3.0 SITE & CONTEXT

3.11 SITE TOPOGRAPHY

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

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

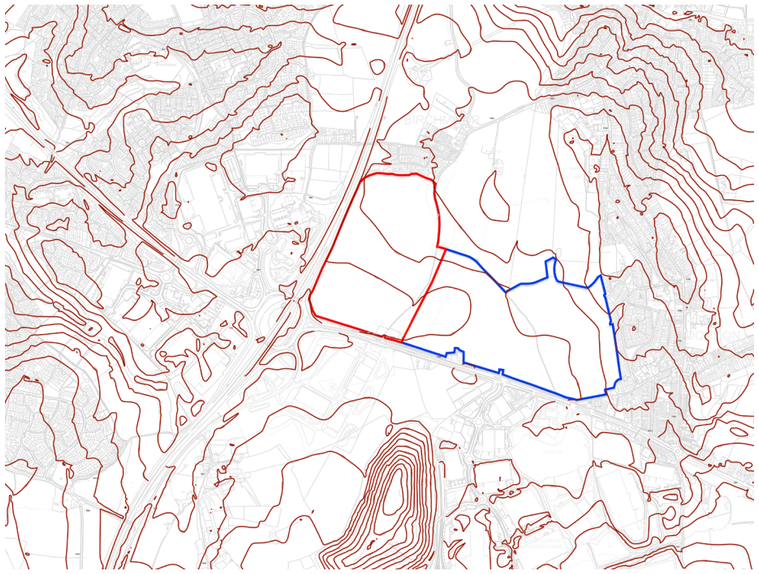


Fig. 30 – Site Contours

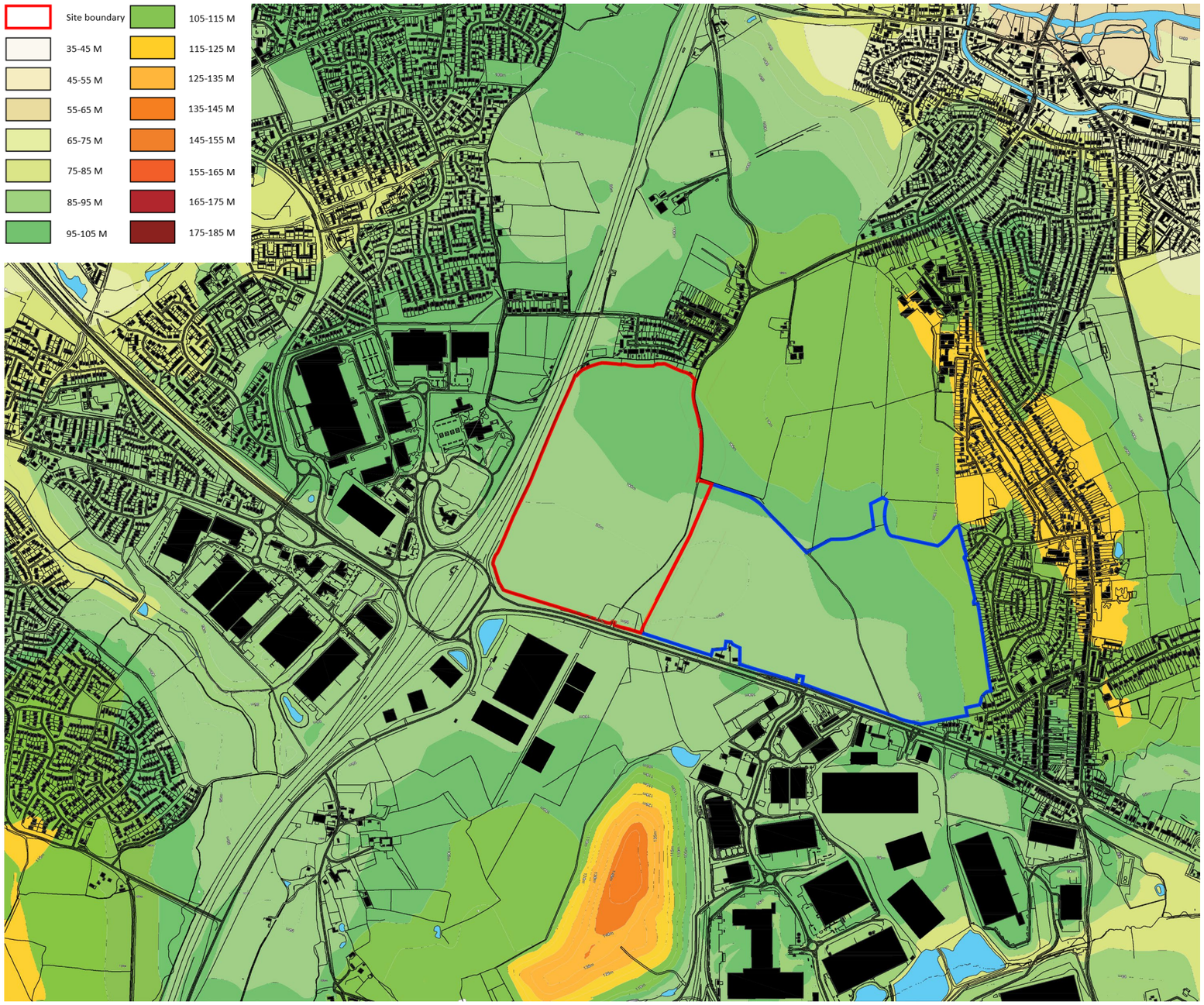


Fig. 31 – Site Topography

3.0 SITE & CONTEXT

3.11 SITE TOPOGRAPHY

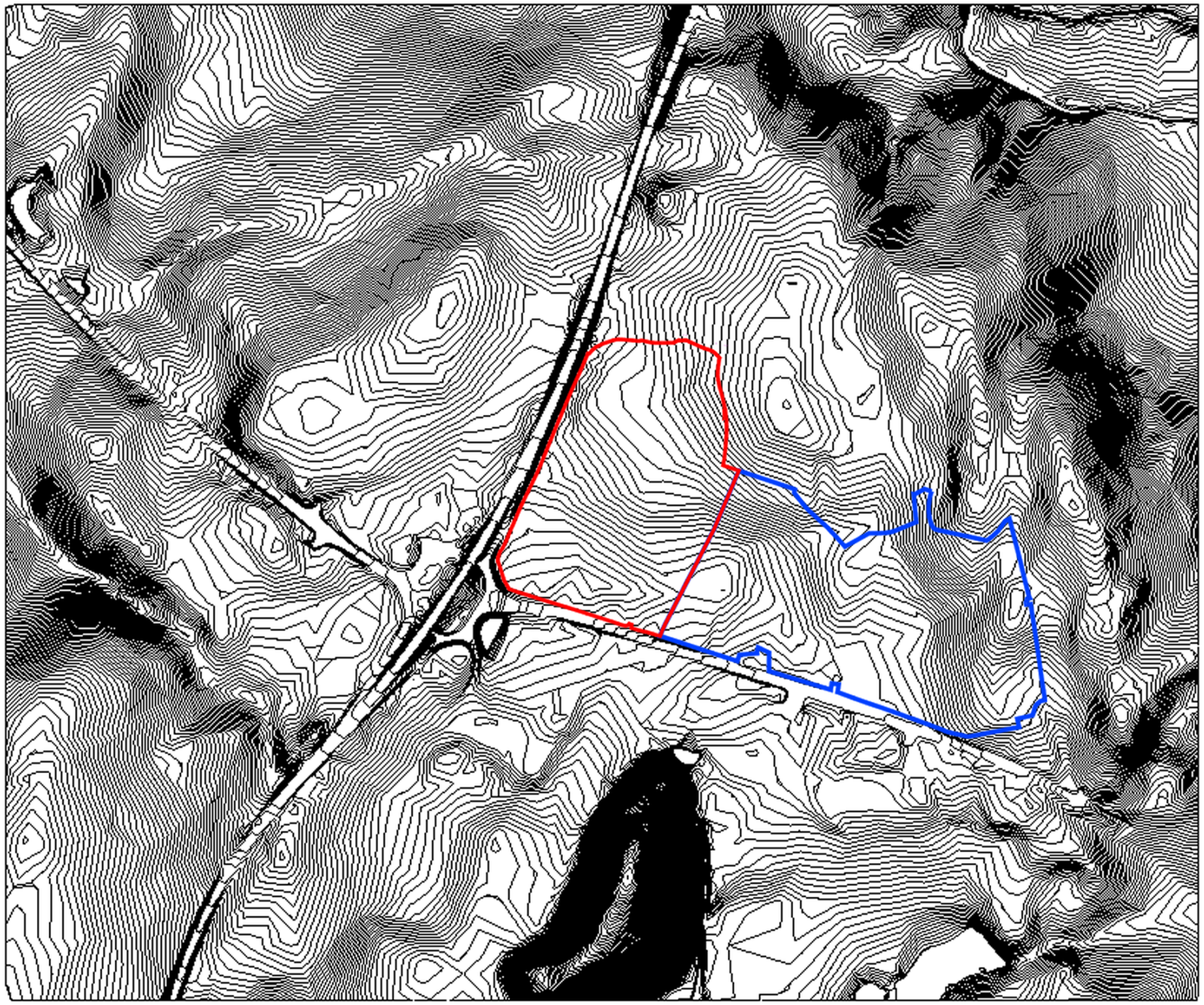


Fig. 32 – Site Contours 3D Visual Plan

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

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

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

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

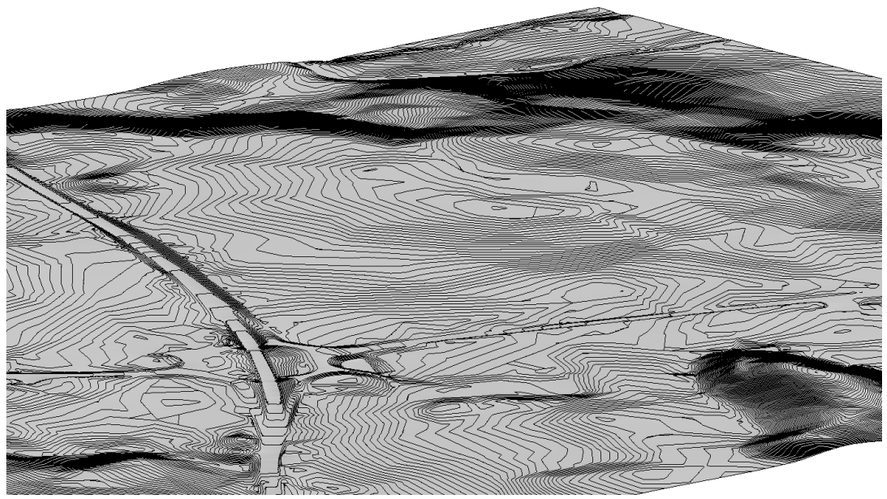


Fig. 33 – Site Contours 3D Visual

3.0 SITE & CONTEXT

3.12 BUILT FORM CONTEXT

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

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

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

SOUTH, WEST AND SOUTH EAST OF THE SITE

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

NORTH AND EAST OF THE SITE

