



Watling Street, Cannock

Vision Document

March 2024





FPCR Environment and Design Ltd, Lockington Hall, Lockington, Derby, DE74 2RH ■ t: 01509 672772 ■ f: 01509 674565 ■ e: mail@fpcr.co.uk ■ w: www.fpcr.co.uk
masterplanning ■ environmental assessment ■ landscape design ■ urban design ■ ecology ■ architecture ■ arboriculture

J:\7500\7578\LANDS\Vision Document\7578 Vision Doc Rev O.indd

CONTENTS

1	Introduction	pg 4
2	Site and Surroundings	pg 6
3	Local Plan Position	pg 12
4	Need for Additional Employment Land	pg 20
5	Highways and Transport	pg 26
6	Landscape	pg 30
7	Ecology & Nature Conservation	pg 36
8	Heritage	pg 44
9	Flood Risk & Drainage	pg 46
10	Noise	pg 50
11	Air Quality	pg 54
12	Technical Assessment Work	pg 64
13	Proposed Development	pg 66
14	Sustainability	pg 70
15	Benefits	pg 74

1. Introduction

This Vision Document has been prepared by St Modwen Logistics to support the Council's draft allocation for the expansion and redevelopment of the Watling Street Business Park, Cannock.

Our Vision

The Cannock Chase Pre-Submission (Regulation 19) Local Plan proposes to allocate the site for 50,000sqm of industrial and logistics floorspace. Our vision sets out the potential to expand and redevelop the existing Business Park in a sustainable way which meets the future requirements, expectations and aspirations of Cannock Chase District Council. The site presents an excellent opportunity to deliver much needed employment development at a strategic location in the District within the emerging Local Plan period.

The expansion land (8.99ha gross) is situated immediately adjacent to the established Business Park and benefits from the existing access and infrastructure serving the current development.

The existing business park and expansion land are very well located in relation to the strategic highway network being accessed directly off the A5 Watling Street and lying in close proximity to the junction with the M6 (Toll).

Proposed built development would be screened very

effectively at the outset by the established framework of hedgerows, tree belts and woodland copses located along the site's perimeter. Such features will be retained as the basis for a comprehensive Green Infrastructure framework, which encompasses the site.

There are no substantive environmental constraints which prohibit the expansion and redevelopment of the Business Park. The whole site area, existing business park plus the expansion land, would measure approximately 15ha and its removal from the Green Belt would not undermine the overall purposes and integrity of the Green Belt.

The landscape within which the site sits is visually enclosed by the existing Business Park and A5 Watling Street to the north, the Cannock Extension Canal to the west, and by woodland at Wyrley Common to the south.

The proposed redevelopment and expansion at Watling Street Business Park can deliver sustainable high quality employment development meeting the following objectives:

- Provide opportunities for employment development at a strategic location.
- Provide development in a sustainable location extending and redeveloping the existing Business Park.
- Create a highly sustainable development that will lead to a reduction in carbon emissions when compared to the existing Business Park.
- Provide development in a location without detriment to the local landscape character or visual amenities of the rights of way network.
- Create a cohesive Green Infrastructure centred on the framework of retained hedgerows and tree belts.
- Existing retained features to be supplemented with new habitats maximising opportunities for biodiversity and landscape enhancement.
- Provide a package of sustainable transport measures to improve the accessibility of the site and benefit to the local community.



“To create a sustainable, high quality employment led development.”

2. Site and Surroundings

The total site covers around 15ha of land and lies to the south of Watling Street (A5), to the south east of Cannock and to the south west of the town of Brownhills West.

Location

The site lies to the south of the Cannock Chase District within Southern Staffordshire. It is conveniently located off the strategic highways network, directly to the south of the A5 Watling Street and in close proximity to the M6 (Toll).

Within the surrounding area Brownhills is situated 0.4km away to the east, whilst Norton Canes lies 0.5km away to the north. Other settlements nearby include Great Wyrley and Cannock approximately 2.5km to the west) whilst Pelsall lies 2km to the south.

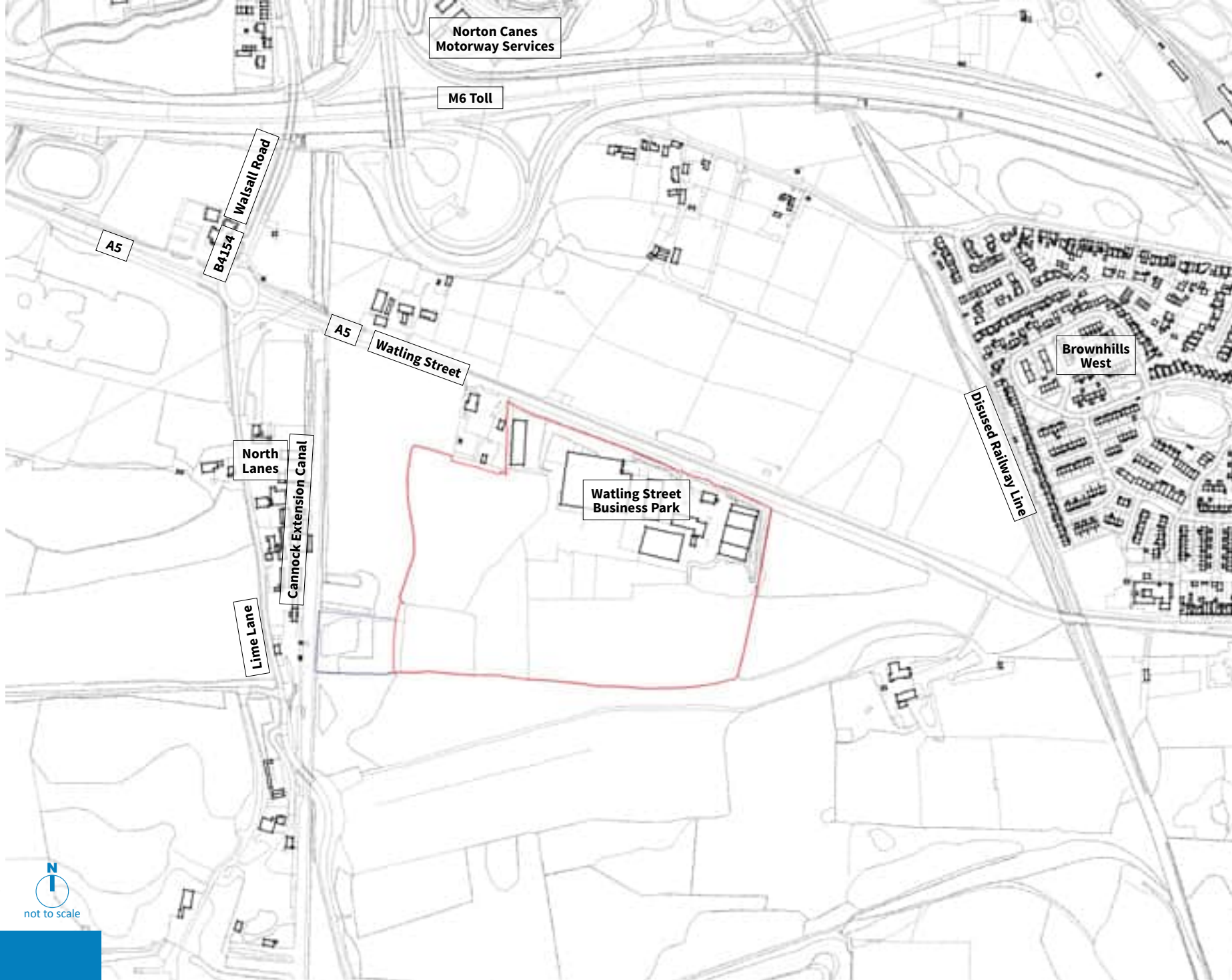
A range of commercial and industrial estate developments are present within the surrounding area by the outskirts of existing settlements.



Cannock Extension Canal lies in close proximity to the west of the site. Norton Canes Moorings, an existing business, is situated to the west of the Canal at North Lanes.

As well as the existing Business Park on Watling Street, other developments nearby include:

- Moss Farm/Farm Shop
- the public house by the Watling Street/Walsall Road roundabout
- the amenity offer (Starbucks, ASDA and Greggs) at the adjacent petrol station.

The site is visually well screened from all of the existing settlements in the local area. Established tree belts are present along the entire perimeter of the site and there are substantial woodlands present through the surrounding landscape.



-  Site Boundary
-  Ownership Boundary

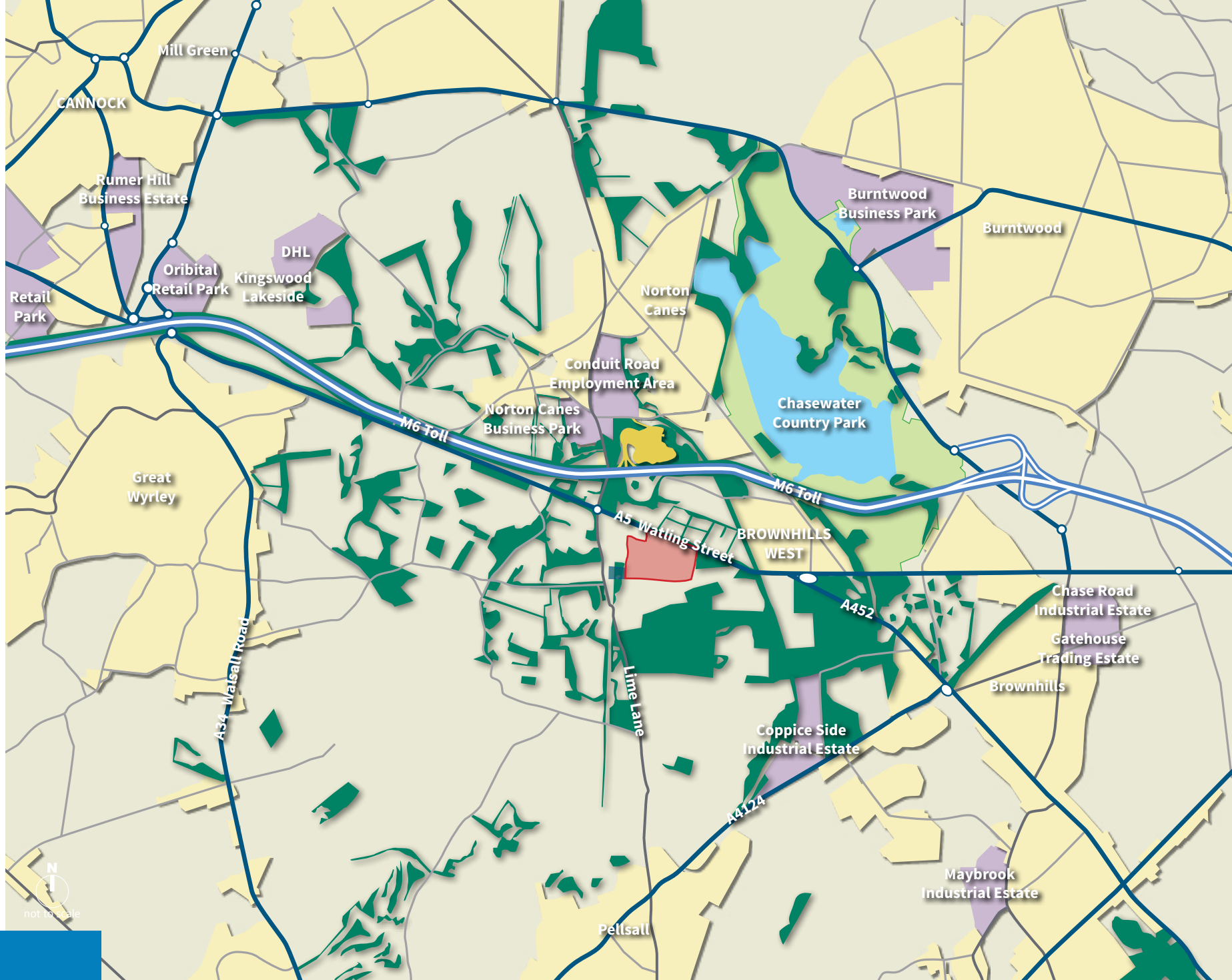


Site Location



Aerial view from the north

-  Site Boundary
-  Ownership Boundary
-  Existing Settlements
-  Other Business Park/
Industrial Estate/
Employment
-  Norton Canes
Motorway Services
-  Chasewater Country
Park
-  Existing Woodland
-  M6 Toll
-  A Roads
-  Secondary Roads



Context Plan

2. Site and Surroundings

Site Description

The whole site is owned by St Modwen Logistics including the existing Watling Street Business Park along with expansion land situated immediately to the south and west of the Business Park. The current Business Park (6.33ha) currently provides over 150,000 square feet (13,935m²) of warehousing/industrial units, offices and open storage, accommodating a range of occupiers and uses. An open storage facility is currently located within the southern part of the existing Business Park.

The existing Business Park was constructed in the 1960s and the last significant refurbishments were undertaken in 1985. The existing Business Park is in a poor state of repair and it requires an extensive range of repairs and improvements. In addition, the design of the buildings and associated service yards do not meet the operational requirements of modern occupiers.

The main entrance and access into the site is off the A5 Watling Street with an internal circulation road serving particular units/buildings.

Established tree belts/hedgerows are present along the

perimeter of the Business Park, and around the pond located at the south eastern corner of the Business Park. Consequently the existing buildings are well screened from the surrounding area.

The expansion land (8.99ha) adjoining the Business Park comprises of 5 fields currently in agricultural use, the majority of which are in arable use. The field boundaries are defined by an established framework of hedgerows and tree belts. The area of woodland located by the Cannock Extension Canal also falls within the ownership of St Modwen Logistics.



Existing industrial unit - Watling Street site



Existing entrance- Watling Street site





Existing industrial unit - Watling Street site



Existing office building (Oak House) - Watling Street site



-  Site Boundary
-  Ownership Boundary



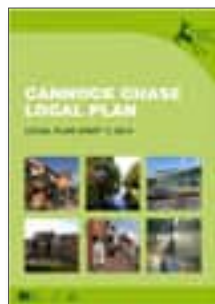
Aerial Photograph

3. Local Plan Position

“The Cannock Chase Local Plan is the statutory development plan for Cannock Chase Council and forms the principal basis for which development is promoted and controlled.”

Adopted Local Plan Part 1

The Cannock Local Plan (Part 1) (LPP1) was adopted in June 2014. It covers the plan period of 2006-2028 and sets out the overarching strategy for growth and specific employment policies for the District.



Specifically in relation to employment land, CP8 of LPP1 established the need for ‘at least 88ha’ of employment land to be provided over the plan period. The policy noted at that time completions totalling 34ha and set an expectation of a further 57ha to come forward within the plan period, exceeding the 88ha target. The policy listed the key employment areas that this land was expected to be delivered. LPP1 seeks an average delivery of 4ha per annum. At paragraph 4.53 it states:

“The overall strategy is to focus development upon the highest quality and attractive Brownfield and restored sites, followed by consideration of Greenfield or Green Belt sites where required.”

At paragraph 4.61 LPP1 identifies that there may be a need to alter Green Belt boundaries in order to ensure the longevity of employment provision and the Green Belt boundaries. A parcel of land adjacent to Kingswood Lakeside has been identified as an option for longer-term expansion, within the plan period. The paragraph goes on to state that the need for the release of this site will be ***“monitored against the demands for both the quantity and quality of land”***.

The strategy within paragraph 4.57 of LPP1 highlights the importance of not just the right amount, but also the right type of employment land in the right locations, to help achieve the desired transition of the local economy from traditional manufacturing based employment towards more professional services and high-tech manufacturing/research and development.

Watling Street Business Park is specifically mentioned within Part 1 acknowledging its existing Green Belt location and the potential for redevelopment of the site.

“Proposals for employment developments at existing employment sites within the Green Belt will be treated positively (in accordance with other Core Strategy policies and national Green Belt policy) recognising that they are unlikely to be suitable for alternative uses. Further guidance for the redevelopment of the following sites will be supported by Local Plan Part 2 policies and Supplementary Planning Documents as appropriate:

.....Watling Street Business Park”



Aerial view from the east

3. Local Plan Position

Local Plan Part 2

The Council initially consulted on an emerging Local Plan (Part 2) (LPP2) in 2017. The intent was that the Part 2 plan would allocate sites for residential and commercial uses to ensure that the targets in LPP1 can be delivered. St Modwen submitted representations to this consultation promoting the expansion of the existing Watling Street Business Park.

However, in February 2018 the Council made the decision to cease work on the Part 2 Local Plan and instead proceed with a review of the Local Plan as a whole given the amount of change in the planning system.

Previous Local Plan Review Consultations

Consultation on Issues and Scope for the Local Plan Review took place in July and August 2018. Further consultations were subsequently undertaken on Issues and Options and Preferred Options during May to July 2019 and March to April 2021 respectively. Initially the Council proposed that the new Local Plan should cover the period until at least 2036. This was then extended to

2038 in the Preferred Options consultation. St Modwen submitted representations to each of the 3 rounds of consultation continuing to promote the expansion of the existing Watling Street Business Park.

Local Plan Review Pre-Submission (Regulation 19) Consultation

The Council undertook consultation on the Pre-Submission (Regulation 19) version of the emerging Local Plan during February and March 2024.

Policy S07.7 proposes to release the Watling Street Business Park Extension from the Green Belt. Policy SE2 provides detailed guidance on the development of the Business Park Extension for 50,000sqm of industrial and logistics floorspace (E(g)iii), B2 and B8 floorspace. Supporting text to policy SE2 sets out that of the total site area, of 15.4 hectares, a net developable area of 5.5 hectares has been identified.

Policy S04.2 identifies employment site allocations. This includes Watling Street Business Park Extension where a net developable area of 7.36 hectares is given.

The Pre-Submission (Regulation 19) version of the emerging Local Plan also extends the proposed plan period to 2040.



Draft Policy SE2 Concept Diagram

3. Local Plan Position



Southerly view over the western part of the site

3. Local Plan Position

Green Belt Review

The Cannock Chase Green Belt Harm Assessment February 2021 (the 2021 LUC Assessment) prepared by Land Use Consultants Ltd was published as part of the evidence base published for the 2019 Preferred Options consultation.

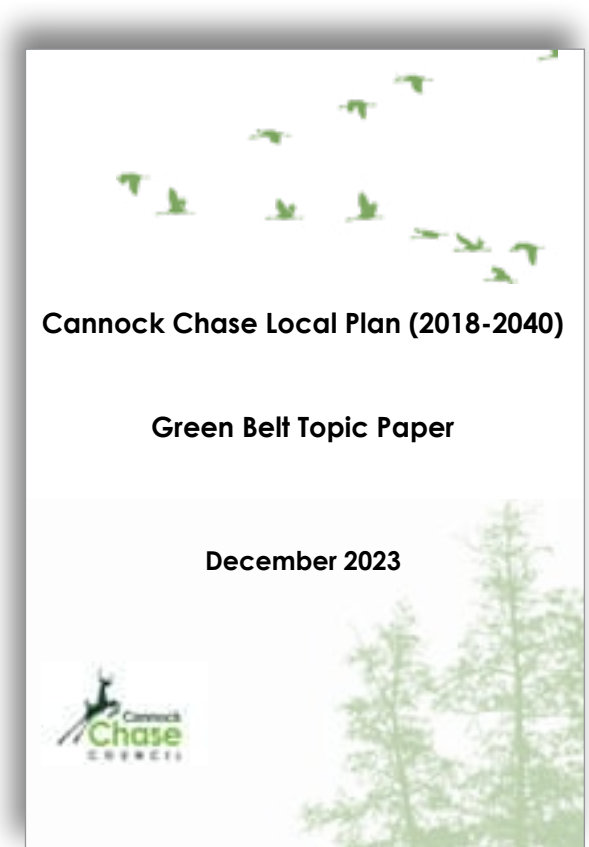
The 2021 LUC Assessment did not assess the Site in isolation but instead included it within a much larger area OA14. However, an earlier assessment also prepared by LUC in 2016, the Cannock Chase Green Belt Study (the 2016 LUC Assessment), did assess the undeveloped part of the Site in detail as part of a wider parcel.

