

Supporting Statement



Site UK2 Damson Parkway Solihull

Contents

01	Introduction
02	The Development Partners
03	The Site
04	Site Vision and Concept Masterplan
05	Planning Policy Context and Response
06	Deliverability and Mitigation
07	Summary and Conclusions

Prepared by:





Introduction

This document has been prepared in support of representations to the Solihull Local Plan Review (LPR) regarding proposed employment site UK2. It has been prepared on behalf of Prologis UK Ltd and Stoford Developments Ltd working as joint venture partners in collaboration with Solihull MBC Strategic Land and Property Resources Directorate.

Prologis and Stoford have a shared vision for UK2, to create a first-class sustainable development of the highest environmental and social credentials. It will provide for high-quality advanced manufacturing and logistics space to align with the wider vision for the UK Central proposal.

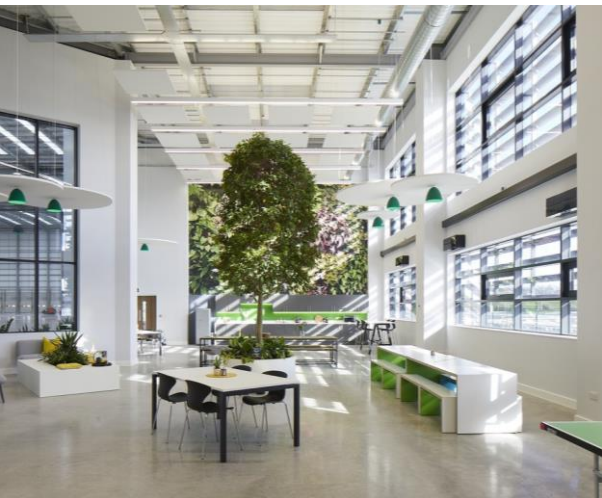
The scope of this statement is as follows:

- The Development Partners
- Site location and description
- Relevant planning policy
- The development opportunity
- Overview of deliverability and mitigation
- Summary and conclusions



The Development Partners

UK2 is being promoted by Prologis and Stoford working as joint venture partners in collaboration with Solihull MBC Strategic Land and Property Resources Directorate.



Prologis UK

Prologis has its UK headquarters in Solihull and is a global leader in industrial and logistics property. Prologis invests for the long term in industrial and logistics parks to serve its global customer base and also the local communities where it operates. In recent years Prologis has delivered up to £180m of investment in Solihull including 32,500 sq.m of prime commercial space at Birmingham Interchange and the 98,000 sq.m Logistics Operation Centre (LOC) for Jaguar Land Rover which is currently under construction on part of Site UK2.

In the wider West Midlands Prologis has developed over £1Bn of industrial and logistics sites at Fort Dunlop, Hams Hall, Bromford Gate, Minworth, Coventry, Ryton, Nuneaton, Stafford, Stoke and Fradley much of which is still owned.

The Development Partners

Stoford Developments

Stoford is one of the UK's leading property specialists. Based in Birmingham but operating nationally, it is a privately owned company with all the shareholders fully employed by the business.

It was founded in 1996 to focus on occupier led pre-let commercial property developments in the Midlands. Since then, the company has grown significantly and has completed commercial developments totalling over 14 million sq. ft with a value of over £1 billion across a diverse range of sectors throughout the UK.