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

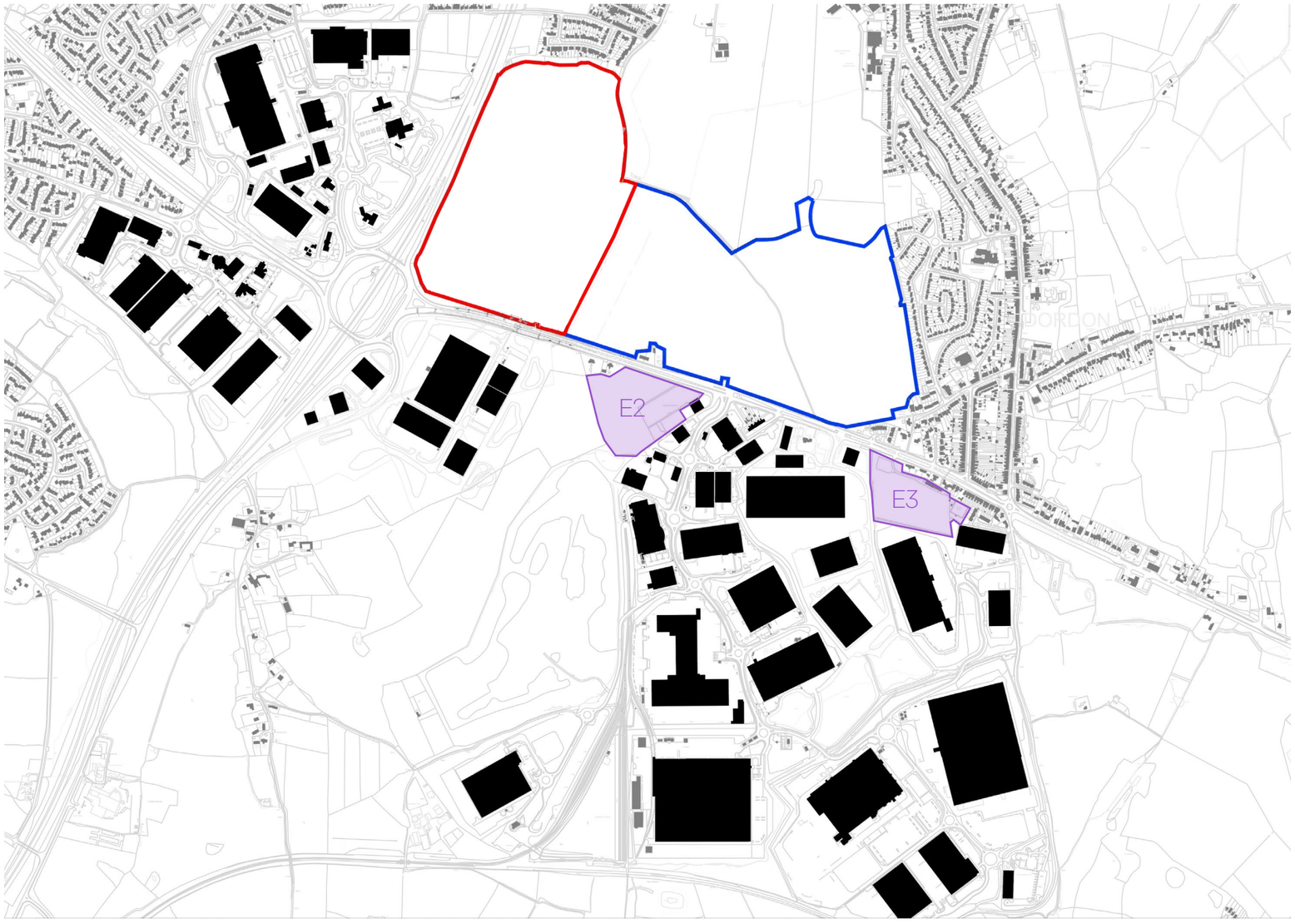


Fig. 34 – Built Form Plan

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

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

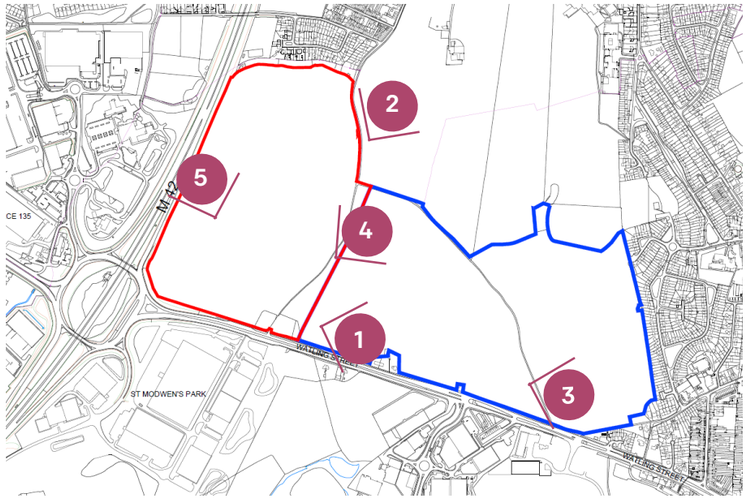
Aerial view looking west towards J10 M42

View south from adjacent to Bridleway AE45

View west from farm track

View south from Public Bridleway AE45

View south east towards A5 and Birch Coppice spoil heap

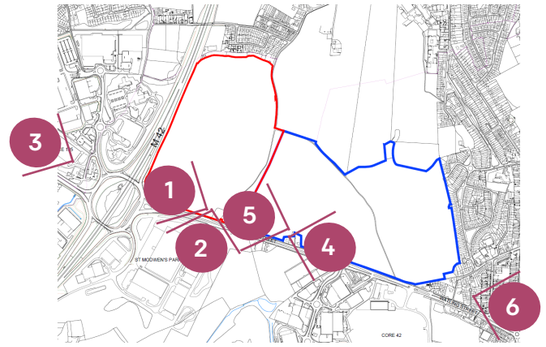


Existing Site Photo Viewpoints

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

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



View east of existing site access

View south of existing site access

Aerial view of Site looking east from Tamworth over J10 M42

View of A5 dual carriageway facing west

View of A5 dual carriageway facing east

Aerial view of Site looking west from Dordon

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

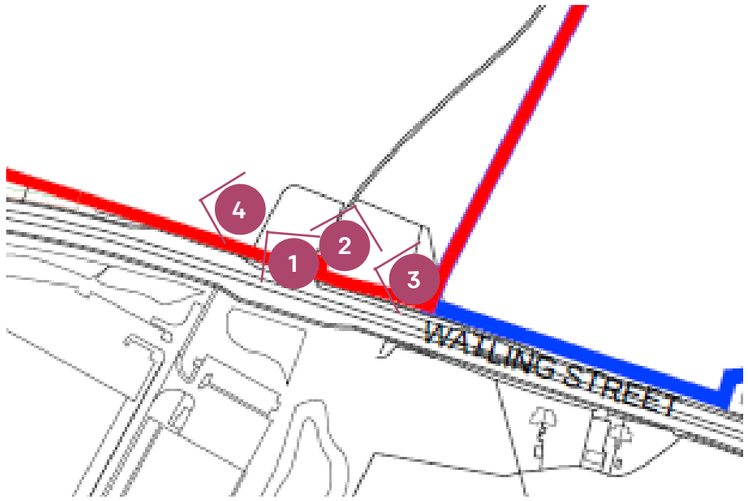
Hardstanding area in the south of the Site.