While the 2016 LUC Assessment followed a different methodology to the 2021 LUC Assessment the approach taken to the assessment of how sites performed with regards to their contribution to the five purposes of the Green Belt is comparable.

A Site-Specific Green Belt Assessment for Watling Street has been undertaken by RPS and was submitted as part of St Modwen's representations to the Preferred Options consultation held in 2021. This drew upon the findings of the 2016 and 2021 LUC Assessments as appropriate.

For the existing Watling Street Business Park the Site-Specific Assessment considered the site to make no contribution to purposes 1 to 4 of the Green Belt, and make only a weak contribution to purpose 5, resulting in an overall assessment of harm that would result from release from the Green Belt of 'very low'.

For the expansion land the Site-Specific Assessment considered the site to make no contribution to purposes 1, 2 and 4 of the Green Belt, a relatively weak contribution to purpose 3, and to make only a weak contribution to purpose 5, resulting in an overall assessment of harm that would result from release from the Green Belt of 'very low'.





Summary of findings for Business Park Parcel

Settlement	Release Scenario	Area (ha)	Purpose 1 Rating	Purpose 2 Rating	Purpose 3 Rating	Purpose 4 Rating	Purpose 5 Rating	Harm Rating
Brownhills West	Release of Business Park Parcel	6.33	No	No	No	No	Weak	Very Low



Summary of findings for Expansion Land Parcel

Settlement	Release Scenario	Area (ha)	Purpose 1 Rating	Purpose 2 Rating	Purpose 3 Rating	Purpose 4 Rating	Purpose 5 Rating	Harm Rating
Brownhills West	Release of Expansion Land Parcel	8.99	No	No	Relatively Weak	No	Weak	Very Low

3. Local Plan Position

The Council published a 2024 Green-Belt Topic Paper alongside the Regulation 19 Pre-Submission Consultation. This Topic Paper does not consider the performance of the site itself against the purposes of the Green Belt. Instead, it relies on the findings of the earlier 2021 LUC Assessment.

It does however state that the following exceptional circumstances apply for the release of the site from the Green Belt:

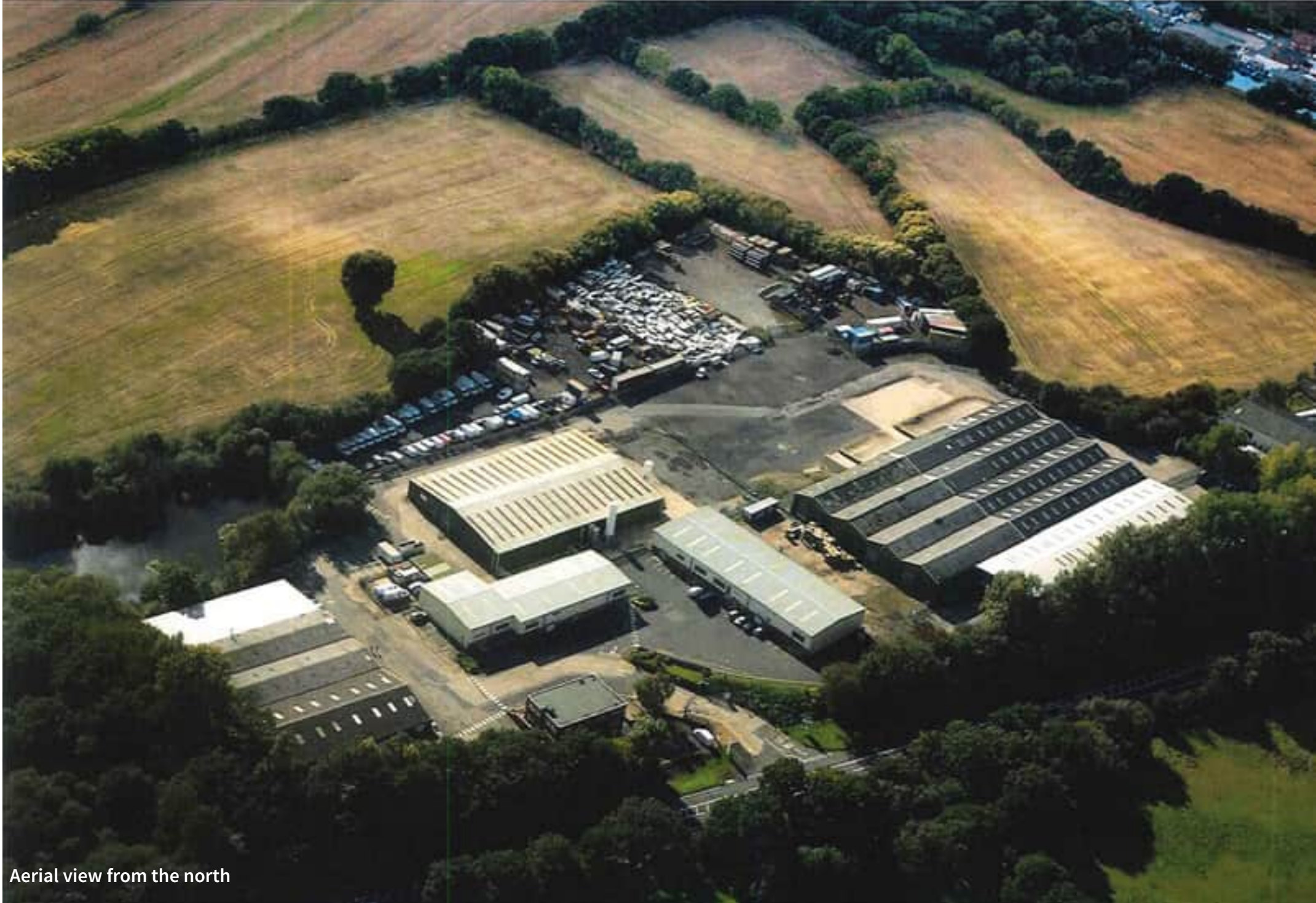
- The contribution to employment needs across the plan period, given that there are insufficient employment sites within the built-up urban areas of the district.
- The development of the additional expansion land parcel will in turn support the regeneration of the business park parcel.
- The extension land parcel benefits from existing access due to its relationship with the business park parcel. This in turn limits the impact of the release of the land.
- The additional release of land offers the opportunity to enhance the biodiversity and infrastructure links to the Cannock Extension Canal SAC and to Wyrley Common.

Compensatory improvements to the environmental quality and accessibility of Green Belt

The proposed development is capable of securing compensatory improvements to the environmental quality and accessibility of Green Belt land, as required by paragraph 147 of the NPPF.

Potential environmental improvements include enhanced biodiversity, and reduction in surface water flooding off site, both of which are being explored.

In terms of accessibility there is the potential for connections to the towpath, improvements to the towpath itself and improvements to other Public Rights of Way in collaboration with the County Council. Each of these options are currently being explored further.



Aerial view from the north

4.

Need for Additional Employment Land

The Site is being promoted to assist with meeting the need for further high-quality employment developments in Cannock Chase District

Employment Land Supply and Demand

RPS have undertaken an Employment Land Supply Assessment which considers the supply and availability of employment land across Cannock Chase District. In addition, Savills have undertaken an Industrial & Logistics (I&L) Needs Assessment for the Site. These findings of these assessments are summarised below.

Quantum and Availability of Employment Land in Cannock Chase District

RPS have undertaken a review of the sites identified in the Council's employment land supply for the proposed Local Plan. This includes both new allocations as listed under policy S04.2 and existing employment sites proposed for intensification listed under policy S04.3.

The Council's proposed overall employment land requirement over the plan period is 74 ha. The Council's Employment Topic Paper 2023 states that there is a shortfall of 0.66 ha against this target. However, RPS's assessment taking the Council's evidence set out in the Employment Land Availability Assessment 2023

at face value is that the shortfall is in fact 0.949ha. In addition, RPS have undertaken a detailed review of the sites included in the Employment Land Availability Assessment 2023 and consider that in fact the shortfall against the 74 ha target should be 1.759 ha.

RPS have also reviewed the Council's assumptions for the availability of the sites included as part of the employment land supply proposed to be established through policies S04.2 and S04.3. RPS concluded that there are 11.36 ha of sites that are currently 'not readily available' in comparison the Council considers there to be 9.87 ha of 'not readily available' sites.

While it is apparent that there is a minor shortfall against the Council's own preferred requirement, and a larger shortfall against the requirement identified by Savills in the next section, it is considered that the emerging Local Plan identifies an appropriate supply of employment land for at least the short to medium term.

4. Need for Additional Employment Land

Stage	Supply element	Area (Ha) – Council Assessment	Area (Ha) – RPS Alternative Assessment
A	Completions	16.59	17.44
B	Under construction	3.43	3.43
C	Planning Permissions (across the district)	9.35 (4.75 on new site allocations)	9.35 (3.5 on readily available new site allocations, 0.56 on not readily available site allocations)
D	West Midlands Rail Interchange	10	10
E	New Site Allocations without planning permission	18.06	16.81
F	Readily Available Employment Sites for Intensification	5.751	4.411
G	Not Readily Available Employment Sites for Intensification	9.87	10.8
H	Total	73.051 (0.949 outstanding need)	72.241 (1.759 outstanding need)



Aerial view from the South

4. Need for Additional Employment Land

The Site is Currently Not Meeting its Economic Potential

Despite the Site's prime location for I&L development, the existing Watling Street Business Park is low density, with many of the existing premises being of average to poor quality. I&L and office market rents are lower than the average for Cannock Chase, the wider FEMA¹, and the West Midlands.

The loss of the existing office space at Oak House, and the smaller industrial units which are not being re-provided, will not have a negative impact on the local economy given there is significant levels of similar space available locally.

The Proposed Development responds to market needs by increasing I&L capacity on the Site by over 3.5 fold, and focusing on mid-box plus two larger I&L units over 100,000 sq.ft which is more consistent with the profile of demand in Cannock Chase. The lowest level

¹ As defined in the EDNA prepared by Lichfields in 2019, Cannock Chase's Functional Economic Market Area (FEMA) comprises of a best-fit geography of the local authorities of Cannock Chase, Lichfield, South Staffordshire, Stafford, and Walsall.

of demand in Cannock Chase is within the smaller size categories of less than 10,000 sq.ft, between 10,000 and 30,000 sq.ft, and the 30,000 to 50,000 sq.ft size category. Demand is much stronger for units between 50,000 and 100,000 sq.ft, and 100,000 to 150,000 sq.ft size bands, which make up 5 of the 9 units within the Proposed Development.

Research shows that demand for small to mid-box units (units below 100,000 sq.ft) are being suppressed by 38% nationally, as there is not enough supply of land to meet this demand, as when new supply comes on board, it is primarily developed for larger units at the expense of small to mid-box units. Small to mid-box units support a diverse range of companies, and is therefore a vital sector which should be supported and celebrated as an integral part of the wider I&L sector².

Larger units over 100,000 sq.ft have increasingly been driving the logistics market in recent times because of several operational trends which are supportive of

² BIG things in SMALL boxes (November 2023). Available at: https://www.potterspace.co.uk/storage/app/media/BIG%20Things%20Small%20Boxes%20Nov23_WEB.pdf

the requirements for larger units, such as supply chain consolidation, increasing home deliveries, and greater automation. The Proposed Development therefore responds to national trends, and is more consistent with Cannock Chase's profile of I&L demand.

Lichfields Economic Development Needs Assessment Update 2024

Against the context of exceptional growth in the I&L sector, it is Savills experience that local authorities routinely underestimate demand for I&L uses. Whilst Savills support the findings of the EDNA Update Report (2024), their review indicates that the selected labour supply and past completions method have limited regard to current day market drivers which they consider has led to an underestimation of 'true' market demand for I&L uses in Cannock Chase.

4. Need for Additional Employment Land

demand for I&L uses in Cannock Chase.

The labour supply method is not appropriate as housing growth at the local level has a limited relationship to the I&L markets which have a more regional demand profile. This method is effectively saying that I&L demand is solely linked to the new incoming residents, which is not the case.

Savills do not consider past completions as an indicator of demand, as it is rather a supply measure which calculates new floorspace delivered. While new floorspace can be delivered on existing sites through redevelopment and intensification, it mainly depends on new employment sites being made available for development via the Planning System. Without available land supply, development completions cannot happen, and therefore the past completions method has no relationship to actual market demand.

New I & L Supply is Needed

The I&L markets of Cannock Chase and the wider FEMA are supply constrained as indicated by low levels of availability, demand outpacing supply, and strong rental growth. Cannock Chase and the wider FEMA have both been supply constrained historically, with availability having been below the 8% equilibrium rate for much of the last decade, with current availability at 3.4% and 5.9% respectively.

Cannock Chase also has a disproportionately small I&L market. Cannock Chase has 127 sq.ft of I&L floorspace per working age resident (16-64 years). This is lower than the wider FEMA and West Midlands average of 142 sq.ft and 135 sq.ft respectively. Given the strength of the I&L market, this relative lack of supply is restricting Cannock Chase's participation in the sector's growth.

Why I & L Growth Should be Facilitated

There are a number of reasons why I&L growth should be facilitated. Even before the Covid-19 Pandemic, the I&L market had been growing strongly with demand outstripping supply. The Pandemic has merely accelerated a number of growth drivers that were

already in place such as online shopping, and the desire for quick deliveries. Brexit too is increasing I&L demand as companies consider bringing part of their operations back to the UK to guard against future supply chain shocks, as well as increasing their inventory levels.

It is important that the I&L sector's growth is facilitated given it provides better jobs compared to the national average across a diverse range of professions. In the West Midlands, jobs in logistics pay +£1,600 more than average per annum, and jobs in manufacturing pay +£5,400 more than average per annum. The diversity of occupations has also been increasing which will enable the sector to play a key role in re-employing people that have lost jobs in other sectors of the economy. This is an important consideration considering Cannock Chase, like many areas throughout England, has more people claiming benefits than before the Covid-19 Pandemic. Should not enough I&L land be allocated in the future, and subsequently the historic supply constraints continue, I&L demand will remain 'suppressed', as will the jobs and wider economic contribution the sector can make to local and regional economies.

Savills' Future Demand Estimates

Savills have developed a methodology which seeks to go one step further than the Council's employment evidence by considering market signals, and taking into account of any demand lost due to historic supply constraints. The Savills methodology is NPPG-compliant as it builds upon historic demand (net absorption), adjusting past trends for historic supply shortages and the subsequent loss in demand. Savills refer to this as 'suppressed demand' which is added to the historic demand trend as a top-up. They also factor in future e-commerce growth which is a key growth driver for the sector. To be conservative, Savills present their demand estimates as a range, excluding and including an e-commerce uplift.

Based on Savills' methodology, over a 22 year plan period, they estimate the wider FEMA I&L demand to be 648 ha of land. Apportioning this figure down to Cannock Chase results in demand for 104 ha of land for I&L uses over the same time period.

These demand estimates are considered conservative as they do not include an e-commerce uplift which

would increase the demand figures further. If future e-commerce growth is factored in, the demand figures increase to 718 ha of land in the wider FEMA, and 115 ha of land for I&L uses in Cannock Chase over a 22 year plan period.

Savills' demand estimates which seek to build on the Council's employment evidence are higher than the EDNA Update Report's (2024) estimates of between 37 and 63 ha (net), and between 55 and 80 ha (gross) of land for I&L uses in Cannock Chase over the same time period. Savills' demand estimates are also higher than the target of providing up to 74 ha of land for employment development during the period to 2040 which is stated in the Local Plan Regulation-19 (2023), and Employment Topic Paper (2023). This is because Savills' methodology goes one step further than the Council's employment evidence by considering market signals and taking into account of any demand lost due to historic supply constraints (i.e. suppressed demand). Savills consider this to provide a more accurate estimate of future 'market' demand.

Economic Benefits and Social Value

The Proposed Development is estimated to generate 850 on-site jobs (gross, direct), which is an increase of 600 on-site jobs (gross, direct) compared to the existing operations at Watling Street Business Park. The construction period is estimated to support 110 on-site jobs (gross, direct) per annum during the construction period of 3.58 years. The Proposed Development is estimated to generate a total of £39.9 million in Gross Value Added (GVA) per annum, and generate £1.1 million net additional total business rates compared to the existing operations on site, along with a range of other economic and social value benefits.

5. Highways & Transport

A highly sustainable location for development.

Local Highway Network

Watling Street Business Park is accessed directly from the A5 Watling Street by way of a ghost island priority junction. Currently vehicles can turn into the Business Park from either direction along the A5 but can only turn left out. The A5 Watling Street is part of the Strategic Road Network (SRN) maintained by National Highways. The section of the A5 onto which Watling Business Park gains access runs between Tamworth / the M42 (to the east) and Cannock / the M6 (to the west). Locally the A5 provides access to Norton Canes via the B4154 at 'The Turf' roundabout to the west, and to Brownhills via the A452 'Rising Sun Island' to the east.

Sustainable Transport

Watling Street Business Park is situated within a 2km walking distance of residential areas in Brownhills and Norton Canes, accessed via a pedestrian crossing at the site access and a shared footway/cycleway on the northern side of the A5. For longer distance journeys by cycling, the shared foot/cycleway continues to Cannock, 3km to the east. The public transport system in the area consists of bus service route 3 (running every hour), 10

(running every 12-15 minutes), 936 and 937/937A (combined running every 30 minutes), all of which stop within the vicinity of the Rising Sun Island along the A5. Train services are also available from Landywood (4.7km west) and Cannock (6.5km north) which serve Rougely, Walsall, Birmingham city centre and Birmingham Airport.

The existing bus services stopping within the vicinity of the site provide regular links to locations including Cannock, Walsall and Birmingham. Bus service route 3 travels via Cannock Railway Station, enabling connections to be made with train services. The location of the Watling Street Business Park can therefore be considered to offer opportunities for employees and visitors to travel to and from the site by sustainable modes of transport.

Access Proposals

PJA has undertaken a detailed review of the existing access to the business park and identified a number of departures from design standards (DMRB). Two design options have been prepared which would resolve or

mitigate these departures, providing a safer and more compliant access solution. The first option would retain the existing layout (all movements permitted except right turn out) with design changes to improve compliance with DMRB and mitigate existing departures from standard. The second option would ban the right turn from the site, as currently required by Policy SE2 of the emerging local plan. The analysis presented by PJA identifies that both options would provide a safety improvement compared to the existing situation.

Sustainable Transport Improvements

PJA has identified a package of potential sustainable transport measures which would improve the accessibility of the site and offer a benefit to the local community. This includes:

- Providing access to the canal towpath to the west of the site;
- Potential improvements to the canal towpath surfacing (subject to discussions with the Canal and Rivers Trust);

- New footways and a pedestrian crossing on the B4154 in Norton Canes;
- Potential direct access from the site to the service station; and
- Potential improvements to Public Rights of Way in the surrounding area (new gates, stiles, improved surfacing etc).