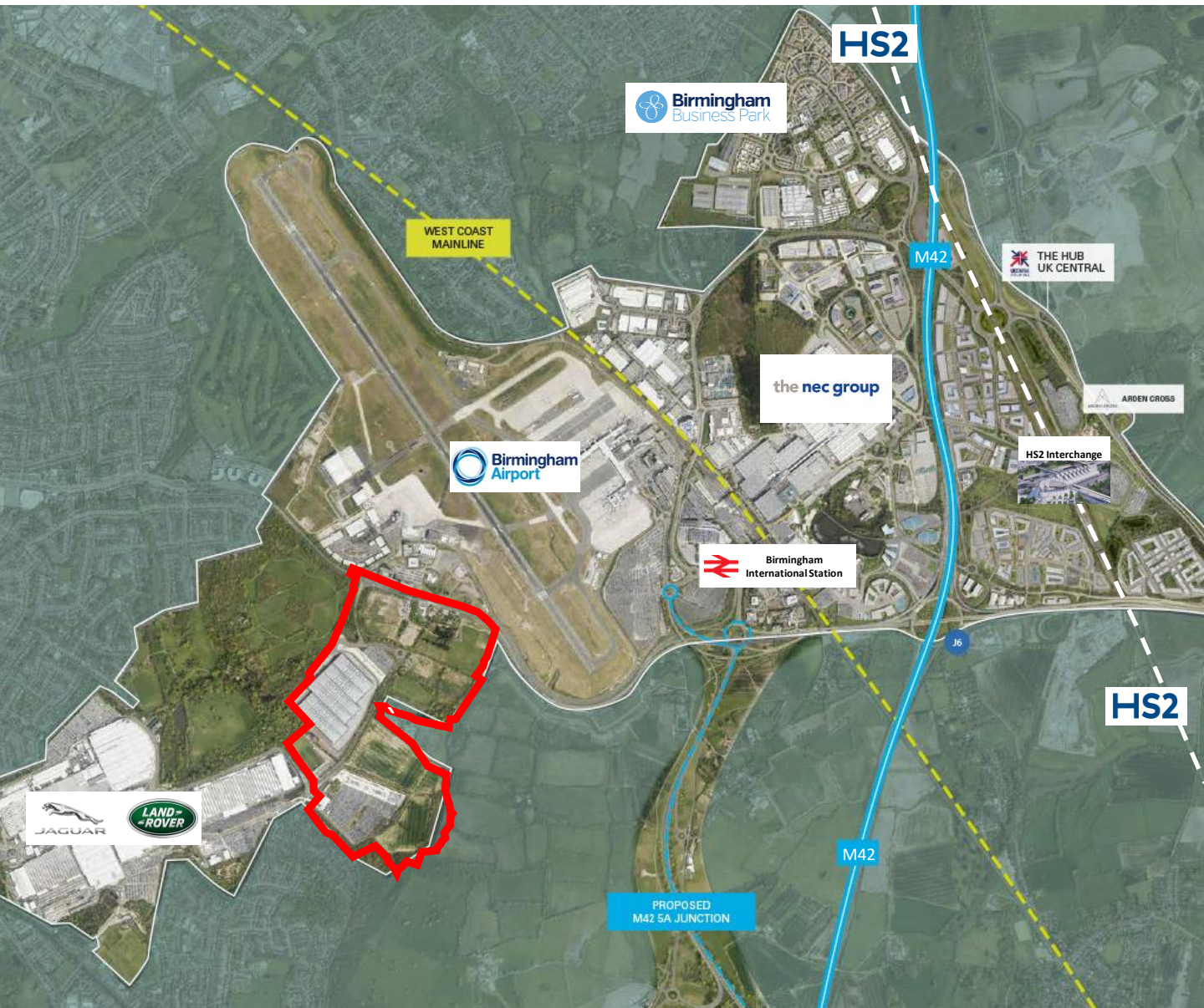


STOFORD

UK2
Solihull

The Site

03



UK2
Solihull

03

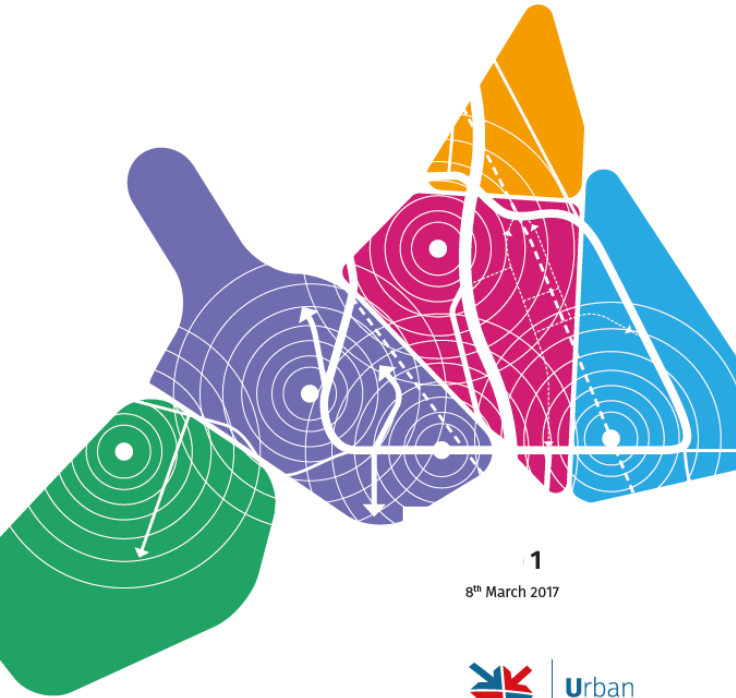
The Site

UK2 is strategically located between the Jaguar Land Rover Solihull Plant and Birmingham Airport/NEC, within close proximity to the M42/M6 and the proposed HS2 interchange site at Arden Cross. It forms part of the UK Central Hub proposals.

UK2 extends to approximately 94 hectares (ha) gross. Although it is presently in the Green Belt, a first phase of the site, comprising 2 early components of the development, has already received planning approval and has been implemented. This first phase of development meets specific requirements for Jaguar Land Rover and has been permitted by Solihull MBC on grounds of very special circumstances.

THE UK CENTRAL HUB

Growth and Infrastructure Plan



1

8th March 2017



The Site

The first phase comprises:

- a major new Logistics Operations Centre (LOC) amounting to some 98,000 sq.m.;
- a vehicle dispatch area extending to 14.5 ha gross; and
- the primary infrastructure required to deliver UK2, by way of an upgraded and re-aligned Damson Parkway.

