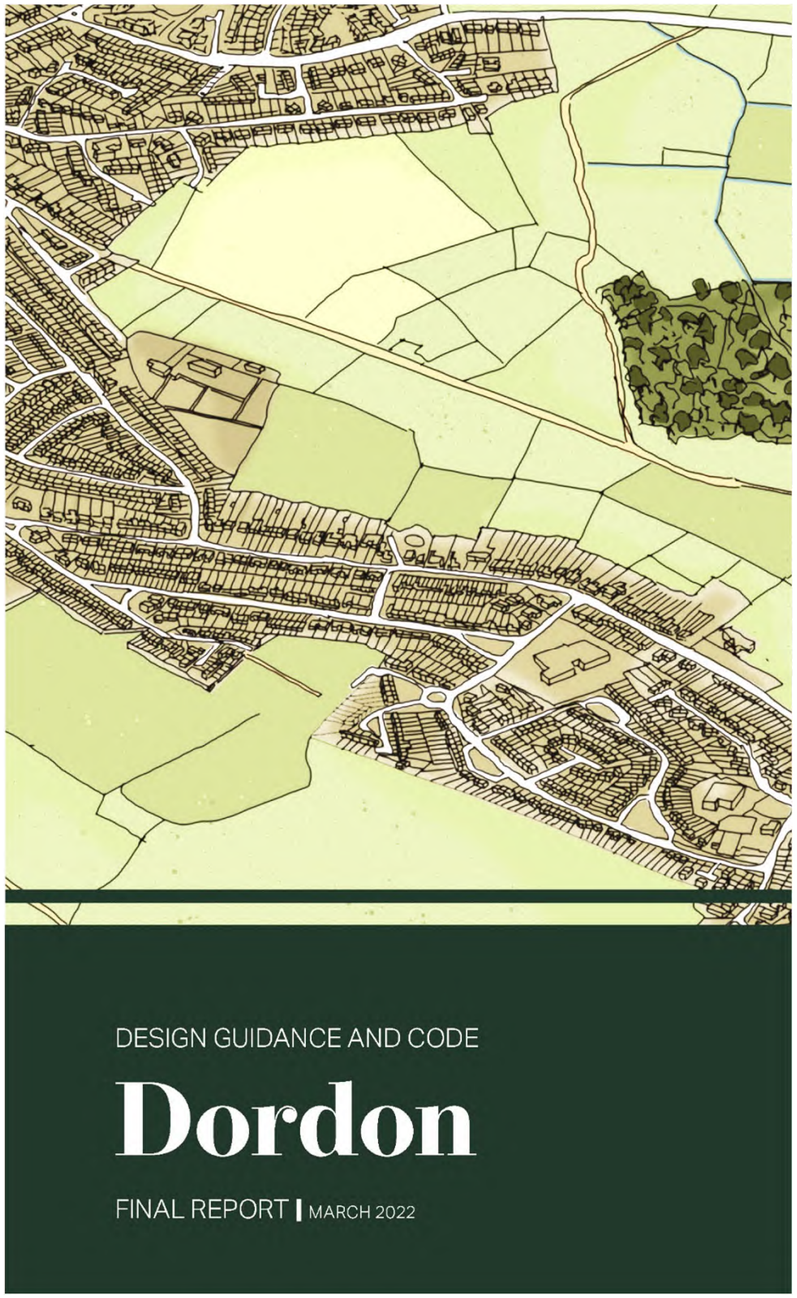
1.3 POLICY CONTEXT

Policy LP30 (Built Form)

Policy LP30 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.

A number of general principles are expected in all development, including:

- Ensure that all of the elements of the proposal are well related to each other and harmonise with both the immediate setting and wider surroundings;
- Make use of and enhance views into and out of the Site both in and outside of the Site;
- Reflect the characteristic architectural styles, patterns and features taking into account their scale and proportion;
- Reflect the predominant materials, colours, landscape and boundary treatments in the area;
- Ensure that the buildings and spaces connect with and maintain access to the surrounding area and with the wider built, water and natural environment;
- Are designed to take into account the needs and practicalities of services and the long term management of public and shared private spaces and facilities;
- Create a safe, secure, low crime environment through the layout, specification and positioning of buildings, spaces and uses in line with national Secured by Design standards;
- Reduce sky glow, glare and light trespass from external illumination.



DORDON DESIGN GUIDANCE AND CODE

Published alongside the emerging Dordon Neighbourhood Plan in October 2021, the objective of the Dordon Design Guidance and Code (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".*

The Dordon Design Guidance and Code sets out a number of high level '**Applicable Design Principles' (ADPs)** that development should factor into scheme design. Whilst the document is heavily focused towards housing development and particularly Site H7 (now Site H5 – Land to the West of Dordon) in the Local Plan, many of the design principles have, at least, some relevance to other forms of development, such as the application proposals.

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1.3 POLICY CONTEXT

Some of the more relevant **Applicable Design Principles (ADPs)** are set out below:

- Walking and cycling should be encouraged to support growth, limit the negative impacts of traffic congestion on the roads and create direct and memorable routes;
- Public transport should be used to support active travel and provide improved links between places;
- New development should 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;
- New development proposals should not be visually intrusive. This should be achieved through appropriate scaling and design, including landscape;
- The 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; and
- New development must explore and, where possible, adopt innovative and proactive approaches in respect of 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.

Walking and cycling should be encouraged

New development proposals should not be visually intrusive. This should be achieved through appropriate scaling.

Low or net zero carbon

Public transport should be used to support active travel

1.0 INTRODUCTION

1.4 REPORT STRUCTURE

The remaining sections of this Design Guide are set out as follows:

Section 2 – sets out details of the High Quality Design Principles & Design Parameters, Client Brief, EIA Parameters, Development Plots, OffSite Areas and Design Parameters.

Section 3 – sets out details on how the proposals respond to HQDP 1: Responding to the climate change emergency; including the relevant Design Parameters which assist in achieving the HQDP and the 'Applicable Design Principles' (ADPs) from the Dordon Design Guidance and Code (DDGC) that the HQDP and Design Parameters would address;

Section 4 – sets out details on how the proposals respond to HQDP 2: Maintaining a Strategic Gap; including the relevant Design Parameters which assist in achieving the HQDP and the ADPs from the DDGC that the HQDP and Design Parameters would address;

Section 5 – sets out details on how the proposals respond to HQDP 3: Providing safe and convenient access for all; including the relevant Design Parameters which assist in achieving the HQDP and the ADPs from the DDGC that the HQDP and Design Parameters would address;

Section 6 – sets out details on how the proposals respond to HQDP 4: Ensuring that prominent buildings are distinctive, distinguishable, and relate to human scale and operational requirements whilst minimising the wider visual impact; including the relevant Design Parameters which assist in achieving the HQDP and the ADPs from the DDGC that the HQDP and Design Parameters would address;

Section 7 – sets out details on how the proposals respond to HQDP 5: Generating a uniform architectural language; including the relevant Design Parameters which assist in achieving the HQDP and the ADPs from the DDGC that the HQDP and Design Parameters would address;

Section 8 – sets out details on how the proposals respond to HQDP 6: Encouraging healthy and active lifestyles; including the relevant Design Parameters which assist in achieving the HQDP and the ADPs from the DDGC that the HQDP and Design Parameters would address;

Section 9 – sets out details on how the proposals respond to HQDP 7: Creation of a multi-functional green and blue infrastructure network; including the relevant Design Parameters which assist in achieving the HQDP and the ADPs from the DDGC that the HQDP and Design Parameters would address;

Section 10 – provides a summary & conclusions on the above, explaining how the HQDPs and Design Parameters would ensure future reserved matters proposals are policy compliant, respond to the Site conditions and context, and meet highest level of sustainability and design;

Section 11 – Appendices.

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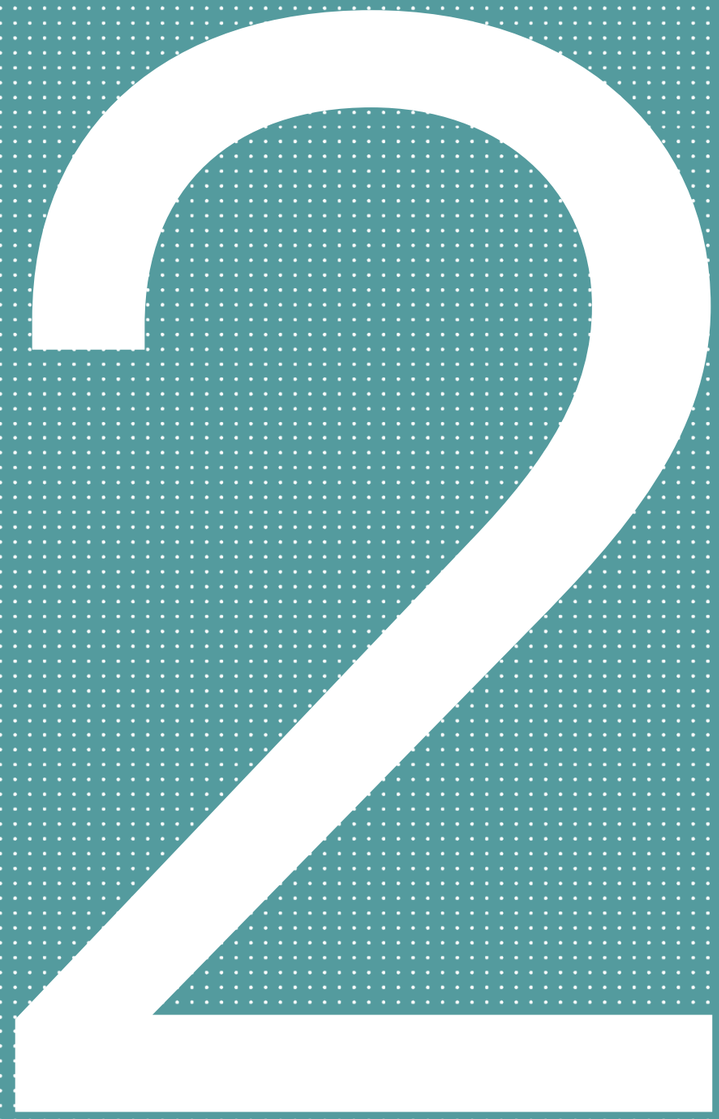
2.0 HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS



2.0 HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS

2.1 CLIENT BRIEF

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

- Ambitious proposals to create *"The Greenest Business Park in the West Midlands"*;
- Provide a highly sustainable proposal for a development which includes industrial 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.

Proposed development to include industrial warehouses, a secure overnight lorry parking facility, substantial area of green infrastructure , enhance the existing interface and access point, provide new pedestrian and cycle routes, incorporate sustainable measures.

2.0 HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS

2.2 EIA DEVELOPMENT PARAMETERS

The proposed development is sought in outline, with approval of access in detail now and all other matters (appearance, landscaping, layout and scale) reserved for consideration as part of future planning applications. Development parameters are therefore sought at this stage, as demonstrated in the accompanying Parameters Plan and listed below. These form part of the Environmental Impact Assessment (EIA), carried out as part of the scheme appraisal and set out in the accompanying Environmental Statement (ES).

Up to 100,000sqm (1,076,391sqft) of mixed Class B2 (General Industrial), Class B8 (Storage or Distribution) and Class E(g)(iii) (Industrial Processes Suitable for a Residential Area) floorspace is proposed. Up to a maximum of 10% of this total floorspace will be Class B2 / Class E(g)(iii) floorspace.

The following maximum and minimum parameters for the development to be contained within the development site 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;
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, provides 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;

2.0 HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS

2.2 EIA DEVELOPMENT PARAMETERS

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 Maximum development height of +117.8m AOD at the less sensitive westernmost Plot A1 adjacent to the M42 motorway;

7 Reduced maximum development height of +113m AOD at Plot A2, north of Plot A1 closer to Birchmoor;

8 Reduced maximum development height of +111m AOD at the easternmost Plot B1, closer to Dordon;

9 Reduced maximum development height of +102m AOD at Plot B2, at the entrance to site;

10 Up to 150 space overnight lorry parking facility;

11 Up to 400 sqm amenity building for overnight lorry parking facility (shop, restaurant/takeaway, laundry, gym, changing facilities, showers, toilets, etc);

12 Hub Office incorporating site office; security, management and marketing facilities; meeting / presentation rooms (which would double up as classrooms) and computer suite; and communal cycle parking, showers and changing facilities.

2.0 HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS

2.2 EIA DEVELOPMENT PARAMETERS

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

13 **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;

14 **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;

15 **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;

16 **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.

For reference, green infrastructure is defined at Annex 2: Glossary in the National Planning Policy Framework (NPPF) 2021 as: *"A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity."*

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. These potential enhancements are set out where relevant in Sections 3-10 of this Design Guide.

2.0 HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS

2.3 DEVELOPMENT PLOTS

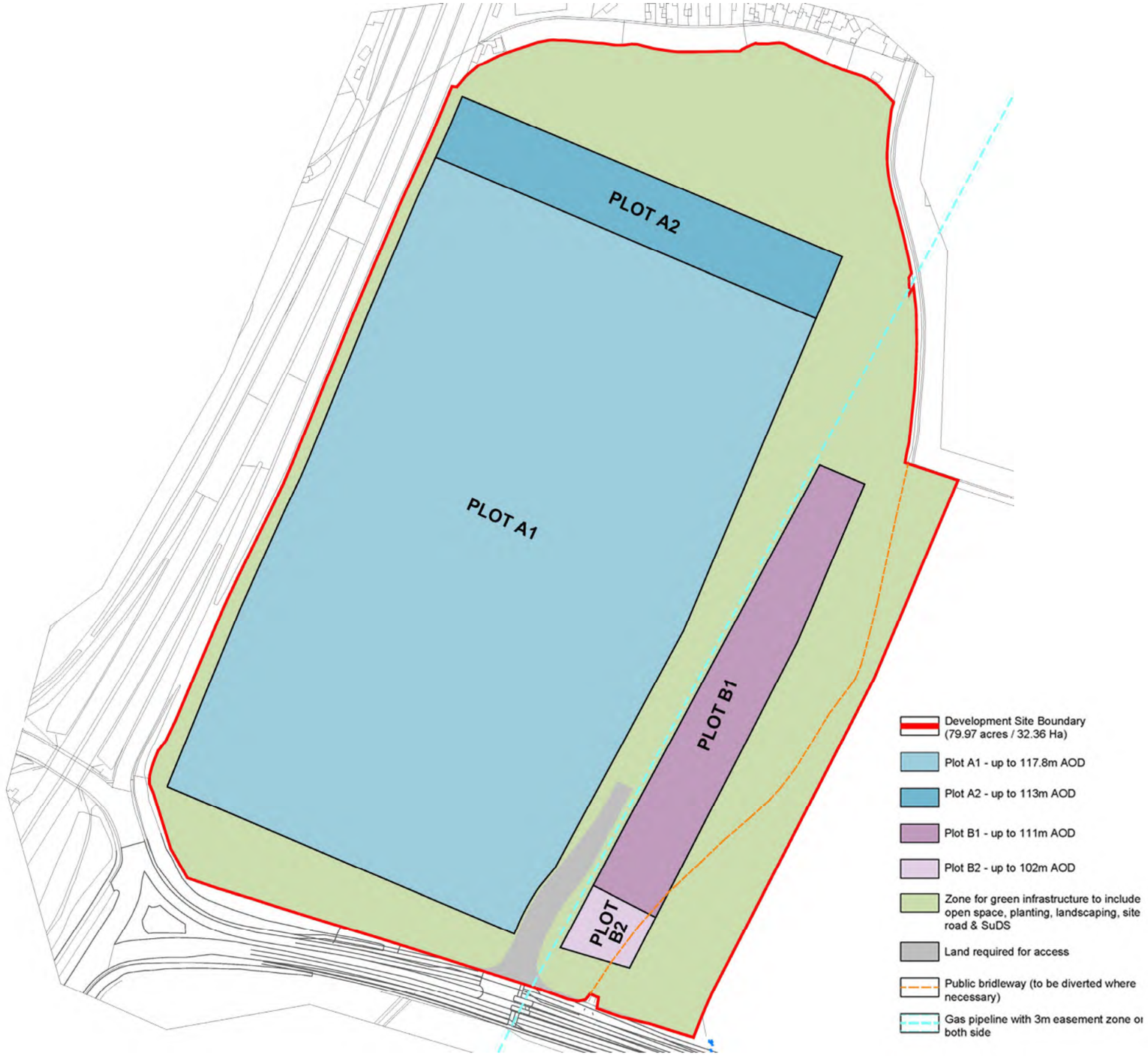
As shown on the Parameters Plan, the development site boundary extends to 32.36ha. Within this boundary, the development parameters designate four development plots, as follows:

- **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

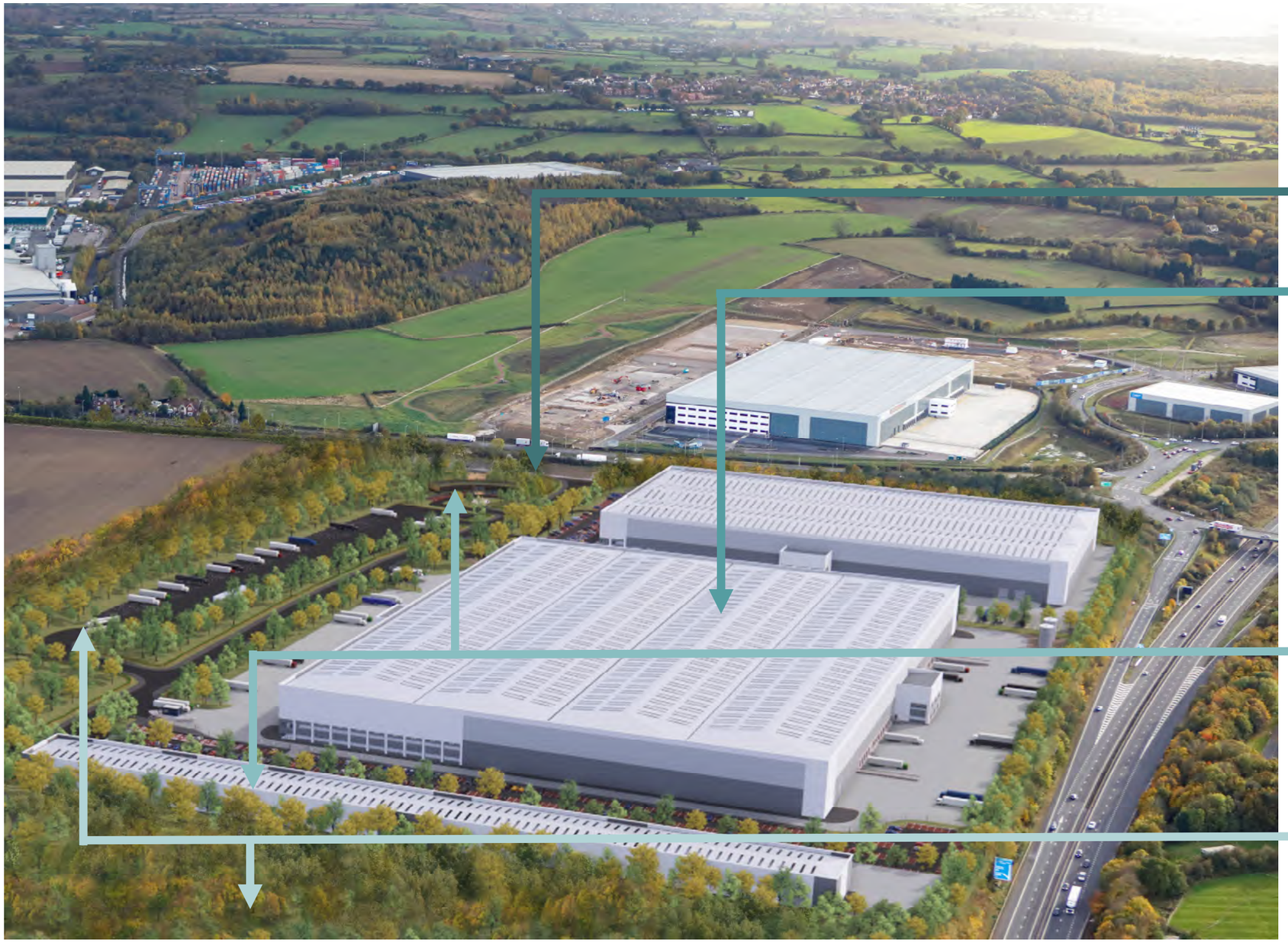
The approach to the development plots has been to ensure that the highest and largest elements of future development will be focused in the south-west of the Site (Plot A1) closest to the M42 motorway and junction 10, reducing in height in the north (Plot A2) and east (Plot B1 and Plot B2) with significant buffer zones to the Site periphery, particularly between the development boundary and residential areas to the north and east, as set out in Section 2.2.

Plot B2, which would comprise a high-quality designed Hub Office, is sited in a gateway location adjacent to the A5 and proposed site access to contribute to an attractive site frontage and raise the bar in terms of design quality when entering the Site or passing along the A5.

A number of Illustrative Masterplans (not for approval) are included in the appendices to demonstrate that the proposed development can be adequately accommodated within the development plots and parameters listed. 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 and in accordance with this Design Guide.



2.0 HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS



Plot B2 will comprise of a high-quality designed Hub Office

Highest / tallest elements of the proposals are focused in the south-west of the Site (Plot A1)

Buildings height to be reduced in the north (Plot A2) and east (Plot B1 and Plot B2)

Significant buffer zones to the Site periphery to be provided, particularly between the development boundary and residential areas to the north and east

2.0 HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS

2.4 HIGH QUALITY DESIGN PRINCIPLES (HQDPs)

In response to the policy context and key issues outlined in Section 1.3, 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.

Sections 3-10 of this Design Guide demonstrate how each of the HQDPs, supported by appropriate Design Parameters, have responded to the Site and policy context, including the Dordon Design Guidance and Code, and how the HQDPs and Design Parameters would be interwoven into building design, infrastructure and landscaping proposals for future developments to ensure a high quality design and sustainable development is achieved, and the associated scheme benefits are realised.

Bio Based Materials

Sustainable Drainage Systems (Feature Pond)

Outdoor Gym Equipment promoting healthy and active lifestyles

2.0 HIGH QUALITY DESIGN PRINCIPLES AND DESIGN PARAMETERS

2.5 DESIGN PARAMETERS

In addition to the EIA Development Parameters set out at Section 2.2, this Design Guide sets out a plethora of further Design Parameters which have been developed to ensure that any future schemes would meet the very highest level of sustainability, good design and to mitigate the impacts of climate change. These may not have formed part of the mitigation measures and environmental enhancements assessed though the EIA process, as they may not have been necessary to mitigate the environmental effects of the proposals. Nevertheless, the Design Parameters have been identified through the design process and are born out of the Applicant's commitment to design and the ambitious proposals to create *"The Greenest Business Park in the West Midlands"* at the Site, as well as a direct response to relevant planning policy and guidance, site conditions and site context.

The Design Parameters that are relevant to each HQDP are set out in the following sections. It is anticipated that these would form the basis of a potential planning condition to require future reserved matters applications to demonstrate compliance with this Design Guide.

View looking west over smaller footprint employment units targeted at local businesses and SMEs.