Trip Generation and Distribution

Vehicle trip generation associated with the proposed extension to the Business Park (assessed on the basis of a 50,000m² floor area across the whole site) has been estimated using trip rates derived from the TRICS database using surveys from similar developments located around the country. These were sense-checked against existing traffic generation levels from the Business Park from surveys conducted in 2022.

The vehicular trips generated by the proposed development have been distributed on the local highway network using local Census data.

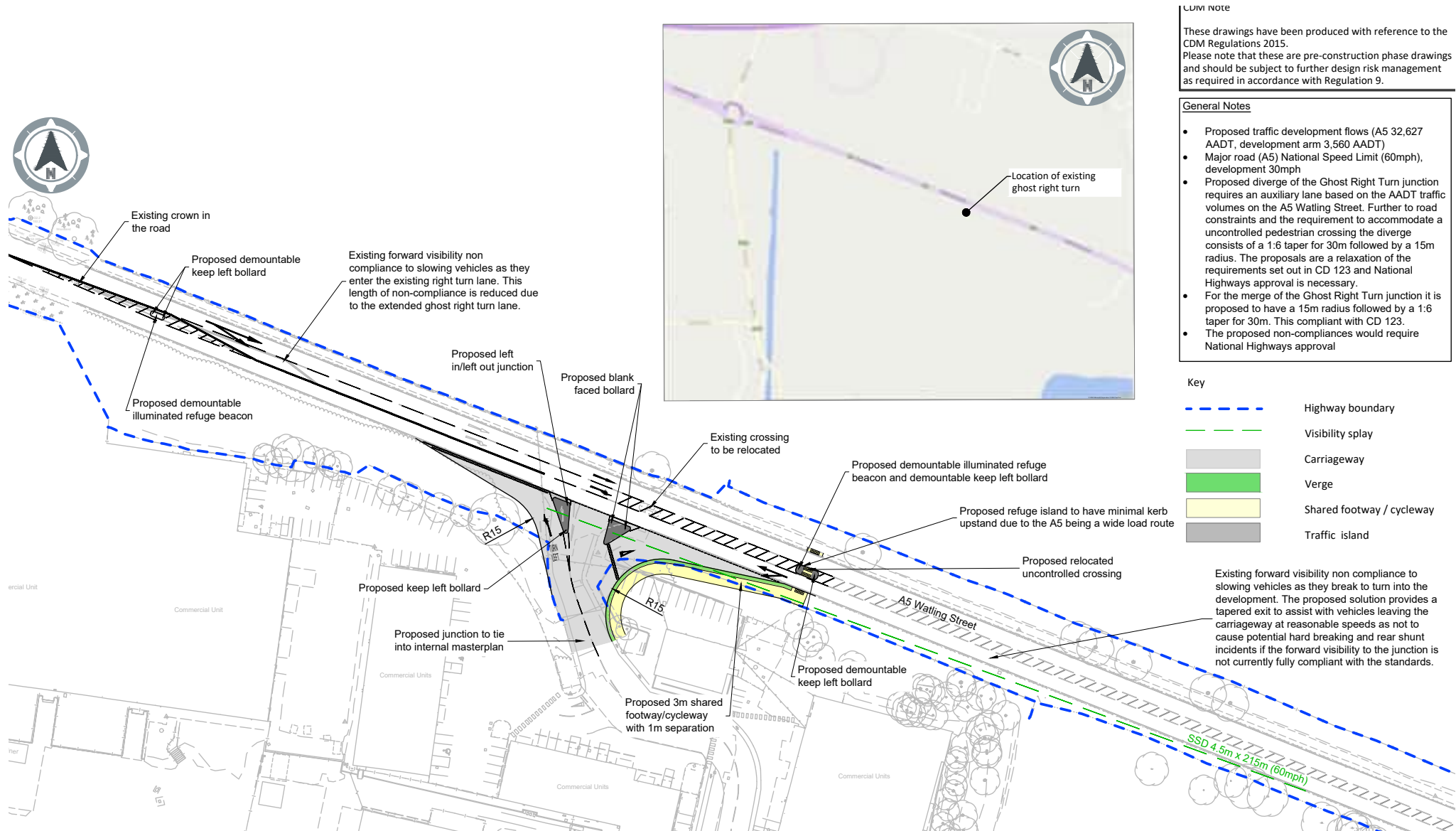
The results of capacity assessments undertaken at the Business Park access demonstrate that the improved junction layouts can accommodate the future traffic generated by the proposed development, and provide sufficient capacity to serve the extended Business Park.

Further Work

Any subsequent planning application would be accompanied by a comprehensive Transport Assessment (TA) prepared following scoping discussions with National Highways and Staffordshire County Council. A Framework Travel Plan would also be produced for the whole Business Park site setting out the approached to be adopted to encourage sustainable modes of transport, helping to mitigate the traffic implications of the development.



5. Highways & Transport



LUVI NOTE

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

- General Notes**
- Proposed traffic development flows (A5 32,627 AADT, development arm 3,560 AADT)
 - Major road (A5) National Speed Limit (60mph), development 30mph
 - Proposed diverge of the Ghost Right Turn junction requires an auxiliary lane based on the AADT traffic volumes on the A5 Watling Street. Further to road constraints and the requirement to accommodate a uncontrolled pedestrian crossing the diverge consists of a 1:6 taper for 30m followed by a 15m radius. The proposals are a relaxation of the requirements set out in CD 123 and National Highways approval is necessary.
 - For the merge of the Ghost Right Turn junction it is proposed to have a 15m radius followed by a 1:6 taper for 30m. This compliant with CD 123.
 - The proposed non-compliances would require National Highways approval

Key

	Highway boundary
	Visibility splay
	Carriageway
	Verge
	Shared footway / cycleway
	Traffic island

Existing forward visibility non compliance to slowing vehicles as they break to turn into the development. The proposed solution provides a tapered exit to assist with vehicles leaving the carriageway at reasonable speeds as not to cause potential hard braking and rear shunt incidents if the forward visibility to the junction is not currently fully compliant with the standards.

Ghost Right Junction

5. Highways & Transport

CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

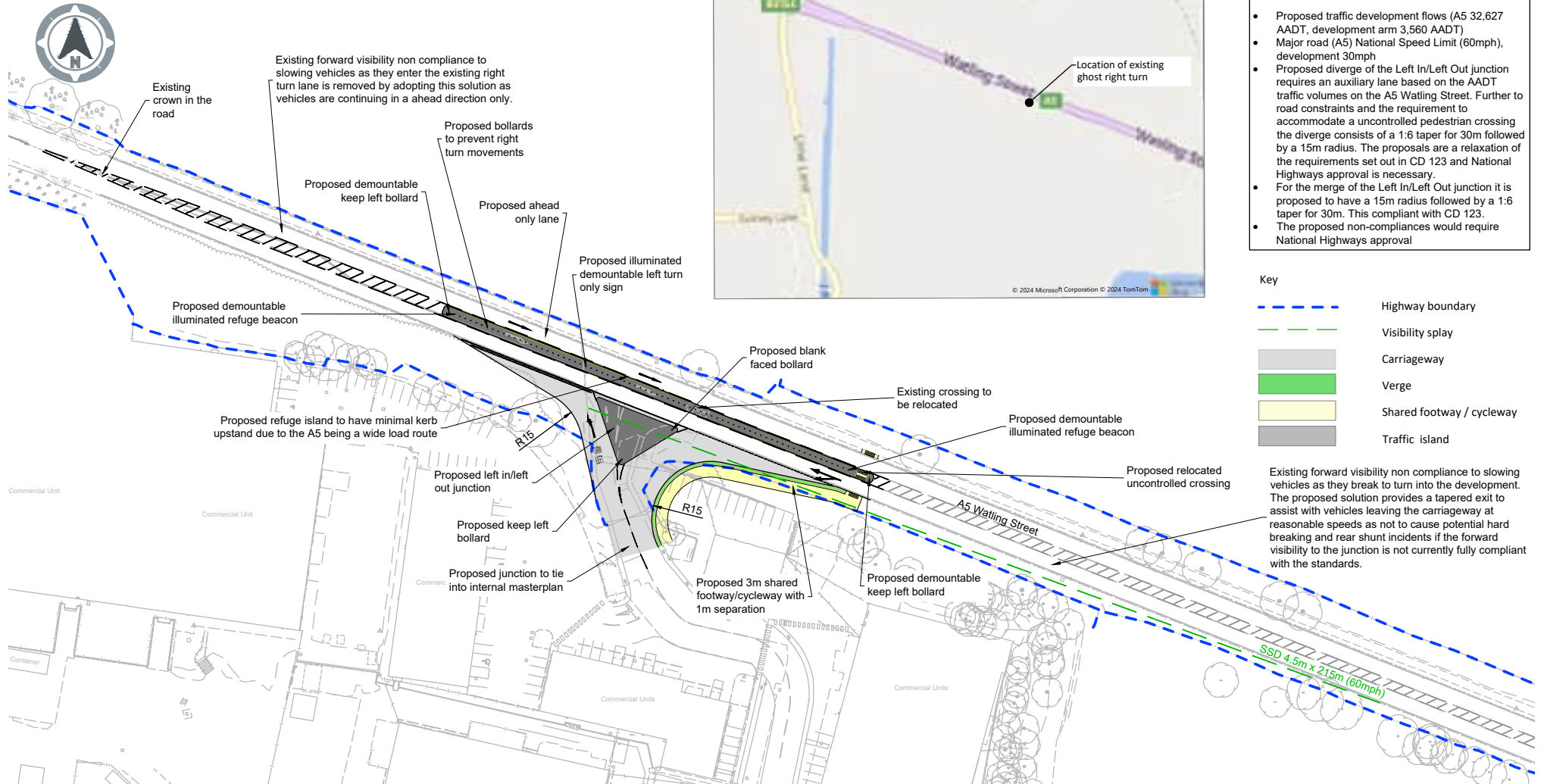
General Notes

- Proposed traffic development flows (A5 32,627 AADT, development arm 3,560 AADT)
- Major road (A5) National Speed Limit (60mph), development 30mph
- Proposed diverge of the Left In/Left Out junction requires an auxiliary lane based on the AADT traffic volumes on the A5 Watling Street. Further to road constraints and the requirement to accommodate a uncontrolled pedestrian crossing the diverge consists of a 1:6 taper for 30m followed by a 15m radius. The proposals are a relaxation of the requirements set out in CD 123 and National Highways approval is necessary.
- For the merge of the Left In/Left Out junction it is proposed to have a 15m radius followed by a 1:6 taper for 30m. This compliant with CD 123.
- The proposed non-compliances would require National Highways approval

Key

- Highway boundary
- Visibility splay
- Carriageway
- Verge
- Shared footway / cycleway
- Traffic island

Existing forward visibility non compliance to slowing vehicles as they break to turn into the development. The proposed solution provides a tapered exit to assist with vehicles leaving the carriageway at reasonable speeds as not to cause potential hard braking and rear shunt incidents if the forward visibility to the junction is not currently fully compliant with the standards.



Proposed Left In Left Out Junction

6. Landscape

The environmental capacity of the potential site has been investigated through both site assessment and desk study.

Topography























The topography of the landscape in the vicinity of the site is relatively flat with gentle slopes within the western part of the site. Land within the site lies at around 155m AOD to 144m AOD (Above Ordnance Datum), falling to the west. A pond is located within the south eastern part of the existing Business Park. Other localised features include disused basins adjacent to the Cannock Extension Canal.

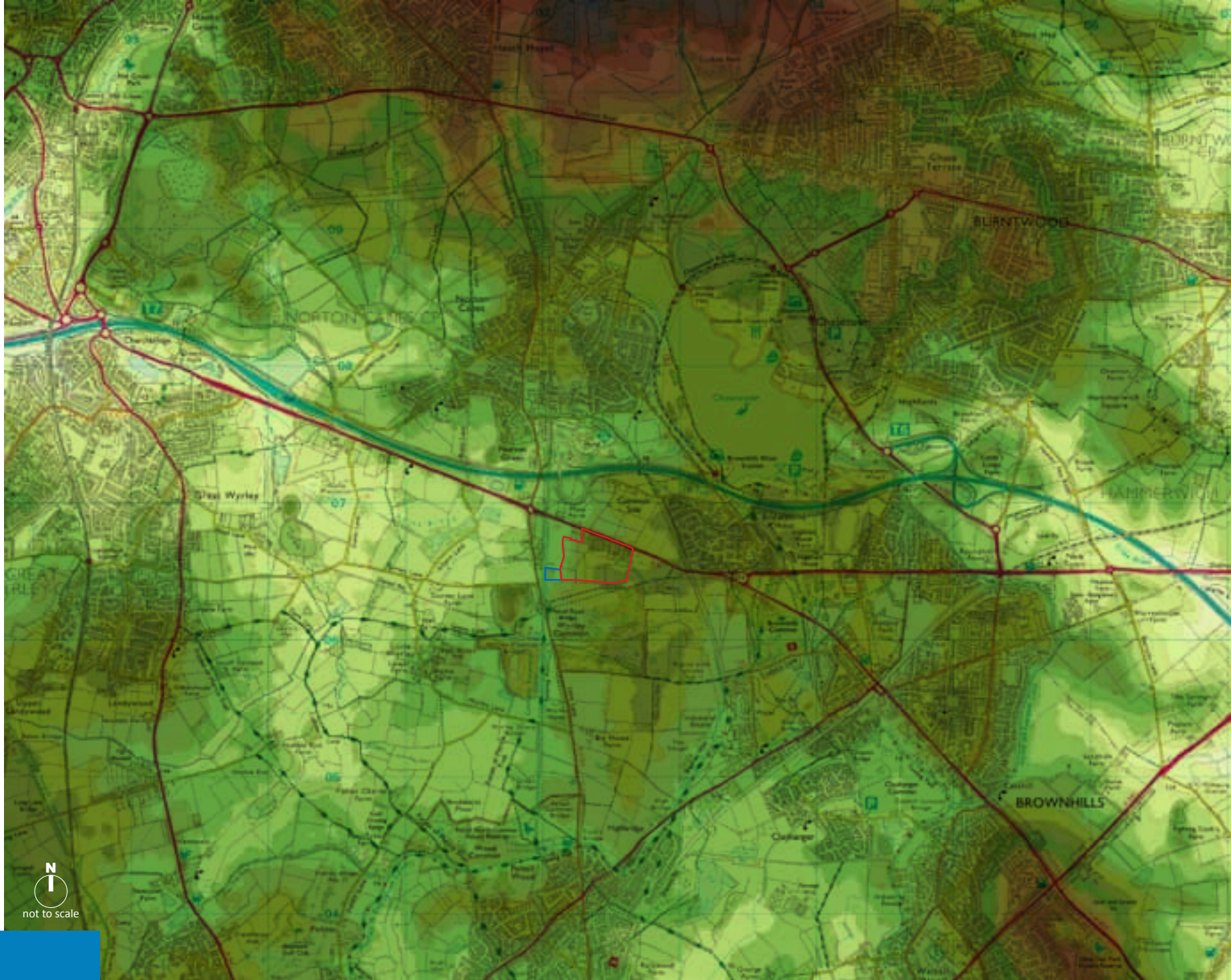
Topography within the wider landscape is more varied with prominent hills situated at Brownhills (up to 180m AOD at Shire Oak Hill) to the south west, and at Heath Hays (up to 200m AOD) to the north. Other landform include shallow valleys along the watercourses such as Wash Brook and Crane Brook. Another local feature includes Chasewater which is located to the north of the M6 (Toll).



Cannock Extension Canal

Key

-  Site Boundary
-  Ownership Boundary
-  210m - 215m AOD
-  205m - 210m AOD
-  200m - 205m AOD
-  190m - 200m AOD
-  185m - 190m AOD
-  180m - 185m AOD
-  175m - 180m AOD
-  170m - 175m AOD
-  165m - 170m AOD
-  160m - 165m AOD
-  155m - 160m AOD
-  150m - 155m AOD
-  145m - 150m AOD
-  140m - 145m AOD
-  135m - 140m AOD
-  130m - 135m AOD
-  125m - 130m AOD
-  120m - 125m AOD
-  115m - 120m AOD
-  110m - 115m AOD



Topography Plan

6. Landscape

Visual Amenity

FPCR Environment and Design Ltd have undertaken a Landscape and Visual appraisal of the site. Views of the site from the surrounding landscape are much restricted due to the combined screening effects of existing urban fabric and vegetation cover. Within the vicinity of the site there is an established framework of tree belts and woodlands along with existing buildings situated within the Business Park often restricting local views.

Consequently the site is well screened from both Watling Street and the Cannock Extension Canal. Occasional gaps in the vegetation cover allow views towards the site. However tree belts situated along the perimeter of the existing Business Park and proposed expansion land (Ref Viewpoint 3) prevent views across the site itself.

Views towards the site from the public rights of way network are limited to footpaths situated within fields to the south and east of the site (Ref Viewpoints 1 & 2). Well established tree belts situated along the site's

southern perimeter are a prominent feature within these views, and prevent wider views to the north across the site.

There are no other longer distance views towards the site from the wider landscape or surrounding settlements. In summary the site has a very restricted zone of visual influence and could potentially accommodate employment development with minimal harm upon local and more distant views.



6. Landscape



PHOTO VIEWPOINT 1: View from the public footpath to the west of the site



PHOTO VIEWPOINT 2 View from a public footpath adjacent to Lime Lane



PHOTO VIEWPOINT 3: View from the tow-path on the Cannock Extension Canal

6. Landscape

Landscape Character

National Character

At a broad scale the majority of the site lies within Natural England's National Character Area (NCA) No. 67 Cannock Chase and Cank Wood. NCA No. 67 covers a large part of the Birmingham and Black Country conurbation. Consequently the landscape is extremely varied including extensive areas of urban development interspersed with farmland. There are no major rivers within the area but canals are a significant feature and major transport routes also cross the NCA.

With regards to future changes as a result of development within the NCA, this provides opportunities for enhancing both the landscape quality and biodiversity value through green infrastructure.

County Character

Staffordshire County - Planning for Landscape Change: This Supplementary Planning Guidance was originally prepared to support the Staffordshire and Stoke on Trent Structure Plan 1996-2011. Although this has now been revoked the guidance may inform decisions at a County



level relating to land use and land management. The Landscape Character Assessment places the site within the Coalfields Farmland landscape character type, which are described as *"sparsely wooded landscape of former mining villages and small to medium sized hedged fields on undulating plateaux close to large population centres... This is an area close to, and being pressurised by, the urban fringe, with post war ribbon development and visible adjacent built up areas. Characteristic landscape features: flat landform, mixed arable and pasture farming; heathy pioneer woodlands; commons; medium scale hedged field pattern; hedgerow oaks; well treed brook courses; narrow winding lanes; canal. Incongruous landscape features: Derelict land; busy roads; industrial estates; urban edges; old industrial artefacts.*

Potential value of new woodland planting. Very high, to maintain a wooded character to the landscape as field patterns decline, to restore areas of derelict land to reflect the character of the surrounding landscapes, and to screen intrusive elements within the landscape."

District Character

The Landscape Character Assessment of Cannock Chase District (2009) was undertaken to assist Cannock Chase District Council in identifying areas for landscape conservation, improvement or regeneration for the Local Plan (Part 1). A review in 2016 updated the original assessment in order to inform the production of the Local Plan (Part 2). The Landscape Character Assessment places the site within the 'Planned Coalfield Farmlands' Landscape Character Type (LCT) within Land Cover Parcel 22f. The Planned Coalfield Farmlands is described as being of moderate strength of character and condition. The Vision Statement for the Planned Coalfields Farmlands CP 22 includes the following:

"Any expansion of the industrial land to the south of the A5 should be accompanied by appropriate woodland planting to contain the development and to strengthen the heathy character of the area. A matrix of mixed woodlands, wet grassland, secondary woodland and heathland would be most appropriate and would contribute to the Biological Enhancement Area Initiative."