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

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

Existing hardstanding in the south of the Site looking west

View west from hardstanding towards layby on A5 and J10 M42



Existing Site Photo Viewpoints

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Laybys and bus stop on A5.

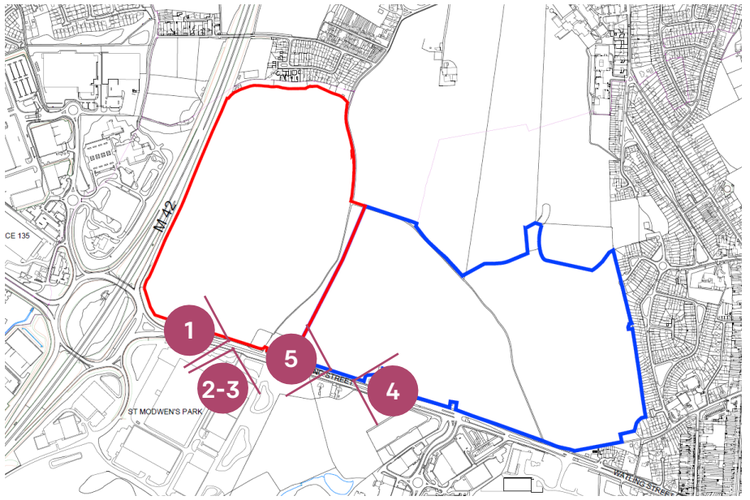
View looking east towards layby on westbound A5

View looking north to layby on eastbound A5

Layby on eastbound A5

View westwards towards bus stop on eastbound A5

Bus stop on eastbound A5



Existing Site Photo Viewpoints

3.0 SITE & CONTEXT

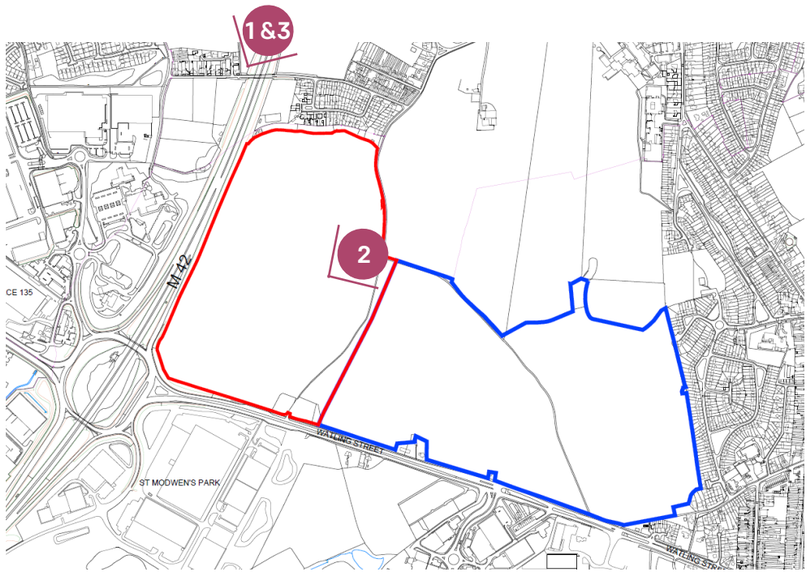
3.13 EXISTING SITE PHOTOS

J10 M42 and M42 motorway.

View looking south towards J10 M42

View looking south towards J10 M42

View south from Green Lane bridge over M42



Existing Site Photo Viewpoints

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Footpaths, bridleways and farm track.

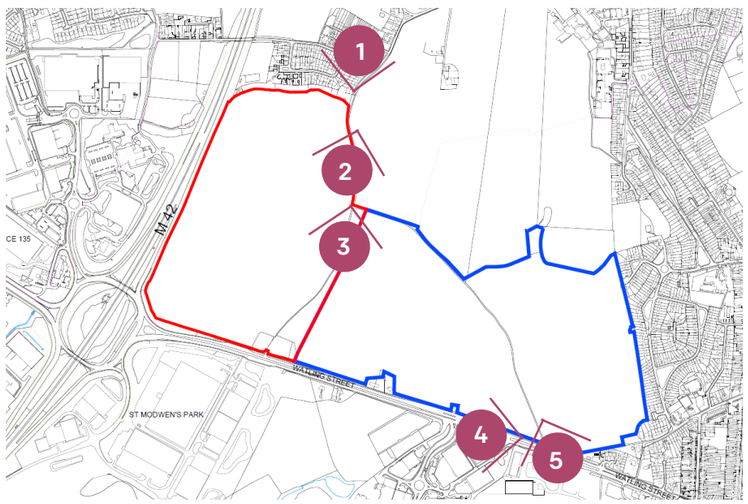
View of Site looking south from end of Public Bridleway AE45 / Birchmoor

View north to Cockspur Street/Birchmoor from Public Bridleway AE45

View north to from Public Bridleway AE45

View of agricultural track/access opposite Core 42 Business Park

View north west of agricultural track



Existing Site Photo Viewpoints

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Peripheral site vegetation.

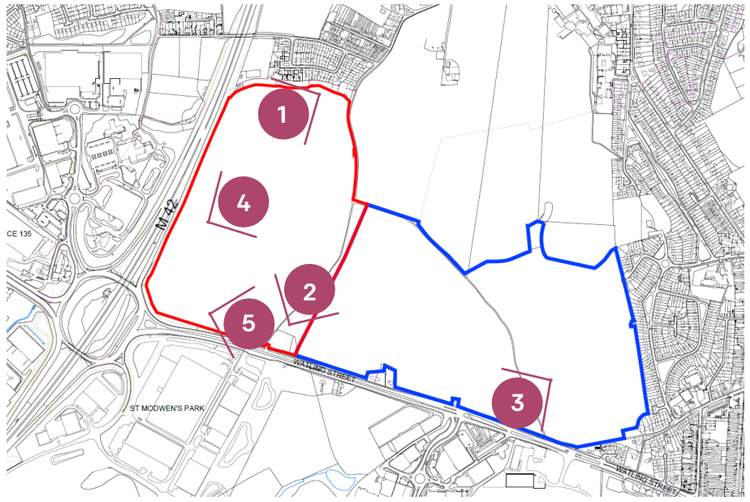
View looking north east towards Birchmoor