Design Drivers

Emission Control

Water

Resources

Health + Wellbeing

Climate Resilience

Biodiversity

Value + Cost

3.0 HQDP 1 RESPONDING TO THE CLIMATE CHANGE EMERGENCY

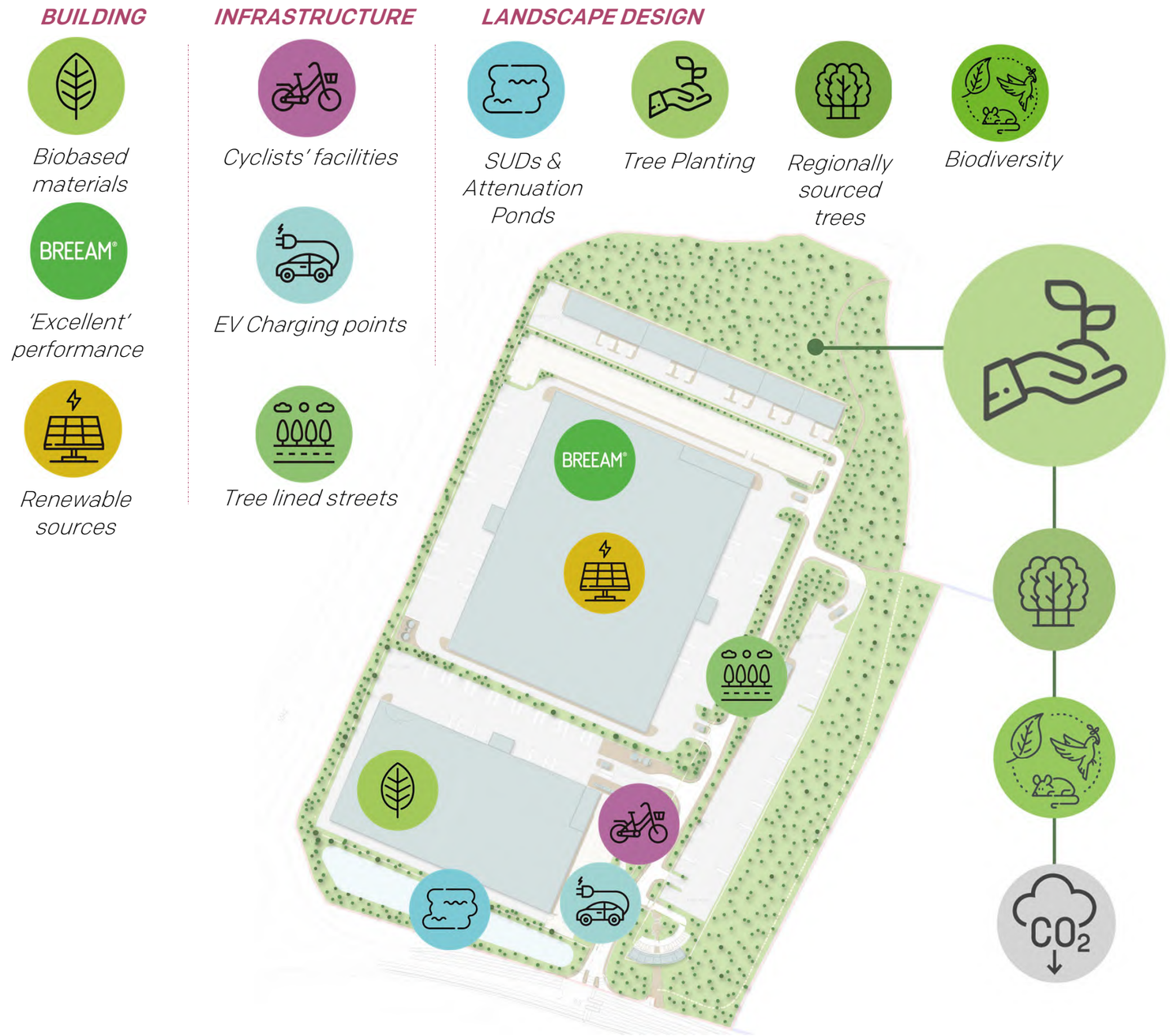
3.0 HQDP 1

3.1 RESPONDING TO THE CLIMATE CHANGE EMERGENCY

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.

Future development at the Site will explore and, where possible, adopt innovative and proactive approaches to sustainability in response to the climate change emergency through the integration of renewable energy systems and associated infrastructure, including community-led initiatives where feasible.

Future development will strive for high quality, sustainable designs that seamlessly incorporate the local and national CO_2 target emissions reductions within the materiality of the building envelope and its surrounding external structures.



3.0 HQDP 1

3.2 DESIGN APPROACH & RESPONSE

The aspiration to create *"The Greenest Business Park in the West Midlands"* is driven by Hodgetts Estates' commitment to achieving a very high bar in terms of sustainability and mitigating climate change impacts, in direct response to the climate change emergency.

Future development at the Site will be expected to harness renewable energy sources and sustainability measures throughout the design, delivery and operational phases, including achieving the following targets:

DESIGN PARAMETERS

- BREEAM 'Excellent' targeted for all buildings.
- Energy Performance Certificate 'A' Rating targeted for all buildings.
- UK Green Building Council's Net Zero Carbon Ready standard targeted for all speculatively developed buildings.
- Where necessary, carbon offsetting to provide funding to high quality carbon offset projects with the use of local and regional projects wherever possible.

- Recyclable structure and cladding system.
- Use of low environmental impact and bio-based materials that also provide good insulation.
- Topsoil and subsoil cut and fill to be balanced across site to avoid the need for materials to be disposed of or removed from site.
- Rainwater harvesting to reduce water consumption, for measures such as flushing toilets, watering landscaping areas and cleaning of interiors and vehicles.
- Use of sustainable drainage systems across the Site to mitigate on and offsite flood risks.
- Oil and petrol separators to all service yards would trap and remove pollutants and contaminants at source, preventing them entering neighbouring watercourses.

Tree Planting

Integrated Solar Panels

Sustainable Construction

Hempcrete Blockwork

Brise Soleil

Sustainable materials

3.0 HQDP 1

3.2 DESIGN APPROACH & RESPONSE

The design approach will apply to building processes and materials, water management, energy efficiency, public realm, landscaping and environmental management, and sustainable transport systems to ensure a holistic response to the climate change emergency is delivered.

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, in order to reduce operational waste and integrate recycling measures.

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 such as modular design, materials procurement and offsite fabrication.

New habitats for many species

DESIGN PARAMETERS

- Minimised impact on the natural environment by ensuring that the design and layout of future schemes would protect and enhance existing features, such as peripheral trees and hedgerows.
- Creation of new habitats and wildlife corridors through provision of native woodland planting to the north and east of the Site.
- Approximately 10,000 trees to be planted in on and offsite locations.
- Plant a mix of juvenile and adolescent trees, both on and offsite, to enhance immediate effects in terms of biodiversity support, visual screening and carbon capture.
- Preparation of a Site Materials Management Plan (SMMP) to minimise construction waste from the earthworks and reduce the need for imported materials.
- Preparation of a Site Waste Management Plan (SWMP) to minimise construction and operational waste from site.

Recycling

Waste Reduction

Tree Planting

Sustainable modes of transport

Bird box

3.0 HQDP 1

3.2 DESIGN APPROACH & RESPONSE

The Applicant's approach to achieving high levels of energy efficiency will be delivered through combining overall energy efficient construction, installation of energy efficient plant, machinery and lighting with commercially available renewable energy systems such as solar photovoltaics, rainwater harvesting and electric vehicle charging infrastructure. The aim is to develop high performance buildings with interventions in the building fabric and associated infrastructure that allow for such on-site measures to be implemented.

Photovoltaics

DESIGN PARAMETERS

- Provide flexibility that can easily accommodate future connections to advancing technology such as 'solar PV ready' steel portal frame and connected battery technology.
- All electricity to sitewide infrastructure and ancillary hub office to be 100% renewably generated.
- Generate at least 10% of energy from on-site renewable or low carbon sources.
- Ground and/or air source heat pumps to provide heating for all offices.
- LED lighting throughout all buildings with both motion and daylight sensors.
- Electric vehicle (EV) 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.
- High air tightness rating, mechanical ventilation heat recovery (MVHR) systems and sun awnings/brise-soleil to create ambient temperature and minimise the need for energy intensive heating and cooling to all buildings.

Air source heat pumps

Electric Vehicle charging points

3.0 HQDP 1

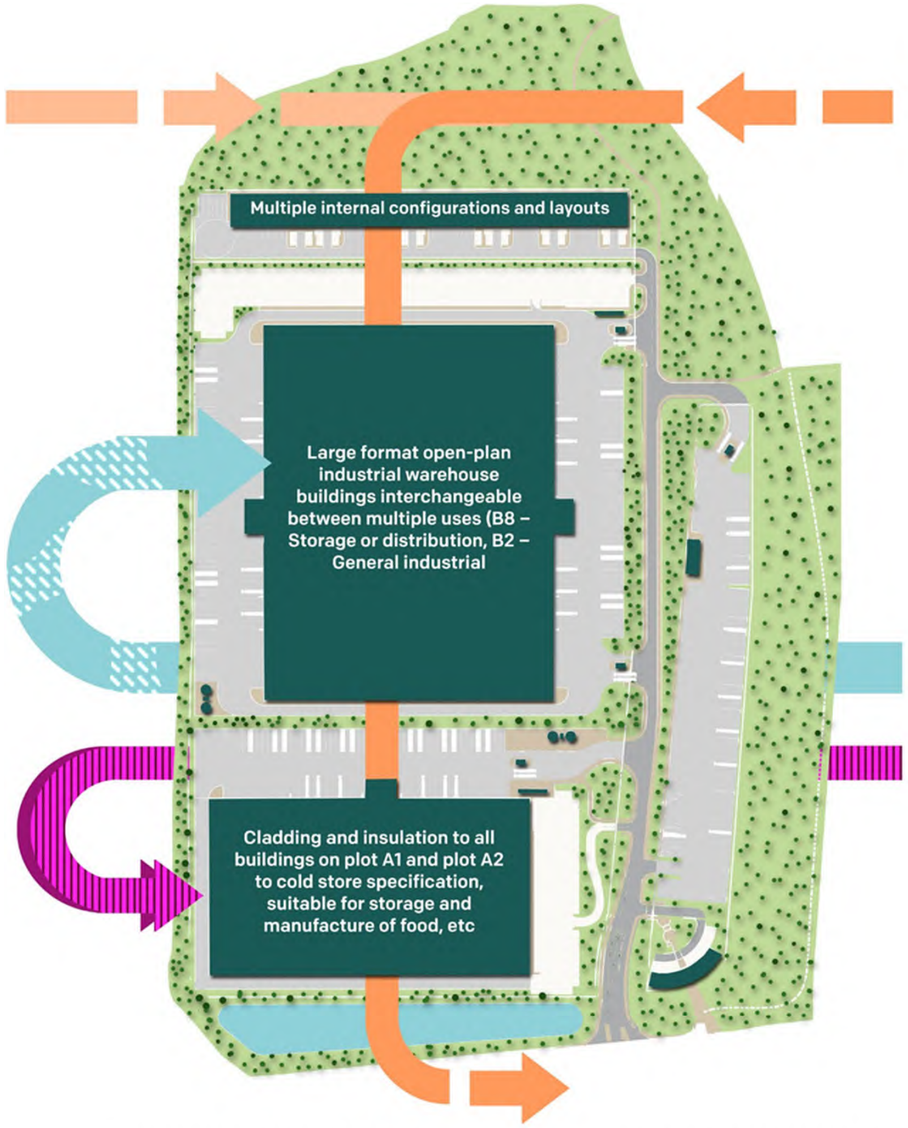
3.2 DESIGN APPROACH & RESPONSE

The adaptability, resilience and future-proofing of the development will be ensured by carefully considered, high quality and flexibly designed large format open-plan industrial warehouse buildings that are interchangeable between multiple uses and occupiers. Further flexibility will be provided by the ability to accommodate smaller – equally flexible – SME units, which will be able to accommodate multiple internal configurations and layouts.

The following design parameters will ensure future development is adaptable, resilient and future-proofed in order to sustain long-term economic, social and environmental benefits.

DESIGN PARAMETERS

- Multiple internal configurations and layouts.
- Adaptable external cladding system to incorporate future requirement such as windows, doors and signage.
- Cladding and insulation to all buildings on Plot A1 and Plot A2 to cold store specification, suitable for storage and manufacture of food etc.
- Extended underground ducting to enable future occupiers to install additional solar PV, battery storage facilities and EV charging points.
- Utilities (water, electric, phoneline and broadband) over-provision to all buildings.
- Futureproofed internal data cable and electricity wiring ducting throughout all buildings.
- Full fibre network connection provided from existing local infrastructure to allow all commercial owners/occupiers access to any fibre network company for telecoms and digital connectivity.
- Digital infrastructure will enable future technologies such as 5G, cloud storage and Voice over Internet Protocol (VoIP) telephone services.



Provide full fibre network connection from existing infrastructure in the local area. This allows all commercial owners/occupiers access to any fibre network company for telecoms and digital connectivity. It will also future proof the digital infrastructure to enable future technologies such as 5G, cloud storage and Voice over Internet Protocol (VoIP) telephone services

Utilities (water, electric, phoneline and broadband) overprovision to all buildings

Internal data cable and electricity wiring ducting throughout all buildings to futureproof buildings

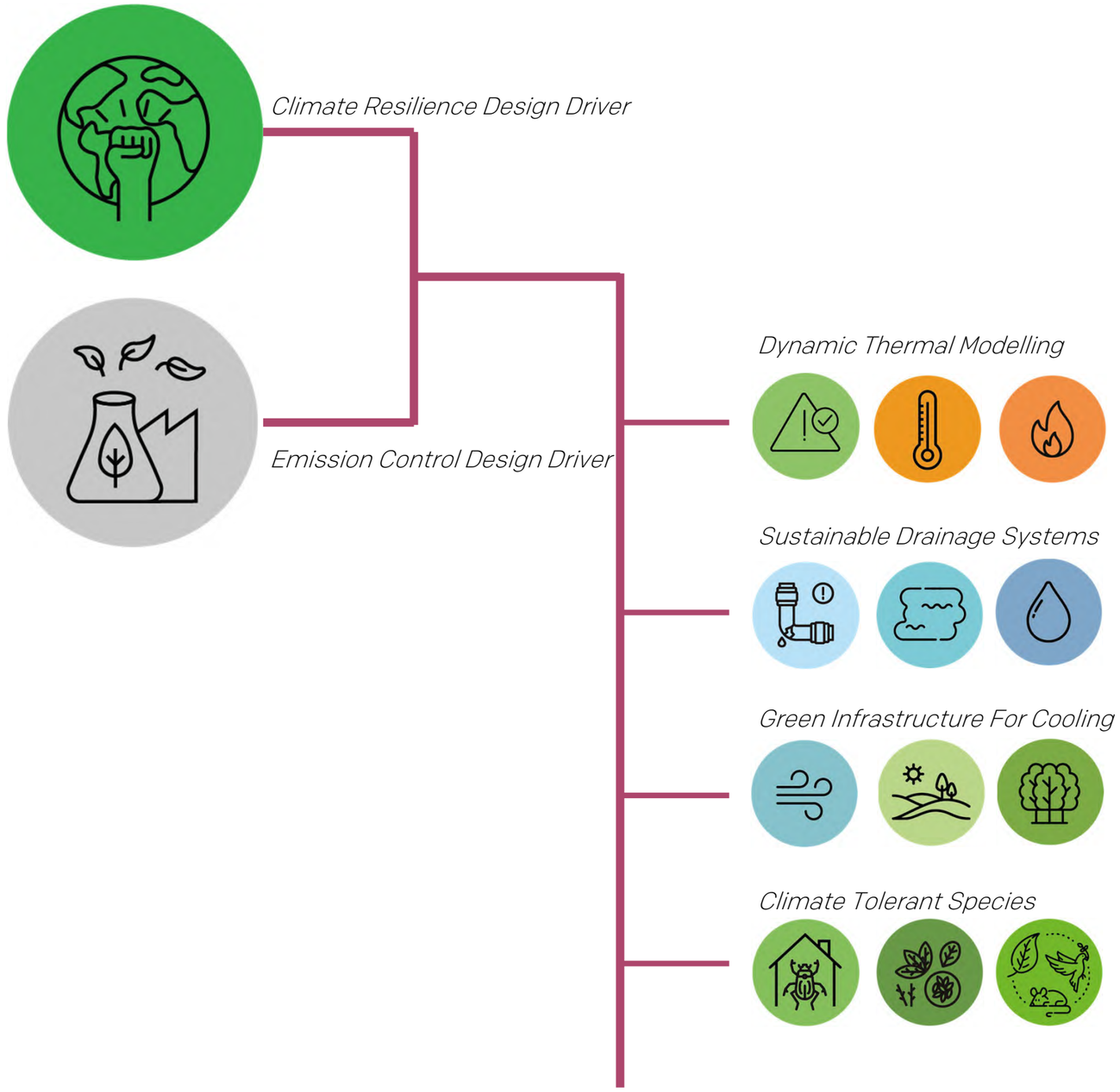
3.0 HQDP 1

3.2 DESIGN APPROACH & RESPONSE

The overarching strategy to mitigate the impact of future development on climate change is to reduce embedded carbon by minimising carbon emissions at source. Furthermore, potential impacts on the Site and surrounding environment from future climate change have been assessed based on climate change projections and subject to the adoption of the measures set out below, a high level of resilience will be achieved.

DESIGN PARAMETERS

- Dynamic thermal modelling as part of the design process to assess and 'design out' any risks of overheating.
- Sustainable drainage systems across the Site to mitigate risk of flooding.
- Inclusion of significant areas of green infrastructure to provide localised cooling.
- Use of climate tolerant species within the green infrastructure.



3.0 HQDP 1

3.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

SUSTAINABILITY (SU)

- New development must explore and, where possible, adopt innovative and proactive approaches in respect of renewable energy systems and associated infrastructure, including community-led initiatives.
- New developments must strive for good quality design that meets local and national targets in respect of CO_2 emissions, with sustainable, low or net zero carbon as the aspiration.

SU01 – ENERGY PRODUCTION

- Combine all around energy efficient construction, appliances and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.
- Reduce overall energy use as cost effectively as the circumstances allow for.
- High performance building consisting of other on-site measures, such as interventions in the built fabric and use of low-energy appliances etc).

SU03 – SUSTAINABLE DRAINAGE

- Creative surface water management such as rills, brooks and ponds to enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature;
- Reduce runoff rates by facili.ating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network.
- Integrate into development and improve amenity through early consideration in the development process and good design practices.
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream.
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water.
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

Sustainable Drainage Systems

Dynamic roof controls runoff into attenuation pond

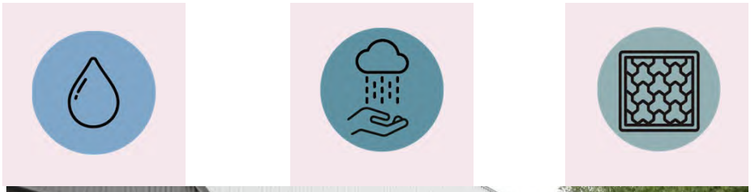
3.0 HQDP 1

3.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

SU04 - PERMEABLE PAVING

- Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving.
- Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.



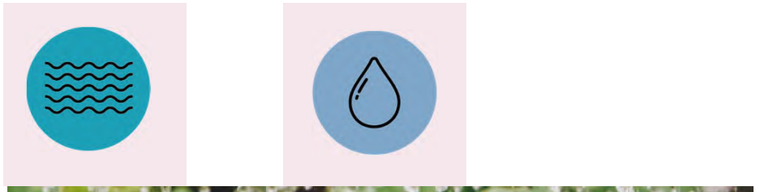
Rainwater harvesting for greywater uses

SU05 - STORAGE AND SLOW RELEASE

- Rainwater harvesting allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water.
- Simple storage solutions, such as water butts, can help provide significant attenuation. To be able to continue to provide benefits, there has to be some headroom within the storage solution. If water is not reused, a slow-release valve allows water from the storage to trickle out, recreating capacity for future rainfall events.
- New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it.
- Conceal tanks by cladding them in complementary materials.
- Use attractive materials or finishing for pipes.
- Combine landscape/planters with water capture systems.
- Underground tanks.
- Utilise water bodies for storage.

SU06 - BIO-RETENTION SYSTEMS

- Bioretention systems, including soak-aways and rain gardens, can be used within each development, along verges, and in seminatural green spaces.
- Planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system.

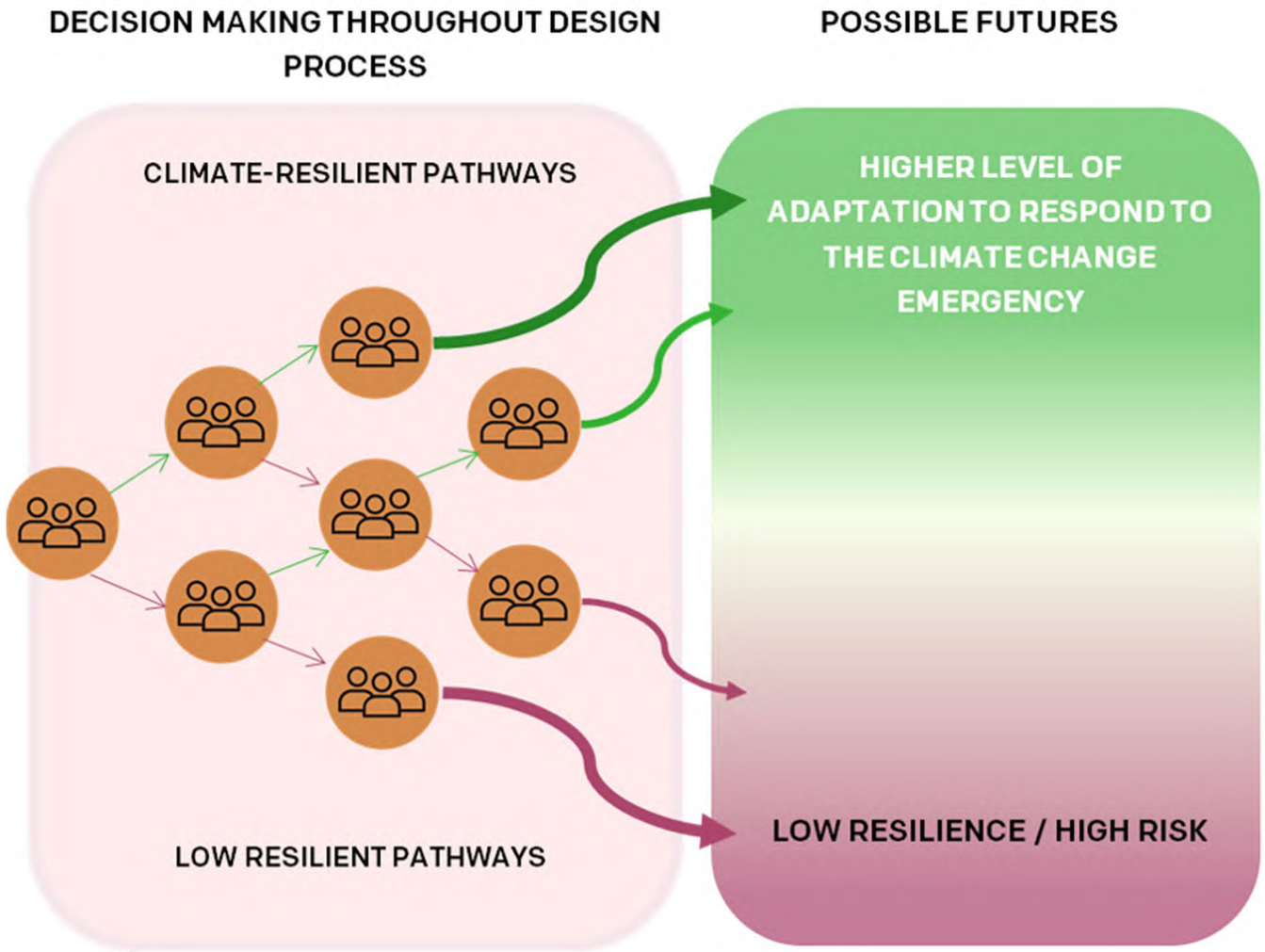


Bioretention systems

3.0 HQDP 1

3.3 ACHIEVING HQDP 1

Driven by the Applicant's aspiration of creating *"The Greenest Business Park in the West Midlands"* and through the adoption of the extensive design parameters and principles, future development will respond comprehensively to the climate change emergency. Sustainability and future-proofing will be designed in from the outset, across all aspects of the built form, infrastructure and landscape design, whilst ensuring flexibility, resilience and adaptation to meet occupier requirements for the short, medium and long-term.



Based on diagram "Opportunity space and climate-resilient pathways" from The business case for adapting buildings to climate change: Niche or mainstream?