-  Site Boundary
-  Ownership Boundary

Staffordshire County Council Landscape Character Assessment 1996 - 2011

-  Coalfield Farmlands
-  Settled Plateau Farmland Slopes
-  Sandstone Estatelands

Landscape Character Assessment of Cannock Chase District 2016

-  Landscape Character Type (LCT) Boundary

CP 21: Planned Coalfield Farmland

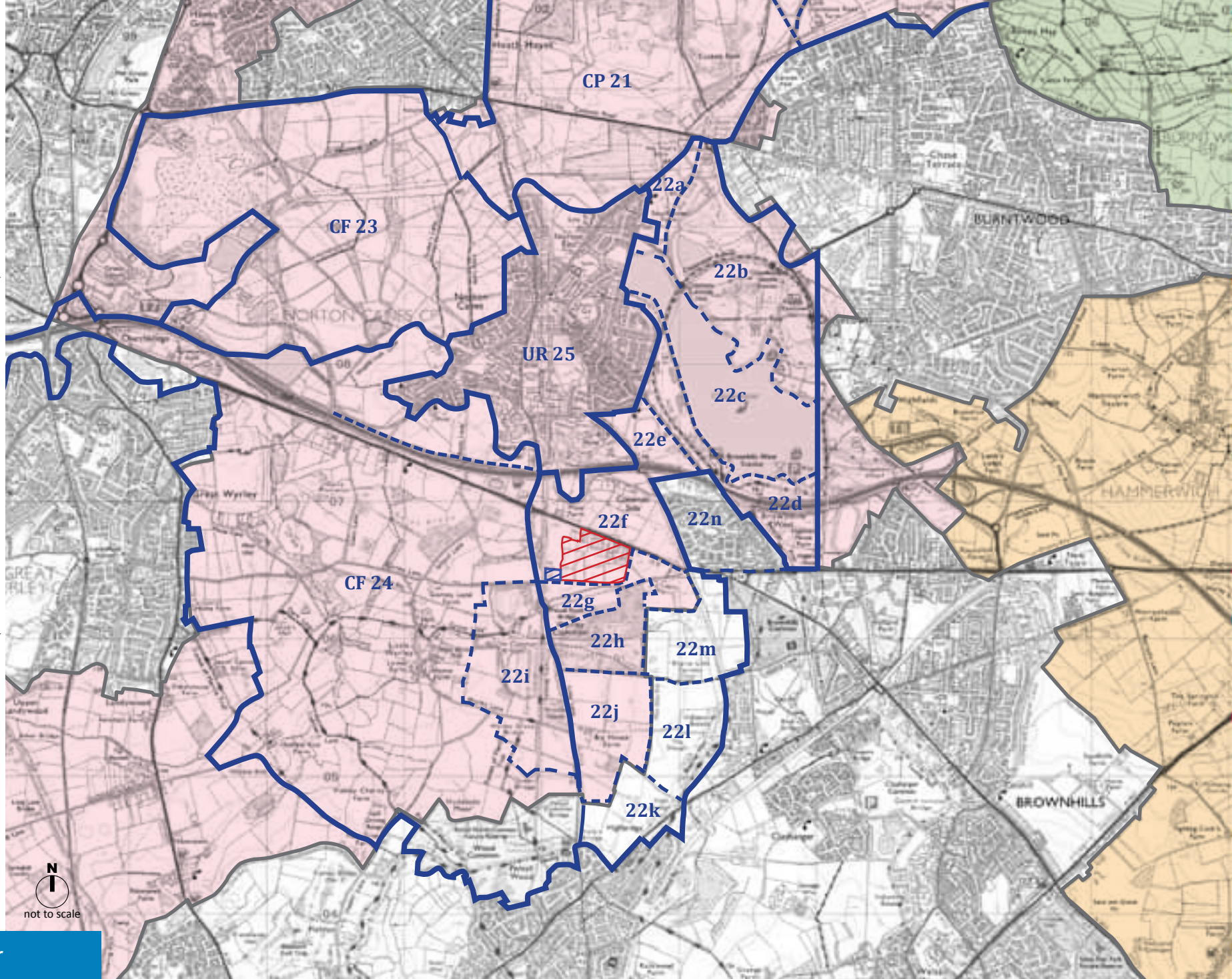
CP 22: Planned Coalfield Farmland

CF 23: Coalfield Farmlands

CF 24: Coalfield Farmlands

U 25: Urban

-  Land Cover Parcel Boundaries CP 22



Landscape Character

7. Ecology & Nature Conservation

The site has been subject to a wide range of ecological surveys such that the existing ecological baseline can be fully understood and in turn used to inform emerging development proposals for the site.

Site Survey

Ecological surveys have been undertaken since 2016 and most recently in 2023. Initially, these included an extended Phase 1 Habitat Survey as well as surveys for Badger, birds, Bats, Great Crested Newts, Reptiles and Water Voles. Further updated habitat walkover surveys were undertaken in 2017, 2019, 2022 and 2023, with these inclusive of Badger surveys, eDNA testing and bottle trap/torching exercises for GCN, Reptile surveys, Bat activity and static detector surveys for bats and tree / building inspections for bats.

From these surveys, it is considered that the emerging development proposals for the site can fully retain and indeed enhance the ecological value of the site, ensuring measurable net gains and improved opportunities for protected and notable faunal species are maximised in the long-term.

Habitats

Habitat surveys of the site have identified the majority of the habitats present to be of negligible ecological value, comprising extensive areas of intensively

managed arable land as well as large areas of hardstanding and pre-fabricated buildings which are associated with the Watling Street Business Park. The habitats of greater interest within the site and wider ownership area include the woodland, mature tree belts and waterbodies, albeit the latter on account of the opportunities they provide faunal species.

Protected Species

The suite of faunal surveys have identified that the site provides only relatively limited opportunities for protected and notable species. Indeed, specific surveys for Water Voles found no evidence of these species either within the site or its close proximity.

Of note however is the presence of roosting bats, Great Crested Newt breeding ponds outside but within a close proximity of the site, the potential presence of Badgers and a small population of Common Lizard. A small population of GCN was recorded in 2015 but given the age of the surveys and the negative result of eDNA testing for the species in 2023, were subsequently considered absent from the breeding

ponds. However, given the proximity of the ponds previously recorded to support GCN to the site, and the presence of suitable terrestrial habitats such as woodland and tree belts within the site (of which a single palmate newt was found during the reptile surveys), it is considered that a local Great Crested Newt population could utilise areas of the site for foraging and resting purposes.

Bat activity surveys have identified the woodland, treelines and pond within the site to provide suitable foraging and commuting opportunities to a small range of generally common bat species although activity was generally found to be low. It is noted that similar and improved foraging and commuting opportunities for bats are present in the local area, where extensive areas of woodland and large waterbodies are present.

One building, Oak House, was deemed to have high bat roosting potential and following a suite of surveys in 2023 was recorded to support three summer day roosts for Common Pipistrelle and Soprano Pipistrelle bats. In

- Site Boundary
- Wider Site Boundary
- Trees with Bat Potential
- Hedgerow with Ditch
- Hedgerow with Trees
- Line of Trees
- Species rich Hedgerow with Trees
- Arable
- Building
- Other neutral Grassland
- Sealed Surface / Hardstanding
- Waterbody
- Woodland
- Hawthorn Scrub
- Modified Grassland
- Wet Woodland



Ecological Features Plan

7. Ecology & Nature Conservation

In addition, three trees were identified as having bat roost potential that will be lost to the proposals (T1 and T2, high potential, T3, low potential). Following surveys in 2023, a single Common Pipistrelle bat was recorded emerging from a roost in T1.

No evidence of use of the Site by Badgers, such as digging, scuffle holes, or spoil piles, was recorded during the surveys undertaken before 2023, however, the most recent surveys did record evidence of Badgers in the form of an inactive outlier sett and Badger hairs at one location on the site boundary. While this evidence is not an indication of current use by this faunal group, given the mobile nature of Badgers, further survey work is required to assess the presence/absence of Badgers within the site boundary.

The site offers little intrinsic ecological value to Reptile species, given its generally arable nature, but does offer some opportunities for foraging and resting in areas limited to the narrow field margins associated with a number of arable fields on Site. A single female common lizard was recorded during the reptile surveys.

The treelines and woodland offers suitable nesting and foraging opportunities to a range of bird species.

Mitigation and Enhancement

The emerging development proposals for the site seek to retain those habitats and features of relatively higher ecological value, with development largely confined to areas of arable habitat which are of very limited intrinsic ecological value. Habitats of relatively higher value within the context of the site, namely the tree belts, woodland, and, to some extent, the on-site waterbody will be largely retained post-development, the only losses being two tree lines and part of one hedgerow in the south-west of the site in addition to minor losses for access.

In order to mitigate for any minor losses and indeed to represent an overall enhancement to the habitats within the site, emerging proposal will include areas of new habitat creation, as well as long-term ecological management. This will include new structural planting to bolster existing hedgerows and to extend areas of woodland as well as the delivery of new habitats in the form of Other Neutral Grassland. Habitat connectivity within the wider area will be retained and strengthened, with the bolster planting of the tree belts particularly along the southern boundary, enhancing connections between areas of woodland to the east and west of the site.

Opportunities to create habitats for protected species will be increased through the implementation of the proposed landscaping measures which will provide enhancements to the sites value for:

- Bats. Providing stronger commuting and foraging corridors and increased areas of suitable foraging habitat within greenspace and planted areas. Roosting opportunities will be provided through the installation of a number of bat boxes on suitable retained trees and new buildings. The vast majority of existing trees noted to be of potential value to roosting bats are to be safeguarded as part of the development proposals. Those features that are to be lost to the proposals will be covered by a Natural England licence and the safe removal and relocation of any bats found utilising the roosts will be conducted by a suitably qualified ecologist.
- Badgers. Providing enhanced foraging and commuting habitats for Badgers within greenspace, planted areas and retained tree belts. Further survey work is scheduled to determine the presence of Badgers within the site and how they may be impacted by development works, which may require the application of a protected species

licence from Natural England and the installation of an artificial sett.

- Amphibians (Great Crested Newts). Enhancements to the existing pond within the site will offer improvements to breeding opportunities for any local GCN populations, whilst new areas of other neutral grassland as well as new structural planting in the form of woodland and hedgerows will provide enhanced shelter, foraging and hibernating opportunities for this faunal group. A habitat manipulation exercise will be undertaken under the supervision of a suitably qualified ecologist prior to works commencing to search for any GCN currently utilizing the site, which in any case is considered unlikely, and any suitable GCN habitat will be maintained as unsuitable habitat for this faunal group until the completion of development works.
- Reptiles. As with Amphibians, this faunal group will realise new breeding, foraging and hibernation opportunities under the development proposals through the delivery of new grassland planting, enhancements to the existing onsite pond, new structural planting, and enhancements

to suitable reptile habitat within the site. Given it is considered a small population of reptiles currently utilise the site, a habitat manipulation exercise will be conducted in the minor areas of suitable reptile habitat that will be lost to the proposals which, in any case, will realise significant benefits in the long-term through the delivery of new landscaping proposals. This exercise will displace any reptiles utilising the habitats that will be disturbed to areas of retained suitable habitat during the construction process.

- Birds. The retention of existing nesting habitats as well as the provision of additional areas of native structural planting and open space will provide opportunities for nesting and foraging birds within the site. Further opportunities for enhancement may include for the inclusion of a range of berry bearing shrubs in the planting scheme for the site, in addition to the provision of a range of nesting boxes which could be situated on trees or buildings within the site.

Biodiversity Net Gain

At this stage, it has been demonstrated using the latest DEFRA Metric calculator that a minimum net gain in excess of 10% for biodiversity can be achieved on site with the emerging scheme layout.

7. Ecology & Nature Conservation

Designated Sites

A small number of statutory designated sites are also located within a close proximity of the site. Those designated at the European / International level (including any underpinning Site of Special Scientific Interest) are discussed in more detail in the European Sites section below.

In addition to those Sites of Special Scientific Interest (SSSI) further designated at the European level, Chasewater and the Southern Staffordshire Coalfield Heaths SSSI is also situated within the locality of the site. On the basis that the emerging scheme seeks to deliver employment infrastructure and that this SSSI is separated from the site by areas of open countryside, it is not considered that there are any potential impacts which would give rise to any significant adverse impacts on these sites, either directly or indirectly, as a result of the development proposals.

The site lies directly adjacent to the A5 (Rough Grassland South of) Retained Grade 1 Site of Biological Importance (SBI), which is designated on account of its grassland habitat. The emerging development proposals will avoid any direct impacts on this SBI. Moreover, the implementation of standard engineering

protocols and best practise during construction will be sufficient to avoid any significant indirect impacts upon this SBI during construction. Given that the emerging scheme would be for employment use, it is not considered that development proposals would result in an increase in recreational pressure on adjacent land during the operational phase of development.

Given the separation of the site from any other non-statutory sites it is not considered that any significant adverse impacts would result from the emerging development proposals.

European Sites (Cannock Chase SAC and Cannock Extension Canal SAC & SSSI)





The site lies within a close proximity of two European Designated sites, Cannock Extension Canal Special Area of Conservation (SAC), which lies to the west of the site boundary, and Cannock Chase SAC, which lies approximately 7.5km to the north-west. Each of these European sites are also afforded SSSI designations. Given the proximity of these European sites, specific consideration has been given to the potential for adverse impacts to result from the emerging development proposals.

Careful consideration will be given to the reasons for designation of the European sites (including their underpinning SSSI's), the Conservation Objectives for these sites, and the potential routes by which the emerging development proposals could result in significant effects on the SAC.

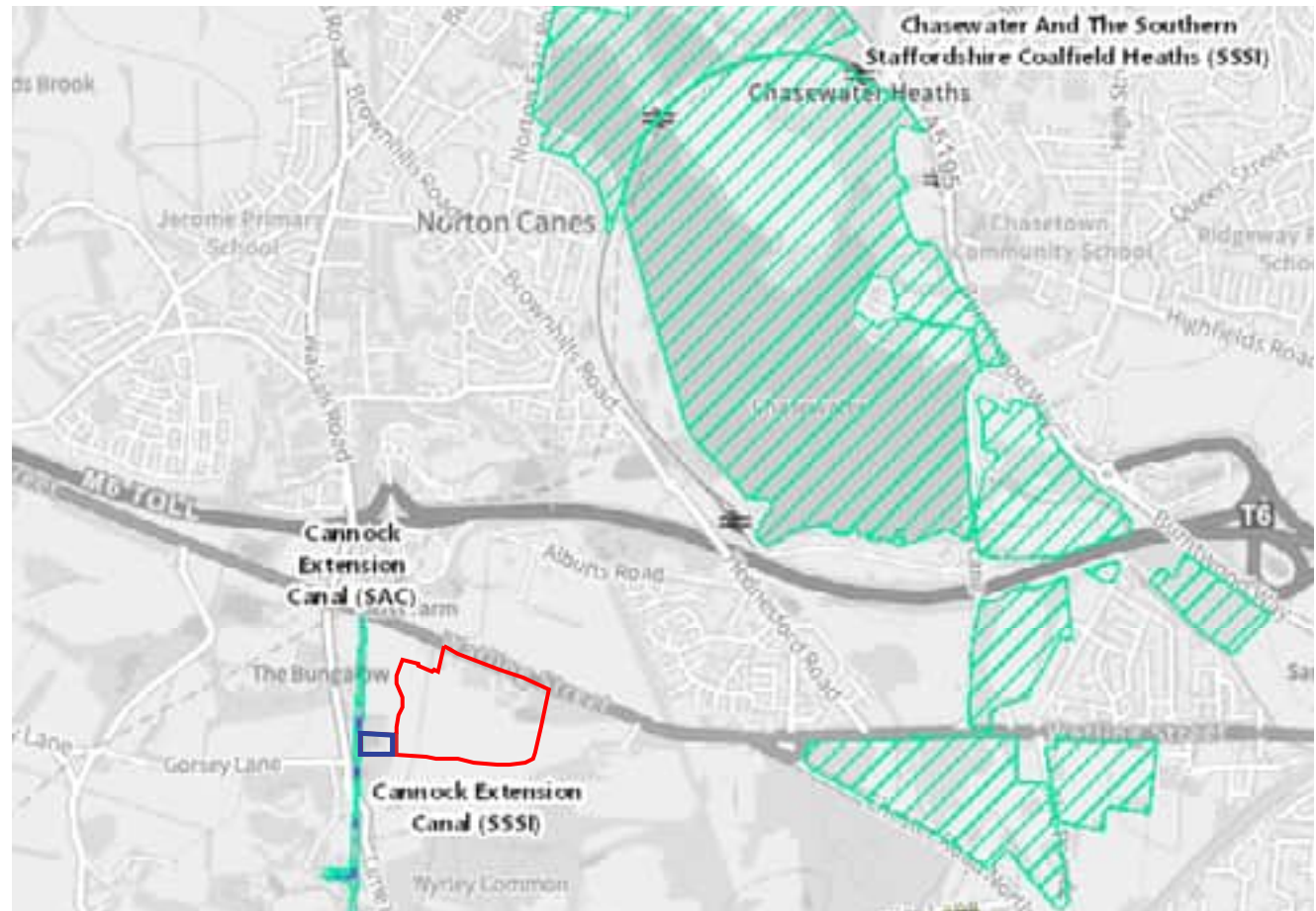
Further detailed HRA assessment work has been undertaken in 2024, which has identified that, subject to the adoption of identifiable and deliverable mitigation and avoidance measures, the potential for adverse impacts on integrity can be avoided in respect of Cannock Extension Canal SAC/SSSI. It could therefore safely come forward as a component of a sound Local Plan. In respect of Cannock Chase SAC/SSSI, given the separation of this European Site from the proposed scheme (7.5km distance), and that the scheme is not residential in nature there would not be any requirement for additional avoidance or mitigation measures to ensure that adverse impacts are avoided. Moreover, given the distances involved, it is considered that any changes in traffic flows would be exceedingly minor and would not provide a meaningful contribution to pollution deposition rates at the site, either alone or in combination with other plans or projects.

Summary

In light of the survey work and assessment undertaken at the site, and notwithstanding the need for future works, it is anticipated the development proposals would not result in any significant adverse impacts on biodiversity and indeed would secure measurable net gains in biodiversity. The emerging proposals would realise opportunities to deliver a range of ecological enhancements at the site through retaining and enhancing those features of relatively greater ecological value and moreover delivering new semi-natural habitats which will in turn provide improved opportunities to faunal species. Appropriate measures are proposed to ensure that potential adverse impacts on European designated sites may be fully avoided and mitigated for as part of the emerging development proposals.

-  Site Boundary
-  Wider Site Boundary
-  Sites of Special Scientific Interest (England)
-  Special Areas of Conservation (England)

Map produced by MAGIC on 11 March, 2024. Copyright resides with the data suppliers and the map must not be reproduced without their permission. Some information in MAGIC is a snapshot of the information that is being maintained or continually updated by the originating organisation. Please refer to the metadata for details as information may be illustrative or representative rather than definitive at this stage.