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

View north east from agricultural track to ridgeline development of Dordon

View looking south west towards J10 M42

View west towards J10 M42 from south of Site



Existing Site Photo Viewpoints

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

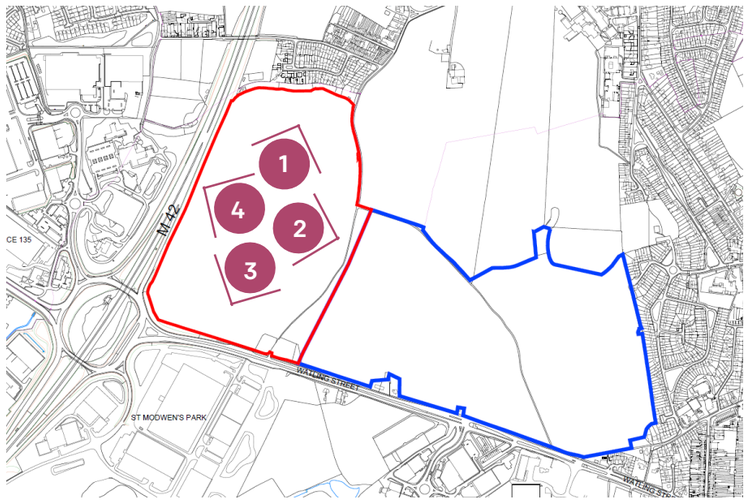
Views from within and around the Site

View looking north towards Birchmoor

View looking east towards Dordon

View south looking towards the A5 and St Modwen Park Tamworth

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



Existing Site Photo Viewpoints

3.0 SITE & CONTEXT

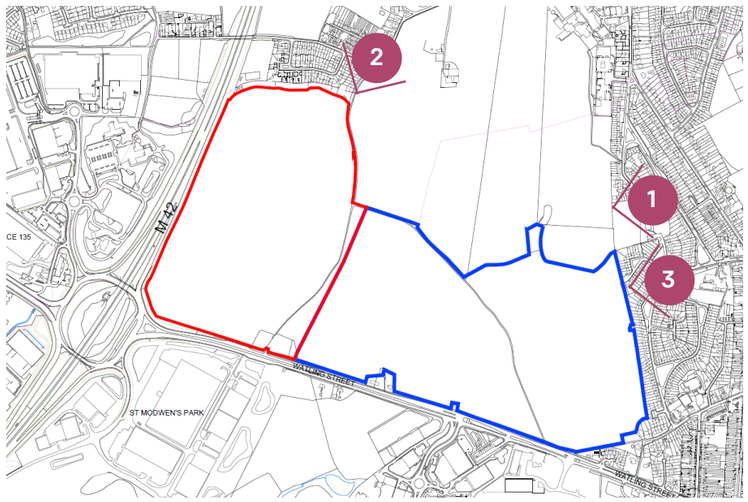
3.13 EXISTING SITE PHOTOS

Views into the Site.

View of Site westwards from Kitwood Avenue Recreation Ground

Existing site access and entrance from Cockspur Street, Birchmoor

View of Site looking westward from Barn Close



Existing Site Photo Viewpoints

3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

Highways infrastructure.

1

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

2

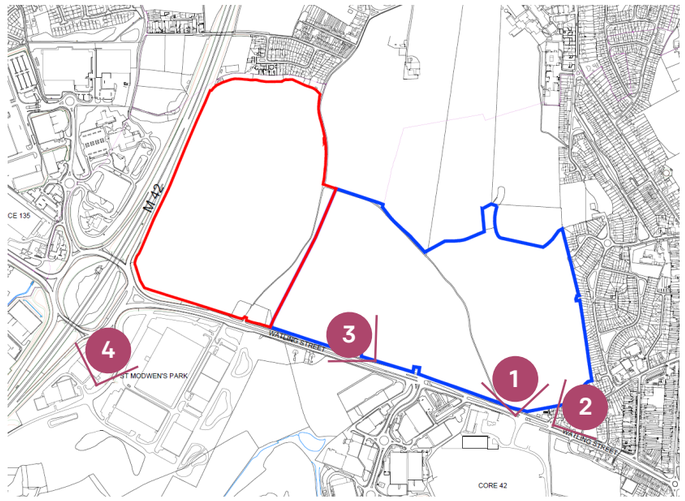
View of looking south west of feeder lane for Core 42 access

3

View eastwards to existing access junction for Birch Coppice Business Park

4

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



3.0 SITE & CONTEXT

3.13 EXISTING SITE PHOTOS

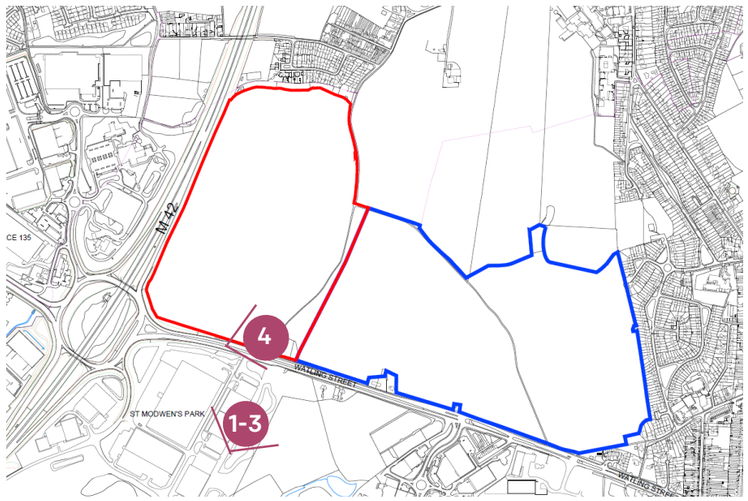
St Modwen Park Tamworth, immediately to the south of the A5/Site.

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

Gym equipment along the route of the trim trail

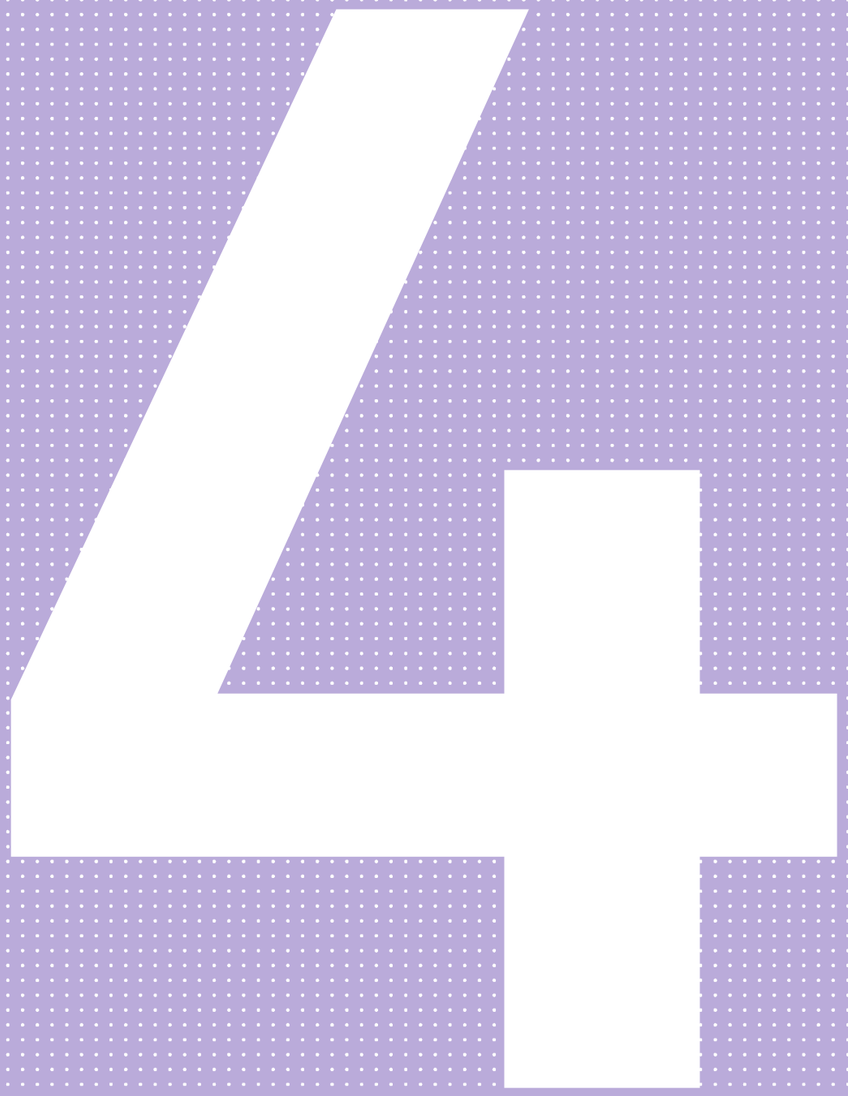
View looking south over extensive landscaping at St Modwen Park Tamworth

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



Existing Site Photo Viewpoints

4.0 COMMUNITY ENGAGEMENT



4.0 COMMUNITY ENGAGEMENT

4.1 PRE-APPLICATION CONSULTATION

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

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

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

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

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

4.0 COMMUNITY ENGAGEMENT

4.2 CONSULTATION FEEDBACK

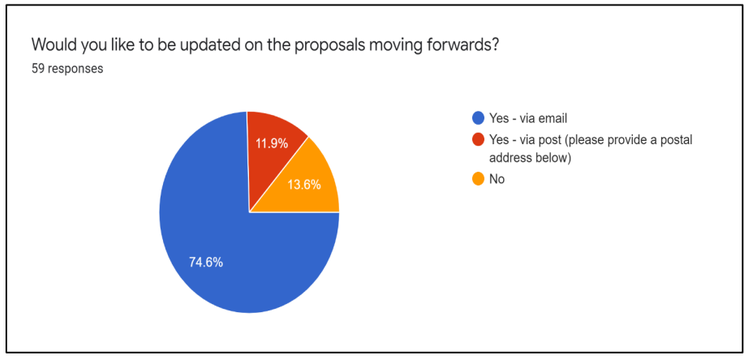
The virtual public exhibition ran between 25 August 2021 and 17 September 2021 (over three weeks), allowing sufficient time for a review of the proposals and responses to be made, timed to coincide with the letter drop to local residents, businesses and stakeholders.