3.0 HQDP 1

3.4 CONFORMITY WITH PLANNING POLICY & GUIDANCE

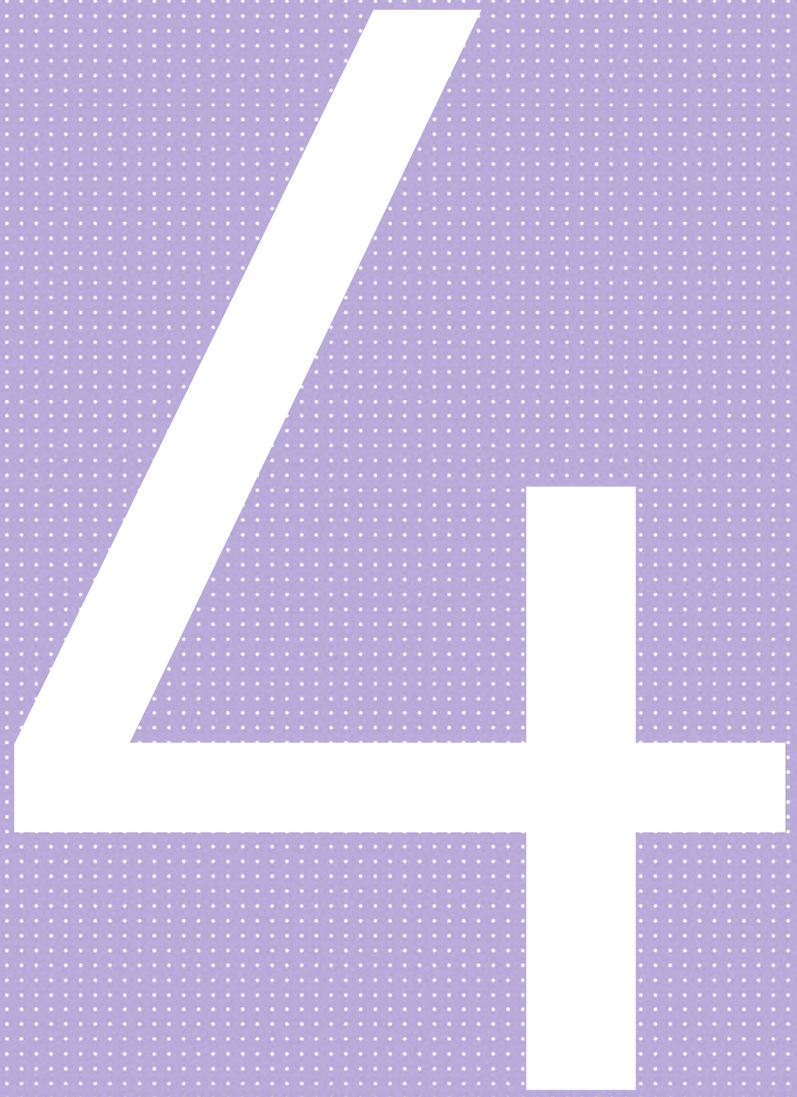
RELEVANT NWLP POLICIES:

- **Policy LP1** – Sustainable Development
- **Policy LP14** – Landscape
- **Policy LP16** – Natural Environment
- **Policy LP17** – Green Infrastructure
- **Policy LP27** – Walking and Cycling
- **Policy LP29** – Development Considerations
- **Policy LP33** – Water and Flood Risk Management
- **Policy LP34** – Parking
- **Policy LP35** – Renewable Energy & Energy Efficiency
- **Policy LP36** – Information and Communication Technologies

RELEVANT DDGC DESIGN PRINCIPLES:

- **SU01** – Energy Efficient Housing and Energy Production
- **SU02** – Biodiversity
- **SU03** – Sustainable Drainage
- **SU04** – Permeable Paving
- **SU05** – Storage and Slow Release
- **SU06** – Bio-retention Systems
- **SM01** – Highways
- **SM02** – Pedestrian and cycle paths connectivity
- **SM04** – Cycle parking

4.0 HQDP 2 MAINTAINING A STRATEGIC GAP



4.0 HQDP 2

4.1 MAINTAINING A STRATEGIC GAP

Maintaining a Strategic Gap between the development site and Polesworth with Dordon to the east, and Birchmoor to the north, utilising the Applicant'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.

4.2 DESIGN APPROACH & RESPONSE

The Applicant understands the importance of landscape character, the local community and its heritage and is seeking opportunities to make a positive contribution in landscape, recreation and heritage terms through the development proposals.

The proposals respect the landscape context and the separate identities of the surrounding settlements of Tamworth, Dordon, Birchmoor and Polesworth. They combine carefully thought-out layouts and design with well-considered landscaping and boundary treatments to ensure that the development integrates into the wider landscape whilst protecting important views and forming effective buffer zones towards the surrounding settlements.

LANDSCAPE AND GREEN SPACE

The proposals incorporate a substantial area of onsite green infrastructure, representing over 9 hectares or +30% of the total site area, principally to the north, south and east of the developable area, to screen the proposals from surrounding settlements. These would incorporate significant areas of native woodland planting, as well as public open space, parkland, formal planting, footway / cycleways, sustainable drainage measures and a variety of wildlife habitats.

Naturalistic earth mounds of up to 5m tall would be created, predominantly to the north and east of the development plots, utilising surplus cut material to create a transitional zone between the developable area and site perimeter. The landscaping would be further enhanced through extensive tree and vegetation planting to provide a significant visual screening barrier.

The proposals also incorporate a significant area (more than 6.5 hectares) of offsite landscape mitigation measures and biodiversity enhancements, through native woodland planting and the creation of a community orchard, as well as enhanced tree-lined / hedgerow-lined rural routes through the Strategic Gap for pedestrians, cyclists and riders on horseback.

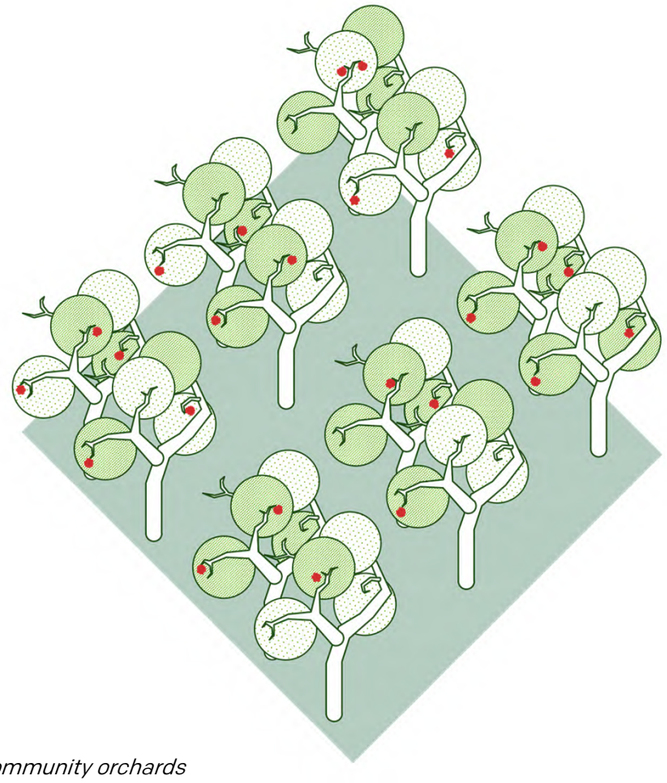
Public Bridleway AE45 would be diverted around the perimeter of the green infrastructure to maintain existing short, medium and long-distance views over the enhanced rural quality of the Strategic Gap.

An area of publicly accessible landscape would be provided along the western edge of Dordon. It is proposed that this landscaped area would comprise a community orchard and would provide a connection from the public right of way network to the proposed area of Open Space Transfer (Site OS1) identified in the Local Plan immediately to the south, facilitating circular walking routes.

All on and offsite landscape mitigation planting will incorporate adolescent and semi-mature trees (i.e., advanced structural planting) to provide immediate visual screening effects, as well as enhanced biodiversity support and carbon capture.

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

New publicly accessible parkland in the north of the Site adjacent Birchmoor, incorporating activity zones linked to fitness trail and woodland flower planting.



Community orchards

4.0 HQDP 2

4.2 DESIGN APPROACH & RESPONSE

Historic field boundaries would be reinstated throughout the Strategic Gap with mixed, native hedgerow and tree planting to reinforce the rural character of the landscape. In doing so, the proposals would enhance the rural setting of the Grade 2 Listed Hall End Farm making a positive contribution towards its future protection.

Existing peripheral vegetation to be protected and reinforced with native species planting.

The proposed new community orchard would incorporate planting of local heritage fruit tree varieties.

On site landscape mitigation would be ensured through planning condition, including appropriate management so that dead or dying trees and shrubs are replaced. Offsite landscape mitigation measures would be secured in perpetuity through a legal agreement with the Council to prevent further expansion of development within those parts of the Strategic Gap.

The presence of the high pressure gas main that runs immediately to the east of the Site, with its 156m inner consultation zone where development is prohibited, would act as a further constraint on development pressure for future eastwards expansion of the Site.

Native woodland, hedgerow and community orchard planting within the Strategic Gap would soften the existing urban edge of the ridgeline development of Dordon and provide a better transition into the adjacent rural landscape, in accordance with North Warwickshire Landscape Character Assessment (August 2010).

DESIGN PARAMETERS

- Creation of over 9ha (over 30% of the Site) of onsite green infrastructure principally to the north, south and east of the development area, incorporating significant areas of native woodland planting, as well as public open space, parkland, formal planting, public rights of way, footway / cycleways, sustainable drainage measures and a variety of wildlife habitats.
- Naturalistic earth mounds of up to 5m tall, predominantly to the north and east of the development plots, comprising extensive tree planting and vegetation to provide significant visual screening barriers.
- A further 6.5ha of offsite landscape and visual mitigation measures and biodiversity enhancements through native woodland, hedgerow and community orchard planting, as well as new and enhanced tree lined routes across the width of the Strategic Gap for pedestrians, cyclists and riders on horseback.
- Community orchard to incorporate planting of local heritage fruit tree varieties.
- Plant a mix of juvenile and adolescent trees (i.e., advance structure planting), in both on and offsite locations, to enhance the immediate effects of visual screening.
- In total, approximately 10,000 trees (all native woodland species) would be planted in on and offsite locations as part of landscape mitigation measures.

- Reinstatement of historic field boundaries and hedgerows within Strategic Gap. Existing peripheral vegetation to be protected and reinforced with native species planting.
- On site landscape mitigation ensured through planning condition, including an appropriate Management Plan so that dead or dying trees and shrubs are replaced. Offsite landscape mitigation measures secured in perpetuity through a legal agreement with the Council.

Cycle routes across Strategic Gap

Pedestrian routes across Strategic Gap

Enhanced rural character

4.0 HQDP 2

4.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

LC01 - LANDSCAPE AND GREEN SPACE

- Design new open space such that it incorporates existing landscape features to create open space with opportunities for natural play and informal recreation.
- Landscape planting should be used to soften the mass of built form at the interfaces with the wider landscape.
- Green buffers can be a satisfactory transition between old and new neighbourhoods. This could take the form of a 'semi-natural' woodland strip, or more formal open space such as playing fields (including those belonging to schools).
- All existing good quality woodland, hedgerows, trees and shrubs to be retained within the layout of the parks and enhanced, with improved management.
- New trees, grassland and shrubs to be planted to supplement existing vegetation.
- Development along the western edge of Dordon should be limited so that the sense of openness is preserved and enhanced.
- Provide allotments or other community garden facilities where appropriate and allow for flexible use of the space including temporary uses with a varied programme of events and use.

LC02 - LANDMARKS AND VIEWS

- Development should be designed such that it provides a series of short-, middle and long-distance views that enhance the sense of place. Views can be structured by the careful positioning of buildings, trees or landmarks to create memorable routes and places, and easily intelligible links between places. New development should be orientated to maximise the opportunities for memorable views and visual connectivity.
- Existing views and vistas should be actively considered when preparing new development proposals. Where possible, new development will seek to retain existing and frame new views and vistas towards the wider countryside.
- New development proposals should not be visually intrusive. This should be achieved through appropriate scaling and design, including landscape.
- 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.

SL01 - PATTERN OF DEVELOPMENT

- Developments affecting the transition zones between the settlement and the wider countryside should be softened by landscape planting to better integrate development into the landscape.

SL02 - LAYOUT AND GRAIN

- Understanding and appreciating the local historic environment and the different character areas can help to ensure that new development is properly integrated with the existing settlement and does not result in the loss of local distinctiveness.

Allotments

Community orchards

4.0 HQDP 2

4.3 ACHIEVING HQDP 2

0 80 200

Meters 1:2500

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

4.0 HQDP 2

4.3 ACHIEVING HQDP 2

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 the Site's biodiversity.
8. Formal planting located at the Site entrance and adjacent to the hub reflects the character of the planting located within nearby commercial sites.

IMAGE 1 – PLANTING AROUND HIGH PRESSURE GAP PIPELINES

For further guidance please refer to NJUG Volume 4.

4.0 HQDP 2

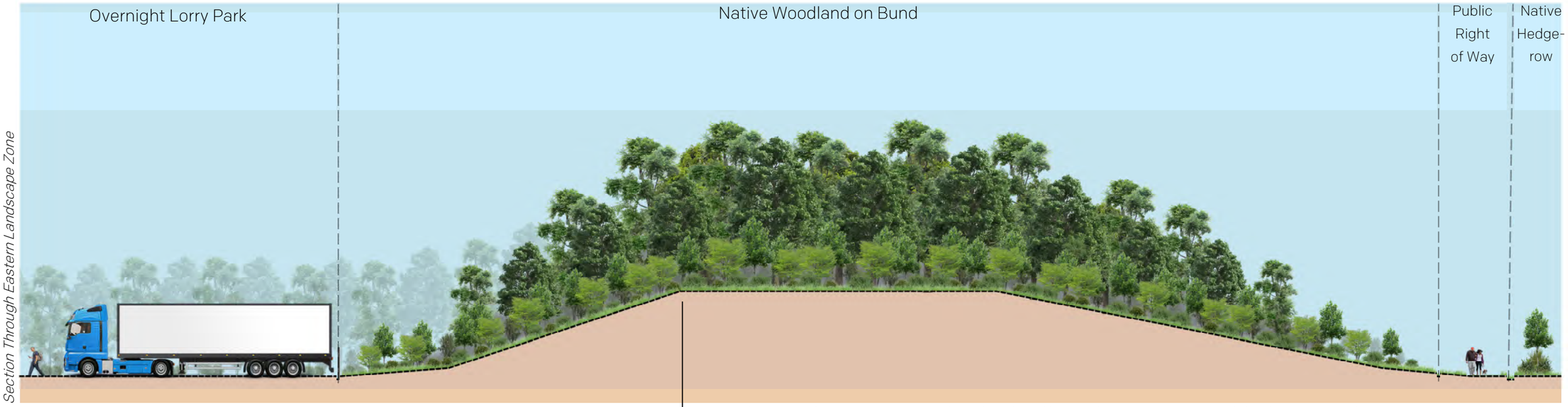
4.3 ACHIEVING HQDP 2

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 PRoW 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 PRoWs.
4. Proposed area of open space transfer identified within the Local Plan (Site OS1), including reprovision 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 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.

4.0 HQDP 2

4.3 ACHIEVING HQDP 2

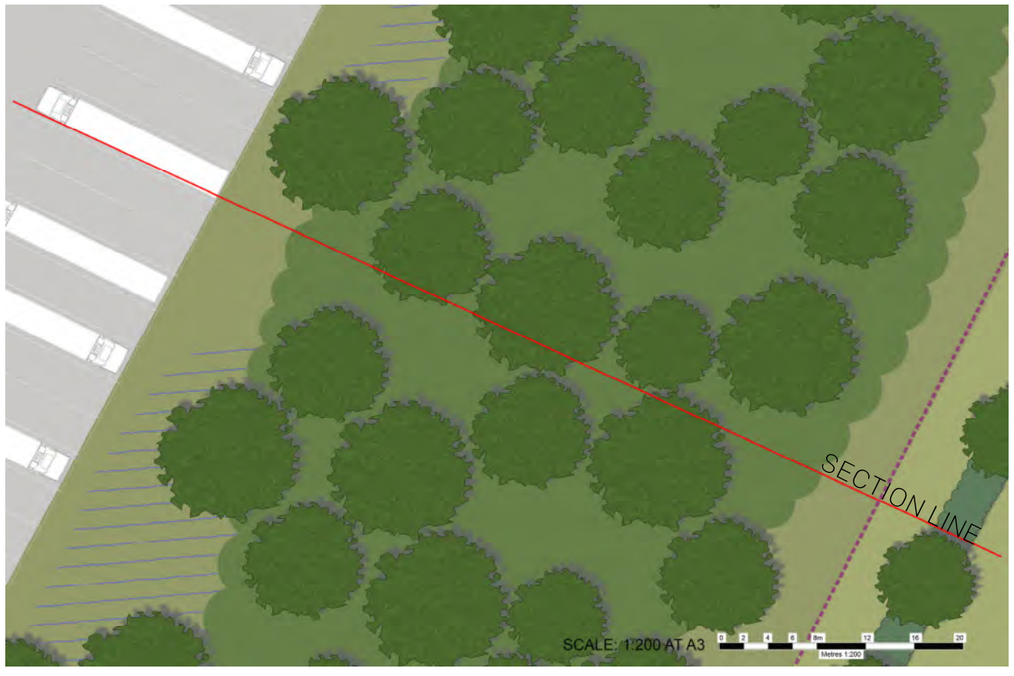
Section Through Eastern Landscape Zone



The combination of the native woodland and bund landform helps to screen views of the development from the east.

SCALE: 1:100 AT A0

Site Extract- Section Through Eastern Landscape Zone



Site Extract- Key Plan

4.0 HQDP 2

4.3 ACHIEVING HQDP 2

Three 'Key Viewpoints' were selected from the 21 viewpoints identified in the Landscape & Visual Impact Assessment (LVIA), to be taken forward for the preparation of indicative 'Wirelines' to inform the emerging design. 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 public rights of way.

Photographs of these viewpoints are illustrated here and have been used to evaluate the visual impact of the proposed design through the preparation of Wirelines. The views show Wirelines based on the maximum development parameters (i.e., worst-case scenario for the purposes of the EIA). In reality, the proposals eventually brought forward for development could be much lower. Furthermore, the trees are shown at 'semi-maturity' (15 years from planting, at an estimated height of 10m) in accordance with best practice. In reality, the trees will continue to grow in height beyond that shown in the Wirelines as they reach full maturity.

The Wirelines demonstrate that with the inclusion of the proposed landscape mitigation measures, the scheme would have a positive screening effect, not only on the proposed development but also the existing business parks south of the A5 and surrounding J10 M42, from the settlements Birchmoor, Dordon and Polesworth.

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

4.0 HQDP 2

4.3 ACHIEVING HQDP 2

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

4.0 HQDP 2

4.3 ACHIEVING HQDP 2

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

4.0 HQDP 2

4.4 CONFORMITY WITH PLANNING POLICY & GUIDANCE

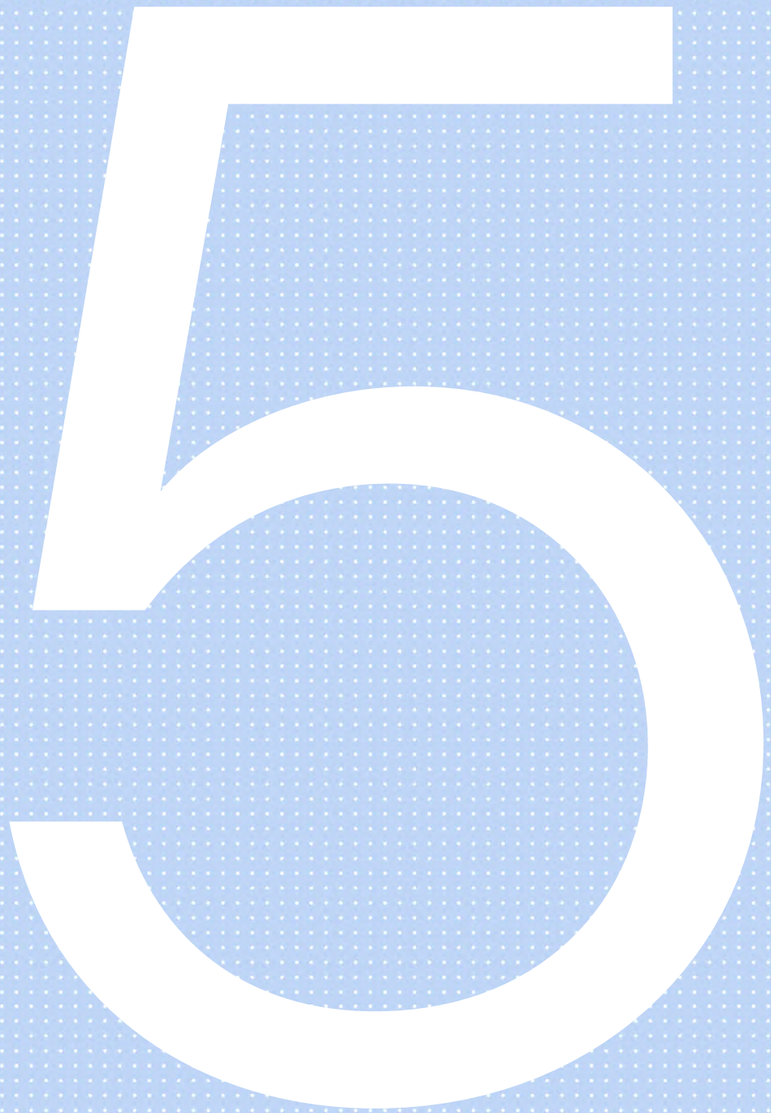
RELEVANT NWLP POLICIES:

- **Policy LP4** – Strategic Gap
- **Policy LP14** – Landscape
- **Policy LP17** – Green Infrastructure
- **Policy LP29** – Development Considerations
- **Policy LP30** – Built Form

RELEVANT DDGC DESIGN PRINCIPLES:

- **LC01** – Landscape and Green Space
- **LC02** – Landmarks and Views
- **SL01** – Pattern of Development
- **SL02** – Layout and Grain

5.0 HQDP 3 PROVIDING SAFE AND CONVENIENT ACCESS FOR ALL



5.0 HQDP 3

5.1 PROVIDING SAFE AND CONVENIENT ACCESS FOR ALL

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 3 is designed to ensure that safe and convenient access and journeys through the Site are available to all users, with an emphasis on active travel and sustainable transport methods wherever possible. Existing routes will be enhanced and new routes introduced to benefit not only future site users but nearby communities and businesses through the provision of enhanced commuting, permeability and leisure opportunities.

Electric vehicle charging point

Electric lorry charging points

Cycling commuter

Enhanced routes to be enjoyed by commuters and visitors

5.0 HQDP 3

5.2 DESIGN APPROACH & RESPONSE

From the outset, the transport strategy has been to take a holistic and inclusive approach to meet the following key aims:

- Promote sustainable forms of transport wherever possible;
- Minimise trips to and from the Site by single occupancy private vehicles;
- Avoid impacts on the A5 trunk road and M42 motorway during peak times; and
- Reduce the volume of freight arriving solely by road.

Convenient and safe access for all users would be at the heart of a well-connected development, which facilitates sustainable forms of transport to, from, through and around the Site.

A network of new and improved Public Footpaths, Public Bridleways, footway / cycleways, road crossings and informal recreational routes throughout the Site and broader area will promote active travel. The proposed new and enhanced footway / cycleways would improve local commuting opportunities by bicycle and foot, not just for the Site but for other employment sites nearby, from the settlements of Tamworth, Polesworth, Dordon and Birchmoor. They would also create circular routes through the Strategic Gap, adding social value by enhancing recreational opportunities.

The proposals include enhancements to nearby public transport infrastructure, in the form of new and enhanced bus stops within and adjacent to the Site.

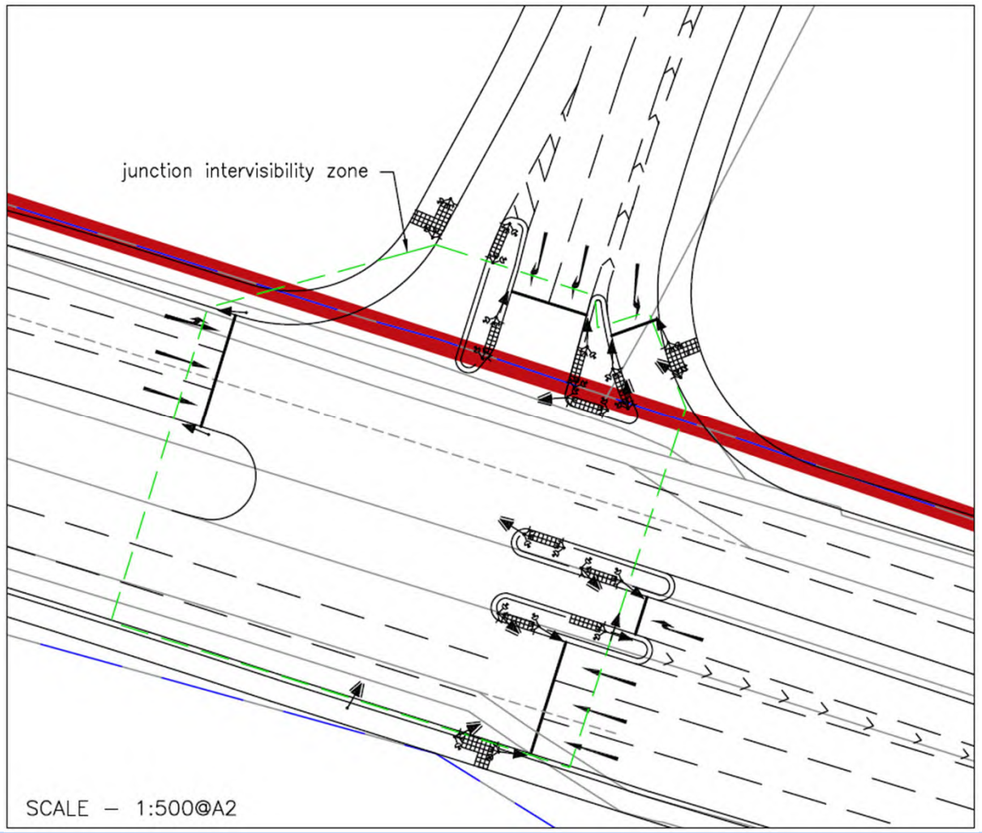
A Sustainable Travel Plan will be applicable to all future occupiers, to promote sustainable modes of transport and minimise impacts on the local transport network.