European Designated Sites

(Extract from MAGIC Maps)

7. Ecology & Nature Conservation

Arboriculture

An Arboricultural Assessment has been carried out by FPCR Environment and Design Ltd in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'. The guidelines set out a structured assessment methodology to assist in determining which trees would be deemed either as being suitable or unsuitable for retention along with recommendations for considering the relationship between existing trees and how those trees may integrate into designs for development.

In summary, the report concludes:

- The site consists of several agricultural field parcels
- Tree cover was predominately positioned along the internal and external boundaries which formed the site
- A mixture of native species was found throughout the site along with a larger woodland group adjacent to the south west corner of the site

Across the site a total of 24 individual trees, 15 groups of trees and 2 woodlands were surveyed











as part of the Arboricultural Assessment of which:

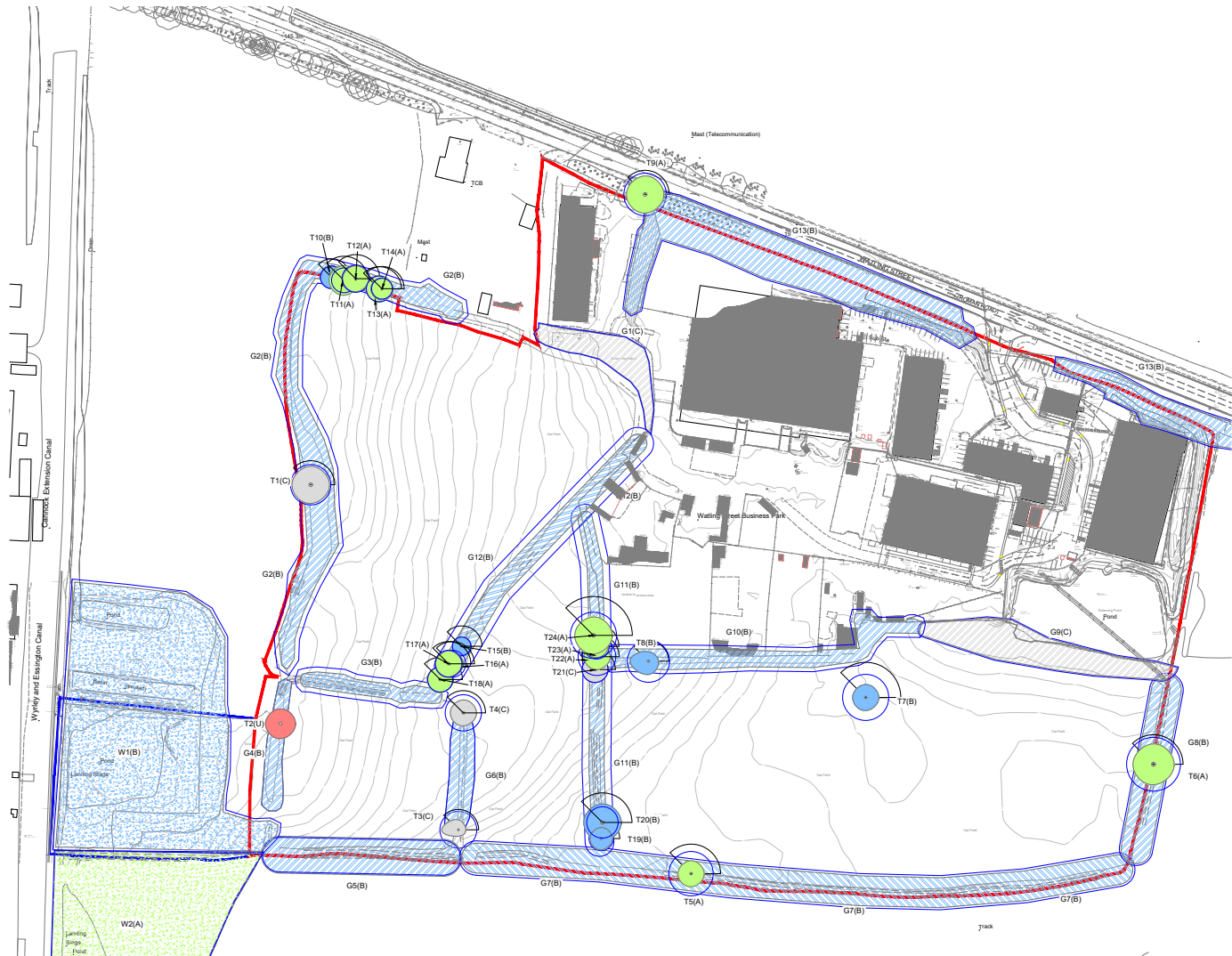
- 13 trees, 1 group and 1 woodland were considered to be high in quality and category A
- 6 trees, 12 groups of trees and one woodland were recorded as moderate quality and category B
- 1 tree was considered unsuitable for retention, category U
- and the remaining trees or groups of trees low in quality and retention category C

The proposed layout is capable through its design to retain and incorporate a large proportion of the existing trees by virtue of their peripheral locations around the boundaries of the site.

Four category A trees, seven category B trees and groups, and four category C trees and groups will require removal to facilitate the proposals, the majority of moderate to high quality trees located around the site can be retained and continue to develop. This will go some way to softening the

visual impact of the development on the local landscape and aid in its incorporation within the area.

-  Category U - Trees / Groups Unsuitable for Retention (BS 5837:2012)
-  Category A - Trees / Groups of High Quality (BS 5837:2012)
-  Category B - Trees / Groups of Moderate Quality (BS 5837:2012)
-  Category C - Trees / Groups of Low Quality (BS 5837:2012)
-  Root Protection Area (The RPA has been altered where appropriate to reflect underground)
-  Individual / Group Number and BS5837:2012 Category
-  Indicative Shade Pattern (in accordance with BS5837:2012 where appropriate)
-  Woodland (colour indicates BS5837:2012 Category)
-  Site Boundary
-  Other land owned by Applicant



Tree Survey Plan

8. Heritage

The area immediately surrounding the proposed development has been examined to assess the nature of the surrounding heritage sites, and to place these sites within their archaeological and historic context.

Historic Context

The site of Watling Street Business Park, Watling Street, Cannock, Staffordshire has been reviewed for its heritage potential. In terms of relevant designated heritage assets, no World Heritage Sites, Scheduled Monuments, Registered Park and Gardens, Historic Battlefields, Protected Wreck Sites, or Conservation Areas lie within the immediate proximity of the study site.

Two Listed Buildings (271297 & 271298) and the non-designated Cannock Extension Canal (MST2216) are located within the study area. The potential development impacts to these assets have been assessed and it is considered that there will be no impact to significance of such heritage assets through development within their setting.

The site is not located in an area of designated archaeological priority. Within the study site there is considered to be a low to moderate potential for archaeological remains dating to the Roman period associated with roadside activity of local significance (MST1138), in addition to a high potential for below-

ground remains of local significance associated with the former Conduit Colliery tramway (MST17238). There is considered to be a low potential for all other periods.

The development proposals comprise the clearance of the existing business park structures followed by the construction of a new seven unit business park with associated landscaping, parking, and access. Agricultural activity from the Late Medieval period onwards is considered likely to have had a moderate, but widespread, negative impact on below ground archaeological deposits. Construction of the mid-19th century Conduit Colliery (MST17236) and associated tramway are considered likely to have had a severe, negative impact on below ground archaeological deposits within the footprint of the colliery and tramway.

The subsequent development of the study site in the mid-20th to facilitate the construction of a commercial business park is considered likely to have an accumulative severe, negative impact on below ground archaeological deposits within the footprint of

the existing business park, removing any deposits of archaeological interest including those associated with the former colliery complex.

The study site is considered to be located within a historic landscape of local to regional significance. The proposals will lead to the localised loss of hedgerows of historic interest, in association with the below-ground remains of a former 19th century colliery tramway, resulting a low level impact to the historic landscape.

Summary

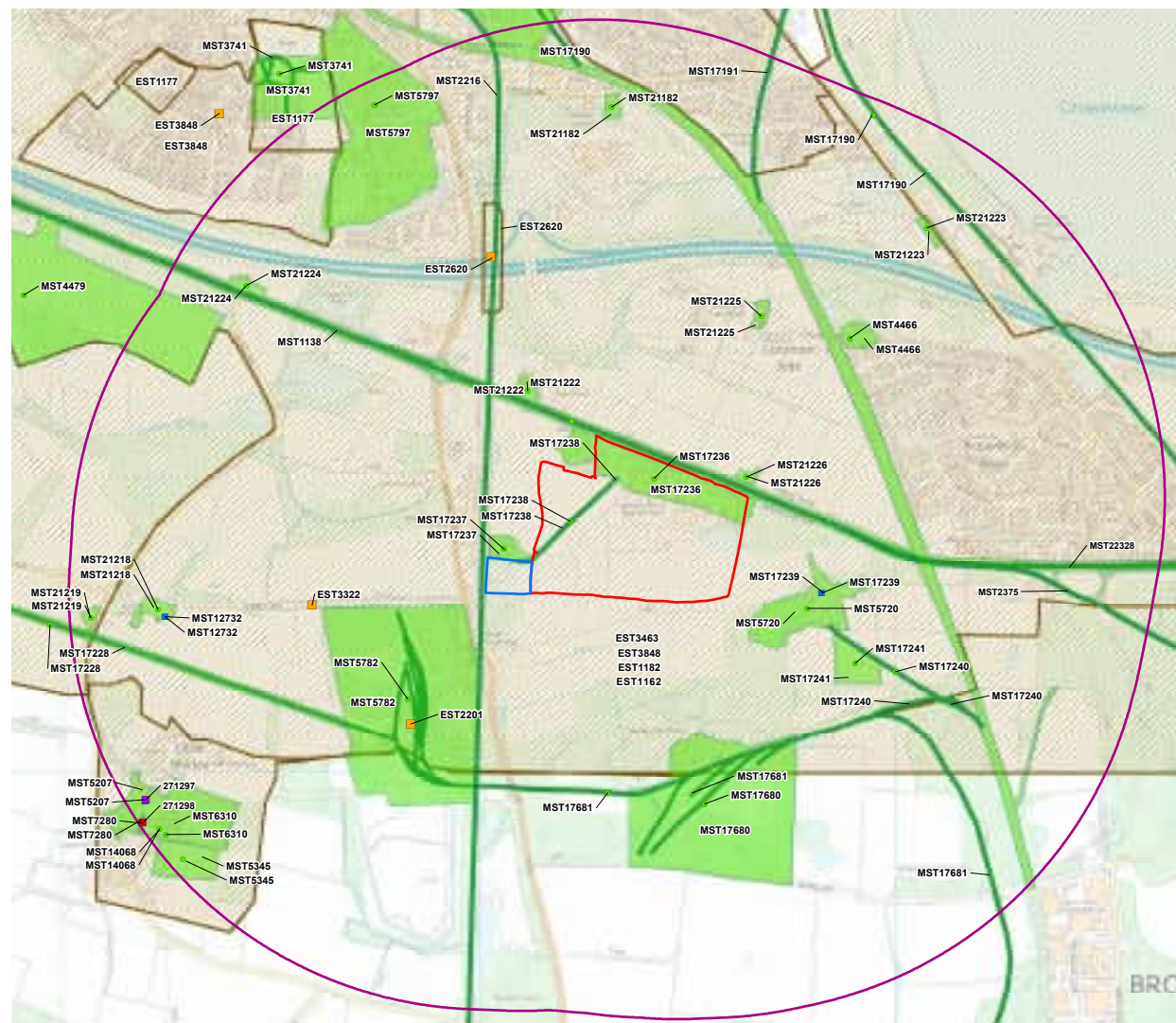
Overall, the heritage assessment undertaken has not identified any heritage constraints which would preclude allocation of the site. If a planning application were to come forward in due course, a detailed programme of archaeological evaluation would be required prior to development in order to identify the full archaeological potential of the site.

- Site Boundary
- Other land owned by Applicant
- 1km Search Radius

- Designated Heritage Assets:
- Listed Buildings - II
- Listed Buildings - II*

- Non-designated Heritage Assets:
- HER Monument Lines
- HER Monument Points:
- Monument
- Building
- HER Monument Polygons:
- Monument
- Building

- Previous Archaeological Work:
- HER Event Points
- HER Events Polygons



Summary of cultural heritage assets

(Data from the Staffordshire HER)

9.

Flood Risk & Drainage

This Flood Risk and Drainage Strategy has been prepared to give initial guidance to the baseline scenario regarding flood risk and drainage strategy at this site.

Flood Risk

Fluvial Flood Risk

From review of the publicly available Flood Map for Planning (shown on page 46), the Site is identified to be wholly located within Flood Zone 1

Surface Water Flood Risk

From a review of the publicly available, Long-Term Flood Risk Information, Flood Risk from Surface Water Map (shown on page 47), the majority of the Site is identified to be at 'Very Low Risk' from Surface Water Flooding. There are some isolated areas identified to be at 'Low Risk,' with two localised areas, one to the south west and one to the east which are identified to be at 'Medium - High Risk.' The identified Medium - High Risk areas are associated with existing surface water features (i.e. ponds) and localised low lying areas.

Groundwater Flood Risk

In accordance with Southern Staffordshire Strategic Flood Risk Assessment, the Site is identified to $\geq 25\%$ and $< 50\%$ susceptible to groundwater flooding. Furthermore, publicly available British Geological Society Bedrock mapping identifies the Site to be

underlain by mudstone, siltstone and sandstone, with publicly available borehole data indicating that twelve boreholes have been dug to the south of the Site at depths of up to 2.1m, all of which did not encounter groundwater. Given this, risk of groundwater flooding is considered to be low; however further investigation into groundwater levels will be undertaken as the proposals progress.

Other sources of Flood Risk

As there are no identified existing sewers within the Site, considering the existing topography of the Site, it is considered that the Site is at very low risk of flooding. The Cannock Extension Canal borders the western boundary of the Site, which is at a topographically lower level than the Site itself. Furthermore, from review of the publicly available Long Term Flood Risk Information, Flood Risk from Reservoirs Map, the Site is not identified to be at potential flood risk. As such, it is considered that the Site is not at risk from artificial sources.

Surface Water Management

Surface water from the proposed development will be sustainably managed, in accordance with national and local policy and guidance. The following key principles will be embedded within the sustainable surface water drainage strategy:

- Assessment of the Site in accordance with the drainage hierarchy;
- Surface water will be managed to the site-specific greenfield event for all events up to and including the 1 in 100 year plus climate change event;
- Implementation of Sustainable Drainage Systems (SuDS), specifically:
 - Priority will be given to water quantity control to ensure that existing potential flood risk is not exacerbated; and,
 - Consideration will be given to multifunctional benefits of SuDS, in particular with regard to water quality measures.
- Operation and maintenance will be undertaken in perpetuity.

Foul Water Management

Foul water will be managed from the proposed development and discharged into the surrounding, existing public foul water sewer network. Initial engagement with Severn Trent Water has been undertaken which will be continued as the proposals develop.

Water Efficiency & Conservation

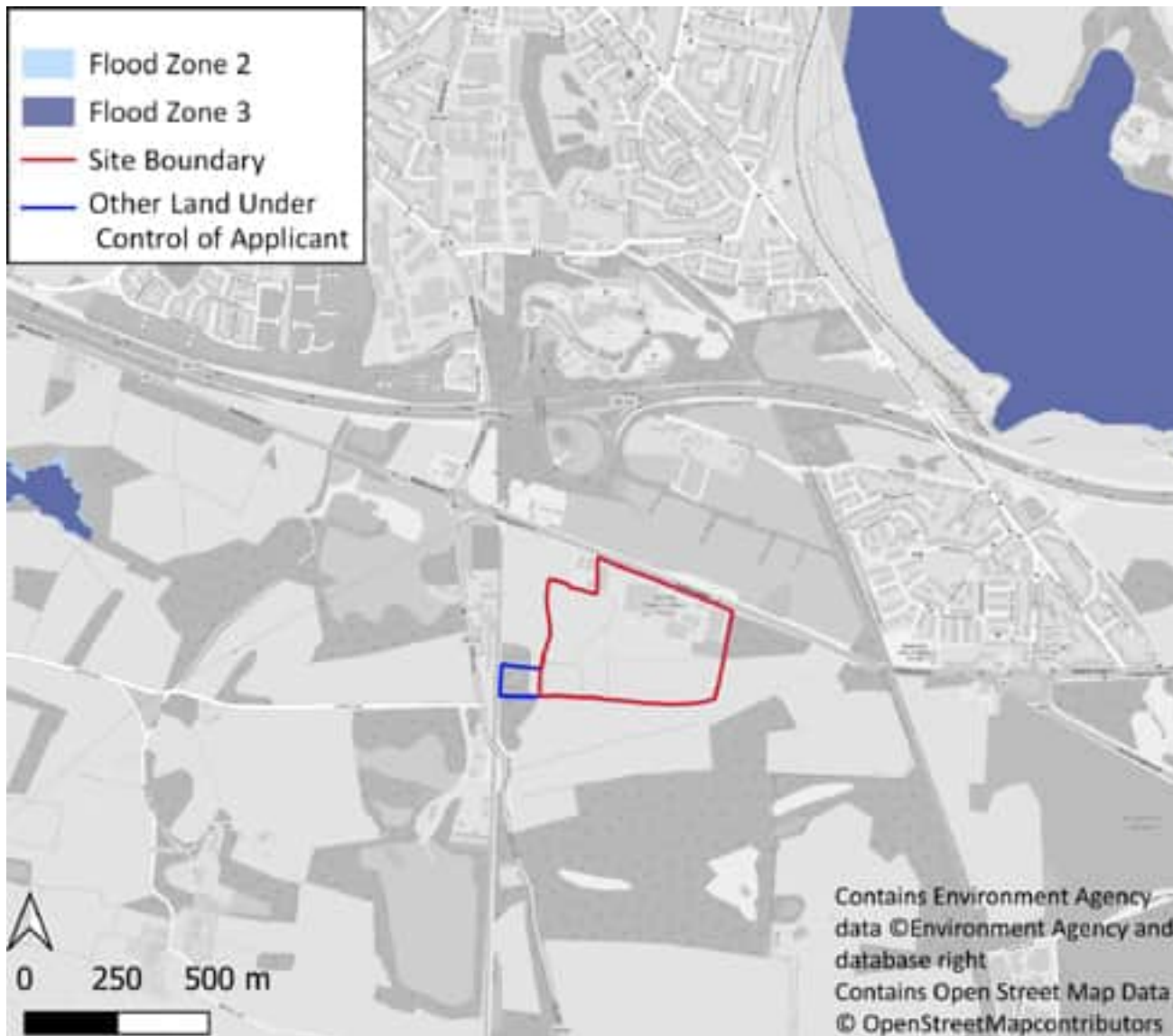
The proposed development will strive to achieve BREEAM Excellent in all Water Credits (WAT01, WAT 02 & WAT 03), with the following key principles embedded within the development proposals:

- Implementation of water efficient fixtures and fittings (e.g. low-volume flush WCs, waterless urinals, spray taps etc.)
- Implementation of leak detection metering within each unit
- Implementation of a 'water awareness' campaign within each unit