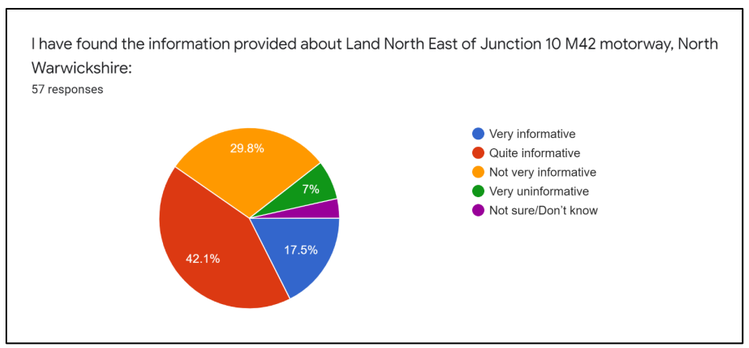
A total of 60 responses were received from local residents and businesses via the online questionnaire, with a further 8 responses received via email. Of these, the vast majority were from residents located in close proximity to the Site, however there were a few respondents located further afield.

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

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

- There is general support for job creation and local employment, particularly the provision of SME units;
- Concerns that there is not sufficient capacity on the highway network to accommodate the proposals and that the A5 is already busy;
- Additional traffic from this new site eastbound on the A5 will increase air pollution in Dordon to the detriment of the residents of Dordon;
- The scheme having a negative impact in terms of sustainability; There has been a large increase in logistics development in the nearby area and as such there is a feeling that there is no need for more of this type of development;
- Whilst a number of stakeholders were concerned by the impact on the open countryside in terms of visual amenity, there were a number of stakeholders in support of the proposed landscaping scheme to mitigate visual impact; and
- The area is the Meaningful Gap/Strategic Gap which is designated to provide a clear gap between Tamworth and Dordon/Polesworth.





4.3 OVERVIEW

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

4.3.1. TRAFFIC, TRANSPORT AND HIGHWAYS

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

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

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

4.3.2. NEED

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

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

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

4.0 COMMUNITY ENGAGEMENT

4.3.3. ENVIRONMENTAL IMPACTS

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

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

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

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

4.3.4. EMPLOYMENT

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

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

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

4.3.5. LANDSCAPE AND VISUAL IMPACT (STRATEGIC GAP)

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

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

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

4.4 COMMUNITY ENGAGEMENT SUMMARY

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

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

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

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

4.5 PRESS COVERAGE

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

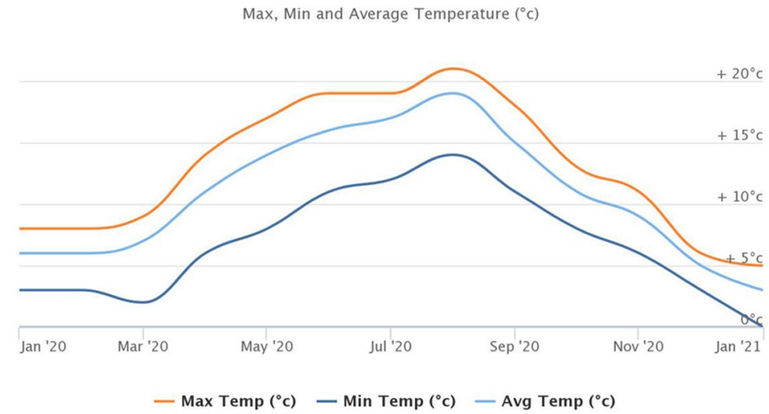
4.6 STATEMENT OF COMMUNITY ENGAGEMENT

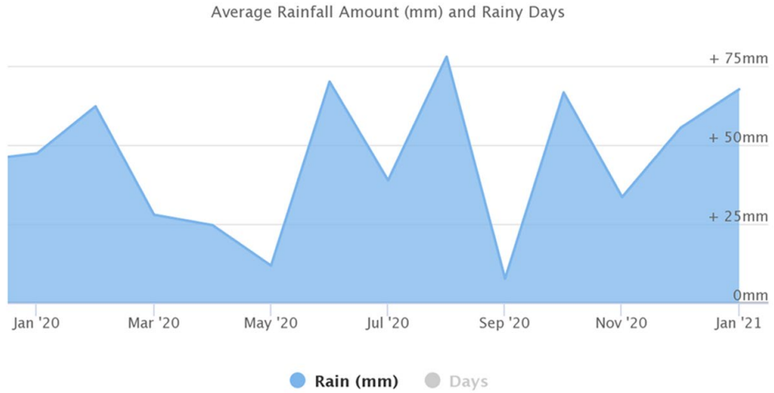
A detailed Statement of Community Engagement (SCE) has been prepared which provides further details on the public consultation undertaken, methods implemented, and feedback received, highlighting how feedback has been considered, addressed and translated into amendments to the scheme design.