SITE ACCESS

The proposed new site access will provide an enhanced fully signal controlled pedestrian and cycle crossing of the A5 trunk road. This represents a significant improvement on the existing crossing formed of a staggered gap in the central reservation, and will enhance cycle and pedestrian commuter access to St Modwen Park Tamworth to the south.

Discussions are ongoing with National Highways in relation to any offsite infrastructure improvements that may be necessary. The proposed access design incorporates enhancements to Junction 10 of the M42 motorway.

Bus stop enhancements will include provision of covered bus shelter(s) with seating, associated street furniture and segregated footway / cycleways. The potential for green bus shelter provision (i.e., made from recycled materials with green roof and solar panels to power digital information board) will be explored, subject to agreement from the relevant statutory authority and bus operator(s).



New site access to incorporate fully signal controlled pedestrian and cycle crossing of the A5 trunk road

5.0 HQDP 3

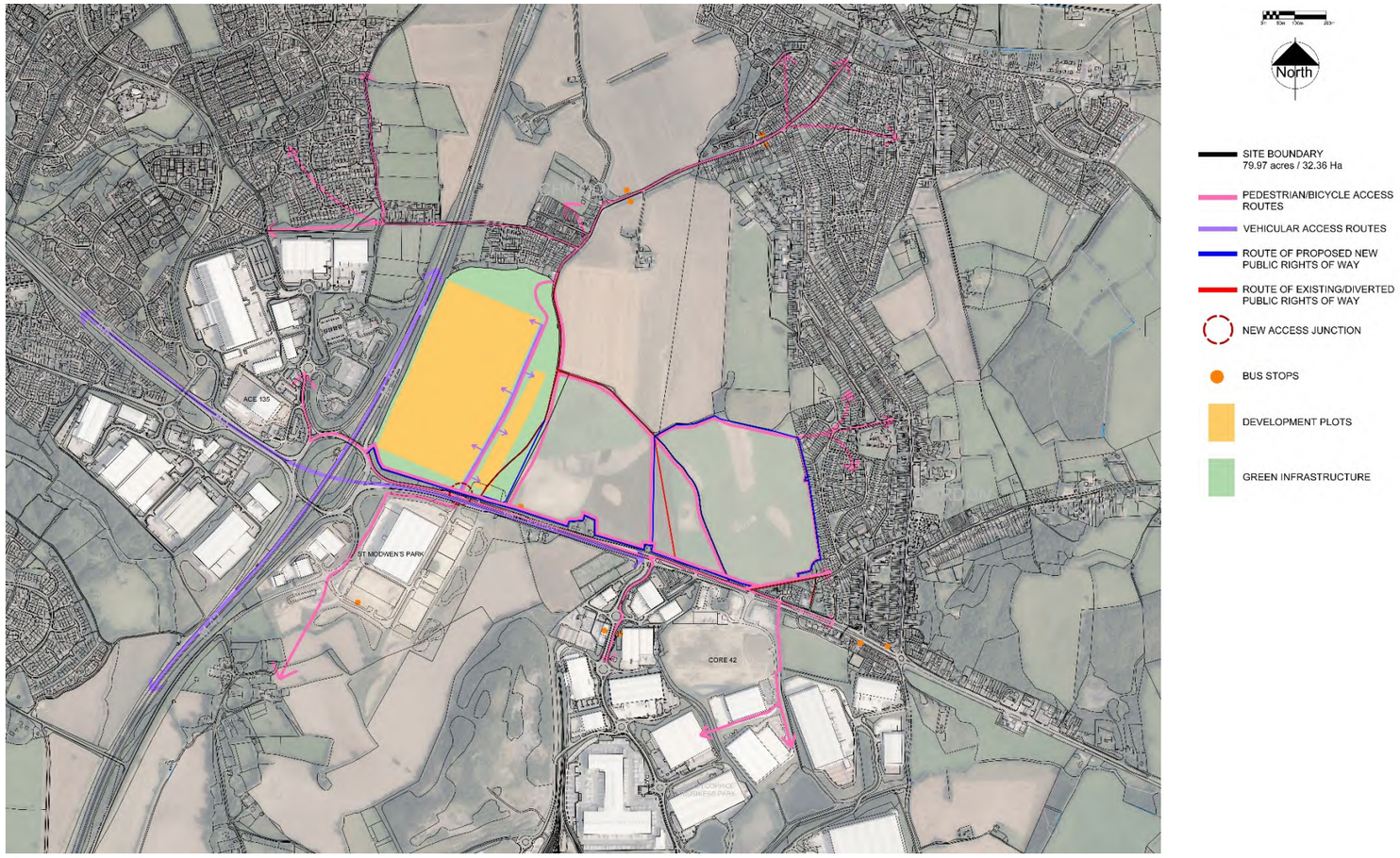
5.2 DESIGN APPROACH & RESPONSE

DESIGN PARAMETERS

- Over 3.5km of new and enhanced public footpaths, bridleways and footway / cycleway routes throughout the Site and wider land under the control of the Applicant.
- Dual use footpath / cycleway linking east from the Site to Barn Close, Dordon, enhancing east-west commuting and leisure routes through the Strategic Gap, to be designated as a new public right of way (subject to the agreement of WCC Rights of Way Team).
- An offline dual use footpath / cycleway linking east from the Site access to Dordon along the route of the A5 highway, facilitating circular routes and providing a betterment on the existing segregated cycleway along the A5 eastbound that does not meet required design standards, to be designated as a new public right of way (subject to the agreement of relevant statutory authority).
- New pedestrian and cycle crossing at the A5 to facilitate improved pedestrian / cycle links throughout Dordon Parish and particularly down to Freasley.
- Dual use footpath / cycleway along route of all internal site roads and access.
- Dual use footpath / cycleway linking north from the Site road, providing a continuous link between the A5 trunk road and Birchmoor.
- Public bridleway AE45 to be diverted around the edge of the Site landscaping to maintain views into the enhanced rural landscape across the Strategic Gap.

- Public footpath AE46 to be diverted to provide more direct access to Birch Coppice Business Park, from residential areas to the north (subject to the agreement of relevant statutory authority).
- New informal / recreational route linking Barn Close to The Stumps (public footpath AE48), through the landscape enhancement and community orchard west of Dordon.

- 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).



Connectivity Strategy Plan

5.0 HQDP 3

5.2 DESIGN APPROACH & RESPONSE

DESIGN PARAMETERS

- New and enhanced bus stop(s), including provision of covered bus shelters with seating, associated street furniture and segregated footway / cycleway. Subject to agreement of bus operator and relevant statutory authority, bus shelter(s) to be a 'green bus shelter' (i.e., made from recycled materials with green roof and solar panels to power digital information board).
- Development of a sitewide Framework Sustainable Travel Plan, applicable to all future site occupiers.

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, would open up active travel (e.g. pedestrian and bicycle) commuting opportunities from the settlements of Tamworth, Polesworth, Dordon and Birchmoor to the cluster of employment sites surrounding J10 M42 and south of the A5.

The proposals incorporate the diversion to Public Footpath AE46, to provide a more direct route to the entrance of Birch Coppice Business Park from residential areas to the north, further enhancing active travel commuting opportunities.

The proposed new informal / recreational route linking Barn Close to The Stumps (public footpath AE48) through the landscape enhancements and community orchard to the west of Dordon would enhance connectivity and facilitate a circular recreational route through the Strategic Gap.

Segregated footpath / cycleway

Example of controlled pedestrian and cycle crossing

The enhanced footway and cycleway links would tie in with the proposed playing fields, multi-use sports pitch and clubhouse at the relocated Birch Coppice Miners Social Welfare Centre and Birch Coppice Allotments (Open Space Transfer Site OS1), encouraging greater use of the facilities by the local community, as well as facilitating afterwork recreation by staff from the Site and neighbouring business parks.

A sitewide Framework Sustainable Travel Plan has been developed, applicable to all future occupiers, to promote sustainable modes of transport and minimise impacts on the local transport network. All future reserved matters applications will be required to submit a Sustainable Travel Plan, bespoke to the proposed development, in accordance with the Framework Sustainable Travel Plan.

Green bus shelter

5.0 HQDP 3

5.2 DESIGN APPROACH & RESPONSE

ON-SITE FACILITIES

Cycle parking will be provided to all units at in excess of the North Warwickshire Borough Council standard, incorporating a range of parking facilities to include indoor/outdoor parking, secure parking and covered parking, and electric bicycle charging points, all located at or close to pedestrian entrances.

To promote walking and cycling to work, showers and changing facilities will be provided to all units and internal cycle parking facilities will incorporate electric bicycle and scooter charging points.

Communal cycle parking, showers and changing facilities to be provided at ancillary Hub Office, available for use by site occupiers and general public (including staff of neighbouring business parks).

DESIGN PARAMETERS

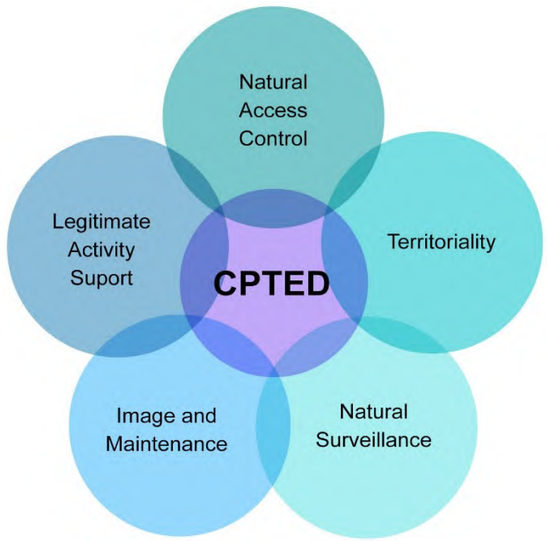
- Electric vehicle (EV) charging points and rapid charging points installed to 10% of car parking spaces, with ducting provided for a further 15% to future proof the development.
- Ducting provided to 25% of lorry parking space for fully electric and hybrid electric vehicles, to future proof the development.
- Car parking provided to all units at North Warwickshire Borough standard.
- Cycle parking provided to all units at in excess of the North Warwickshire Borough standard.
- Cycle parking to comprise a range of parking facilities, including indoor / outdoor parking, secure parking, covered parking and e-bike charge points, all located at or close to pedestrian entrances.
- Showers and changing facilities provided to all units.
- Communal cycle parking, showers and changing facilities at ancillary Hub Office.

CRIME PREVENTION

The layout of the development will be designed to ensure personal safety, and ensure that it does not create an environment conducive to crime. Warwickshire Police Architectural Liaison Officer will be consulted prior to the submission of all reserved matters planning applications.

Natural surveillance will be a key factor in the overall design of the Site, and building design and layouts will be considered through reserved matters proposals to minimise visual obstacles and eliminate places of concealment.

Boundary protection around the service yards will be 2.4m high palisade fencing, including entrance gates. Gatehouses for the service yards of all large format buildings will control vehicle and pedestrian access to these areas. 2.4m paladin fencing will clearly delineate areas which are open to access by the public and those which are controlled due to the nature of site operations. Park Mark® Safer Parking Scheme accreditation will be targeted for the overnight lorry park.



DESIGN PARAMETERS

- Positioning of the offices overlooking proposed car parking will offer a high degree of visual control.
- Any potential dark areas well lit.
- Formal surveillance via an extensive CCTV system provided in line with occupier requirements.
- 2.4m high palisade fencing around all service yards and overnight lorry park. 2.4m paladin fencing to delineate public areas and those which are controlled due to the nature of site operations.

2.4m high palisade fencing

Site CCTV

5.0 HQDP 3

5.2 DESIGN APPROACH & RESPONSE

OVERNIGHT LORRY PARKING

The proposed overnight lorry park will be a new purpose-built secure facility with time limited free parking, driver welfare and 24hr security on site, incorporating shop, restaurant / café, changing rooms, showers, WCs, gym and laundry. Parking charges will be priced in line with the market rate for dedicated truck stop facilities nationwide, thereby providing a cheaper alternative to Tamworth Services.

The facility is underpinned by significant need in the area which leads to identified issues informal parking locally, including at the existing laybys on the A5 to the south of the Site.

DESIGN PARAMETERS

- Sitewide CCTV coverage and site entrance to have CCTV coverage with ANPR capability.
- Other security measures to include 24h security presence, gated and fenced parking, with gatehouses and barrier-controlled entry and exits.
- The new facility would also include the reprovision of existing laybys on the A5 trunk road, which are currently used for adhoc HGV parking, within the secure overnight lorry parking facility.
- Refuse and recycling provision throughout the parking area and at the amenity building.

PARK MARK

A **Park Mark®** is awarded to parking facilities that have met the requirements of a risk assessment conducted by the Police by putting in place measures that help to deter criminal activity and anti-social behaviour. For customers, using a Park Mark® Safer Parking facility means that the area has been vetted by the police and has measures in place to create a safer environment, including:

- Quality management
- Appropriate lighting
- Effective surveillance
- Clean environment.

The principles within the Transported Asset Protection Association (TAPA) guidelines would also be adopted, where relevant and appropriate.

DESIGN PARAMETERS

- Park Mark® Safer Parking Scheme accreditation targeted for the overnight lorry park.

RAIL SERVED SITE

Due to the application site's close proximity to Birmingham Intermodal Freight Terminal (BIFT), the proposed development can in practice be classified as 'rail-served' meaning it would effectively be classed as 'inside' the Strategic Rail Freight Interchange at Birch Coppice.

Future occupiers located at the Site would be able to accrue user benefits when using rail freight via BIFT, e.g. the use of 'works truck' between the two sites. As such, an increased proportion of the resultant freight traffic to and from the Site would be expected to arrive or depart using rail freight.

Given that position, analysis conducted by MDS Transmodal has that around 10% of loaded inbound and outbound traffic could be expected to move by rail freight via BIFT. The forecast modal shift from road to rail would generate a saving of just under 5,800 tonnes of carbon dioxide equivalent per annum. The forecast modal shift equates to an annual non-user benefit of around £3.5 million to the nation but focused locally to the Site.

Freight terminal

5.0 HQDP 3

5.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

SM – SAFE MOVEMENT

- Safe movement principles relate to the creation of safe, attractive and convenient connections within Dordon and to the wider landscape, using sustainable modes of transport wherever possible.
- Walking and cycling should be encouraged to support growth, limit the negative impacts of traffic congestion on the roads and create direct and memorable routes.
- Public transport should be used to support active travel and provide improved links between places.

SM01 – HIGHWAYS

- Streets must meet the technical highways requirements, but they must also be as designed as 'places' to be used by all, not just vehicles.
- Streets must incorporate opportunities for landscape planting, green infrastructure, and sustainable drainage.

SM02 – PEDESTRIAN AND CYCLE PATHS/ CONNECTIVITY

- New development should respond to pedestrian and cyclist desire lines and complement a permeable and legible connected street pattern.
- New development must integrate with the existing network of footpaths and cycle routes, enhancing these where possible and adding new routes that connect places of interest (including open space and sports provision), services and amenities and residential areas.
- New streets should be considered a space to be used by all, not only vehicles. Therefore, it is essential that street design priorities the needs of pedestrians, cyclists and public transport users. The pedestrian and cycle provision must be integral to the design of streets.
- It is essential that the design of new development should include streets and junctions that incorporate the needs of pedestrians, cyclists and, where applicable public transport.

SM04 – CYCLE PARKING

- Provision of secured covered cycle parking and publicly available cycle parking in the public realm.
- Cycle storage should be provided at a convenient location within an easy access.

SM05 – LEGIBILITY AND SIGNAGE

- Wayfinding must be clearly established, particularly along pedestrian and cycle routes
- Use high quality tree and landscape planting to help with wayfinding along key routes.
- New signage design must be easy to read. Wording, font choice, text size, colour and the use of symbols should be clear and concise, and avoid confusion.

AV02 – PUBLIC REALM

- Well-connected, high quality public spaces are essential because they create informal meeting places and venues, as well as providing the setting for people to engage in commercial and social transactions, take their leisure and participate in community events.
- Pavement width of new footpaths should be of a comfortable width for pedestrians especially for those with disabilities. Pavement widths should be at least 2m.

Covered cycle storage

Wayfinding signage

5.0 HQDP 3

5.3 ACHIEVING HQDP 3

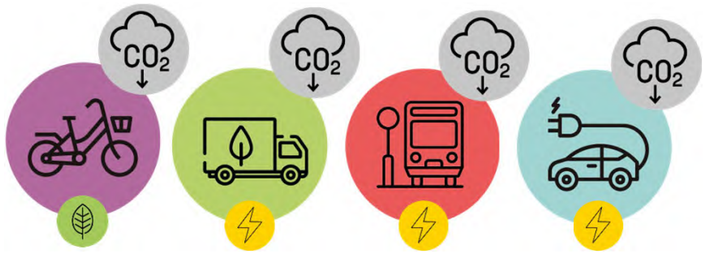
The sustainable transport strategy for the Site has been to encourage all journeys to be conducted in accordance with the green travel hierarchy, where the priority is given to access by foot, bicycle, public transport, shared vehicle and finally private car. The approach seeks to meet the following key aims:

- Promote sustainable forms of transport wherever possible.
- Minimise trips to and from the Site by single occupancy private vehicles.
- Avoid impacts on the A5 trunk road and M42 motorway during peak times.
- Reduce the volume of freight arriving solely by road.

The key aims of the sustainable transport and highways strategy would be achieved through implementation of the extensive design parameters set out in this chapter.

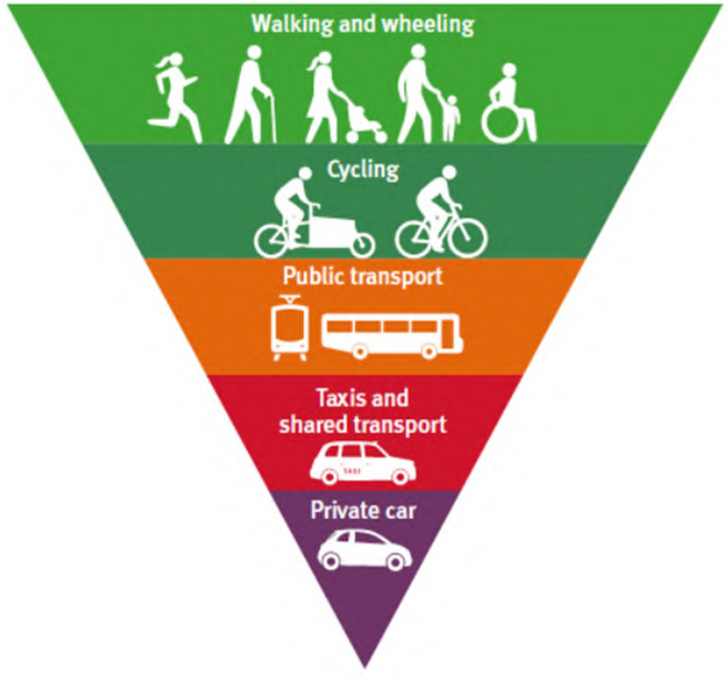
The proposed enhancements to the Public Right of Way and footway/cycleway network in and around the Site will improve pedestrian and bicycle permeability locally, allowing residents of Birchmoor, Polesworth, Dordon and Tamworth to access the cluster of employment sites at Junction 10 M42 and to the south of the A5 more easily. As such, it is envisaged that these enhancements will make it much easier for employees in these locations to commute to work by bicycle or foot, leading to offsite sustainable transport benefits.

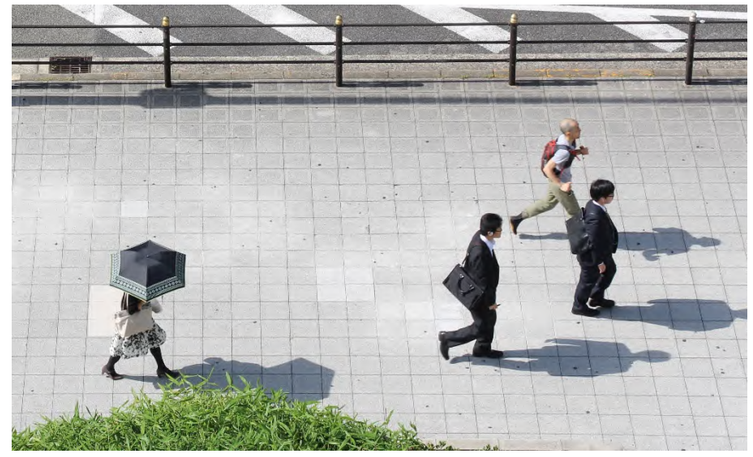
Ultimately, the associated benefits of active travel brought about by the scheme and guided by HDQP 3 will contribute to decarbonising transport, both for the Site and trips further afield to surrounding settlements and business parks and help to achieve improved public health (both physical and mental health) by encouraging healthy and active lifestyles.



Sustainable transport to mitigate environmental effects

Green travel hierarchy





Sustainable forms of transport

5.0 HQDP 3

5.4 CONFORMITY WITH PLANNING POLICY & GUIDANCE

RELEVANT NWLP POLICIES:

- **Policy LP27** – Walking and Cycling
- **Policy LP29** – Development Considerations
- **Policy LP30** – Built Form
- **Policy LP34** – Parking

RELEVANT DDGC DESIGN PRINCIPLES:

- **SM01** – Highways
- **SM02** – Pedestrian and cycle paths connectivity
- **SM04** – Cycle parking
- **SM05** – Legibility and Signage

6.0 HQDP 4 ENSURING THAT PROMINENT BUILDINGS ARE DISTINCTIVE, DISTINGUISHABLE, AND RELATE TO HUMAN SCALE AND OPERATIONAL REQUIREMENTS WHILST MINIMISING THE WIDER VISUAL IMPACT

6.0 HQDP 4

6.1 ENSURING THAT PROMINENT BUILDINGS ARE DISTINCTIVE, DISTINGUISHABLE, AND RELATE TO HUMAN SCALE AND OPERATIONAL REQUIREMENTS WHILST MINIMISING THE WIDER VISUAL IMPACT

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.

6.2 DESIGN APPROACH & RESPONSE

The massing and location of buildings across the Site has been carefully planned to respond to the surrounding context and minimise wider visual impact. The tallest elements of the proposed development would be focused in the south-west corner, with building heights reduced in the north and east, closer to the settlements of Birchmoor, Polesworth and Dordon.

Prominent buildings and elevations, as well as associated infrastructure and landscaping would be designed to a high quality given their increased visibility within the business park.

Particular attention has been paid to the design of the industrial warehouse buildings, to ensure their visual impact is minimised through the use of clever architectural design features. The office elements of these building would be distinctive, have interesting architectural form and use varied materials, including significant glazing, to break up facades and introduce a human scale at ground level.

High specification buildings, incorporating the Design Parameters set out, would deliver a "best in class" business park environment targeted at attracting national and multinational occupier(s) in search of new campus and headquarters style facilities.

6.0 HQDP 4

6.2 DESIGN APPROACH & RESPONSE

HUB OFFICE

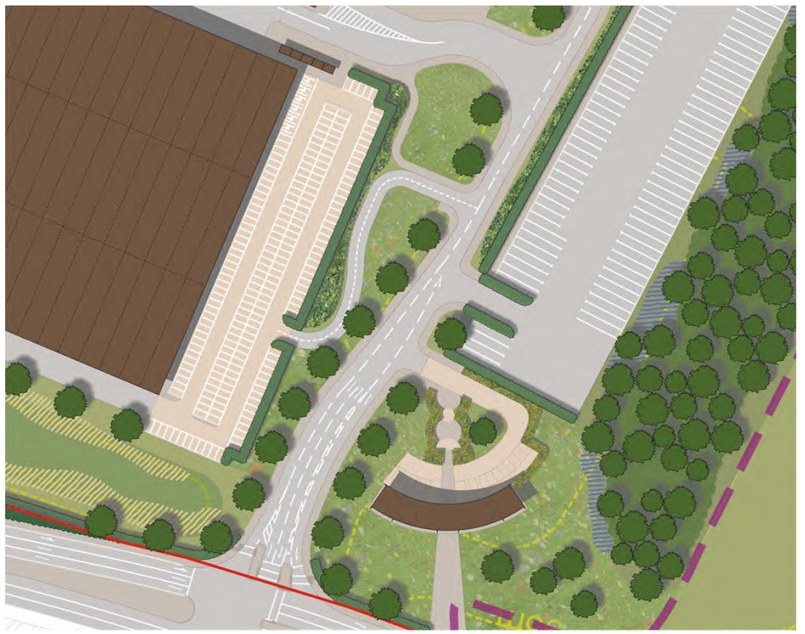
The ancillary Hub Office would be of a high-quality design, given its gateway location at the entrance to the Site fronting onto the A5 and Public Bridleway AE45. The illustrative design incorporates elements such single storey construction, distinctive curved shape, considered roof form, green roof, solar panels and amenity space to front and rear.

The multipurpose facility would encompass the following elements and functions:

- 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.
- 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.