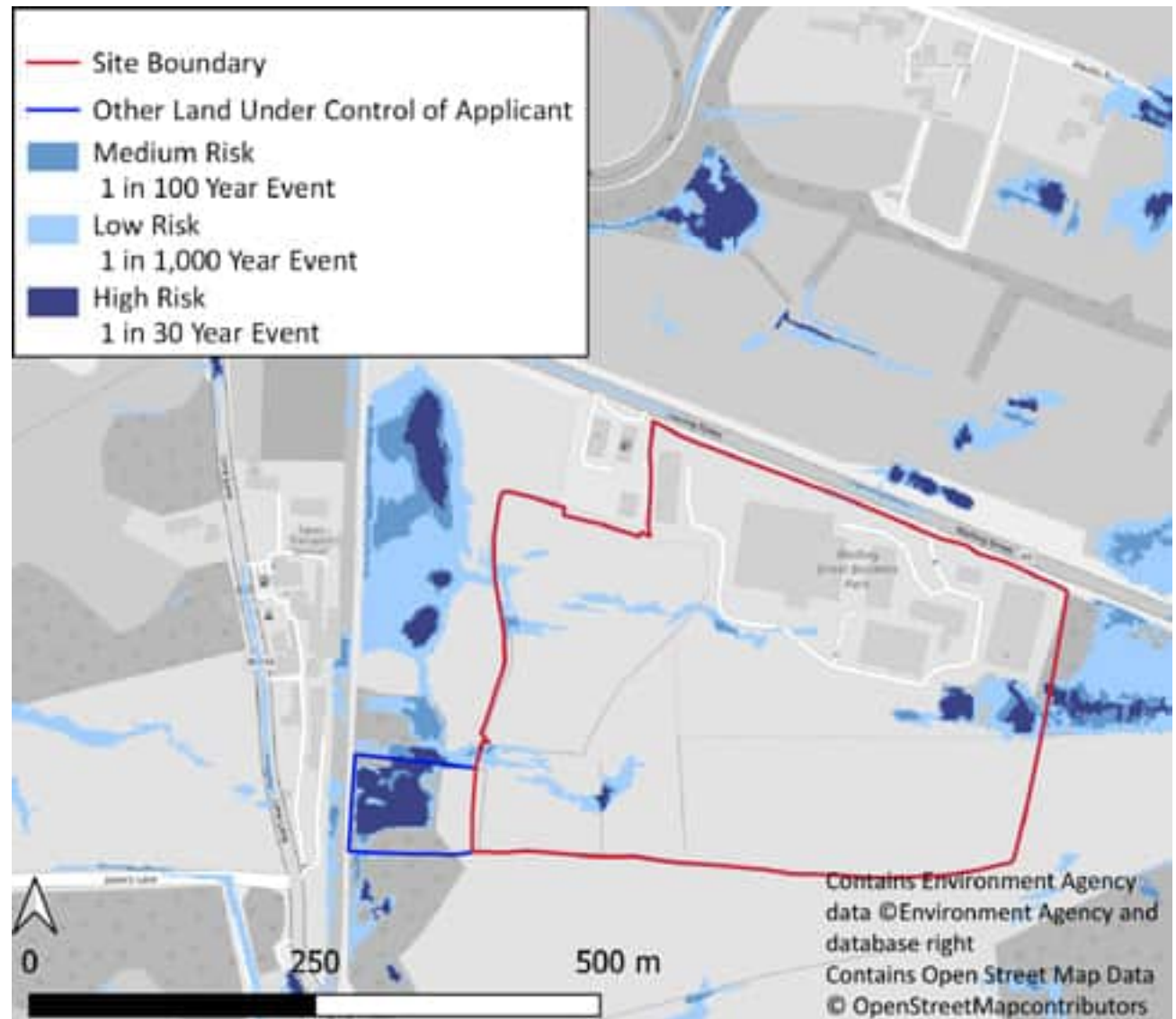


SuDS & ponds provide important drainage & ecological functions

9. Flood Risk & Drainage



Environment Agency Flood Map



10. Noise

A noise assessment of the site proposed for employment (E(g)iii/B2/B8) development has been undertaken.

The noise impacts of the proposed development upon the existing residents near to the site have been considered.

Site Description

The site is located approximately 2km east of Cannock town centre on the southern side of the A5 Watling Street at Norton Canes. The site includes the existing Business Park and the open fields lying to the south and west of the existing Business Park.

The existing Business Park forms most of the northern site boundary. Beyond the Business Park to the north is the A5 Watling Street which is a traffic route between Tamworth and the M42 to the east and Cannock and the M6 to the west. Land use beyond the A5 is primarily open fields but with the M6 Toll Road beyond at a distance of approximately 300 metres.

The western site boundary is formed by open fields and the Cannock Extension Canal which has a number of boat moorings. Beyond the canal is Yates Industrial Estate which comprises a number of commercial

operations including roofing supplies, service station, vehicle maintenance and a sports and recreation club. The remaining site boundaries to the south and east are formed by open land.

Basis Of Assessment

Policy SO8.5 within Regulation 19 of the draft Local Plan provides guidance for all major development proposals including noise. The pertinent aspects of Draft policy SO8.5 in relation to the development are reproduced below;

“Development proposals which will cause unacceptable on-site or off-site risk or harm to human health or the natural environment (either individually or cumulatively) will not be permitted.

All major development proposals will:

- Set out how any air, water, noise, light pollution or soil contamination that may arise from the development will be avoided (or, if it is not possible to avoid, set out how it will be mitigated); ...*
- Maintain and improve the noise environment*

through good design which takes account of the acoustic environment (in line with the Noise Policy Statement for England)”.

It is therefore considered appropriate to base this assessment on current British Standards and appropriate local and national guidance.

BS8233:2014 ‘Guidance on sound insulation and noise reduction for buildings’ is the current British Standard providing guidance for acoustic requirements within buildings. The Standard advises appropriate criteria and limits for different building types including dwellings.

BS4142:2014+A1:2019 ‘Methods for rating and assessing industrial and commercial sound’ is the current British Standard providing guidance for assessment of noise impact from industrial and commercial sites. In general, the likelihood of an adverse impact from a particular noise is dependent upon factors including the margin by which it exceeds the background sound level, the character of the noise and the frequency of its occurrence.

Measurements

Baseline measurements have been undertaken to establish the existing noise climate at the site and at local sensitive receptors. Survey work was carried out over two consecutive days and comprised three monitoring positions located adjacent to the northern, western and south-eastern boundaries. Noise measurements were made using three calibrated Class 1, integrating sound level meters in accordance with BS EN 60651 and BS 7445:1993. The measurement locations are marked on the site plan on page 51.

ML1 was chosen to represent existing sensitive receptors to the north, with Moss Farm being the nearest. ML2 is representative of receptors on the canal moorings to the west, and ML3 is representative of receptors to the east of the site.

Results

The measured noise levels have been arithmetically averaged and divided into daytime (0700-2300 hours) and night-time (2300-0700 hours) categories. The results are shown in Table 1.

At ML1 and ML2 the dominant noise source was road traffic on the A5 and M6. At ML3 the road traffic noise from the A5 and M6 was distant but was still audible, and noise from the existing industrial area could also be heard.

Noise Impact

The baseline noise levels measured have been used to establish a potential noise threshold and quantify the potential impact of noise from the possible development on existing sensitive receptors.

To inform the assessment, British Standard 4142: 2014+A1:2019 Methods for rating and assessing industrial and commercial sound, has been used.

Noise would also be expected from external mobile and fixed plant, vehicle movements, and noise break-out from the units when bays or doors are open. Any new industrial or commercial units would be expected to comply with Noise at Work Regulations, meaning that internal levels of future units would not be expected to exceed the lower action value of 80dB(A).

Noise Monitoring Location	Daytime $L_{Aeq, 16hour}$ (dB)	Daytime Background $L_{A90,T}$ (dB)	Night-time $L_{Aeq, 8hour}$ (dB)	Night-time Background $L_{A90,T}$ (dB)
ML1	56	54	54	45
ML2	51	47	48	40
ML3	51	48	50	41

10. Noise

Noise Impact continued

Noise propagation calculations have been used to determine the specific sound level at existing sensitive receptors (ESRs) from the proposed industrial unit.

BS 4142 defines a rating noise level as a noise level to which a penalty has been applied to account for audible characteristics in the noise. It considers a rating level below the background sound level to be a low impact at ESRs, depending on context. The day and night-time background sound levels presented in Table 1 can be considered to be the design criteria for the development. By setting a noise limit equal to the measured background sound levels, compliance with these limits, in accordance with BS4142, would ensure that the amenity of ESRs is protected.

Noise is not expected to have an impact at receptors to the north and east of the site. Calculations based on the assessment assumptions and the background sound levels suggest that there is potential for a noise impact at receptors at the canal moorings. However, where the unit is used as a warehouse or for light industrial activity, rather than an activity which generates

significant levels of noise, noise levels at the moorings are more likely to be acceptable.

Good acoustic design would be adopted into the development design and include a standoff distance from the site boundaries closest to ESRs, to reduce the need for further mitigation. This applies mainly to the western and north-western areas of the site.

The orientation of the units is important and building massing could be used to screen ESRs from noisy activities. This can be achieved by using the development itself as a noise barrier, with façade openings, delivery areas and external plant placed on the screened side of units furthest away from ESRs.

Localised acoustic barriers in the form of fencing could be used as required around plant areas, delivery areas, along the site boundary and in between units. Good acoustic design in terms of layout and orientation will be appropriate to mitigate noise from the identified sources and to reduce the need for barriers.

Mitigating the noise break out of the units will be a key

factor in reducing the noise impact at ESRs. Specific acoustic façade details can be developed to minimise noise emissions from the units.

The indicative site layout incorporates good acoustic design features, with the orientation of the building opening facing into the site, away from the receptors.

Vehicle movement

Access into the development is shown in the indicative site layout, with appropriate screening of vehicle activity from the canal moorings provided by employment buildings nearest to the canal. Consequently, it is considered that several vehicle movements could occur during the day and night without exceeding the BS 4142 'low impact' assessment at the canal moorings.

Conclusions

This assessment has been undertaken and accords with local and national planning policy and guidance. The results of a noise survey indicate that the dominant source of noise currently experienced at the existing

sensitive receptors is traffic on the A5 and M6 Toll, with occasion distant industrial noise being audible.

With the incorporation of mitigation measures and good acoustic design principles, noise impacts from the employment units and vehicle activity would be low. This would ensure that the amenity of all existing sensitive receptors is protected.

The background sound levels presented in this report can be considered as appropriate noise limits for the industrial noise as it will be experienced at the ESRs. Therefore, in accordance with BS4142, a noise rating level from the development that is equal to or less than the background sound levels at existing sensitive receptors would be compliant with these limits.

Compliance with the limits would ensure that the amenity of ESRs is protected.

The final acoustic design scheme would be developed at the detailed design stage when the detailed layout and further information on the end users are available.



Noise Monitoring Location Map

11. Air Quality

The potential air quality impacts of the site upon human and ecological receptors have been assessed.

Human Health

Watling Street Business Park (the Site) was initially given a - - score for “Pollution” in the Sustainability Appraisal. With respect to air quality, this is due to the proximity to an AQMA. The length of the A5 through Cannock Chase has been designated as an Air Quality Management Area (AQMA). However, this does not mean that the air quality objectives are currently being exceeded along its entire length, nor that this will continue to be the case throughout the lifetime of the plan.

Although challenged, the February 2024 Integrated Impact Assessment¹ stated that, “In relation to SA objective 2, air pollution has been considered in terms of the potential for development to result in higher levels of traffic occurring within declared AQMAs. Due to the strategic nature of SA it is considered that this approach is proportionate. Site SE2 is located within very close proximity of the A5 where an AQMA has been declared. It is considered most probable that access to the site would be provided directly via the A5 or via Lime Lane

which connects to that route by The Turf roundabout. A significant negative effect has therefore been recorded in relation to this SA objective.”

In the updated 2024 draft Integrated Impact Assessment, it is stated that “the majority of the seventeen employment sites are likely to result in adverse impacts in relation to air, water, noise or soil pollution. The exceptions to this being sites CE76 and RE29 which are not located by the strategic road network, linked to an AQMA or within a Source Protection Zone and does not contain higher value agricultural soils.”

It is further stated that “ten of the employment sites considered are expected to have significant negative effects in terms of pollution of air, water or soils in the District. All but one of these sites have been identified as either being within or linked to an AQMA meaning there is potential for further impacts on air quality in these areas as a result of increases in traffic volumes associated with the new development. All of these employment sites (apart from CE18) are directly adjacent to or directly linked by road to the A5 which runs through the southern

part of Cannock and Norton Canes and feeds into the M6 Toll motorway along which an AQMA has been declared.” However, Cannock Chase’s own Air Quality Annual Status Report 2023² notes that “Air quality monitoring data collected during 2022 does not suggest that the annual air quality objective for NO₂ of 40µg/m³ is being exceeded at any of the monitoring locations. Indeed, the data suggests that improvements to air quality following the reduction in road traffic between 2020-2022 (due to Covid-19) are being sustained.

It is appropriate to revoke AQMA 1 and AQMA 3 (revocation orders came into force on 1 May 2023); additional monitoring is required in AQMA 2, although if current trends continue this may be considered for revocation.

Whilst the current Air Quality Action Plan is out of date, given the likelihood of AQMA 2 being revoked, such an update is not likely to be of any practical benefit at this time. Cannock Chase Council will therefore prioritise other actions in 2023.”

¹Local Plan Reg 19 Integrated Impact Assessment inc SA & HIA 02.24_0.pdf (cannockchasedc.gov.uk)

² Cannock Chase Council (2023) 2023 Air Quality Annual Status Report

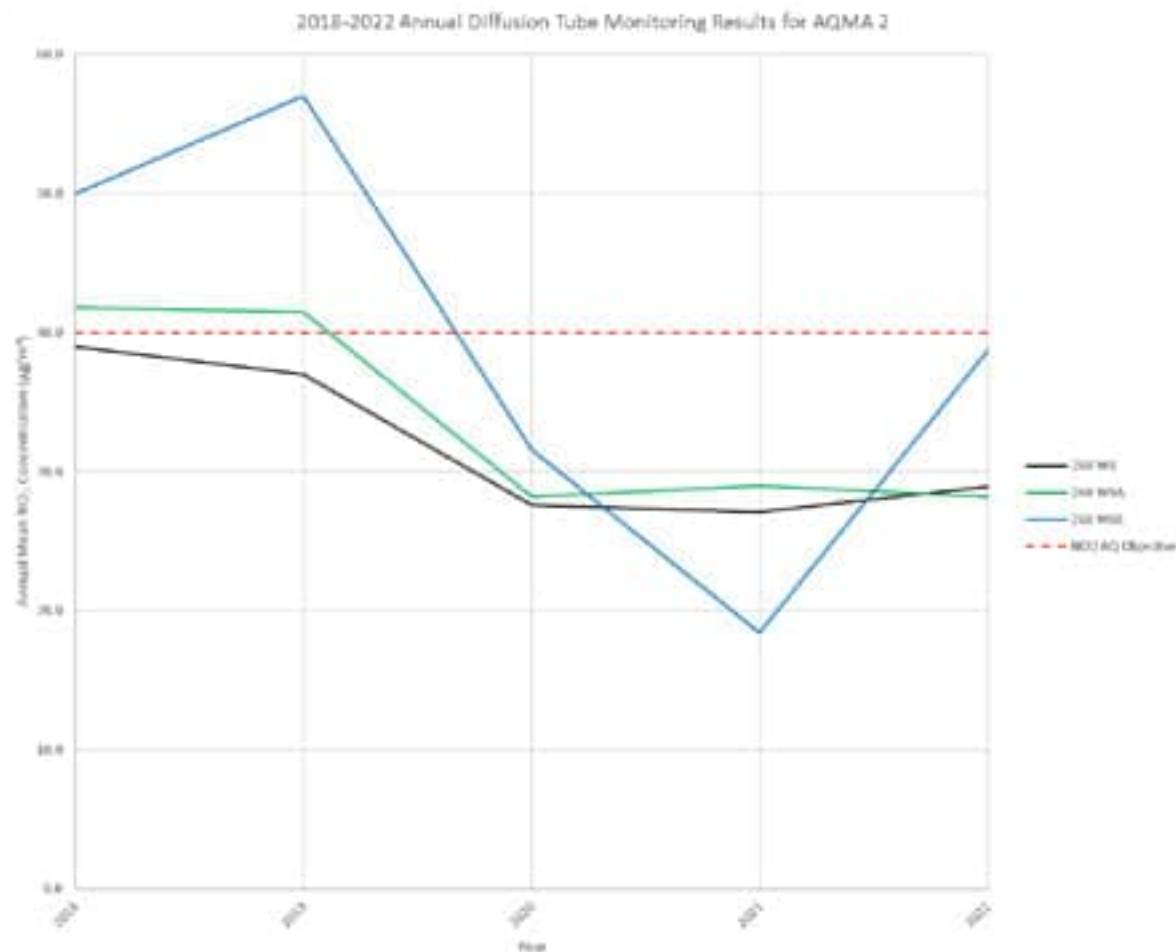


Figure 1 –Monitoring Data Trend within nearby AQMAs 2

Evidence of the pollution concentrations being below the air quality objective within AQMA 2 (closest to the Site) can be seen in its monitoring data, shown in Figure 1.

As set out, it is unreasonable to determine the impact of development of a particular site upon air quality based purely on proximity to an AQMA. There are two reasons for this:

- The presence of an AQMA does not necessarily mean that the air quality objectives are being exceeded (as is the case within AQMA 2, near to the proposed Watling Street Business Park); and
- Concentrations are anticipated to reduce during the plan period.

Specifically, in relation to the Site's impact on the nearby AQMA, monitoring (268 WS) near to one of the few properties that could be most affected, indicates that the annual mean nitrogen dioxide objective has been achieved for a number of years.

11. Air Quality

A summary of the AQMAs in the vicinity of Watling Street Business Park is set out in the adjacent table. There are currently no AQMAs with relevant exposure where concentrations currently exceed the objective. Moreover, AQMAs 1 and 3 were both revoked in 2023 (although they have been included in the summary since they were still active in 2022) and, it is likely, that Cannock Chase's AQMA 2 will also be revoked during the plan period.

While all exceedances within the borough-wide Walsall AQMA are in the centre, away from the Site, due to the magnitude of traffic¹ predicted to enter the Walsall AQMA from the scheme being well above published industry screening thresholds², detailed modelling has been undertaken. Due to the reasons stated above, it is not considered necessary to model an extensive study area. Three worst-case receptor locations adjacent to the A5 (Watling Road) in the Walsall AQMA have been selected, with three additional receptors adjacent to the A5 AQMAs and Lime Lane included for completeness (see Figure 2). The receptor selection accounts for proximity to junctions, where traffic may become

congested and where there is a combined effect of several road links.

Table 1: List of AQMAs

Local Authority	AQMA	Annual Mean Nitrogen Dioxide Concentrations	Revoke/Retain
Cannock	AQMA 2 – A5 Watling St East (section closest to Business Park)	268 WS is the relevant tube = 28.9 µg/m ³ in 2022	Air quality in AQMA 2 meets the annual air quality objective; air quality monitoring data will be reviewed in the 2024 ASR and, if current trends continue, revocation will be considered.
Cannock	AQMA 1 – A5 Watling St West	54 WS is the relevant tube = 26.6 µg/m ³ in 2022	Formally revoked on 1 May 2023.
Cannock	AQMA 3 – Five Ways Island	HHFW is the relevant tube = 36.6µg/m ³ in 2022	Formally revoked on 1 May 2023.
Walsall	Whole borough	Exceedances only in centre of Walsall	Retain
South Staffordshire	AQMA No. 5 Oak Farm	25.6 µg/m ³ in 2022	This will remain in place for continued monitoring. The levels have dropped within the AQMA to below the objective; however, the longer-term implications of COVID-19 will be looked at.
Objective		40 µg/m³	-

¹ The impacts of the maximum trip generation for the site (assuming entirely 46,393 m² of B8 use) have been assessed; this is a worst-case approach.