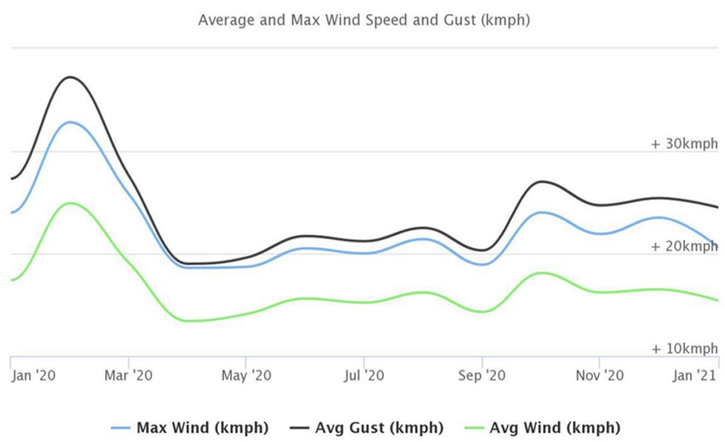
5.0 SITE EVALUATION

5.0 SITE EVALUATION

5.1 SITE CLIMATE







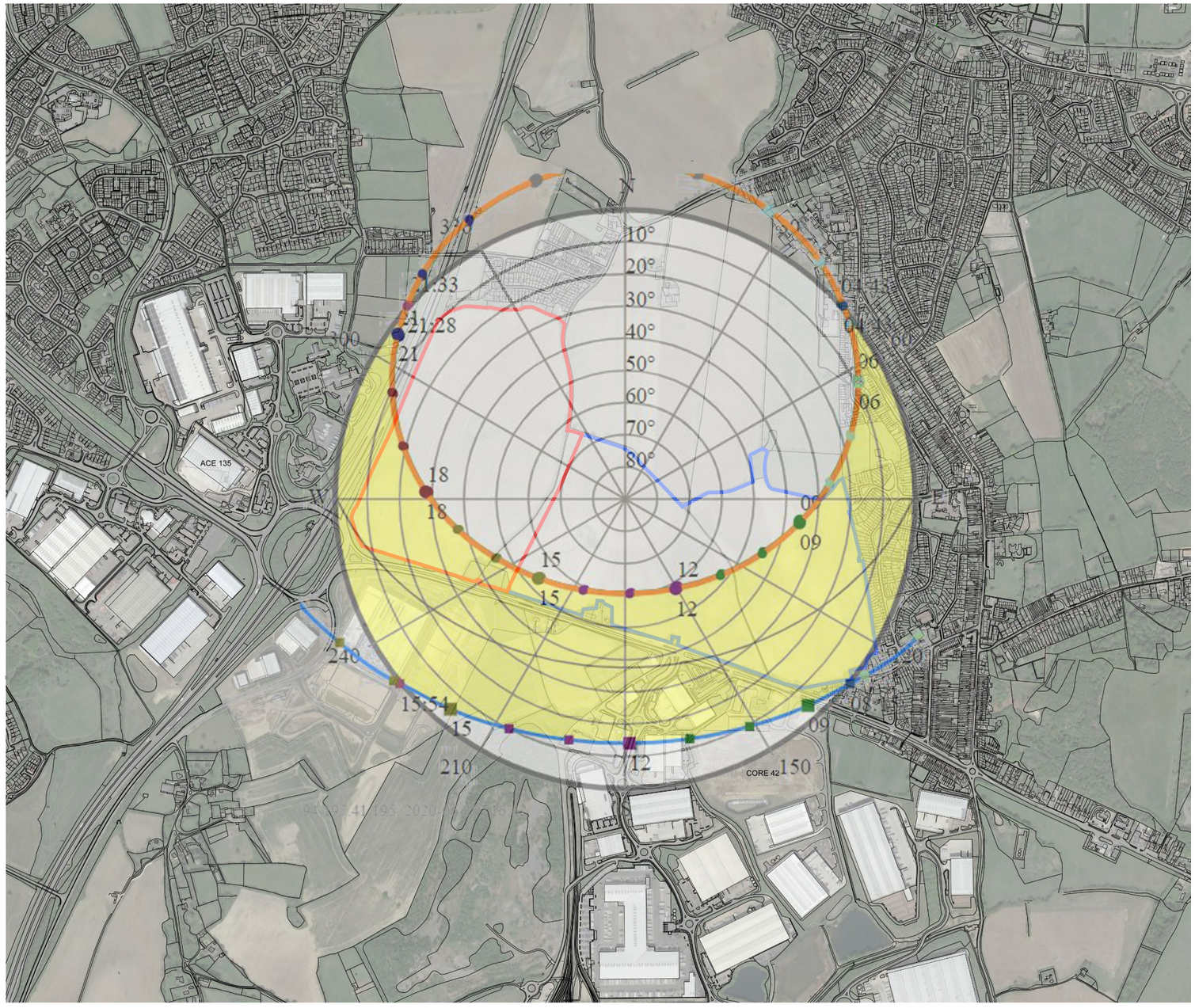


Fig. 35 – Sun Path

5.0 SITE EVALUATION

5.2 PHYSICAL CONSTRAINTS

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

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

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

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

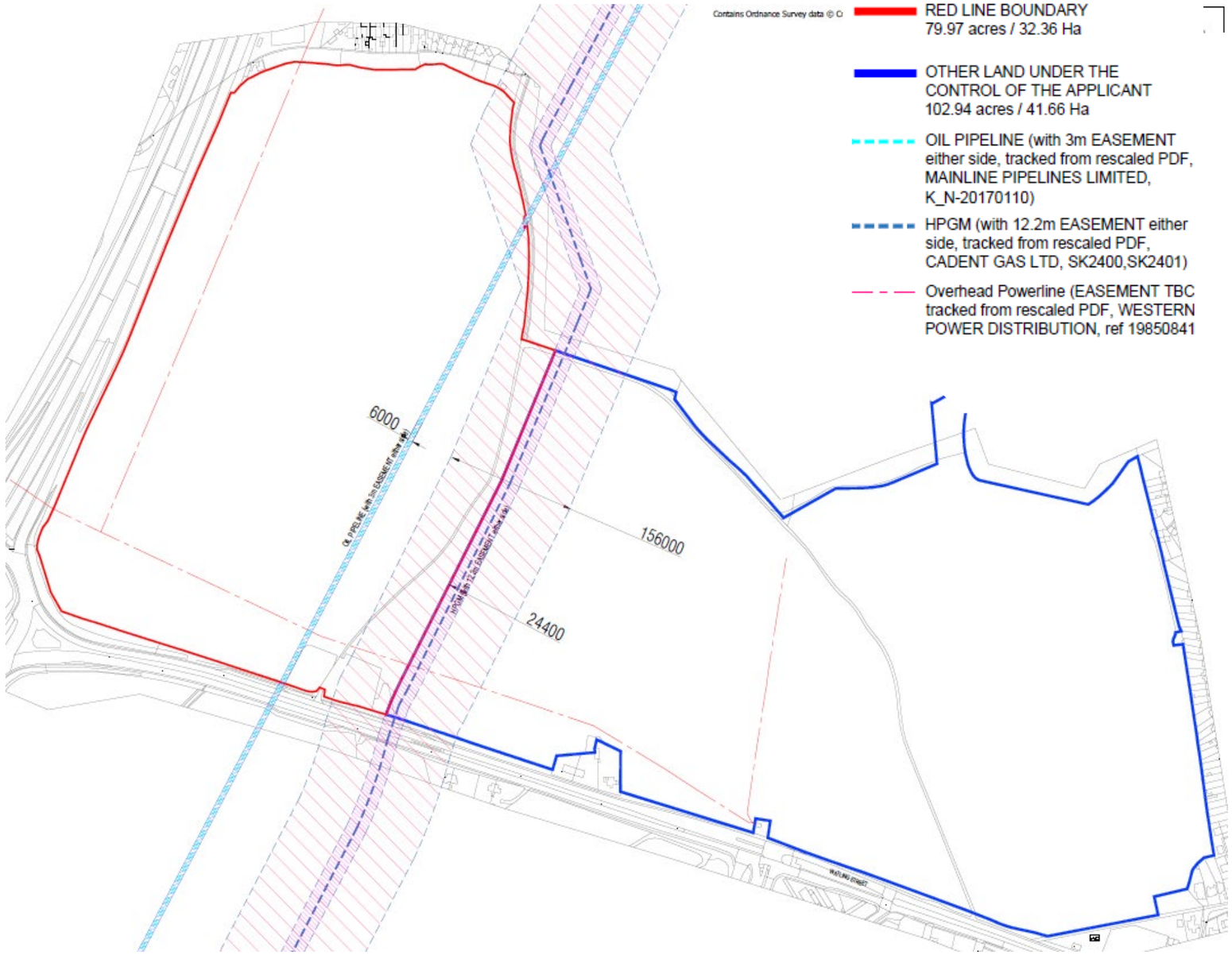


Fig. 36 – Physical Constraints Plan

5.0 SITE EVALUATION

5.3 KEY CONSTRAINTS

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

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

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

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

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

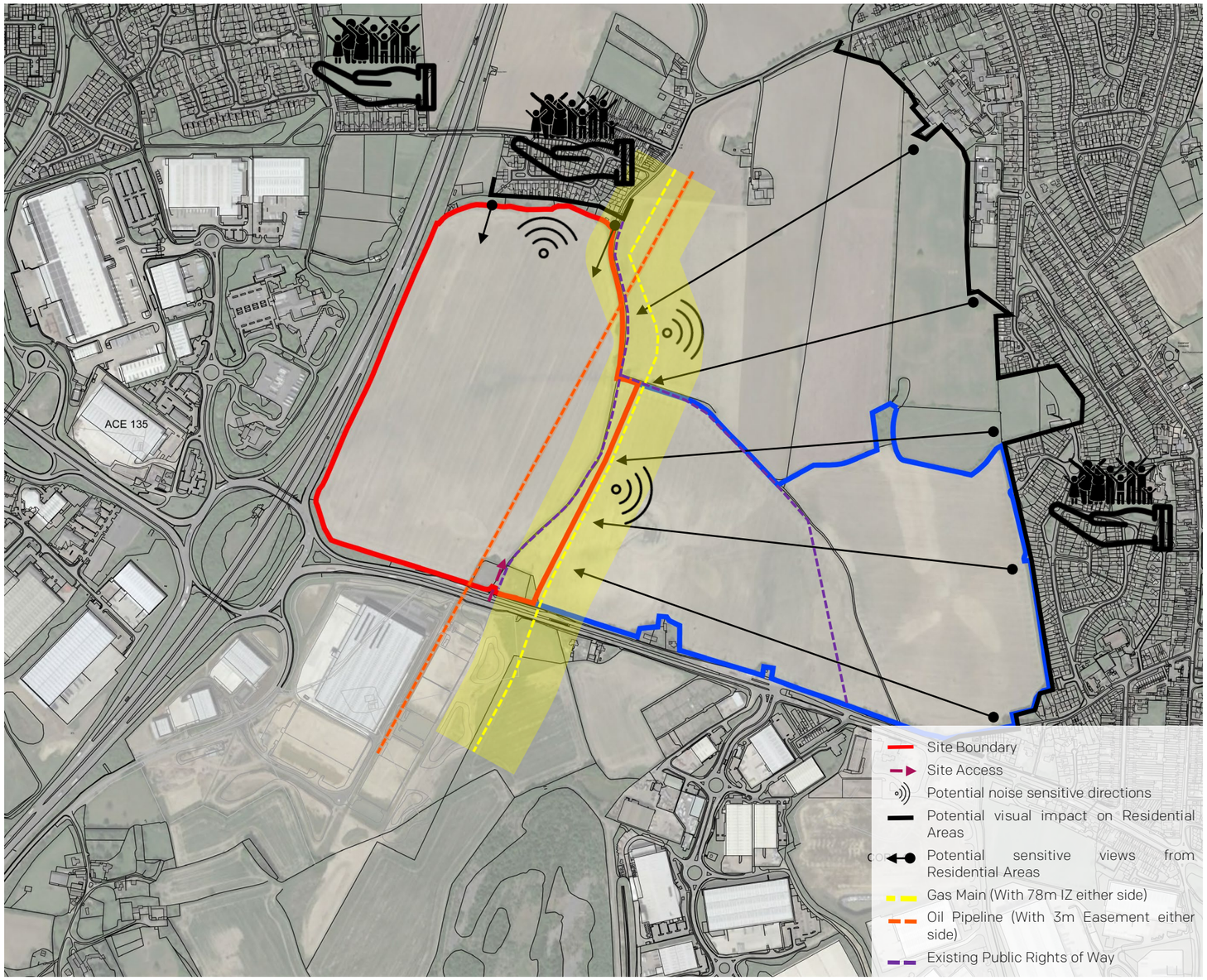


Fig. 37 – Physical Constraints Path

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

5.0 SITE EVALUATION

5.4 CONSTRAINTS & OPPORTUNITIES

5.4.1. CONSTRAINTS

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

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

5.4.2. OPPORTUNITIES

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

- Onsite and offsite planting and landscape buffers to minimise visual impacts of the proposals, soften the ridgeline development of Dordon and provide a more successful/rural settlement edge, as well as screening St Modwen Park Tamworth, which includes several prominent buildings that are visible from both Dordon and Birchmoor;
- Utilise cut and fill material to create suitable landscape buffers/bunds and reduce the finished floor levels (FFLs) of the proposed building plots to further minimise the visual impact of the proposed development;
- Creation of substantial areas of green infrastructure, predominantly to the north, south and east of the Site, could incorporate parkland, public open space, community orchards, formal planting, sustainable drainage measures and a variety of wildlife habitats;
- Retain, enhance and reinstate existing and historic hedgerows and trees along site boundaries, to screen existing and proposed development, enhance landscape character in the Strategic Gap and provide biodiversity net gains;
- Significant biodiversity net gains across the Site and Other Land Under the Control of the Applicant, on what is currently intensively managed arable farm land with limited potential to support wildlife;
- Divert and enhance footpaths and bridleways and provide new public rights of way to create safe routes that are accessible to all (i.e. pedestrians, cyclist and riders on horseback, as well as providing wheelchair access and meeting the standards of the Equalities Act 2010), enhance pedestrian/bicycle connectivity, reinforce commuting links to existing employment centres at J10 M42/Birch Coppice and encourage healthy lifestyles;
- Signal controlled pedestrian and cycle crossing within the Site access, would be a significant improvement on the existing crossing in this part of the A5 trunk road which is formed of a staggered gap in the central reservation;
- Provide links into existing/proposed recreation facilities west of Dordon (i.e. Kitwood Avenue Recreation Ground and Open Space Transfer Site OS1), as well as providing new publicly accessible recreation facilities on Site;