Landscape treatment to the front and rear of the ancillary Hub Office is important to the setting of the gateway and would include tree lined streets, formal planting, species rich grassland, seating areas and permeable block work car parking, pathways and paving.

CGI - Office Hub main entrance



Office Hub Aerial View

Example of Green Roof

6.0 HQDP 4

6.2 DESIGN APPROACH & RESPONSE

INDUSTRIAL WAREHOUSES

To ensure the wider visual impact of large industrial warehouse elements are reduced, the design for these buildings would incorporate a series clever architectural design features.

- Colour banding – bands of darker colours / shades emphasising the base of the buildings at lower levels set against the surrounding landscape backdrop, with bands of lighter colours / shades introduced at higher levels where the buildings are set against the skyline to reduce the visual impact from wider views.

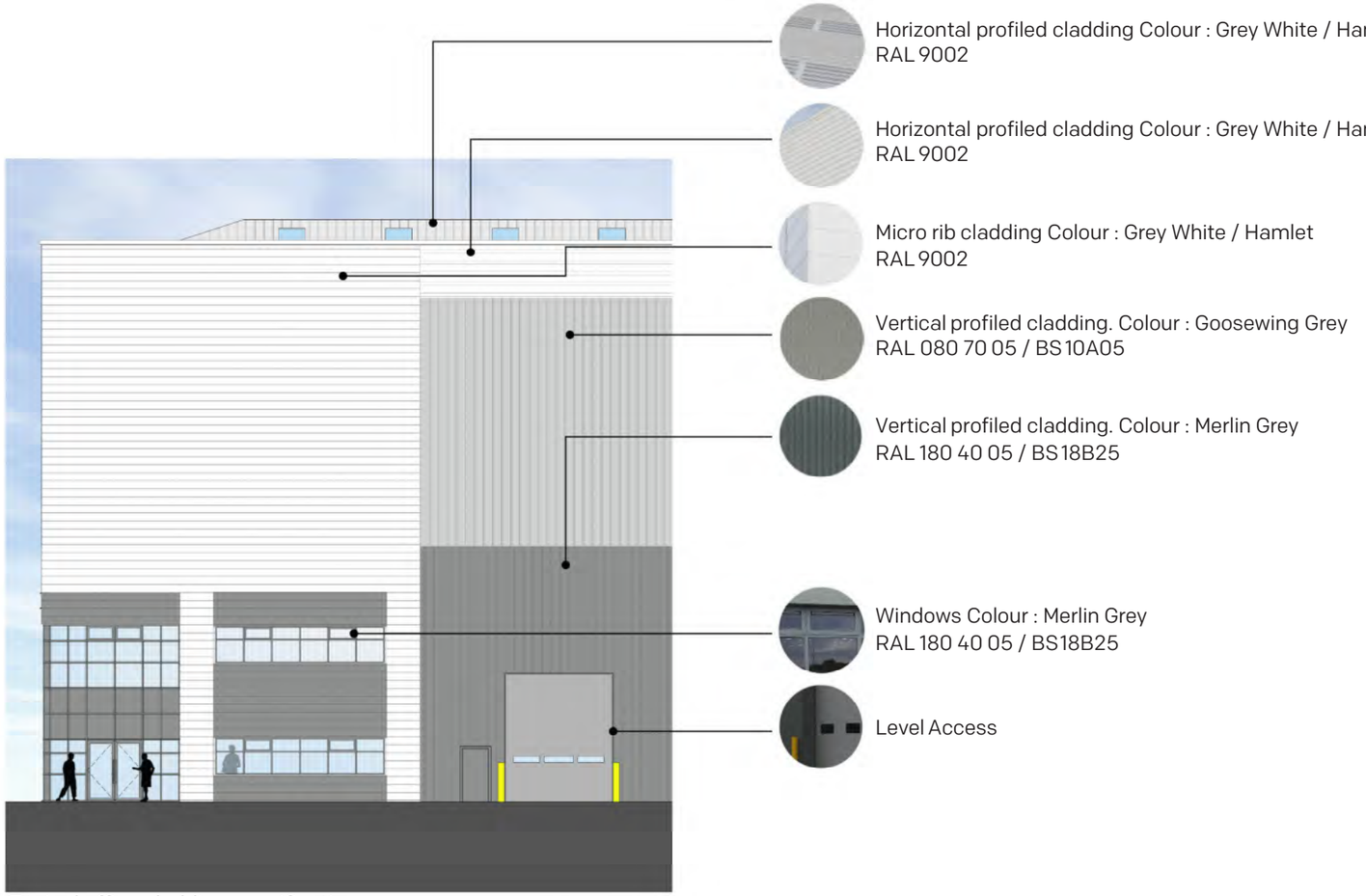
- Breaking up of large elevations – given the overall footprint of typical industrial warehouse buildings, some elevations could be relatively flat and long. In order to break up large sections of cladding into smaller sections of interest, the proposals would incorporate vertical colour bands and subtle changes to the cladding profile and orientation (e.g. flat, micro-rib and trapezoidal cladding set vertically and horizontally). Flashing, narrow cladding strips used to overlap and weatherproof junctions between panels, would be designed to complement the overall colour palette / tone and help break up the mass of the buildings. Other design features Would be use create depth and add interest to elevations, particularly around offices.

- Roofscape – parapet roofs would be used to form a clean junction with the skyline and reduce heavy overshadowing from overhanging eaves which draws the eye to height. This reinforces the use of light colours / shades (colour banding) and upper levels.

- Screening service yards and infrastructure – wherever possible, buildings would be orientated to avoid service yards facing onto key gateways and public spaces. In addition, service yards would be surrounded by landscaping and planting to reduce their visual impact. Wherever physical retaining is required, crib, gabion and / or green walls will be used to integrate the feature within the landscape.

Brise Soleil

Vertical Profiled Cladding



Typical office cladding specification

6.0 HQDP 4

6.2 DESIGN APPROACH & RESPONSE

OFFICE ELEMENTS

Office elements would be designed to be distinguishable from the main warehouse elevations through the use of interesting architectural form, detailing, use of colour and varied materials – e.g. glazing, rain screens and brise soleil louvers. These features would not only break up large areas of cladding but also aid legibility and wayfinding, and introduce a human scale.

Internally, the offices would be designed to meet modern occupier requirements, incorporating elements such as double height entrance lobbies, break out areas, meeting rooms at a variety of scales, conference / presentation rooms, open plan office kitchens and dining areas, tea points, lifts to upper floors and dedicated male and female changing rooms, showers and WCs.

DESIGN PARAMETERS

- Reserved matters proposals to respond directly to 'Building Better, Building Beautiful' report, by Sir Roger Scruton.
- Reserved matters proposals to also reflect the National Design Guide (January 2021), the National Model Design Code (July 2021) and Dordon Design Guidance and Code (October 2021).
- Ancillary Hub Office to be of high-quality design given its gateway location.
- Industrial warehouse buildings would incorporate clever architectural design features to create visual variety and break up the scale of facades; including:
  - Horizontal colour banding.
  - Vertical colour bands.
  - Use of varied cladding profiles and orientation.
  - Use of flashing.
  - Horizontal parapeted roofs.
  - Soft landscaping and planting around all service yards.
  - Crib, gabion and / or green walls to be used wherever physical retaining is required, will be used.
- Office elements to be distinctive from main buildings, have interesting architectural form, detailing, use of colour and varied materials.
- Offices would be designed to meet modern occupier requirements, incorporating elements such as:
  - Double height entrance lobbies.
  - Break out areas.
  - Conference / presentation rooms and meeting rooms at a variety of scales.
  - Open plan office kitchens, dining areas and tea points.
  - Lifts serving upper floors.
  - Dedicated male and female changing rooms, showers and WCs.

Break out areas

Double height entrance lobbies

6.0 HQDP 4

6.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

BU02 – SCALE FORM AND MASSING

- Scale and massing of new buildings should be consistent with the form and massing of neighbouring properties.
- New developments should seek to respond to the surrounding context by using similar configurations.
- Height of new buildings should respond to the surrounding context and should not be over-bearing or dominant in the existing street scene.
- Development within Dordon should be of a scale and design to reinforce the locally distinctive character.

BU06 – BOUNDARY TREATMENT

- Boundary treatments, such as hedges, low walls and fences should be included in design proposals to clearly distinguish public and private spaces. High walls and fences or railings should be avoided.
- Existing boundary trees and hedgerow should be retained and should be reinforced with native species.

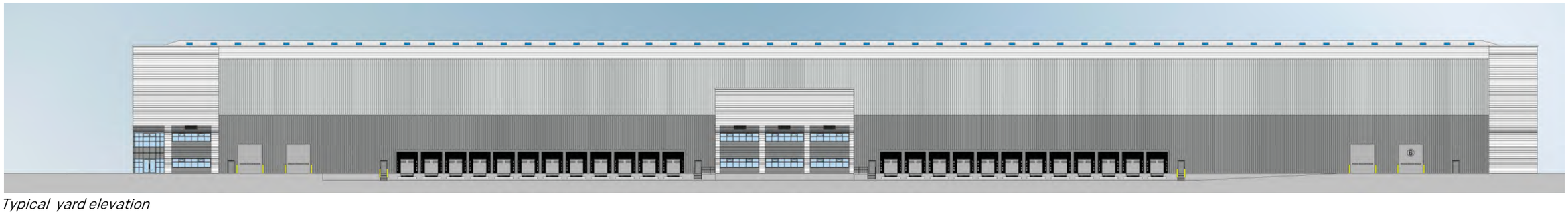
BU03 – BUILDING PROPORTION

- The proportions of a building's elements should be related to each other as well at the scale and proportion of the building;
- The proportions should be dictated by and respond to the type of activity proposed as well as the composition of the existing streetscape;
- The front elevation of the building must be arranged in an orderly way to avoid creating a cluttered façade.
- Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the façade providing variety.

LC02 – LANDMARKS AND VIEWS

- New buildings should be designed to provide interest with a range of architectural features.
- To provide articulation and create visual interest, building façades should have occasional projections.
- New development proposals should not be visually intrusive. This should be achieved through appropriate scaling and design, including landscape.

Height of new buildings should respond to the surrounding context



Typical yard elevation

6.0 HQDP 4

6.3 ACHIEVING HQDP 4

HQDP 4 and the associated Design Parameters will ensure that the buildings are designed to the highest possible standard and take into account both their immediate relationship with other structures, the wider visual context and surrounding landscape.

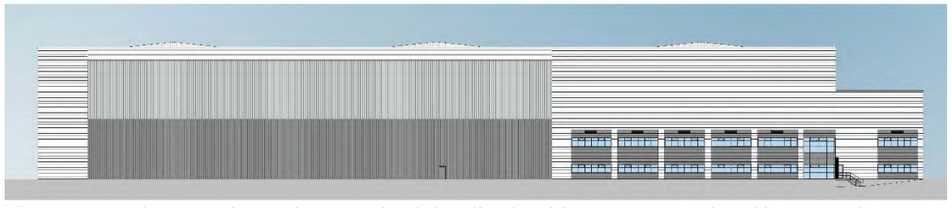
Development will have to adhere to the following height parameters, thereby ensuring that the maximum development height is lower than the maximum height approved at St Modwen Park Tamworth to the south, and to mitigate visual impact as far as practicable:

- Maximum development height of +117.8m AOD at the less sensitive westernmost Plot A1 adjacent to the M42 motorway.
- Reduced maximum development height of +113m AOD at Plot A2, north of Plot A1 closer to Birchmoor.
- Reduced maximum development height of +111m AOD at the easternmost Plot B1, closer to Dordon.
- Reduced maximum development height of +102m AOD at Plot B2, at the entrance to site.

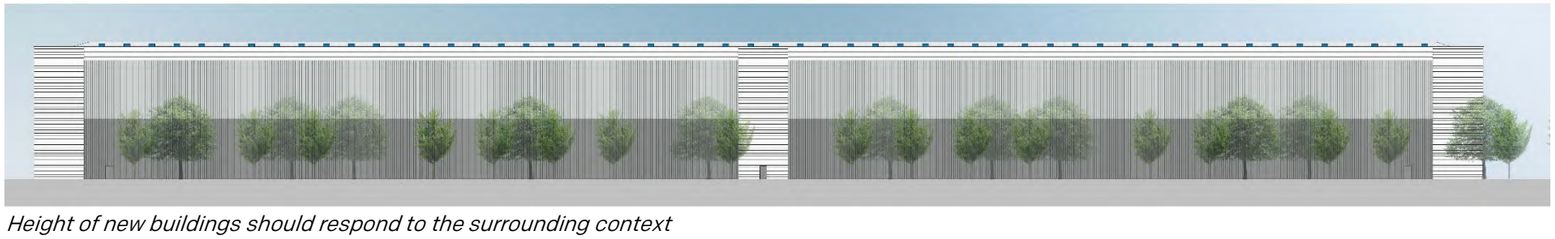
Prominent buildings and elevations close to main thoroughfares would be of exemplar high-quality architectural design with visually interesting features and landscaping to ensure a "best in class" business park is created. Facilities provided within each building would be to a standard suitable to accommodate a range of potential occupiers, with enhanced design and human scale elements to promote occupier wellbeing.

Typical Office Elevation designed at human scale elements to promote occupier wellbeing (Core 4)

Built form plan



Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the façade providing variety



Height of new buildings should respond to the surrounding context

6.0 HQDP 4

6.4 CONFORMITY WITH PLANNING POLICY & GUIDANCE

RELEVANT NWLP POLICIES:

- **Policy LP14** – Landscape
- **Policy LP17** – Green Infrastructure
- **Policy LP29** – Development Considerations
- **Policy LP30** – Built Form

RELEVANT DDGC DESIGN PRINCIPLES:

- **SL01** – Pattern of Development
- **SL02** – Layout and Grain
- **BU02** – Scale, Form and Massing
- **BU03** – Building Proportion
- **BU06** – Boundary Treatment
- **BU11** – Well Defined Public and Private Space
- **AV02** – Public Realm
- **LC01** – Landscape and Green Space
- **LC02** – Landmarks and Views
- **LC03** – Architectural Details

7.0 HQDP 5 GENERATING A UNIFORM ARCHITECTURAL LANGUAGE

7

7.0 HQDP 5

7.1 GENERATING A UNIFORM ARCHITECTURAL LANGUAGE

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.

The aesthetic design of the proposed business park requires careful consideration to ensure it is attractive, legible and creates a sense of place. Understanding existing site context is key therefore. So too is the ambition for the design and what it is seeking to achieve, which in this instance is to strive for the highest quality design possible as part of an ambitious target to create ***"The Greenest Business Park in the West Midlands".***

The immediate environs are characterised by predominantly commercial and employment uses to the south and west, including a cluster of three business parks forming the other quadrants at J10 M42. These facilities are typified by large format modern industrial warehouse buildings. By contrast, the land to the north and east of the Site consists of the parallel street patterns of Birchmoor and open arable land respectively.

The application proposals respond to site context to deliver a considered set of proposals that would create a high-quality park environment. New and enhanced routes would be delivered along clear desire line, both through and around the Site, to aid wayfinding and enhance legibility. The use of a uniform architectural language, signage and landscaping would help to create a strong sense of place and tie the proposals in harmoniously with their surroundings.

1 *Junction 10 M42 Roundabout*

2 *Tamworth Services*

3 *Birchmoor*

4 *Birch Coppice spoil heap*

5 *Freasley*

6 *Birch Coppice Allotments*

7 *Birch Coppice Miners Social Welfare Centre & Playing Fields*

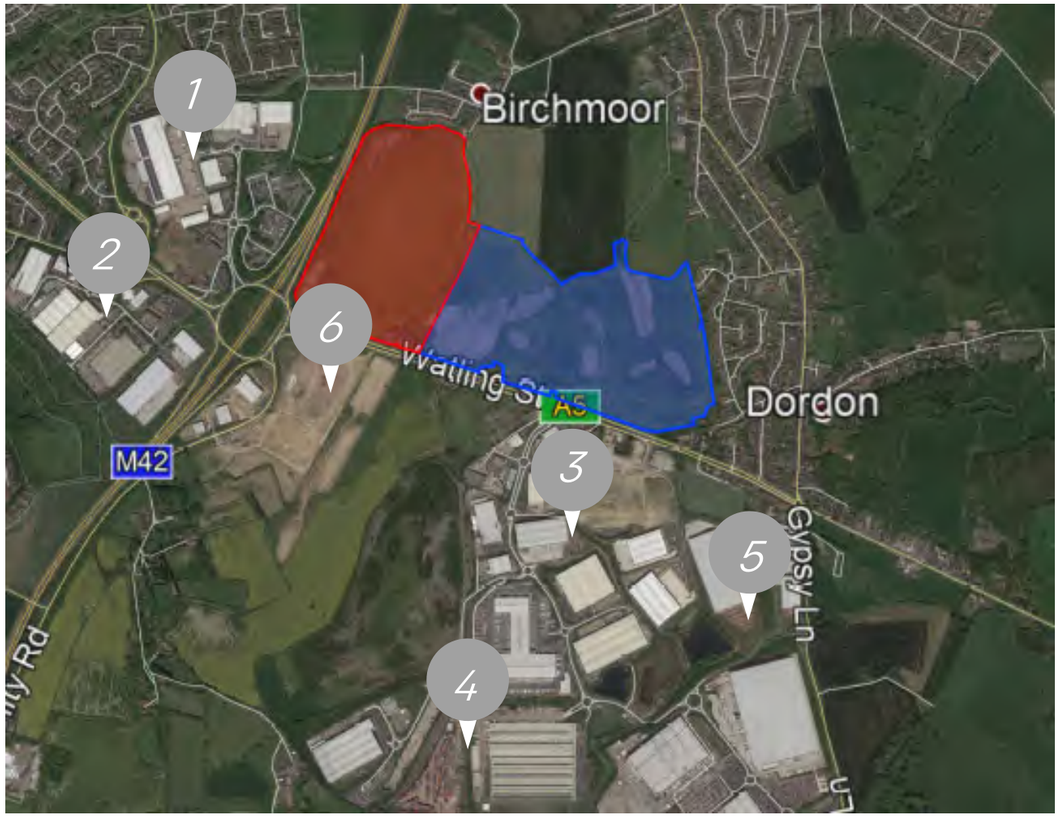
8 *Kitwood Avenue Recreation Ground*

9 *Dordon Village Centre*

Local and surrounding context

7.0 HQDP 5

7.1 GENERATING A UNIFORM ARCHITECTURAL LANGUAGE



Commercial Context Map

1 *Relay Park (including Ace135) and Tamworth MSA*

2 *Centurion Park*

3 *Birch Coppice Business Park*

4 *Birmingham Intermodal Freight Terminal (BIFT)*

5 *Core 42 Business Park*

6 *St Modwen Park Tamworth*

7.0 HQDP 5

7.2 DESIGN APPROACH & RESPONSE

The Applicant takes a design-led approach to all of its developments and strives to balance commercial spatial and flexibility requirements with achieving attractive architectural design that integrates well into its surroundings.

LAYOUT AND ORIENTATION OF BUILDINGS

The siting, layout and orientation of each building would be designed to contribute to a sense of place and identity for the whole business park, with consistent building lines wherever practicable to create rhythm.

Future reserved matters proposals would be required to adhere to the EIA Development Parameters and Parameters Plan (ref. 00075/P16), which provide a coherent masterplan for the Site. The layout broadly mirrors the layout of St Modwen Park Tamworth immediately to the south – i.e. a spine road running north-south parallel to the oil pipeline which transects the Site, with development plots accessed via slip roads to the east and west.

Building plot layouts would be designed to make efficient use of available space so as to not restrict comprehensive development of the wider plot.

Buildings would present appropriate frontages to the main site road wherever possible, with offices prominent, to assist with legibility and wayfinding.

Buildings would be orientated to avoid service yards facing onto key entrances and public spaces wherever possible. Wherever practicable, service yards would be screened from public areas by buildings.

UNIFORM ARCHITECTURAL LANGUAGE

Future reserved matters proposals would be designed to create a coherent visual relationship between all structures in terms of scale and proportion, with enhanced facade design to provide variety and interest.

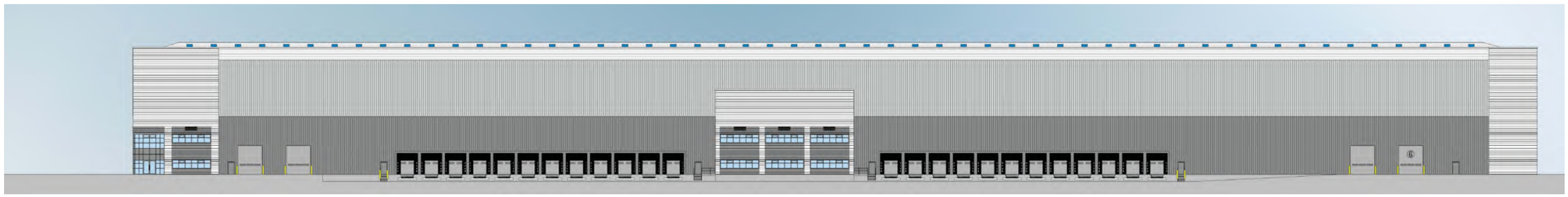
A uniform palette of building materials, profiles, finishes and colours/shades would be used to create a harmonious design across the business park which reflects the best of modern industrial warehouse design in the vicinity of the Site, whilst delivering "Best in Class" sustainability measures.

BOUNDARY TREATMENT & SECURITY

Boundary treatments, such as hedges and fences would be used to clearly distinguish public and private spaces. All service yards and the overnight lorry parking facility would have boundary protection in the form of 2.4m high palisade / paladin fencing. The use of high fences (over 2.4m tall) would be avoided.

Opportunities for natural surveillance of car parking would be maximised to act as a deterrent to crime and further enhance wayfinding. Offices would be located overlooking car parks, which would be placed in prominent locations.

Formal planting at the entrance to buildings and surrounding publicly accessible areas, such as car parks, would be designed to minimise the visual impact of vehicles whilst retaining sufficient natural surveillance. This could be achieved through the staggered planting of specimen trees to maintain lines of sight and shrub planting.



Typical elevation facing yard

7.0 HQDP 5

7.2 DESIGN APPROACH & RESPONSE

ROADS, PATHWAYS, CAR PARKS, CYCLE PARKING

Although not sought in detail at this stage, the internal site road would be built to adoptable standards with carriage way widths to suit vehicle tracking and use, 3m wide shared footway / cycleways, grass verges incorporating street lighting and services and generous set-backs. All site roads and entrances would be tree lined ("tree lined streets") to form a high standard of public realm.

Buildings would have integrated access and circulation routes for pedestrians, cyclist and other non-motorised users, provided along clear desire lines. Where footway / cycleways cross vehicle carriageways, dropped kerbs and tactile paving would be provided. Cycle parking would be placed close to the pedestrian entrances of buildings, incorporate secure and covered parking spaces and would exceed North Warwickshire Parking Standards in quantity terms.

Car park areas would be constructed with a mix of macadam and permeable block work to aid infiltration.

Car park areas constructed with macadam and permeable blockwork

UNIFORM CLEAR SIGNAGE

Estate roadside signage would be of a uniform design throughout the proposals, with wording, font type, text size, colour and the use of symbols, such as company logos, to be clear, concise and consistent. Signage would be prominent and legible without being incongruous.

Signage would be provided with the proposed new and enhanced public rights of way and footway / cycleways, targeted at promoting options for active travel and circular recreational routes. Subject to the agreement of the responsible statutory authority, provision would be made for new signage within Dordon and Birchmoor to direct residents to the new and enhanced links.

USE OF LANDSCAPING TO AID LEGEBILITY AND WAYFINDING

Landscaping and planting along all site roads, entrances and footway / cycleways, both within the Site and offsite landscape mitigation areas, would be carefully designed to provide coherent and legible user journeys, including tree lined streets and hedgerow planting. The new public realm beyond these routes would feature clear wayfinding and careful consideration of viewpoints.