² Moorcroft and Barrowcliffe et al (2017) Land-Use Planning & Development Control: Planning For Air Quality v1.2

Table 2: Modelled Nitrogen Dioxide Concentrations at Human Health Receptors

Receptor	Annual Mean Nitrogen Dioxide ($\mu\text{g}/\text{m}^3$)			
	Without Scheme	With Scheme	% Change ^a	Impact Descriptor
H1	15.3	15.7	1	Negligible
H2	16.7	17.2	1	Negligible
H3	12.6	12.8	1	Negligible
H4	12.1	12.2	0	Negligible
H5	18.0	18.1	0	Negligible
H6	15.8	16.2	1	Negligible
Objective	40 $\mu\text{g}/\text{m}^3$		-	

^a Change as a % of the Air Quality Assessment Level (AQAL).

Table 3: Modelled PM₁₀ and PM_{2.5} Concentrations at Human Health Receptors

Receptor	Annual Mean PM ₁₀ ($\mu\text{g}/\text{m}^3$)				Annual Mean PM _{2.5} ($\mu\text{g}/\text{m}^3$)			
	Without Scheme	With Scheme	% Change ^a	Impact Descriptor	Without Scheme	With Scheme	% Change ^a	Impact Descriptor
H1	14.8	14.9	0	Negligible	9.4	9.4	0	Negligible
H2	15.1	15.3	0	Negligible	9.5	9.6	0	Negligible
H3	13.1	13.1	0	Negligible	8.4	8.4	0	Negligible
H4	13.4	13.4	0	Negligible	8.3	8.4	0	Negligible
H5	15.2	15.2	0	Negligible	9.5	9.5	0	Negligible
H6	15.0	15.1	0	Negligible	9.5	9.5	0	Negligible
Objective	40		-		20^b		-	

^a Change as a % of the Air Quality Assessment Level (AQAL).

^b There is no numerical PM_{2.5} objective for local authorities. Convention is to assess against the UK limit value which is currently 20 $\mu\text{g}/\text{m}^3$.

Modelled concentrations are presented in the tables below; the impact descriptors are those provided in the IAQM guidance and are based on the change in concentrations as a result of the scheme in 2028. The impacts for nitrogen dioxide, PM₁₀ and PM_{2.5} are all negligible, with concentrations of each pollutant being well below the objectives. The effect of the scheme on human health is therefore judged to be ‘not significant’.

Ecology

The key site of concern is the Cannock Canal Extension SAC. The HRA Scoping Report identifies the qualifying feature as floating water plantain, luronium natans.

The screening criteria set out within the JNCC Guidance on Decision-making Thresholds for Air Pollution¹ are, if a plan or project would lead to a change in the Annual Average Daily Traffic (AADT) vehicle flow that exceeds 0.15% of the existing-year² AADT on that road within 200m of the SAC the air quality impacts should be assessed. The Site will exceed these screening criteria in isolation³.

¹ JNCC (2021) Guidance on Decision-making Thresholds for Air Pollution

² The opening year of the development

³ The 2028 baseline flow being approximately 30,000 AADT, with predicted development site trip generation being approximately 3,200 AADT.

11. Air Quality

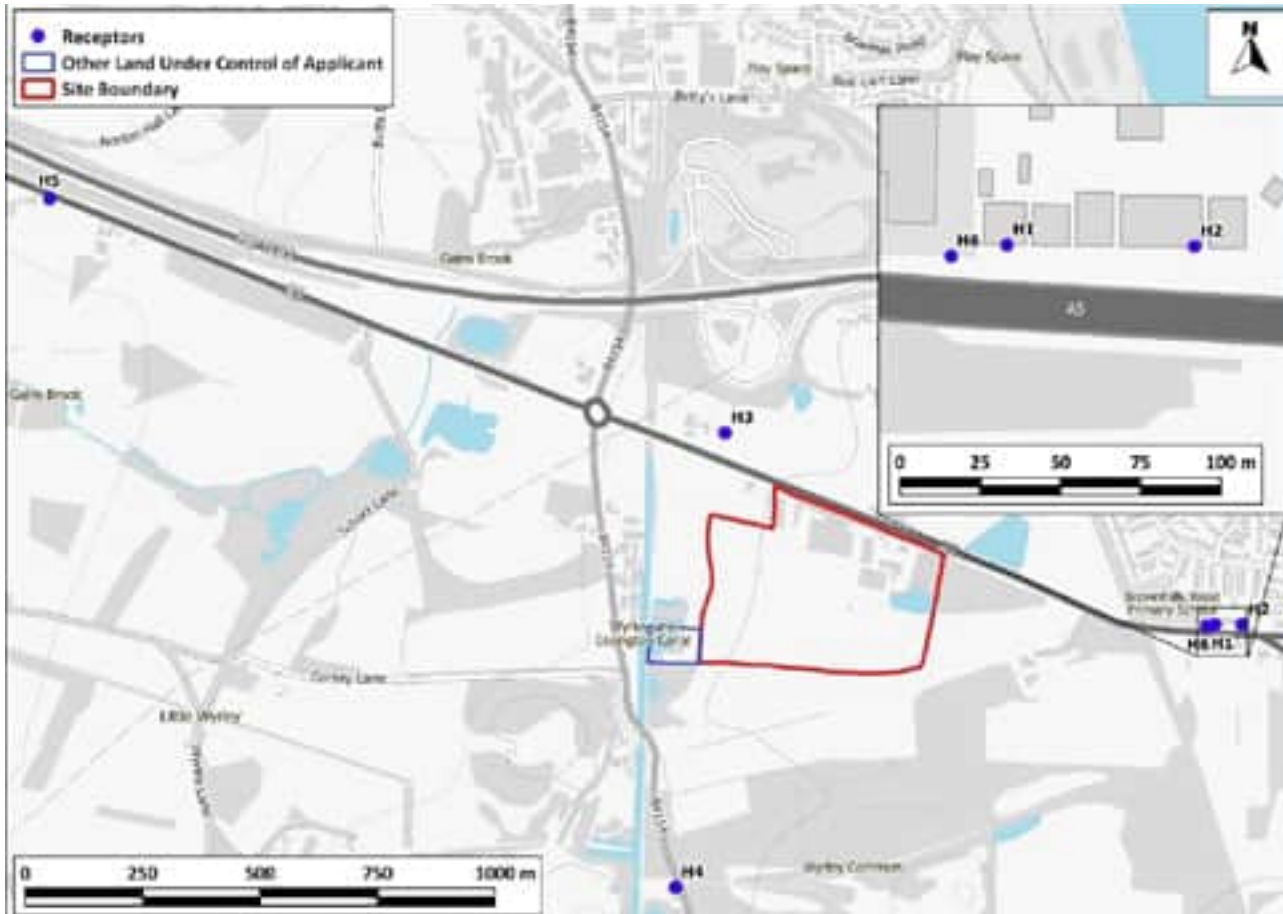


Figure 2 – Human Health Receptor Locations

As a result, the increase in concentrations of nitrogen oxides and ammonia, and the influence of these changes upon nitrogen deposition (Ndep)¹, have been modelled to establish the impacts of the proposed increase in traffic on the nearby SAC, assuming an opening year of 2028. The impacts have been considered using a two-step approach: **Stage 1** considers the absolute change in concentrations as a result of the scheme, and **Stage 2** considers the in-combination change of the scheme, with generic traffic growth, relative to the future improvement offset. The improvement offset is also referred to as ‘autonomous changes’ and reflects the reduction in concentrations between the base and future years due to improved emissions standards and uptake of cleaner vehicles. At a different location Natural England have previously considered that a change due to the development in excess of 50% of the autonomous improvements was acceptable.²³

1 While APIS indicate the site is sensitive to acid deposition, no critical loads are made available to assess against. .

2 Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Ashdown Forest Special Area of Conservation (SAC) Site Code: UK0030080.

3 In this case the development was predicted to remove 53% of the autonomous improvements, while the in-combination impact was predicted to remove 74% of the autonomous improvements. As documented in the executive summary of the air quality modelling report cited by Natural England (2019) which shows the maximum deposition to heath predicted using the most detailed modelling would fall from 22.7 kgN/ha/yr in 2015 to: 19.3 kgN/ha/yr in 2028 without any ‘in-combination’ traffic; 20.8 kgN/ha/yr in 2028 without the Submission Plan, and 21.8 kgN/ha/yr with the Plan.

The traffic data provided shows an increase in vehicle traffic near the SAC on both the A5 and Lime Lane; the study area has therefore been restricted to these links.

Stage 1

In summary, the increase in development traffic is predicted to cause impacts of greater than 1% of the nutrient nitrogen deposition critical load at the nearby SAC, with impacts greater than 10% at the northern tip of the SAC, assuming a critical load of 2 kg/ha/yr. Impacts would be limited to no greater than 5% if the critical load was designated as 10 kg/ha/yr, although the area of exceedance would be a lot smaller. Figure 3 and Figure 4 below show the increase in modelled nutrient nitrogen deposition at the A5 (Watling Road) and Lime Lane, as a percentage of the 2 kg/ha/yr and 10 kg/ha/yr Critical Load criteria.

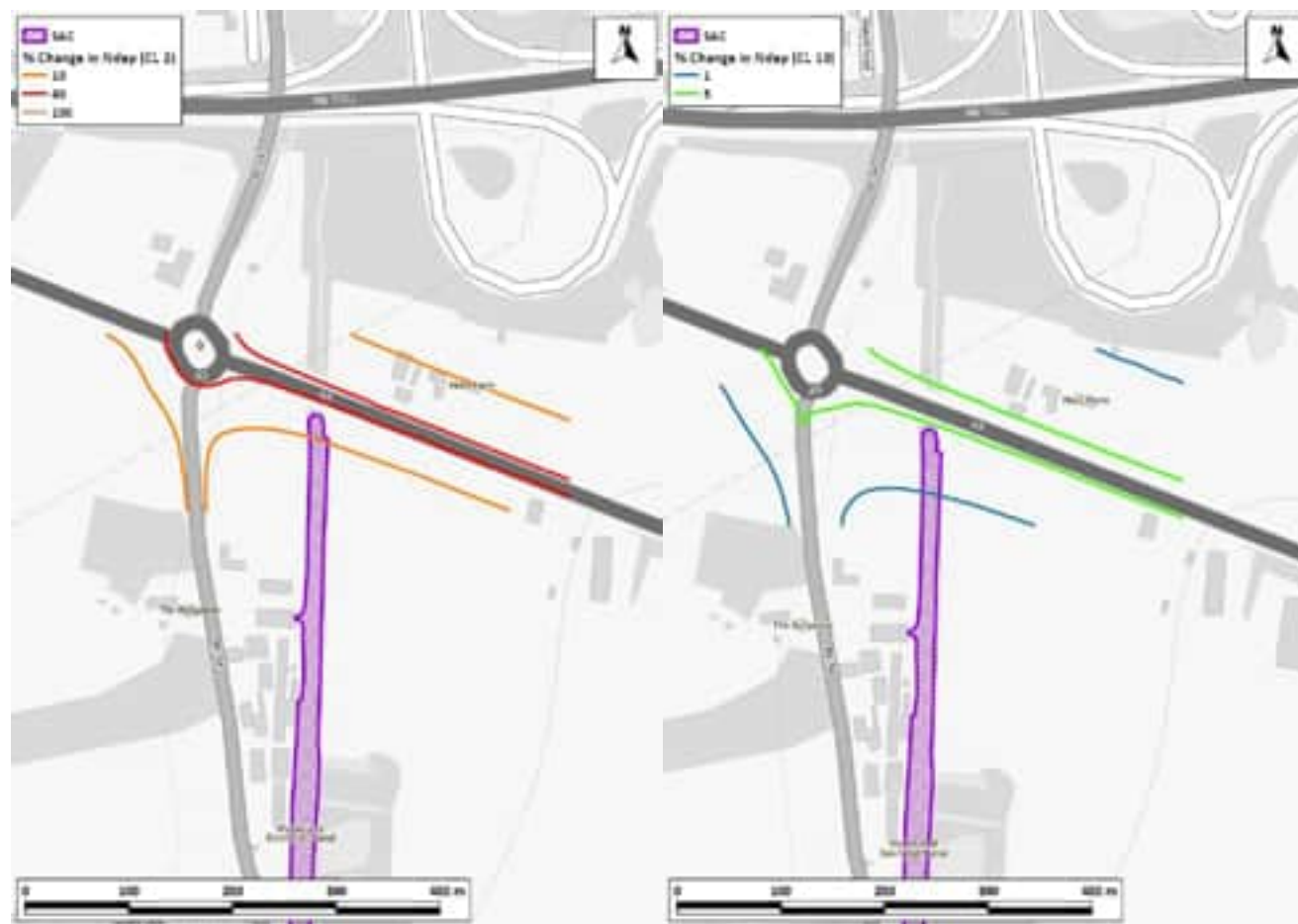


Figure 3 – Increase in Modelled Nutrient Nitrogen Deposition at A5 (Watling Road) as a percentage of the 2kg/ha/yr and 10kg/ha/yr Critical Load Criteria.

11. Air Quality



There are also predicted to be impacts greater than 1% of the NO_x annual mean critical level of 30 µg/m³ at the northern tip of the SAC near the A5, but not near Lime Lane. There are predicted to be impacts greater than 1% of the ammonia critical level of 3 µg/m³ at the SAC near Lime Lane and the northern tip of the SAC, near the A5. Impacts greater than 10% of the 24-hour NO_x critical level would not occur, regardless of which 24-hour NO_x critical level is assumed (either 75 µg/m³ or 200 µg/m³).

Figure 4 – Increase in Modelled Nutrient Nitrogen Deposition at Lime Lane as a Percentage of the 3kg/ha/yr and 10 kg/ha/yr Critical Load Criteria.

Stage 2

Adjacent to the A5, there is small area at the northern tip of the SAC (135 m²) where in-combination changes in modelled nutrient nitrogen deposition are greater than 50% of the autonomous reductions.

In addition, a small portion (260 m²) of the SAC directly adjacent to Lime Lane will see an in-combination increase of >50%. Results also show that the combined impact of the development and generic traffic growth would offset more than 50% of the improvement caused by advancing technology for ammonia at approximately 9 m² of the northern tip of the SAC (see Figure 6).

The combined impact of the Watling Street development and generic traffic growth will not be greater than the future improvement offset at any location within the SAC.



Figure 5 – Nutrient Nitrogen Deposition Improvement Reduction (%).

11. Air Quality



Figure 6-Ammonia Improvement Reduction (%).

Summary

The development is close to an AQMA (AQMA 2) declared by Cannock Chase District Council and the borough-wide Walsall AQMA; however, this does not mean that the air quality objectives are currently being exceeded along its entire length, nor that this will continue to be the case throughout the lifetime of the plan. Due to the magnitude of traffic predicted to enter the Walsall AQMA, where there are a number of receptors, dispersion modelling of the traffic impacts has been undertaken. The predicted concentrations at worst case receptors do not exceed any of the objectives at any location, and development traffic impacts are predicted to be negligible. The development is, therefore, not expected to have a significant effect at any existing, sensitive receptor with regards to human health.

Modelled impacts of the development, in-isolation, at the Cannock Canal Extension SAC show an increase greater than 1% of the critical level/load of NO_x, NH₃ and nitrogen deposition within areas of the SAC boundary adjacent to both the A5 and Lime Lane (the exception being for the NO_x critical level near Lime Lane).

The combined impact of the development and generic traffic growth will not be greater than 50% of the future improvement offset, with the exception being for nitrogen deposition and ammonia at small portions of the SAC. However, the combined impact will not exceed the future improvement offset in any locations within the SAC.

12. Technical Assessment Work

The site has no substantive environmental constraints, and it's development provides a range of opportunities.

Services

The site lies immediately to the south of the A5 Watling Street. This road is a major highway with significant services running within the road corridor.

The desk top assessment indicates that there is a 315mm medium pressure gas operating at MP270 in the southern verge which has ample spare capacity to service the proposed development. There is a South Staffs Water (SSW) potable main installed in the main carriageway. An assessment is currently underway to establish reinforcements required.

The Point Of Connection (POC) on the electricity network has been established (budget) and this will provide sufficient capacity for a variety of industrial/logistics uses at the development. Subject to further electricity network analysis, the POC is expected to allow export of on electricity generation using photovoltaic (solar) panels.

Extensive telecommunications infrastructure is available in the A5 Watling Street directly to the north of the site. The existing development is connected to

the services in the road and the new development will connect into the same service runs.

A considerable amount of technical work has been undertaken which demonstrates the suitability and deliverability of the site, which is summarised below. This work is, however, on going and is likely to be supplemented by further work, for example, relating to ecology and air quality.

Technical Assessments

The site has no substantive environmental constraints, and it's proposed redevelopment and expansion provides a range of opportunities:

- The site includes a total of 9.86Ha to accommodate high-quality employment floorspace (E(g)(iii), B2 and B8 uses).
- Highly desirable and strategic location for employment development, with direct access to A5, and within close proximity to the M6 (Toll)
- A sustainable location, within walking / cycling

distance of nearby settlements and existing bus stops on the A5. Pedestrian and cycling connections could potentially be improved through the provision of a new link through the site to the canal towpath.

- The existing hedgerows and tree belts can be supplemented with additional belts of woodland in accordance with the Districts vision for the local landscape character area. Employment use development can be accommodated with minimal harm upon local views.
- Sustainable Urban Drainage (SUDs) collect surface water run-off and to enhance biodiversity.
- Noise and air quality impacts can all be accommodated.
- The release of the existing site and expansion land from the Green Belt has been assessed and found to result in very low harm to the purposes of the Green Belt.

-  Site Boundary
-  Ownership Boundary
-  Proposed additional Site Area
-  Existing Trees, Hedgerows and Vegetation
-  Root Protection Areas (RPA)
-  Trees to be potentially removed
-  Existing Roads
-  Existing Public Right of Way
-  Key Views
-  Existing Contours
-  Existing Pond
-  Site of Special Scientific Interest (SSSI) & Special Area of Conservation (SAC)
-  Green Belt
-  Watling Street Business Park
-  Existing Point of Access to Business Park



Constraints and Opportunities

13. Proposed Development

The proposed redevelopment and expansion of the site will deliver a high quality, modern, sustainable and well designed industrial and logistics development in a gateway location that responds positively to the site's context.

Context and Delivery

The site has been identified as a draft allocation (Site Reference SE2) through the emerging Local Plan process and due its strategic location on the A5, is well placed to deliver much needed industrial and logistics floorspace.

The site will be available at the end of 2026 when the tenant leases expire on the units that are to be demolished. The site can be developed for employment uses (E(g)(iii)/B2/B8) within the next 5 years, therefore contributing towards the employment needs of the District within the plan period.

Proposal

The proposals will deliver significant economic, social and environmental benefits whilst considerably improving the visual appearance of the existing site.

In line with Draft Local Plan Policy SE2, the proposed redevelopment and expansion of the site seeks to deliver 50,000sqm of high-quality industrial and logistics floorspace (Use Classes E(g)(iii)/B2/B8).

The existing access from the A5 into Watling Street Business Park would be utilised and improved as required to serve the proposed development.

The existing tree belts and hedgerows have been used to guide the envisaged site layout and the majority of these will be retained and enhanced.

An illustrative masterplan has been prepared to show the envisaged site layout. This is shown here for indicative purposes, with the final layout to be determined as part of any detailed planning application to follow.