- Layout and urban grain (the size and position of buildings within each plot) could reflect the existing character of the local context, most notably to the south of the A5 at St Modwen Park Tamworth and Birch Coppice;
- Locate the internal service road(s) adjacent to the oil pipeline easement to maximise the developable area, a similar design response to that approved at St Modwen Park Tamworth to the south;
- Gently sloping land from north east to south west is suitable for large format buildings of the type proposed;
- Flood Zone 1 – the Site lies entirely outside a flood risk zone.

5.0 SITE EVALUATION

5.5 CLIENT BRIEF

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

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

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

Provision of extensive new routes throughout the Site and wider area

Sustainable principles for water run-off control

Significant biodiversity net gains

5.0 SITE EVALUATION

5.6 INTERPRETING SITE CONTEXT INTO HQDPS & DESIGN PARAMETERS

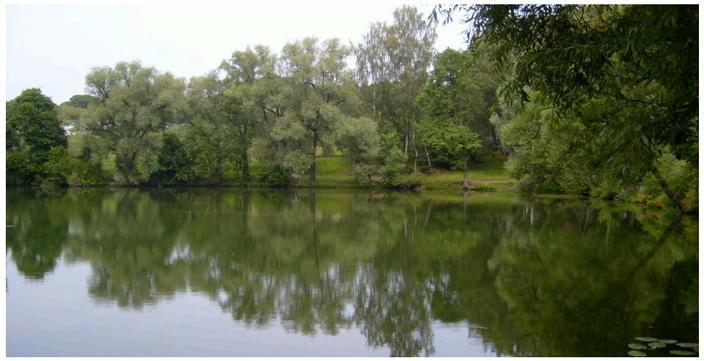
The proposed development seeks to provide a level of flexibility to ensure future occupier requirements can be accommodated. Outline planning permission is sought for up to 100,000 sqm (1,076,391 sqft) of mixed, Class B2, Class B8 and Class E(g)(iii) floorspace.

The proposed HQDPs are as follows:

- **HQDP 1:** Responding to the climate change emergency by designing in and future-proofing sustainability from the start across all aspects of building, infrastructure and landscape design, whilst allowing for adaptation and later enhancement to meet occupier requirements.
- **HQDP 2:** Maintaining a Strategic Gap between the development site and Polesworth with Dordon to the east, and Birchmoor to the north, utilising HE's extensive land holdings, to create a strong landscape setting with views and legible routes to and from the Site, and connecting with the surrounding landscape.
- **HQDP 3:** Providing safe and convenient access for all users coming to and from the Site, including the local community for leisure uses, commuters, and visitors.
- **HQDP 4:** Ensuring that prominent buildings are distinctive, distinguishable, and relate to human scale and operational requirements whilst minimising the wider visual impact. Larger warehouse elements will utilise varied ground levels and sympathetic building components to break up facades and screen service yards.
- **HQDP 5:** Generating a uniform architectural language and design of built form to enhance legibility and wayfinding for the Site and surroundings. Creating a sense of place and respecting the distinctive and varied architecture and built form of the surrounding environs.
- **HQDP 6:** Encouraging healthy and active lifestyles through the incorporation and enhancement of landscaping features, and linkages between the Site and surrounding area for recreation and leisure uses.
- **HQDP 7:** Creation of a multi-functional green and blue infrastructure network, where valuable landscape features and ecological assets are enhanced, increasing biodiversity and habitat connectivity. Buildings will also contribute towards these networks and will meet the highest standard of sustainability that is practicably achievable.