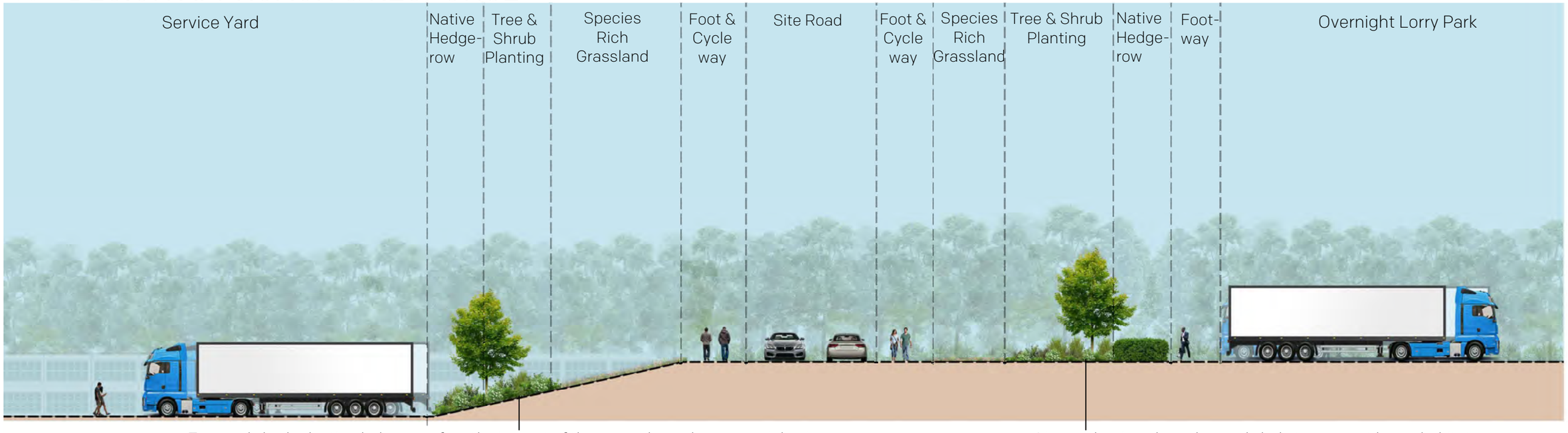
Mature and veteran trees would be retained and utilised as focal points with possible seating areas, public art and information boards, to create memorable routes on the new and enhanced public rights of way and footway / cycleway network.

Extract of landscape plan showing tree lined site road, ancillary Hub Office and site access

Industrial Park Signage

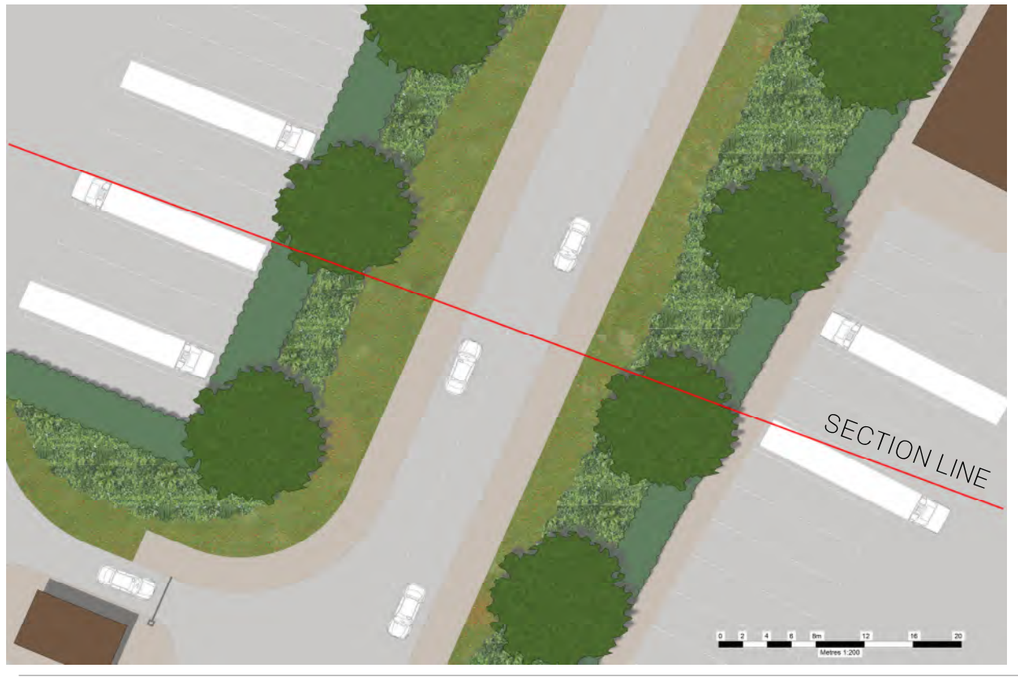
7.0 HQDP 5

7.2 DESIGN APPROACH & RESPONSE



Illustrative Typical Section Through Site Road

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



Site Extract- Typical Section Through Site Road

Linear planting along the roads help to connect larger habitats

Site Extract- Key Plan

7.0 HQDP 5

7.2 DESIGN APPROACH & RESPONSE

LIGHTING

Throughout the development lighting elements will be positioned sensitively to provide required user safety levels while minimising impact beyond the Site.

Street lighting would be limited to the internal street scape. All sitewide lighting would be of an appropriate lumen level and directional downwards to avoid light spill above the horizontal.

Internal office and amenity block lighting would be sensor operated to negate unnecessary light spill from windows when rooms are not being used.

'Dark corridors' would be maintained throughout the Site, in the transitional landscape zones to the north and east, to provide foraging areas for wildlife and to not cause unacceptable levels of light pollution.

ENHANCED RURAL LANDSCAPE

The quality of the open arable land to the east of the Site, between the application site and Dordon, would become increasingly rural in character through reinstatement of historic field boundaries, planting of native hedgerow and tree species to reinforced gaps in peripheral boundary vegetation and planting of corner woodland copses. As such, the proposals would enhance the rural character of this part of the Strategic Gap, including the setting of Hall End Hall (Grade II Listed), 850m to the south-east of the Site.

In order to be sympathetic to local character and heritage and establish a strong sense of place, the internal parkscape would be designed to a high standard.

PUBLIC ART

A Public Art Strategy would be developed for the Site in collaboration with Dordon Parish Council, the local community and local schools.

Public art would be integrated into the development as part of structural landscaping, placed in prominent locations within the Site and along the footway / cycleway network. It is envisaged that the artworks could be designed in collaboration with the local community and potentially employing local artists. The artworks might be designed to reflect the diverse and rich history of the area, and would aim to capture the imagination of and inspire future generations.

DESIGN PARAMETERS

- Building plot layouts would be designed to make efficient use of available space.
- Buildings would present appropriate frontages to the main site road wherever possible.
- A uniform palette of building materials, profiles, finishes and colours/shades would be used to create a harmonious design across the business park.
- All service yards and the overnight lorry parking facility would have boundary protection in the form of 2.4m high palisade / paladin fencing.
- Offices would be located overlooking car parks, which would be placed in prominent locations.

- Formal planting at the entrance to buildings and surrounding publicly accessible areas, such as car parks, would be designed to minimise the visual impact of vehicles.
- Mature and veteran trees would be retained and utilised as focal points.
- All site roads and entrances would be tree lined.
- Estate roadside signage would be of a uniform design throughout the proposals, with wording, font type, text size, colour and the use of symbols, such as company logos, to be clear, concise and consistent.
- Signage would be provided along public rights of way and footway / cycleways. Provision would be made for new signage within the villages of Dordon and Birchmoor.
- Street lighting would be limited to the internal street scape.
- Sitewide lighting would be of an appropriate lumen level and directional downwards.
- Internal office and amenity block lighting would be sensor operated.
- 'Dark corridors' would be maintained in the transitional landscape zones.
- The quality of the open arable land to the east of the Site would become increasingly rural in character through reinstatement of historic field boundaries, planting of native hedgerow and tree species to reinforced gaps in peripheral boundary vegetation and planting of corner woodland copses.
- Public art would be incorporated in prominent locations throughout the Site and footway / cycleway network, to be designed in collaboration with the local community.

7.0 HQDP 5

7.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

SL01 – PATTERN OF DEVELOPMENT

- Developments affecting the transition zones between the settlement and the wider countryside should be softened by landscape planting to better integrate development into the landscape. At the same time, good development should not be hidden behind buffer planting and can, when well-conceived and executed, make a positive contribution to local character and views.
- Future developments should be sympathetic to the local character and history and establish or maintain a strong sense of place.
- The relationship between different components of the built environment needs to be carefully considered and design proposals need to be coherent and respectful of existing character and form.
- To ensure a good fit between new and old, it is important that any new development seeks to conserve and enhance the character of the existing settlement in terms of urban form as well as architectural design.
- Any future developments should reflect the local context in Dordon, ensuring that it makes a positive contribution to the existing character.

BU02 – SCALE FORM AND MASSING

- New developments should seek to respond to the surrounding context by using similar configurations.
- Development within Dordon should be of a scale and design to reinforce the locally distinctive character.

SM03 – PARKING TYPOLOGIES

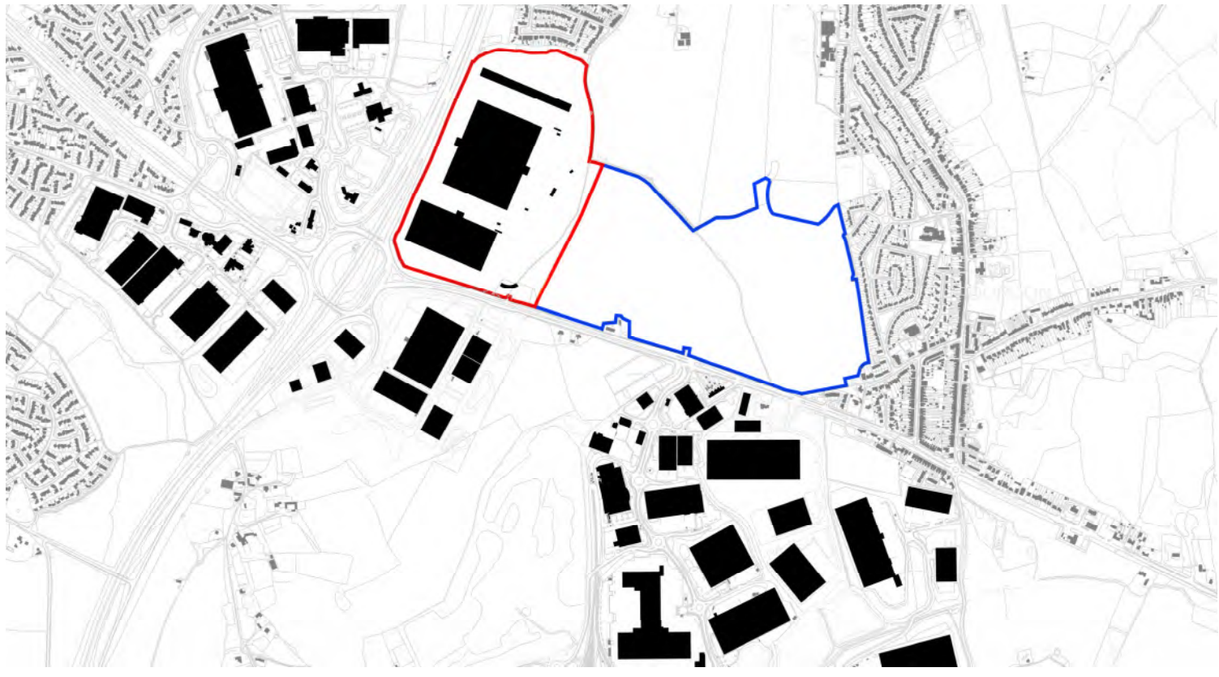
- Hardstanding must be constructed from porous materials to minimise surface water run-off.

BU03 – BUILDING PROPORTION

- Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the façade providing variety.

AV02 – PUBLIC REALM

- The public realm should be co-ordinated and reflect local distinctiveness to enhance its integration with the rest of Dordon.
- Street furniture should be well organised to avoid clutter and encourage pedestrian flow.



Built form map with proposed form included

7.0 HQDP 5

7.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

LC02 – LANDMARKS AND VIEWS

- New buildings should be designed to provide interest with a range of architectural features, such as, projecting bays, large window openings, expressive roof forms and taller elements.
- To provide articulation and create visual interest, building façades should have occasional projections such as bays and porches.
- Development should be designed such that it provides a series of short-, middle and long-distance views that enhance the sense of place and the experience of the villagescape. Views can be structured by the careful positioning of buildings, trees or landmarks to create memorable routes and places, and easily intelligible links between places. New development should be oriented to maximise the opportunities for memorable views and visual connectivity. There are some historic routes and memorable mature trees in Dordon which should be retained in future developments.
- Existing views and vistas should be actively considered when preparing new development proposals. Where possible, new development will seek to retain existing and frame new views and vistas towards the wider countryside.

LC03 – ARCHITECTURAL DETAILS

- New development or infill development within the existing urban area of Dordon must be able to demonstrate a sympathetic response to the existing character and architectural details found in the village.
- There are many elements that contribute to the local character of the village including fenestration, roof details, materials and massing, for example.

LC04 – MATERIALS AND COLOUR PALETTE

- Architectural design shall reflect high quality local design references in both the natural and built environment and reflect and reinforce local distinctiveness.
- Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

LC05 – STREET LIGHTING / DARK SKIES

- Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.
- Street lighting should be avoided within public open space, in line with the existing settlement character.
- Ensure that lighting schemes will not cause unacceptable levels of light pollution, particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed.
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times.
- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. It is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed).

7.0 HQDP 5

7.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

- Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects.
- Foot/cycle path light should be introduced sensitively and in harmony with surrounding rural landscape. Light fittings such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced. Full-height lighting should be avoided.
- Any new development should seek to maximise the use of natural light sources.

SM05 – LEGIBILITY AND SIGNAGE

- Dordon should be made more legible by the use of distinctive architectural elements around gateways and nodes.
- New developments should be designed around a series of nodal points focusing on the relationship with the existing character areas as well as the surrounding landscape.
- Use high quality tree and landscape planting to help with wayfinding along key routes.
- Wayfinding must be clearly established throughout the village, particularly along pedestrian and cycle routes.
- New signage design must be easy to read. Wording, font choice, text size, colour and the use of symbols should be clear and concise, and avoid confusion.

BU06 – BOUNDARY TREATMENT

- Boundary treatments, such as hedges, low walls and fences should be included in design proposals to clearly distinguish public and private spaces. High walls and fences or railings should be avoided.
- Boundary treatments should reflect locally distinctive forms and materials, consisting predominantly of red brick, railing and wooden fencing for boundary walls, or hedgerows, trees and wooden fencing.
- Development shall identify existing boundary treatments in the context of the Site and consider appropriate boundaries for new development to ensure integration with existing context.
- Existing boundary trees and hedgerow should be retained and be reinforced with native species.

BU11 – WELL DEFINED PUBLIC AND PRIVATE SPACE

- Appropriate boundary treatments including low walls, hedges and railings must be incorporated into design proposals to clearly distinguish public and private space.

SL01 – PATTERN OF DEVELOPMENT

- Future developments should be sympathetic to the local character and history and establish or maintain a strong sense of place.
- The relationship between different components of the built environment needs to be carefully considered and design proposals need to be coherent and respectful of existing character and form.
- Any future developments should reflect the local context in Dordon, ensuring that it makes a positive contribution to the existing character.
- Developments affecting the transition zones between the settlement and the wider countryside should be softened by landscape planting to better integrate development into the landscape. At the same time, good development should not be hidden behind buffer planting and can, when well conceived and executed, make a positive contribution to local character and views.

SL02 – LAYOUT AND GRAIN

- Understanding and appreciating the local historic environment and the different character areas can help to ensure that new development is properly integrated with the existing settlement and does not result in the loss of local distinctiveness.

7.0 HQDP 5

7.3 ACHIEVING HQDP 5

Through the adoption of HQDP 5 and associated Design Parameters, which have been conceived in response to site context and relevant local planning policy and guidance, future development proposals would be brough forward in a coherent manner across all elements of the design to ensure that a uniform architectural language is achieved that creates a strong sense of place – an architectural language that is clearly legible, provides interest and variety and is respectful of existing character and form.

Reflective Road Marking

Landscaping and planting along all site roads, entrances and footway / cycleways

Public Art to be integrated into the development

Solar Cat's Eyes for Paths

Public Realm

7.0 HQDP 5

7.4 CONFORMITY WITH PLANNING POLICY & GUIDANCE

RELEVANT NWLP POLICIES:

- **Policy LP14** – Landscape
- **Policy LP15** – Historic Environment
- **Policy LP29** – Development Considerations
- **Policy LP30** – Built Form
- **Policy LP34** – Parking

RELEVANT DDGC DESIGN PRINCIPLES:

- **SL01** – Pattern of Development
- **SL02** – Layout and Grain
- **SM03** – Parking Typologies
- **SM05** – Legibility and Signage
- **BU02** – Scale, Form and Massing
- **BU03** – Building Proportion
- **BU06** – Boundary Treatment
- **BU11** – Well Defined Public and Private Space
- **AV02** – Public Realm
- **LC02** – Landmarks and Views
- **LC03** – Architectural Details
- **LC04** – Materials and Colour Palette
- **LC05** – Street Lighting / Dark Skies

8.0 HQDP 6 ENCOURAGING HEALTHY AND ACTIVE LIFESTYLES

8.0 HQDP 6

8.1 ENCOURAGING HEALTHY AND ACTIVE LIFESTYLES

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.

Optimising and enhancing the health and wellbeing of people using, visiting and living nearby to the Site is a fundamental consideration of the design process. The Applicant has a track-record of delivering health and amenity benefits locally and remains committed to providing enhanced and beneficial user enjoyment across the built form, interlinked public realm and landscaped areas.

Active lifestyle

8.0 HQDP 6

8.2 DESIGN APPROACH & RESPONSE

A network of over 3.5km of new and improved public footpaths, public bridleways, cycleways, crossings and informal recreational routes throughout the Site and broader area (detailed in Section 5) will promote sustainable modes of transport and create community health and fitness benefits. They will link the Site with Birchmoor and Dordon, and open up foot and bicycle commuting opportunities from further afield including Polesworth and Tamworth.

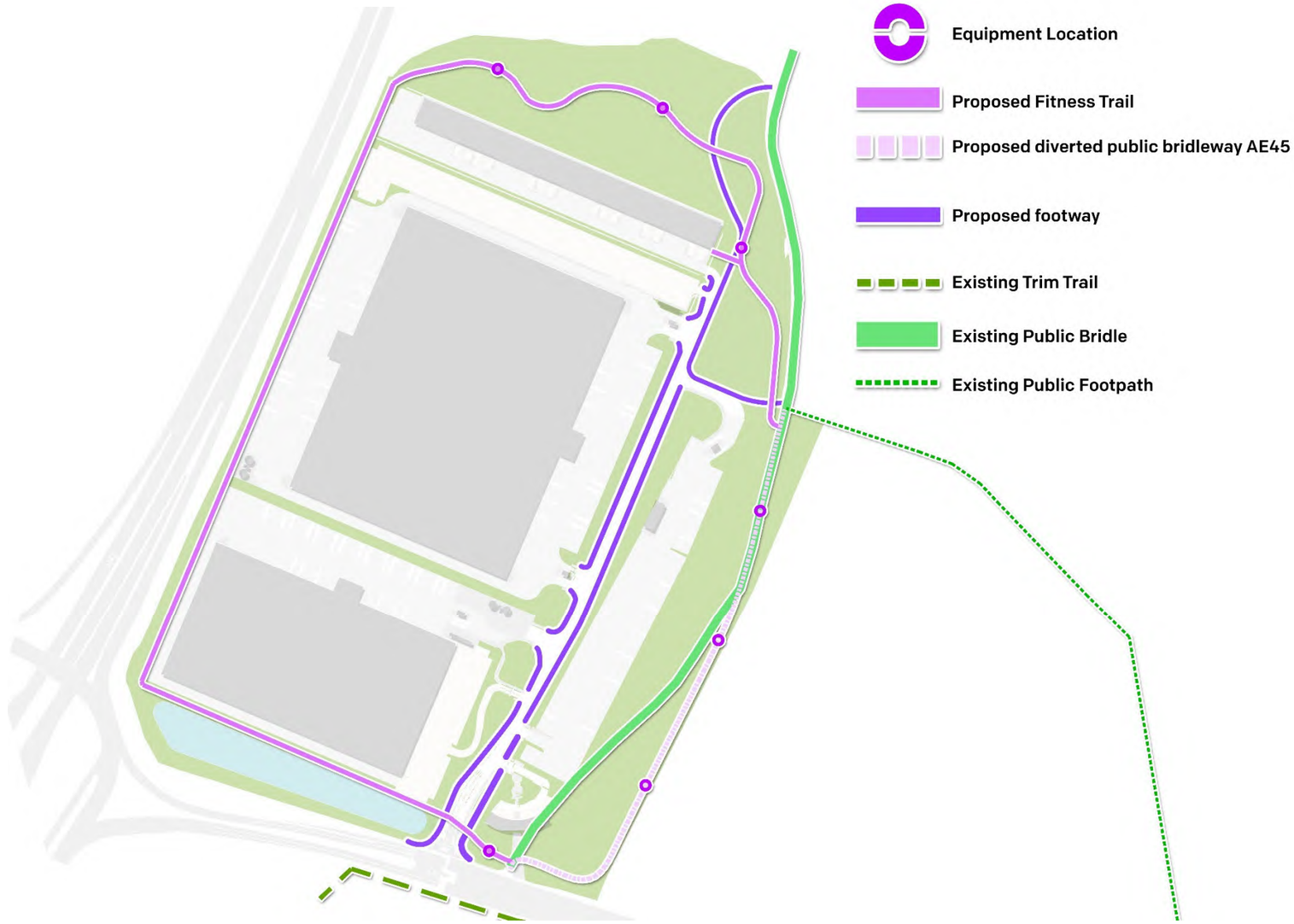
The layout of the Site and broader area will allow for multiple connections and a choice of accessible routes for different users, including circular routes. The routes will connect places of interest, services and amenities and residential and recreational uses. The creative surface water management plan will incorporate balancing ponds to enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature.

The enhanced footway and cycleway links to the proposed playing fields, multi-use sports pitch and clubhouse at the relocated Birch Coppice Miners Social Welfare Centre and Birch Coppice Allotments will encourage greater use of the facilities by the local community, as well as staff from the Site and neighbouring business parks.

Healthy and active lifestyles will be encouraged with the provision of a publicly accessible 'fitness trail' around the Site, incorporating hydraulic and other outdoor gym equipment and linking into existing 'trim trail' at St Modwen Park Tamworth. This facility will be free to use and accessible to the general public.

Communal cycle parking, electric scooter and bike charging, showers and changing facilities will be provided on-site at the ancillary Hub Office to promote walking and cycling to work, with the facilities available for use by the general public including staff from neighbouring business parks to reduce traffic on the surrounding road network.

Public artworks, seating areas and information boards will be incorporated along sustainable travel routes to provide interest and further encourage their use.