- Two of the existing units are proposed to be retained and the remaining Business Park and expansion land will be redeveloped to provide a range of high-quality unit sizes that will meet the needs of the local market. St. Modwen Logistics is committed to providing the right space that businesses need to grow and prosper.

- The scheme has been designed to meet St. Modwen's 'Swan Standard' and Energy Code which set out St. Modwen Logistics' design guidelines for all of their developments to ensure they're delivering the most high-quality and sustainable schemes that also provide enhancements that benefit the local community.



Cannock Extension Canal

A5

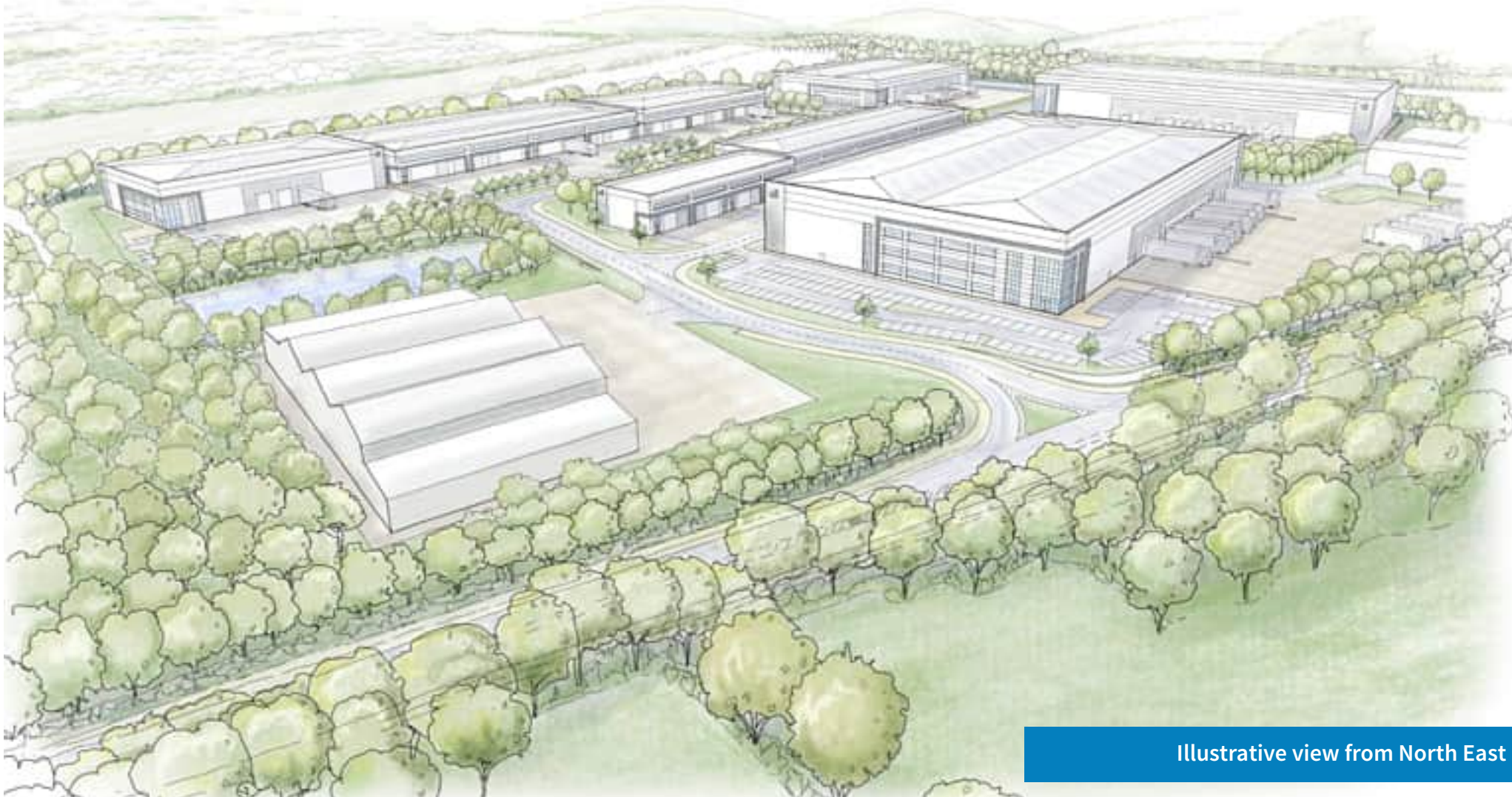
Watling Street

Watling Street Business Park



not to scale

Illustrative Masterplan



Illustrative view from North East



Illustrative view from South East

14. Sustainability

The redeveloped Watling Street Business Park will include a range of sustainable design features to meet both national and local policy requirements. Sustainability is at the heart of the proposed redevelopment and the units will be designed to be as energy efficient as possible.

Sustainability

A significant part of the proposed development works is to demolish some of the poorest performing (with respect to carbon emission) building stock on the estate and replace with new high-quality and sustainable buildings.

The proposed development will seek to achieve BREEAM 'Excellent'.

The new buildings will not only comply with but exceed the minimum energy efficiency requirements set out in Part L2A of the Building Regulations. St. Modwen Logistics propose to significantly reduce energy usage and associated carbon emissions by adopting a 'fabric first' approach. This means going beyond the limiting values set out in Approved Document L 2021 Conservation of fuel and power in new buildings other than dwellings by using building materials to improve thermal insulation, to increase the air-tightness of the building and to maximise use of natural light and beneficial solar gains.

Delivery

The proposed development will seek to use industry-leading building services systems, equipment and plant to reduce energy use and carbon emissions when compared with the standards set out in the Building Regulations. These features are set out on pages 72 & 73 overleaf.



Existing

Unit	EPC	Area (m2)	BER (kgCO ₂ /m ² /yr)	Theoretical carbon emissions (kgCO ₂ /yr)
Watling St. Business Park - Unit 1 + 2	C	1793	22.53	40,396
Watling St. Business Park - Unit 3	D	987	91.15	89,965
Watling St. Business Park - Unit 4	B	1027	3.39	3,482
Watling St. Business Park - Unit 7	E	53	75.37	3,995
Watling St. Business Park - Unit 8A	D	285	46.37	13,215
Watling St. Business Park - Unit 8B	E	197	21.01	4,139
Watling St. Business Park - Unit 8C	E	301	65.1	19,595
Watling St. Business Park - Unit 9A	D	386	50.69	19,566
Watling St. Business Park - Unit 9B	B	488	65.54	31,984
Watling St. Business Park - Unit 9C	D	394	24.18	9,527
Watling St. Business Park - Land and Unit 10	C	2014	37.13	74,780
Watling St. Business Park - Unit 16	D	4502	43.31	194,982
Watling St. Business Park - Unit 16A	C	1558	44.09	68,692
Watling St. Business Park - Oak House	E	531	73.37	38,959
Watling St. Business Park - Unit 21	D	926	48.7	45,096
Watling St. Business Park - Unit 22	D	292	69.89	20,408
Total site carbon emissions based on EPC conventions				678,781

The proposed development will deliver high-specification energy-efficient industrial and logistics space. Whilst the proposed redevelopment will have a greater floor area, the new Business Park will significantly reduce carbon emissions compared to the existing site.

Proposed

Unit	EPC	Area (m2)	BER (kgCO ₂ /m ² /yr)	Theoretical carbon emissions (kgCO ₂ /yr)
Watling St. Business Park - EX02 Unit 1 + 2	C	1793	22.53	40,396
Watling St. Business Park - EX02 Unit 3	D	987	91.15	89,965
Watling St. Business Park - EX02 Unit 4	B	1027	3.39	3,482
Unit 1	A+	11392	0	0
Unit 2	A	6072	2	12,144
Unit 3	A	2786	2	5,572
Unit 4	A	5828	2	11,656
Unit 5	A	3664	2	7,328
Unit 6	A	6331	2	12,662
Unit 7	A+	10300	0	0
Watling St. Business Park - EX01 Unit 21	D	926	48.7	45,096
Watling St. Business Park - EX01 Unit 22	D	292	69.89	20,408
Total site carbon emissions based on EPC conventions				248,709

A comparison of the existing and proposed EPC ratings is shown here. Note that EPC Conventions and benchmarks have been used for both existing and proposed for fair comparison.

WHAT DOES IT MEAN?

WAREHOUSE

1	ROOF LIGHTS 15% roof lights coverage, provides sufficient daylight to illuminate the warehouse without artificial lightings, helping to save on both energy and running costs.
2	PHOTOVOLTAICS (PV) 100% roof designed to allow for future PV to be installed. PV panels provided to fully offset operational energy needed to power the building's offices, helping reduce energy costs. Plus, customers with greater energy needs can scale-up and cover the entire roof with PV panels.
3	LOW CARBON STEEL All steelwork will be X-Carb product, or manufactured using the Electric Arc Furnace process. These processes reduce the amount of carbon produced in manufacture and provide an auditable route to site to ensure efficiency.
4	CONCRETE We continuously explore innovative ways of using less concrete, reducing cement content, using recycled aggregates, reducing the weight of reinforcement and limiting transport.
5	CLADDING (BUILT UP OR COMPOSITE SYSTEMS) Highly thermal, airtight cladding which exceeds Building Regulations to provide a warm and stable temperature all year round, reducing running costs. In addition, the cladding is fully recyclable, and built to last, offering a 25-year guarantee.
6	EPC A+ RATING An EPC+ rating helps customers lower their energy bills and be as efficient as possible, all whilst delivering net zero carbon offices.
7	HÖRMANN DOORS Hörmann's responsible low embodied carbon supply chain management makes them the perfect choice. Products come complete with a 3-year warranty and maintenance contract for normal servicing and repair without annual charge.
8	BREEAM (BUILDING RESEARCH ESTABLISHMENT ENVIRONMENTAL ASSESSMENT METHOD) The Code for Sustainable Built Environment sets out to drive down the environmental impact of the building. Buildings with a target rating of 'Excellent', deliver on sustainability, helping customers meet their own ESG requirements and demonstrate their commitment to being a responsible business.
9	EMBODIED CARBON REDUCTION All elements of construction are assessed under our commitment to achieve an Embodied Carbon Reduction Target of less than 500kg/CO2e/m2

OFFICE










10	HYBRID AIRSOURCE HEAT PUMP Using the latest Mitsubishi heating and cooling system, helps regulate temperatures and ultimately reduce carbon emissions. These pumps convert external air into liquid which provides heating and hot water – and is cheaper and more energy efficient than electricity.
11	FSC CERTIFIED TIMBER (THE FOREST STEWARDSHIP COUNCIL (FSC)) An international non-governmental organisation dedicated to promoting responsible management of the world's forests. Since its foundation in 1994, FSC has grown to become the world's most respected and widespread forest certification system.
12	NATURAL LIGHT Offices benefit from increased window heights whilst protecting against solar gain, allowing the room to be flooded with natural light. This supports employee wellbeing and helps reduce energy costs.

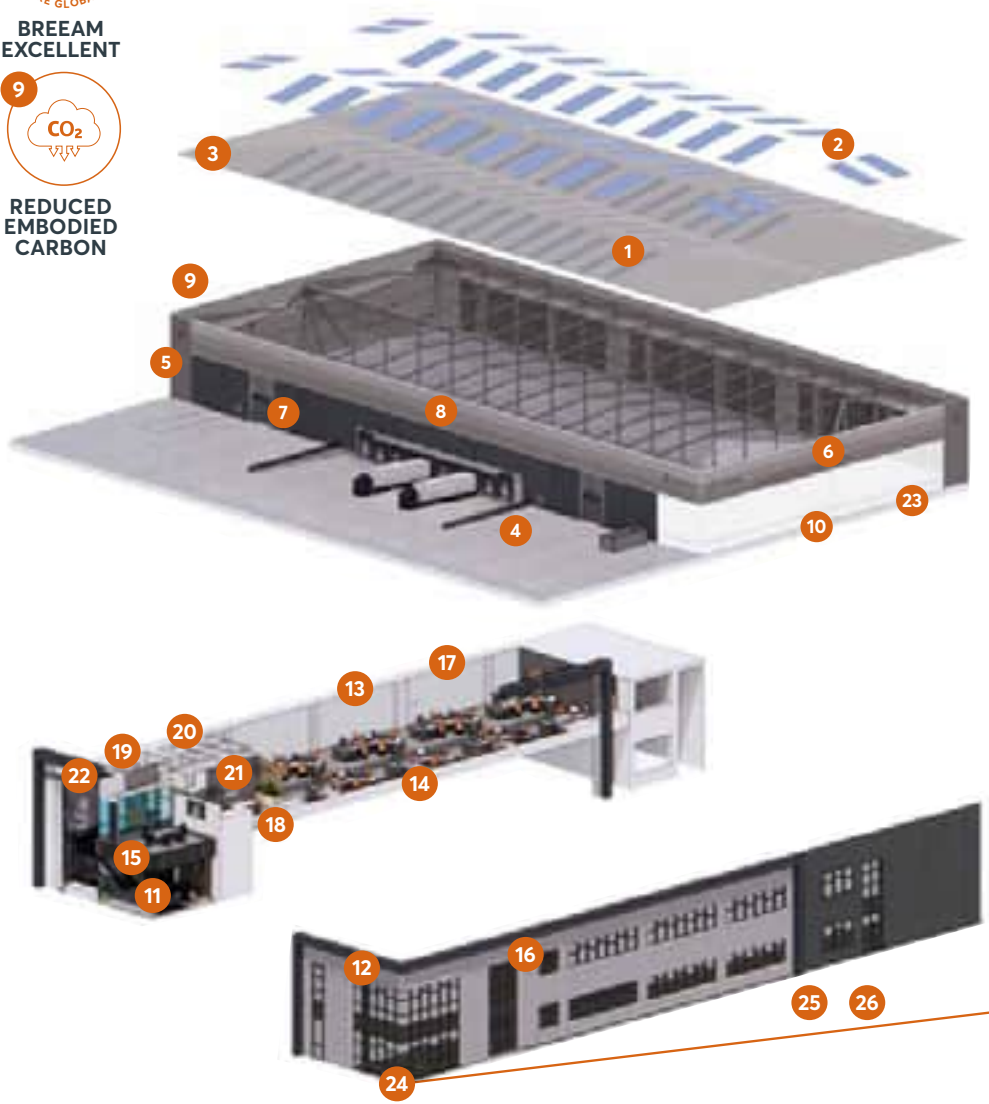
EXTERNAL

13	INTELLIGENT LED LIGHTING Bluetooth-operated smart lighting can be managed via an app to offer flexibility and customisation. This allows lighting to be moderated in accordance with daylight, as well as being intelligent enough to turn off when not in use.
14	RECYCLED CARPETS Supplied by Tarkett, all of the carpets can be fully recycled free of charge at the end-of-life.
15	CO² SENSORS Offices come equipped with SMART pollution sensing devices, meaning that fresh air is delivered based upon demand and the priority for providing high indoor air quality is met.
16	SMART METERING Fully networked meters are provided for collecting half hourly and real time energy data, that will be reported back by Schneider. This allows us to align with ESG targets and reduce energy consumption contributing towards net zero carbon targets.
17	LOW VOC/ORGANIC PAINTS All internal walls are painted using low VOC (Volatile Organic Compound) paints – removing the chemical smell, improving indoor air quality, and reducing 'off-gassing' levels, which contribute to greenhouse gas emissions.
18	HIGH EFFICIENCY WHITE GOODS High efficiency goods help to reduce energy consumption and costs.
19	LOW ENERGY LIFTS Schindler 3100 lifts are designed with sustainability and efficiency in mind to lower the building's carbon footprint and running costs.
20	LOW FLUSH WCs This helps customers to save on their utility bills, as well as supporting the building strive towards water neutrality.
21	ECO HAND DRYERS Providing low power hand dryers helps to reduce both energy usage and running costs.
22	ACOUSTIC CONTROL Offices are designed using carefully chosen materials which help to absorb sound, meaning staff can work in an environment that enhances health and wellbeing.
23	EV CAR CHARGING 20% of our car parking spaces are reserved for EV vehicle charging, helping colleagues and customers transition towards low energy net zero travel.
24	RAINWATER HARVESTING Rainwater harvesting provides the building with recycled water to help reduce freshwater dependency by flushing WCs, irrigation and potential vehicle washing from stored rainwater – an important feature in contributing to water neutrality and ultimately reducing utility bills.
25	STRUCTURED LANDSCAPES This aims to retain as many ecological features as practical whilst the new design will seek to maximising the bio-diversity value of the site.
26	MINDFULNESS We create a variety of external spaces to aid mental relaxation and mindfulness.

*Where required to meet BREEAM requirements.














This guide showcases some of the sustainable features in our St. Modwen Park warehouses.

-  **1**
ROOF LIGHTS
-  **2**
PHOTOVOLTAICS (PV)
-  **3**
LOW CARBON STEEL
-  **4**
CONCRETE
-  **5**
BUILT-UP CLADDING
-  **6**
EPC A+ RATED
-  **7**
HÖRMANN DOORS
-  **8**
BREEAM EXCELLENT
-  **9**
REDUCED EMBODIED CARBON



OFFICES

High quality office specification, designed with the customer in mind, focusing on health and wellbeing, sustainability and net carbon reduction.

-  **10**
HYBRID AIRSOURCE HEAT PUMP
-  **11**
FSC CERTIFIED TIMBER
-  **12**
NATURAL LIGHT
-  **13**
INTELLIGENT LED LIGHTING
-  **14**
RECYCLED CARPETS
-  **15**
CO² SENSORS
-  **16**
SMART METERING
-  **17**
LOW VOC/ ORGANIC PAINTS
-  **18**
HIGH EFFICIENCY WHITE GOODS
-  **19**
LOW ENERGY LIFTS
-  **20**
LOW FLUSH WC
-  **21**
ECO HAND DRYERS
-  **22**
ACOUSTIC CONTROL

EXTERNAL



-  **23**
EV CAR CHARGING
-  **24**
RAINWATER HARVESTING
-  **25**
STRUCTURED LANDSCAPES
-  **26**
MINDFULNESS

15. Benefits

Scheme benefits

Economic



Construction Jobs
110 net additional jobs per annum



Operational Jobs
600 net additional on-site jobs



Gross Value Added (GVA)
£39.9 million per annum



Business Rates
£1.5 million in total. £581,200 for Cannock Chase (assuming 40% retention rate)

Social



Local Employment Opportunities
290 net additional operation jobs for Cannock Chase reside



Training and Skills Opportunities
For local residents, including trainees and apprenticeships



Supporting Local Businesses
£6.7 million value of local procurement during the construction period



Social Value
Total worth £6.4 million

Environmental



BNG
10% Biodiversity Net Gain



Hedgerows & Trees
Retaining & enhancing circa. 2km of existing hedgerows and trees



Woodland
Retaining & enhancing all woodland on site (circa 1.1ha)



Enhanced Ecological Value
Considerable uplift in ecological value



Green Belt Compensatory Improvements: Potential to deliver a pedestrian and cycle link to the canal towpath.

Sustainability



BREEAM
Targeted to achieve an 'Excellent' rating



EPC A Rated
All units below 70,000 sq ft
EPC A+ Rated
All units over 70,000 sq ft



EV Charging
20% of parking spaces



LED Luminaires
with an efficiency of at least 20% better than Building Regulations



Roof Lights
15% natural light to warehouse to reduce electrical lighting load



PVs
PV systems installed to save CO2



SUDs
Sustainable urban drainage systems



Illustrative view of new site entrance

Watling Street, Cannock

Vision Document

March 2024