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

Bio Based Materials



Sustainable Drainage Systems

Outdoor Gym Equipment promoting physical health

6.0 PARAMETERS & LAYOUT

6.0 PARAMETERS & LAYOUT

6.1 PARAMETERS OVERVIEW

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

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

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

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

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

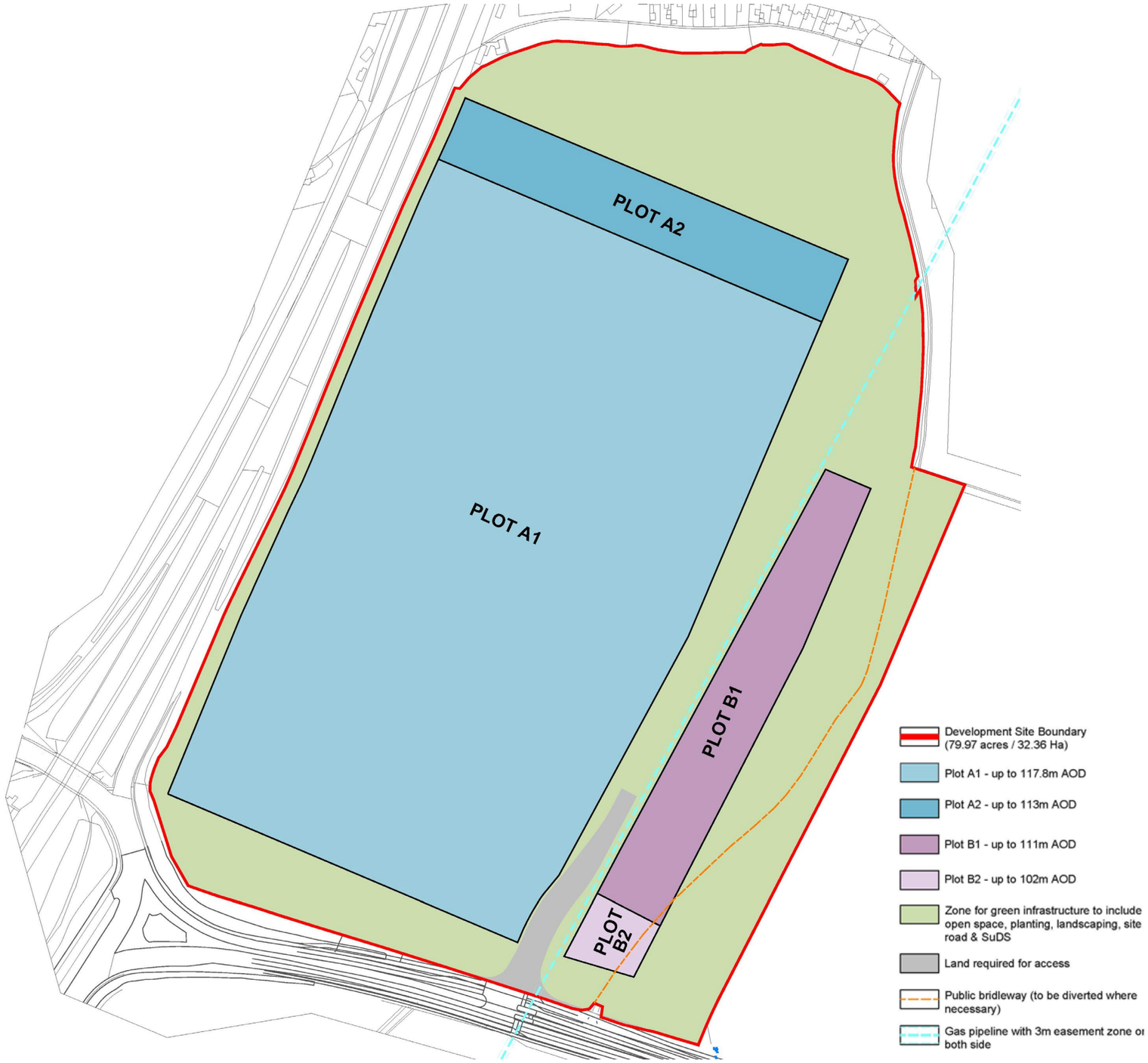


Fig. 38 – Parameters Plan

6.0 PARAMETERS & LAYOUT

6.1.1. EIA PARAMETERS

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

They are as follows:

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

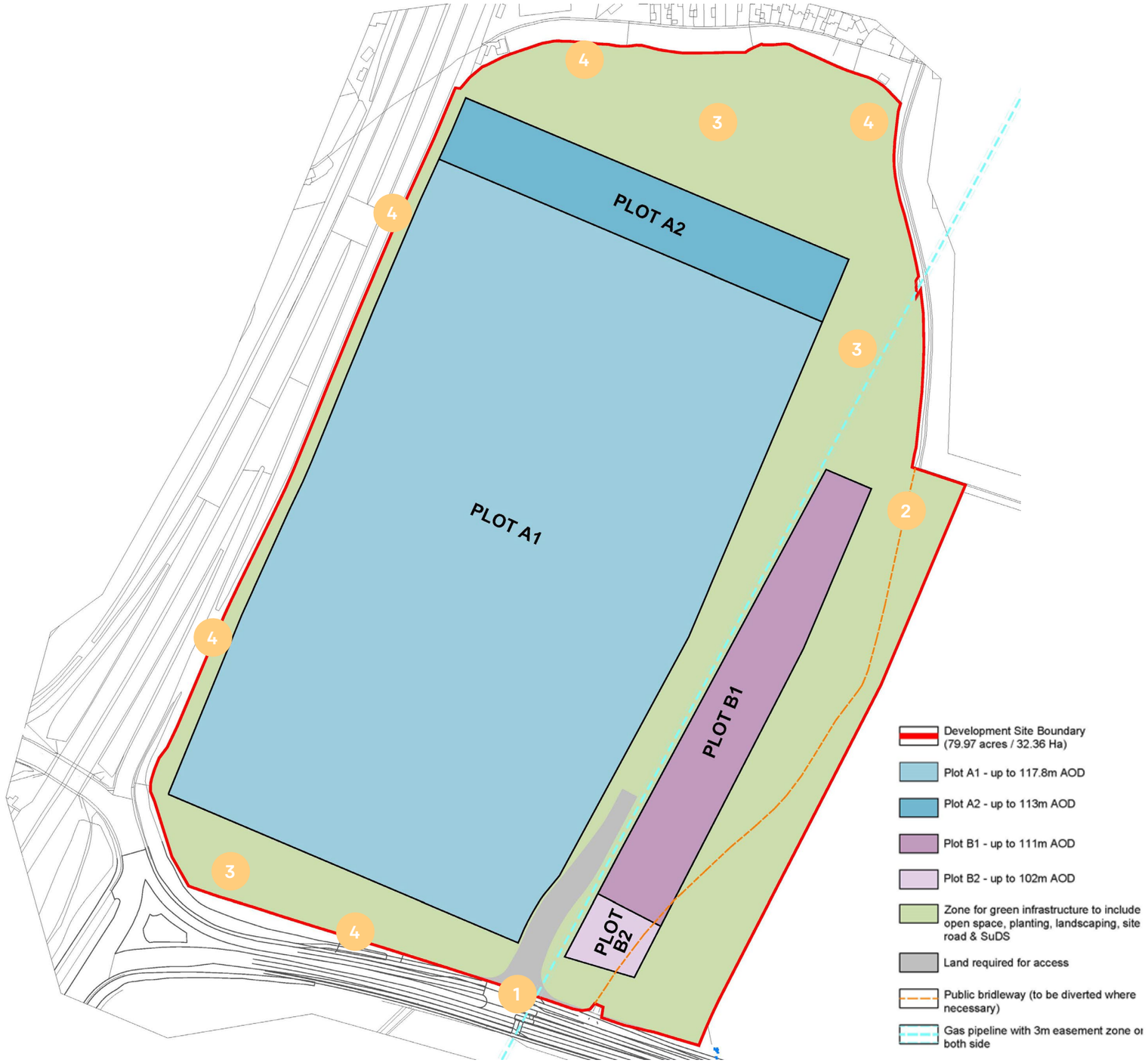


Fig. 39 – Parameters Plan – EIA Parameters

6.0 PARAMETERS & LAYOUT

5 Naturalistic earth mounds formed within the green infrastructure, utilising surplus cut material from the development site, to create a transitional zone between the developable area and development site perimeter and to provide visual mitigation where necessary;

6 Up to 100,000 sqm (1,076,391sqft) of mixed Class B2, Class B8 and Class E(g)(iii) floorspace;

7 Up to a maximum of 10% Class B2 / Class E(g)(iii);

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

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

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

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

12 Up to 150 space overnight lorry parking facility;

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

Fig. 40 –Parameters Plan – EIA Parameters

6.0 PARAMETERS & LAYOUT

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

14 **North -** an extensive landscape buffer to the north of Plot A2 extending to 134m at its widest, reducing to 75m at the closest point to Birchmoor;

15 **East -** an extensive landscape buffer to the east of Plot A1 extending to 106m at its widest reducing to 49m to the north east of Plot A2, and extending to 65m to the east of Plot B1 and Plot B2 and a minimum 35m to the north east of Plot B1, where proposed building heights are lower;

16 **South -** a minimum 35m to the south of Plot A1 extending to 58m in the south west corner of the plot close to J10 M42 and 35m-37m to the south of Plot B2;

17 **West -** a minimum 10m landscape buffer to the west of Plot A1 and Plot A2, where existing screening vegetation for the M42 motorway is extensive and mature.

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

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

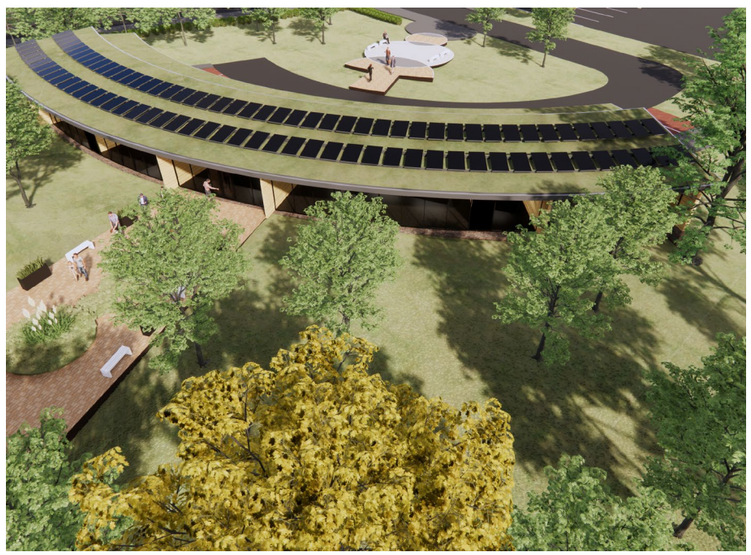
Fig. 41 – Parameters Plan – Buffer Zones

6.0 PARAMETERS & LAYOUT

6.2 ILLUSTRATIVE SITE LAYOUT(S)

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

Lorry park



Illustrative CGI of the Hub Office

Development Plot – PLOT A

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

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

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

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

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

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

Development Plot – PLOT B

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

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

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

Meeting room

6.0 PARAMETERS & LAYOUT

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