8.0 HQDP 6

8.2 DESIGN APPROACH & RESPONSE

DESIGN PARAMETERS

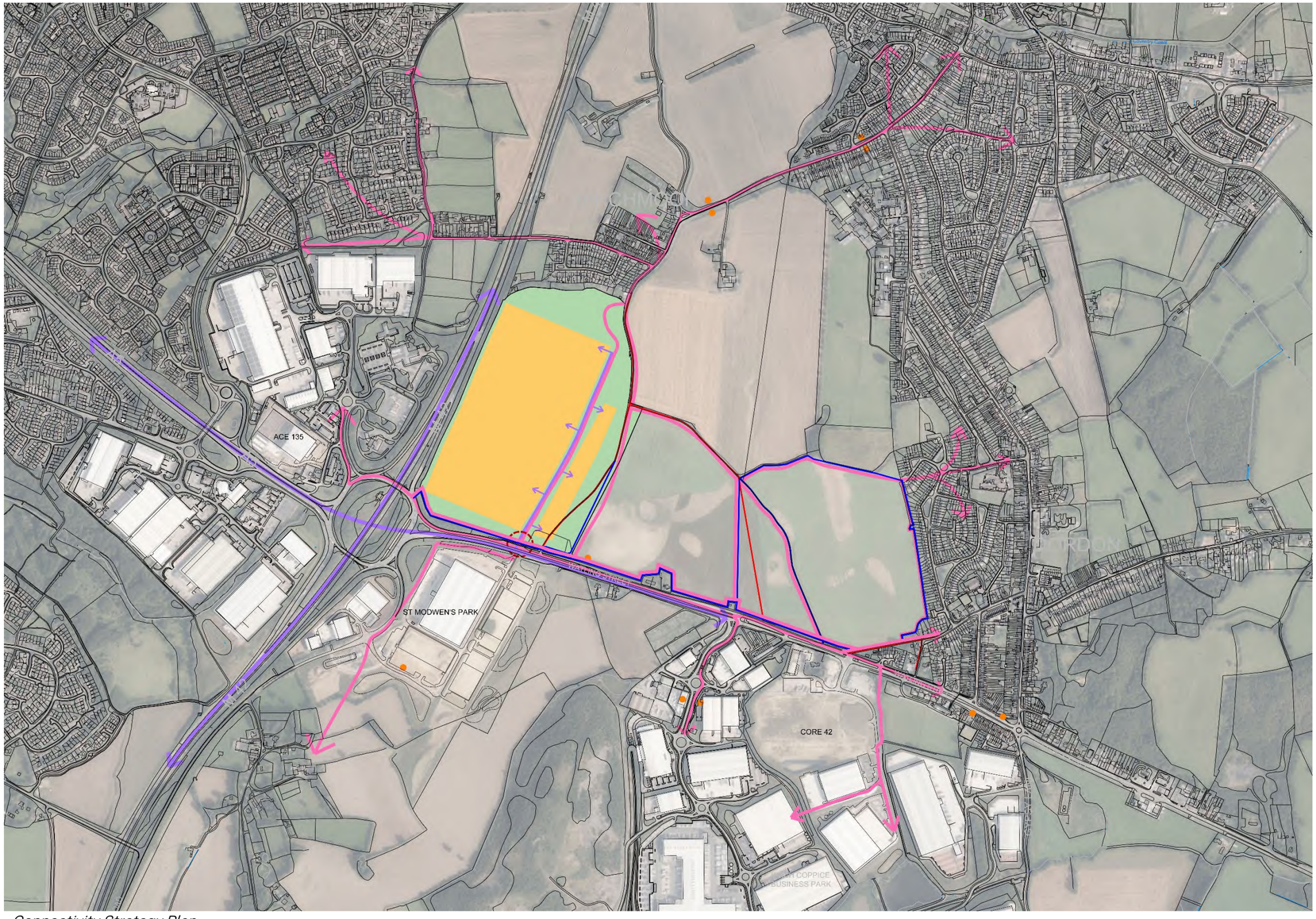
- Approximately 10,000 trees to be planted in on and offsite locations.
- Over 15.5 hectares (38 acres) of new publicly accessible landscaping both on and offsite, including parkland, native woodlands, native shrublands, wildflower meadows, wetland wildflower meadows and species rich amenity grasslands.
- Deliver significant biodiversity net gains across the Site of +26.5% for habitat biodiversity and +298% for linear biodiversity.
- Incorporation of public art into the scheme in collaboration with the local community, schools and local artists.
- Heritage and ecological information boards located along the proposed footway/cycleway network at the proposed seating areas, to take advantage of biodiversity enhancements and introduced habitats and provide education/learning opportunities on notable species and features.
- Publicly accessible fitness trail around the Site, incorporating hydraulic and other outdoor gym equipment. Provision of dog waste bins throughout the Site and along walking routes.
- Dual use footpath / cycleways along route of all internal site roads and access.
- Dual use footpath / cycleway linking north from the Site road, providing a continuous non-motorised user link between the A5 trunk road and Birchmoor.
- Dual use footpath / cycleway linking east from the Site to Barn Close, Dordon, enhancing east-west commuting and leisure routes through the Strategic Gap, to be designated as a new public right of way (subject to the agreement of WCC Rights of Way Team).
- An offline dual use footpath / cycleway linking east from the Site access to Dordon along the route of the A5 highway, facilitating circular routes and providing a betterment on the existing segregated cycleway along the A5 eastbound that does not meet required design standards, to be designated as a new public right of way (subject to the agreement of relevant statutory authority).
- Public Footpath AE46 to be diverted to provide more direct access to Birch Coppice Business Park, from residential areas to the north (subject to the agreement of relevant statutory authority).
- New 3m wide footway / cycleway along the route of the existing farm track southeast from Public Footpath AE46 to Core 42 Business Park providing enhanced commuting links, to be designated as a new public right of way (subject to the agreement of relevant statutory authority).
- Public Footpath AE46 to be diverted to provide more direct access to Birch Coppice Business Park from residential areas to the north (subject to the agreement of relevant statutory authority).
- New informal / recreational route linking Barn Close to The Stumps (public footpath AE48), through the landscape enhancement and community orchard west of Dordon.
- New signalised pedestrian and cycle crossing at the A5 to facilitate improved pedestrian links throughout Dordon Parish and particularly down to Freasley.
- Publicly accessible communal cycle parking, showers and changing facilities at ancillary Hub Office.




A memorable and sensory experience along a public footpath with a focus on well-being of the local community and improving the existing biodiversity.

8.0 HQDP 6

8.2 DESIGN APPROACH & RESPONSE



0m 50m 100m 200m

North

SITE BOUNDARY
79.97 acres / 32.36 Ha

PEDESTRIAN/BICYCLE ACCESS ROUTES

VEHICULAR ACCESS ROUTES

ROUTE OF PROPOSED NEW PUBLIC RIGHTS OF WAY

ROUTE OF EXISTING/DIVERTED PUBLIC RIGHTS OF WAY

NEW ACCESS JUNCTION

BUS STOPS

DEVELOPMENT PLOTS

GREEN INFRASTRUCTURE

Connectivity Strategy Plan

8.0 HQDP 6

8.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

AV01 – MIX OF USE (COMMUNITY FACILITIES)

- New development should protect and, where possible, enhance the existing provision of community facilities. As the population grows, community facilities should be provided to meet the growing need.
- Signage and wayfinding must be used to highlight the options for sustainable transport modes, promoting walking and cycling.

AV02 –PUBLIC REALM

- Well-connected, high quality public spaces are essential because they create informal meeting places and venues, as well as providing the setting for people to engage in commercial and social transactions, take their leisure and participate in community events.
- The public realm should be coordinated and reflect local distinctiveness to enhance its integration with the rest of Dordon.

SU03 – SUSTAINABLE DRAINAGE

- Creative surface water management such as rills, brooks and ponds to enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature.

SAFE MOVEMENT (SM)

- Walking and cycling should be encouraged to support growth, limit the negative impacts of traffic congestion on the roads and create direct and memorable routes.
- Public transport should be used to support active travel and provide improved links between places.

SM02 – PEDESTRIAN AND CYCLE PATHS/ CONNECTIVITY

- New development should respond to pedestrian and cyclist desire lines and complement a permeable and legible connected street pattern.
- New development must integrate with the existing network of footpaths and cycle routes, enhancing these where possible and adding new routes that connect places of interest (including open space and sports provision), services and amenities and residential areas.

SM04 – CYCLE PARKING

- Cycle storage should be provided at a convenient location within an easy access.

Outdoor gym equipment

Signage and way finding

Public seating area

Cycle storage

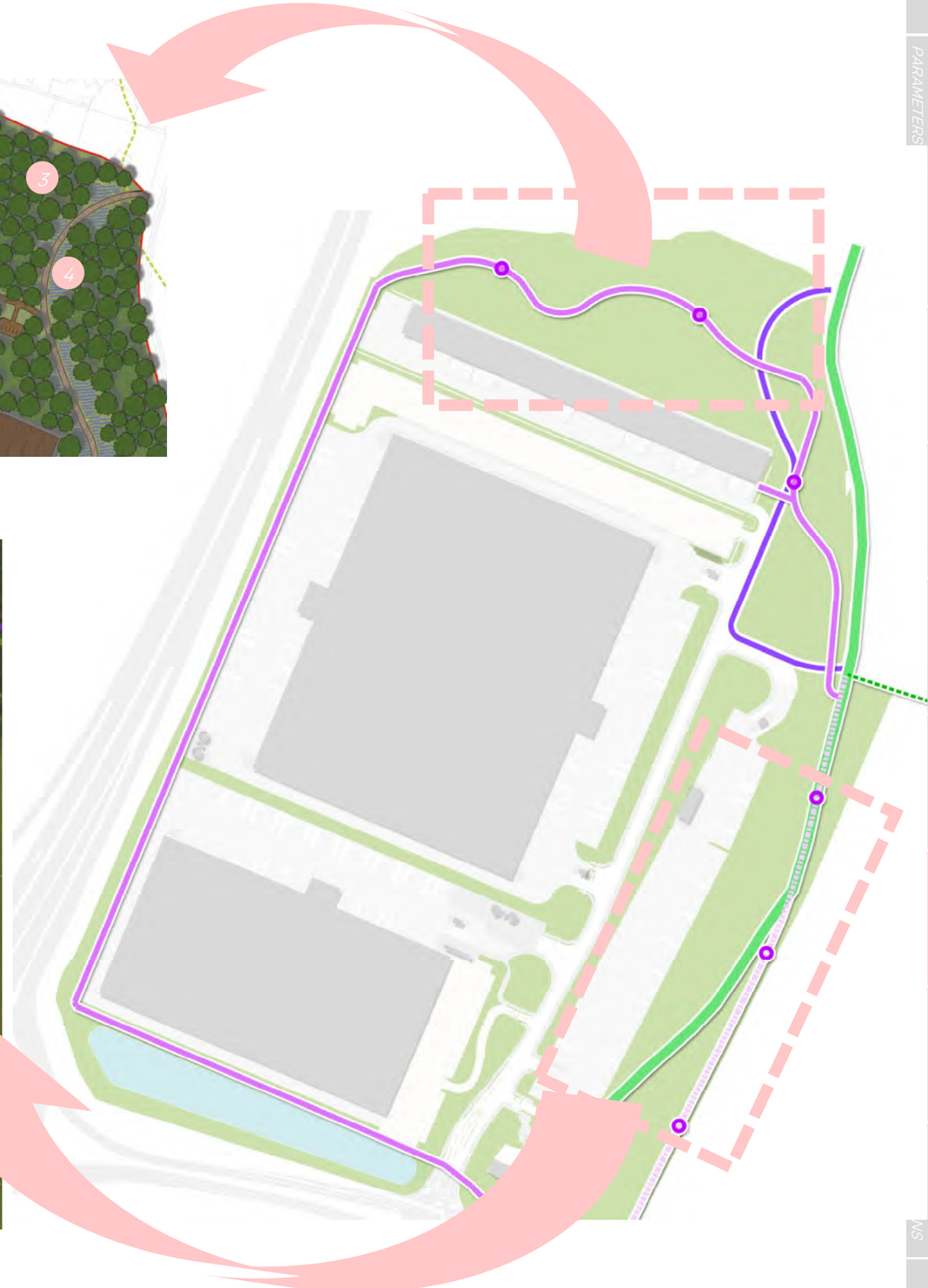
8.0 HQDP 6

8.2 DESIGN APPROACH & RESPONSE

USER ROUTES

Over 3.5km of new and enhanced public footpaths, bridleways, cycleway routes and informal recreational routes will link the Site with Birchmoor to the north and Dordon to the east, and open up foot and bicycle commuting opportunities from settlements further afield including Polesworth and Tamworth.

1. A native hedgerow breaks up the hard surfaces and softens the impact of the commercial units.
2. New mixed native woodland and understorey screens views of the proposed commercial units from the north.
3. To encourage a range of fauna and flora, the woodland should comprise of rides, glades and woodland edge habitat.
4. Bulbs such as bluebells, crocuses and daffodils to be planted within the woodland to provide seasonal interest and habitat.
5. Activity zones are located along the fitness trail to encourage exercise.



Outdoor Gym

Fitness Trial

8.0 HQDP 6

8.3 ACHIEVING HQDP 6

The Applicant is committed to delivering the extensive suite of Design Parameters set out in this chapter, including enhancements to the existing public right of way network, new and improved access to significant areas of landscaping and habitats, public realm and recreational spaces, which would ensure that HQDP 6 is achieved and the development ultimately adds social value to the area and its inhabitants and helps to promote and facilitate healthy and active lifestyles.

Public routes to be designed for pedestrians, cyclists and horse riders.

An engaging and legible network of public paths can facilitate a healthy lifestyle.

Attenuation pond can help promote new types of habitats.

A multi-purposeful social space for relaxation and recreation.

8.0 HQDP 6

8.4 CONFORMITY WITH PLANNING POLICY & GUIDANCE

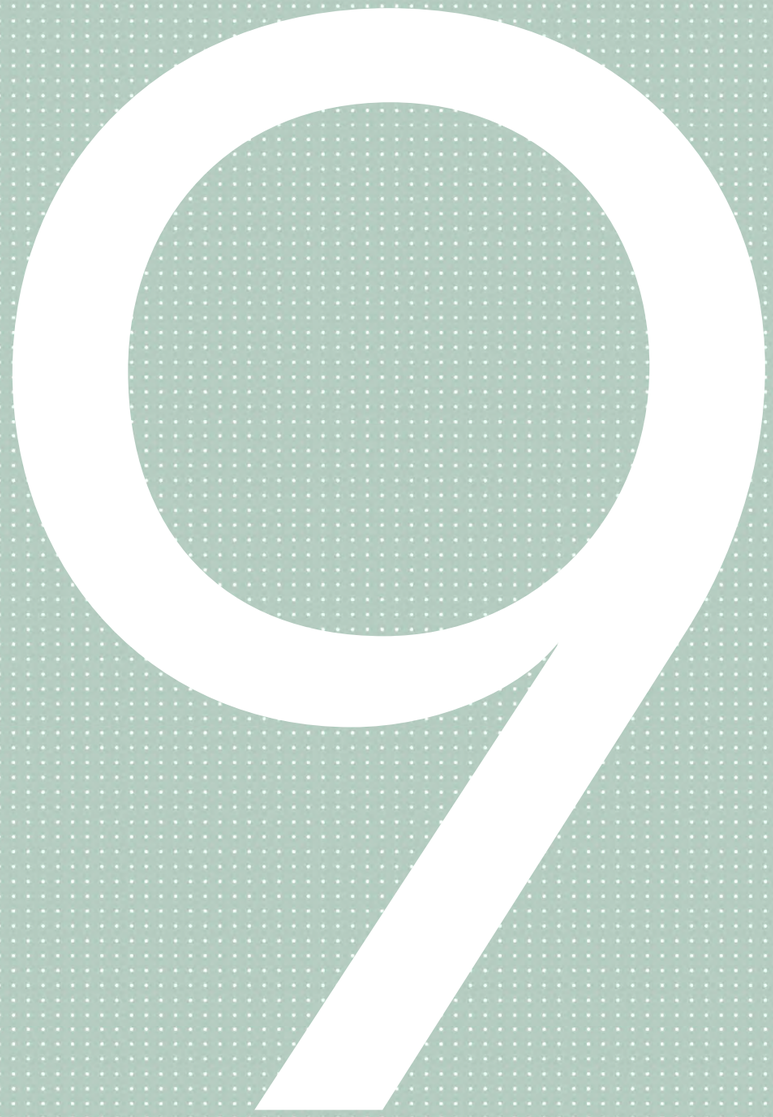
RELEVANT NWLP POLICIES:

- **Policy LP14** – Landscape
- **Policy LP16** – Natural Environment
- **Policy LP17** – Green Infrastructure
- **Policy LP22** – Open Spaces and Recreational Provision
- **Policy LP29** – Development Considerations
- **Policy LP27** – Walking and Cycling
- **Policy LP34** – Parking

RELEVANT DDGC DESIGN PRINCIPLES:

- **AV01** – Mix of Use (Community Facilities)
- **AV02** – Public Realm
- **SU03** – Sustainable Drainage
- **SM01** - Highways
- **SM02** – Pedestrian and cycle paths connectivity
- **SM04** – Cycle parking
- **SM05** – Legibility and Signage

9.0 HQDP 7 CREATION OF A MULTI-FUNCTIONAL GREEN AND BLUE INFRASTRUCTURE NETWORK



9.0 HQDP 7

9.1 CREATION OF A MULTI-FUNCTIONAL GREEN AND BLUE INFRASTRUCTURE NETWORK

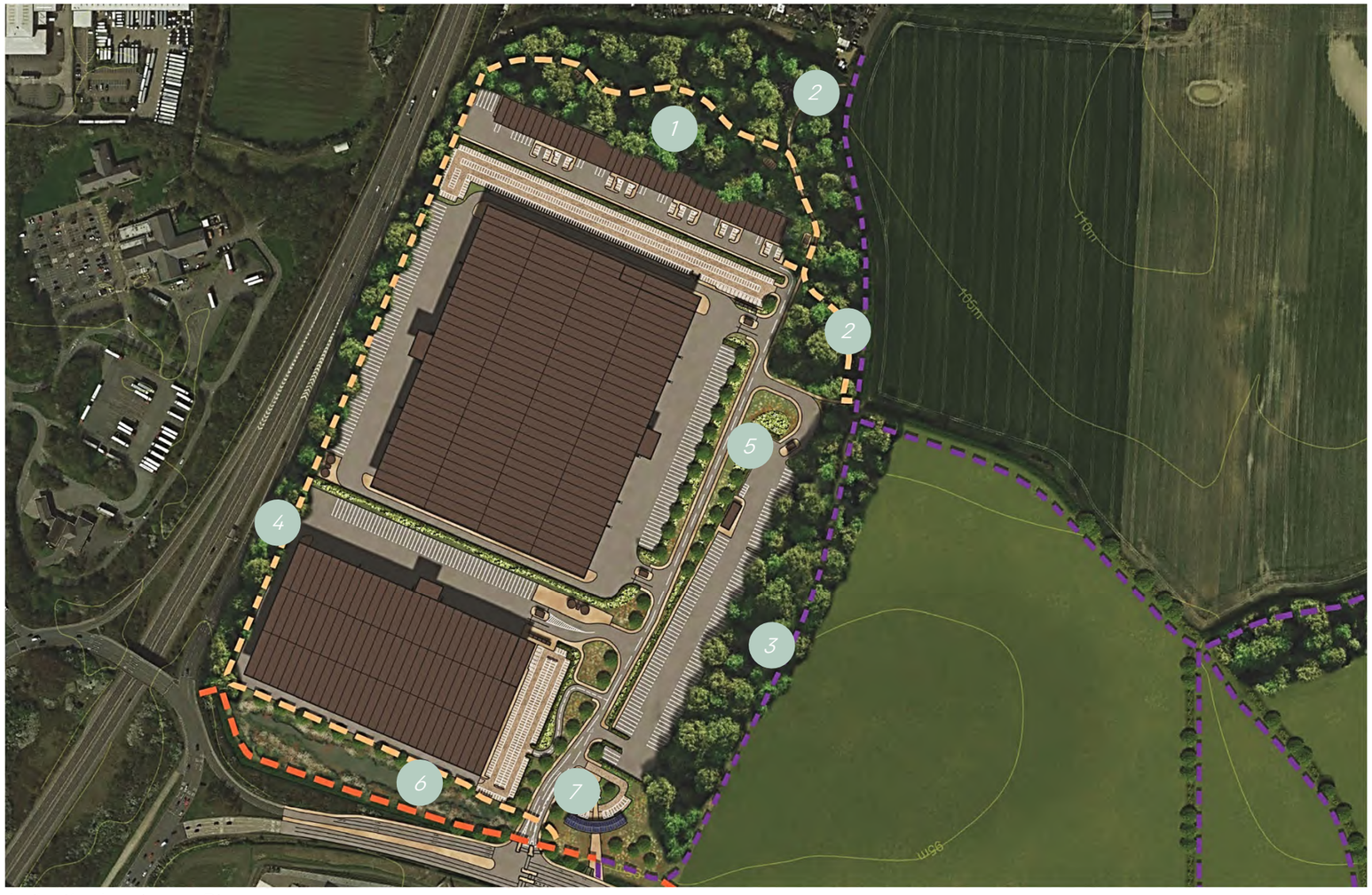
Creation of a multi-functional green and blue infrastructure network, where valuable landscape features and ecological assets are enhanced, increasing biodiversity and habitat connectivity. Buildings will also contribute towards these networks and will meet the highest standard of sustainability that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

In addition to the climate change mitigation and resilience initiatives detailed in Section 3, the development would enhance existing landscape features and ecological assets to make a substantial positive impact in biodiversity terms.

1. Publicly accessible parkland and naturalistic earth mounds, which would be planted with mixed native trees and understorey, would be located to the north of the development plots to filter views from the settlement edge of Birchmoor and provide recreation opportunities along the proposed fitness trail.

2. Recreational routes would be distributed throughout the proposed native woodland planting to encourage exercise and retain existing rural connections between Birchmoor and Watling Street.

3. Naturalistic earth mounds and areas of landscaping would be created to the east of the development plots, which would be densely planted with mixed, native trees and understorey to help screen and filter views of the development and to reinforce the sense of separation between the development and the remaining arable farmland to the east. Landscaping in this area would be designed to avoid the high-pressure gas pipeline easement zone.



Indicative Landscape Plan

4. Existing native tree and shrub planting along the western boundary of the Site would be reinforced to screen views from the east of Tamworth and beyond.

5. Native specimen trees, native hedgerows and ornamental scrub planting would be planted alongside the internal roads to soften the hard landscaping.

6. Drainage basins, located near to the entrance of the Site, would comprise of wetland meadow and reed planting. This introduces additional habitat and increases the Site's biodiversity.

7. Planting at the Site entrance and adjacent to the Hub Office would be designed to create a softened and attractive frontage to the business park given its gateway location.

9.0 HQDP 7

9.2 DESIGN APPROACH & RESPONSE

Significant biodiversity net gains would be delivered through a significant onsite and offsite landscaping scheme. A mix of juvenile and adolescent trees would be planted to provide immediate effects in terms of biodiversity support, visual screening and carbon capture. Veteran and mature trees and historic hedgerows around the periphery of the Site and in the offsite landscape mitigation measures would be retained and protected.

A substantial area of onsite green infrastructure (over 9ha – over 30% of the Site area) would be created principally to the north, south and east of the development area. This would incorporate significant areas of native woodland planting, as well as public open space, parkland, formal planting, public rights of way, footways and cycleways.

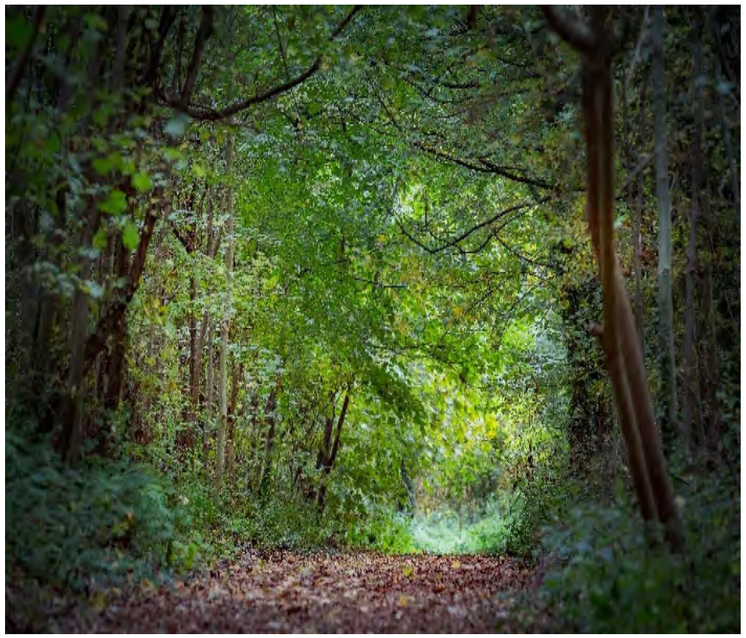
The significant onsite green infrastructure will be supported by an additional 6.51 ha (16 ac) of offsite landscape mitigation measures and enhancements which would comprise native woodland and hedgerow planting, reinstatement of historic field boundaries and footpath enhancements, providing access to members of the public.

The proposed new native woodlands, native shrublands, mixed hedgerows, wildflower meadows, wetland wildflower meadows, ornamental planting and species rich amenity grassland would create a variety of wildlife habitats and new wildlife corridors through the native woodland planting to the north and east of the Site. The inclusion of significant areas of green infrastructure will also provide localised cooling. Climate tolerant species that are resistant to higher temperatures and sustained dry weather would be used within the green infrastructure to mitigate possible future climate change.

DESIGN PARAMETERS

- Approximately 10,000 trees to be planted in on and offsite locations.
- Over 15.5 hectares (38 acres) of new habitat creation both on and offsite, including native woodlands, native shrublands, mixed hedgerows, wildflower meadows, wetland wildflower meadows, ornamental planting and amenity grassland.
- Significant biodiversity net gains across the Site of +26.5% for habitat biodiversity and +298% for linear biodiversity.
- Creation of + 9 ha of new habitats on site and +6.5 ha offsite.

Wetland features



Native Woodland

Wildflower meadow

9.0 HQDP 7

9.2 DESIGN APPROACH & RESPONSE

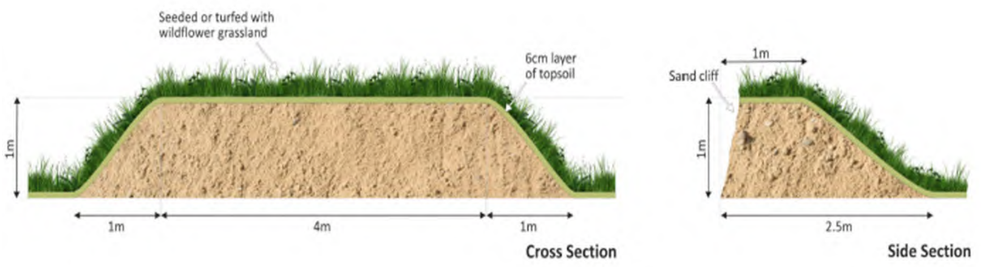
Dark corridors would be retained within the landscaping around the Site edges to create 'dark sky' linear and boundary vegetation areas for wildlife and provide routes through the Site for foraging bats.

Sustainable drainage measures would include SuDS ponds designed to retain a depth of water to provide a wetland feature and enhance biodiversity, particularly for birds, invertebrates and wetland plant species.

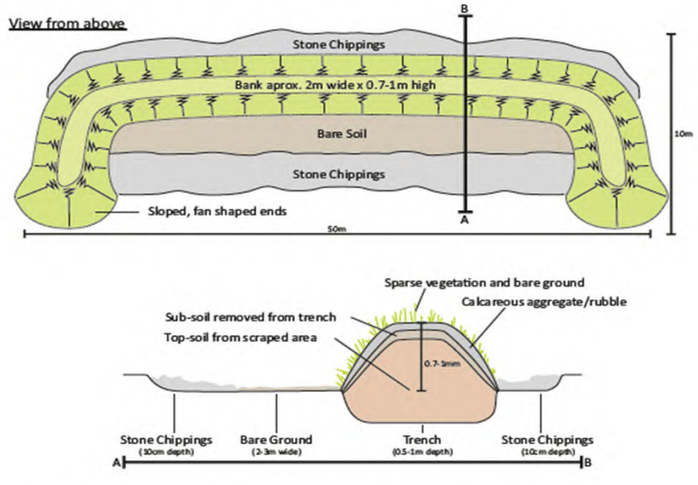
DESIGN PARAMETERS

- Bird and bat boxes to promote nesting and roosting.
- 'Insect hotels' to provide refuge in suitable locations throughout natural open space.
- Bee hives and bee bricks for wild bees.
- Butterfly banks, providing breeding opportunities and enhanced connectivity between habitats for a range of butterfly and moth species and other invertebrates.
- Buried logs 'loggery' and log piles, i.e. from dead and decaying wood which form an important habitat for several species of reptiles, beetle and invertebrates.
- Refugia/hibernacula for invertebrates, small mammals, reptiles, and amphibians.
- Maintenance of 'dark corridors' through and around the Site for wildlife (e.g. foraging bats).
- Wildlife information boards tying in with the proposed new footpaths, cycleways and seating areas, to provide education / learning opportunities on notable habitats, species and features.

- Retain and protect existing veteran and mature trees and historic hedgerows around the periphery of the Site and offsite areas.
- Preparation of a Site Habitat Management Plan to ensure the ecological and landscape enhancement are implemented in full and thereafter monitored to ensure benefits are realised.



Sandy banks for ground nesting insects



Butterfly banks

Refugia/hibernacula

Bee hives/bricks/hotels

Buried logs 'loggery'

9.0 HQDP 7

9.2 DESIGN APPROACH & RESPONSE

A number of measures have been designed in direct response to Appendix E of the Pre-Submission Draft Dordon Neighbourhood Plan, namely:

DESIGN PARAMETERS

- Where physical retaining is required, crib, gabion and/or green walls will be used to provide greater opportunities for biodiversity enhancement and design quality.
- Flower rich grasses will be used in amenity grassland habitats and woodland fringes.
- Landscape mitigation measures would incorporate adolescent and semimature trees to assist with earlier integration and mitigation of the development with the surroundings.
- Planting of trees, shrubs, and herbaceous plants and sowing of wildflower mixes will comprise native species typical of the region and locally distinctive to the environs of Dordon.

A Site Habitat Management Plan would ensure the ecological and landscape enhancements are implemented in full and thereafter monitored to ensure their benefits are realised. Furthermore, offsite landscape mitigation measures would be secured in perpetuity through an agreement with North Warwickshire Borough Council.

Ecological enhancements and new habitats would be referenced on information boards, tying in with the proposed new footpaths, cycleways and seating areas, to provide education and learning opportunities about notable habitats, species and features.

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

SU02 – BIODIVERSITY

- Minimise the impact on the natural environment ensuring that the design and layout of development protects watercourses, ancient woodland, local wildlife sites and hedgerows that provide valuable habitats to protect local wildlife.
- Protect woodlands, hedges, trees and road verges, where possible. Natural tree buffers should also be protected when planning for new developments.
- Avoid abrupt edges to development with little vegetation or landscape on the edge of the settlement and, instead, aim for a comprehensive landscape buffering.
- Include the creation of new habitats and wildlife corridors in the schemes. This could, inter alia, be by installing bird boxes.
- Propose wildlife corridors in the surrounding countryside by proposing new green links and improving the existing ones. This will enable wildlife to travel to and from foraging areas and their dwelling areas.

Retaining wall

Bird Box

Information board

9.0 HQDP 7

9.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

SU03 – SUSTAINABLE DRAINAGE

- Creative surface water management such as rills, brooks and ponds to enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature.
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network.
- Integrate into development and improve amenity through early consideration in the development process and good design practices.
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream.
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water.
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

SU04 – PERMEABLE PAVING

- Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving.
- Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.

SU05 – STORAGE AND SLOW RELEASE

- Rainwater harvesting allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water.
- Simple storage solutions, such as water butts, can help provide significant attenuation. To be able to continue to provide benefits, there has to be some headroom within the storage solution. If water is not reused, a slow-release valve allows water from the storage to trickle out, recreating capacity for future rainfall events.
- New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it.
- Conceal tanks by cladding them in complementary materials.
- Use attractive materials or finishing for pipes.
- Combine landscape/planters with water capture systems.
- Underground tanks.
- Utilise water bodies for storage.

SU06 – BIO-RETENTION SCHEMES

- Bioretention systems, including soak-aways and rain gardens, can be used within each development, along verges, and in seminatural green spaces.
- Planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system.

Common permeable pavement surface materials

SuDS

9.0 HQDP 7

9.2 DESIGN APPROACH & RESPONSE

APPLICABLE DESIGN PRINCIPLES FROM THE DDGC

LC01 – LANDSCAPE AND GREENSPACE

Any new development should respect landscape assets and future open spaces should be planned with respect to the following principles:

- Design new open space such that it incorporates existing landscape features to create open space with opportunities for natural play and informal recreation.
- Landscape planting should be used to soften the mass of built form at the interfaces with the wider landscape.
- Green buffers can be a satisfactory transition between old and new neighbourhoods. This could take the form of a 'semi-natural' woodland strip, or more formal open space such as playing fields (including those belonging to schools).
- All existing good quality woodland, hedgerows, trees and shrubs to be retained within the layout of the parks and enhanced, with improved management.
- New trees, grassland and shrubs to be planted to supplement existing vegetation;.
- Green spaces to have buildings presenting active frontages that encourage active and passive surveillance of the space.
- Development along the western edge of Dordon should be limited so that the sense of openness is preserved and enhanced.
- Provide allotments or other community garden facilities where appropriate.
- Allow for flexible use of the space including temporary uses with a varied programme of events and use.

Indicative Landscape Plan

Amphitheatre, Sherwood Forest, Mansfield

Connswater Community Greenway, East Belfast

Community driven allotments

9.0 HQDP 7

9.3 ACHIEVING HQDP 7

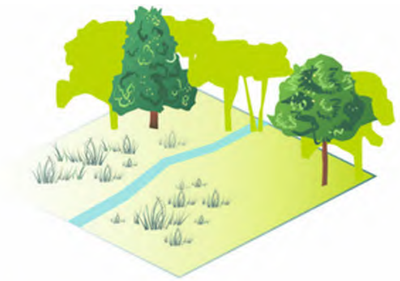
The development proposals would enhance the Site's existing ecological assets to make a substantial positive impact to its biodiversity through the extensive list of biodiversity, habitat and landscaping initiatives set out as part of achieving HQDP 7.

The creation of the new and significantly enhanced green and blue infrastructure across the Site and surrounding land would provide protection and habitat for flora and fauna to thrive and deliver a significant biodiversity net gain. Added benefits of this significant biodiversity net gain include improved educational and recreational amenity for people working at the Site and the local community which in turn would help improve engagement with the outdoors and environmental awareness for both current and future generations.

OPEN SPACE & RECREATION

Landscapes for community and social use, play and recreation.

Natural play
Neighbourhood parkland
Trails
Woodland
Fitness opportunities



ECOLOGICAL & NATURAL LANDSCAPES

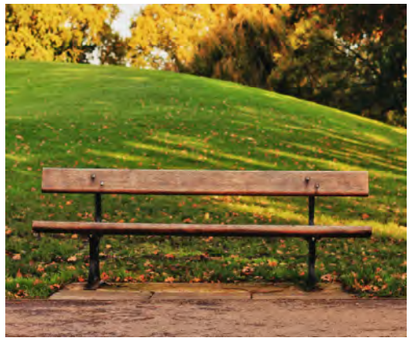
Meadows and forests providing habitats and environmental benefits.

Nature Parks
Nature Trails
Wildlife Sites
Woodland

BLUE & GREEN INFRASTRUCTURE

Landscapes that capture water, provide flood mitigation and natural drainage.

Retention ponds
Attenuation basins
Swales
Infiltration medians
Green buffers



9.0 HQDP 7

9.4 CONFORMITY WITH PLANNING POLICY & GUIDANCE

RELEVANT NWLP POLICIES:

- **Policy LP1** – Sustainable Development
- **Policy LP14** – Landscape
- **Policy LP16** – Natural Environment
- **Policy LP17** – Green Infrastructure
- **Policy LP22** – Open Spaces and Recreational Provision
- **Policy LP29** – Development Considerations
- **Policy LP33** – Water and Flood Risk Management
- **Policy LP35** – Renewable Energy & Energy Efficiency

RELEVANT DDGC DESIGN PRINCIPLES:

- **SU02** – Biodiversity
- **SU03** – Sustainable Drainage
- **SU04** – Permeable Paving
- **SU05** – Storage and Slow Release
- **SU06** – Bio-Retention Systems
- **LC01** – Landscape and Green Space

10.0 SUMMARY & CONCLUSIONS

10

10.0 SUMMARY AND CONCLUSIONS

This Design Guide supports an outline planning application submitted on behalf of Hodgetts Estates to support ambitious proposals seeking to create *"The Greenest Business Park in the West Midlands".* This aspiration is derived from its commitment to achieving a very high bar in terms of sustainability and mitigating potential climate change impacts of the proposals.

Driven by the seven HQDPs and implementation of the associated Design Parameters set out in this Design Guide, all future developments at the Site brought forward via reserved matters applications would be required to follow a prescribed set of design guidance and parameters, to ensure compliance with all relevant planning policy and guidance, including the Dordon Design Guidance and Code. In all aspects relevant to sustainability and design (including energy efficiency, renewable energy generation and biodiversity), the future development proposals would either meet or exceed the standards currently required by legislation, policy and guidance.

This Design Guide captures the requirement to provide a flexible yet cohesive development framework that allows for a multitude of future development options for future reserved matters applications. This includes various size large format distribution / warehouse / manufacturing uses as well as the potential for SME units and a secure overnight lorry parking facility, all in response to current and future demand and market indicators.

Application of the HQDPs and Design Parameters within this Design Guide would ensure that all future potential development options at the Site respect the surrounding area and adjacent settlements and would deliver a safe, inclusive and high quality development, which also links in with and enhances connectivity throughout the surrounding environs. 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, whilst allowing for easy, safe and inclusive access for staff, visitors and the local communities for pedestrians and cyclists, as well as harnessing other sustainable modes of transport.

Illustrative CGI

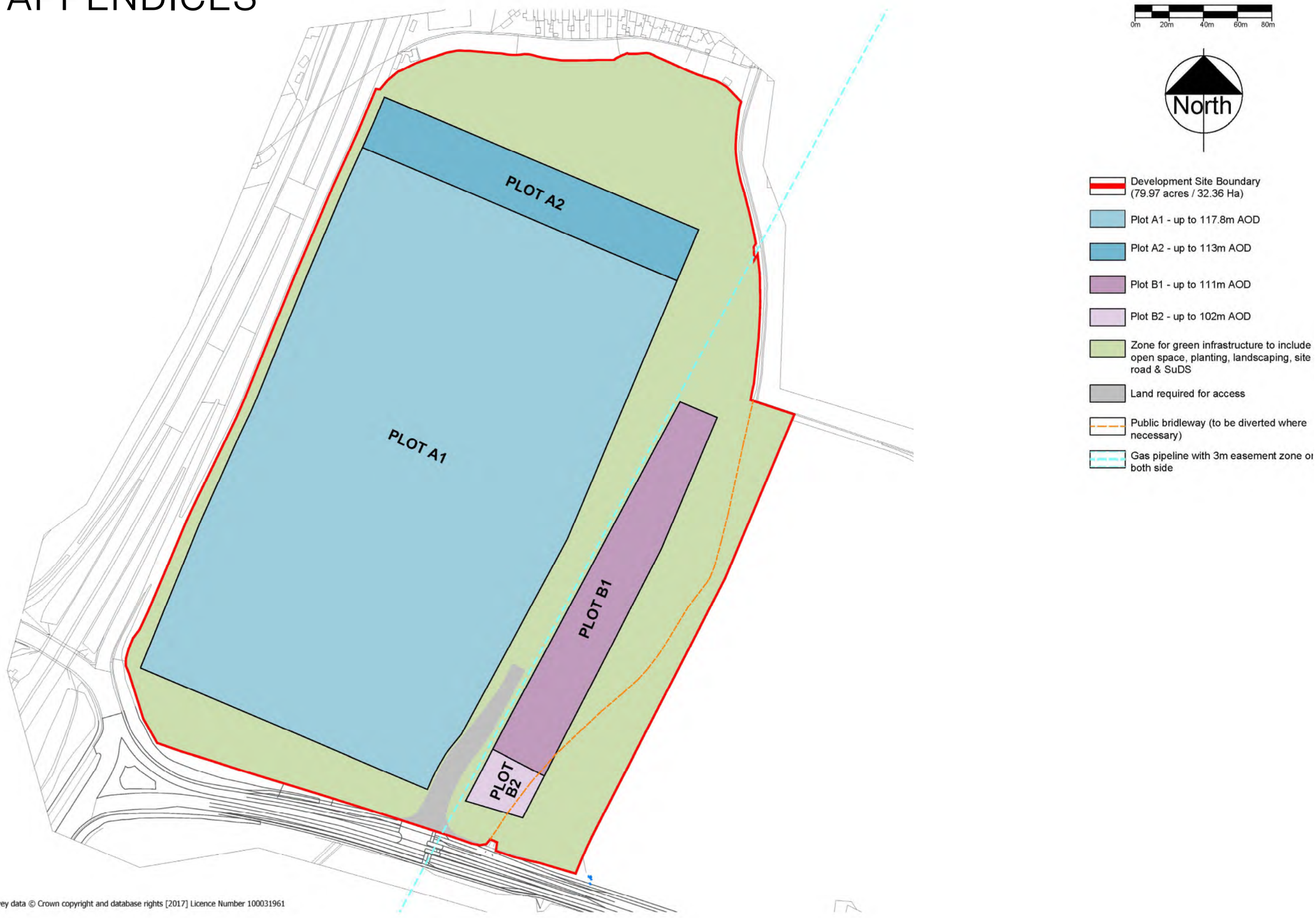
In accordance with NPPF paragraph 128 and the National Design Guide, this Design Guide would act as a development framework for creating beautiful, healthy, greener, enduring, distinctive and successful places with a consistent and high quality standard of design.

It is anticipated that a planning condition could form part of any forthcoming outline planning permission, to require future reserved matters applications to demonstrate compliance with this Design Guide and in doing so facilitate delivery of the substantial scheme benefits set out above.

11.0 APPENDICES

11

11.0 APPENDICES



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

11.0 APPENDICES

North

Development Site Boundary (79.97 acres / 32.36 Ha)

Parameter Boundary

Unit Demise Boundary

Public bridleway (to be diverted where necessary)

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

11.0 APPENDICES

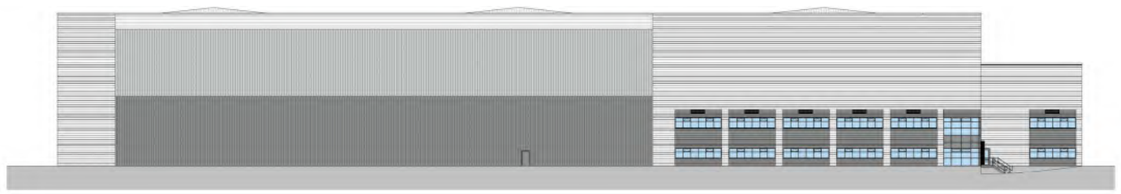
4263-CA-00-00-DR-A-00055 - INDICATIVE MASTERPLAN - TWO UNIT OPTION - P8

11.0 APPENDICES

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

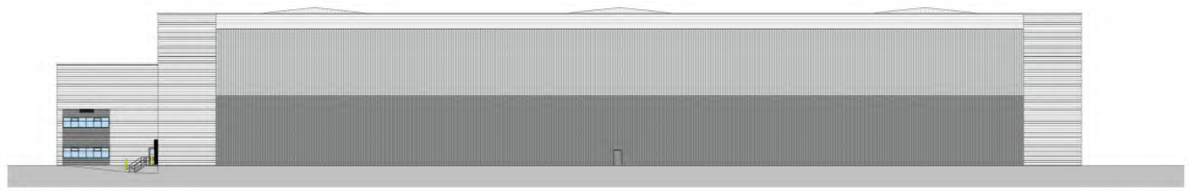
11.0 APPENDICES

1 Elevation 1
1 : 250



2 Elevation 2
1 : 250

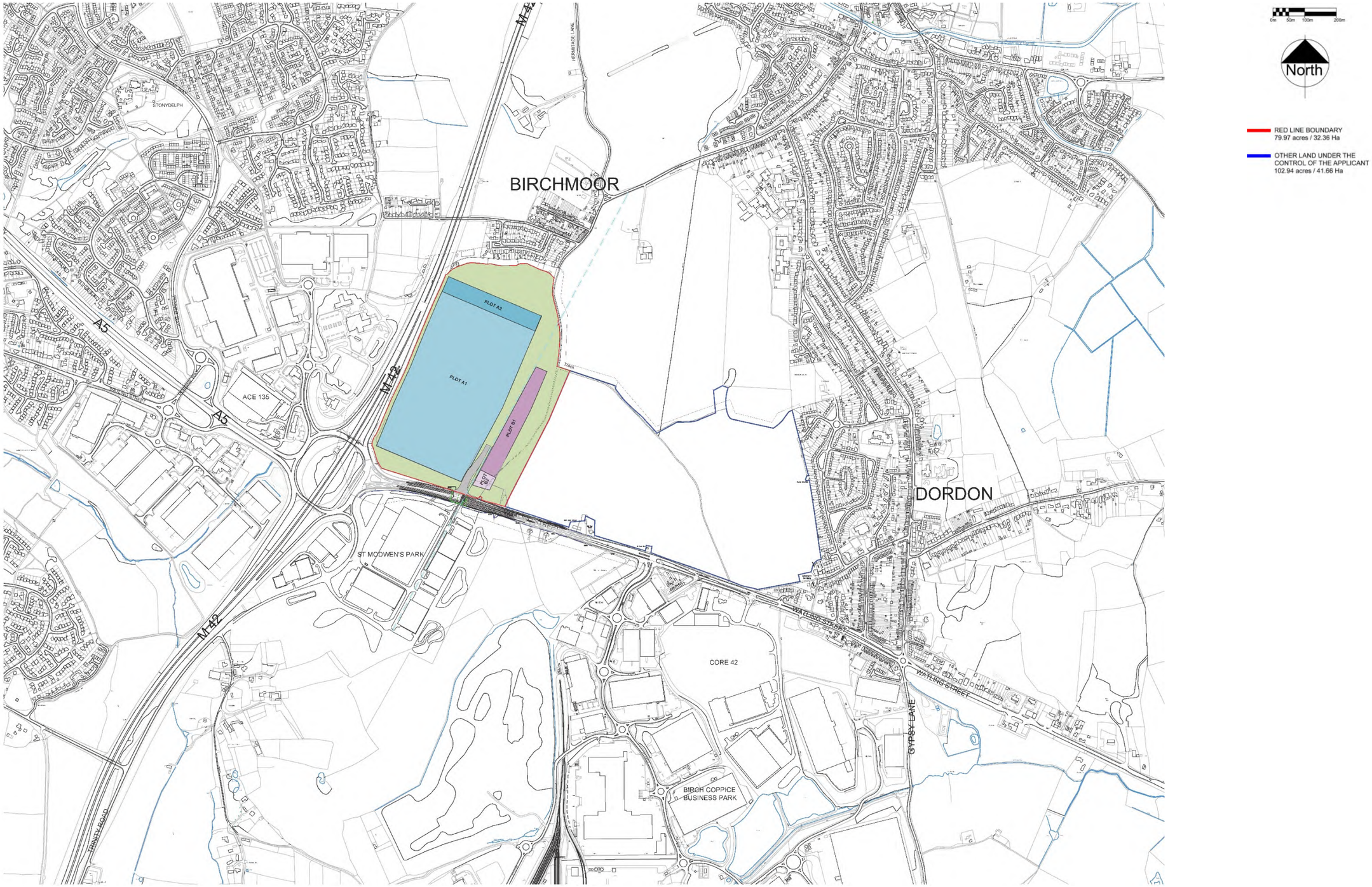
3 Elevation 3
1 : 250



4 Elevation 4
1 : 250

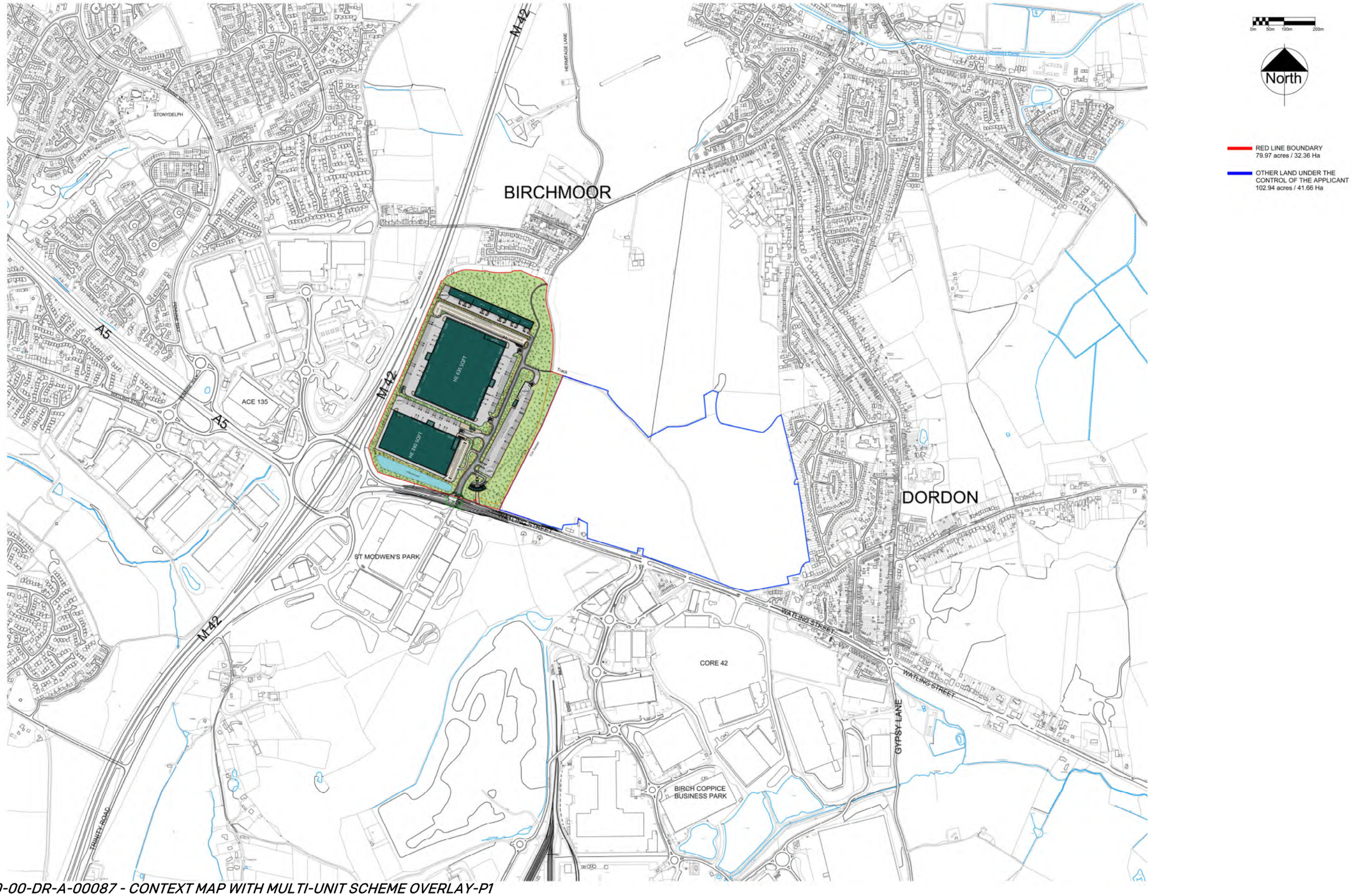
4263-CA-02-XX-DR-A-02300-PROPOSED ELEVATIONS-PL1

11.0 APPENDICES



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

11.0 APPENDICES



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

11.0 APPENDICES

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

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	**Ornamental and Feature Shrubs**
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

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