Combined, these first phase elements extend to some 36.5 ha gross and therefore take up more than one third of the gross UK2 allocation area.

The remainder of the UK2 site is presently a combination of agricultural land, a mixed use area fronting the A45 which forms its northern boundary, Solihull Moors FC, and the Birmingham Exiles RFC.



Site Vision and Concept Masterplan

Prologis and Stoford have a shared vision for UK2, to create a first-class development of the highest environmental and social credentials that will provide for high-quality advanced manufacturing and logistics space to align with the wider vision for the UK Central proposal. The parties are working in collaboration with Solihull MBC Strategic Land and Property Resources Directorate.

It is envisaged that UK2 will be a place that will bring opportunity, jobs and prosperity for the local and wider communities; a place which looks good and is built sustainably in every sense; a place where occupiers will want to invest and remain for decades to come.



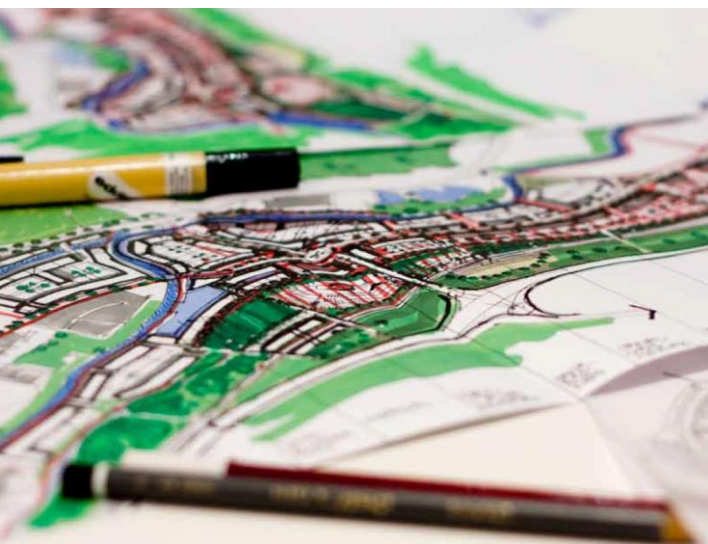
They key objectives and development principles of the proposals are:

- To deliver an exemplar employment development that will both support Jaguar Land Rover and its supply chain together with providing for other high quality advanced manufacturing and logistics occupiers;
- To support over 4,000 jobs, making a significant contribution to both the local economy and to that of the wider region;
- To provide a coordinated and complementary approach to the wider development of the UK Central Hub;
- To follow principles of 'great place-making', with high quality buildings and landscape design, and significant biodiversity enhancement;
- To secure the highest standards of sustainable design and embedding social value and effective sustainable transport measures throughout;
- To deliver infrastructure improvements and pedestrian/cycle connectivity with the local area including a north/south linear park along Low Brook and an east-west route to Elmdon Park, helping both site permeability and modal shift towards sustainable travel.

Site Vision and Concept Masterplan

Concept Masterplan

An initial Development Concept has been prepared which demonstrates that the site is capable of accommodating a range of plot and building sizes for users within Classes B2 and B8 with a potential total net developable area of approximately 73 ha accommodating some 300,000 sq.m of floorspace (including the Jaguar Land Rover LOC which is 98,000 sq.m).



The Concept Masterplan overleaf demonstrates how the site will come forward in Phases. In brief the main phases are:

- **Phase One** – Jaguar Land Rover LOC, vehicle dispatch and primary highway infrastructure (committed/constructed). This phase extends to approximately 27ha net developable area.
- **Phase Two** – Land immediately available upon release from the Green Belt and under the control of Prologis/Stoford/SMBC. This phase extends to approximately 25ha net developable area and includes much of the green/blue infrastructure.
- **Phase Three** – Remaining parcels of land requiring occupier relocations. This phase extends to approximately 14ha net developable area.

UK2
Solihull

Site Vision and Concept Masterplan



Site Vision and Concept Masterplan

An indicative timeline for the main phases is set out below:

- **2014-2015:** JLR despatch area approved and constructed
- **2017-2021:** JLR LOC approved and constructed and Damson Parkway realigned/ upgraded
- **2021:** Local Plan Review adoption (land removed from Green Belt)

- **2022-2026:** Phase 2 Planning and Construction

- **2025-2030:** Phase 3 Planning and Construction

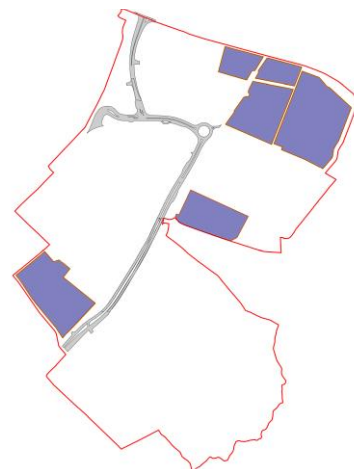
Phase 1
27 HA NET



Phase 2
25 HA NET



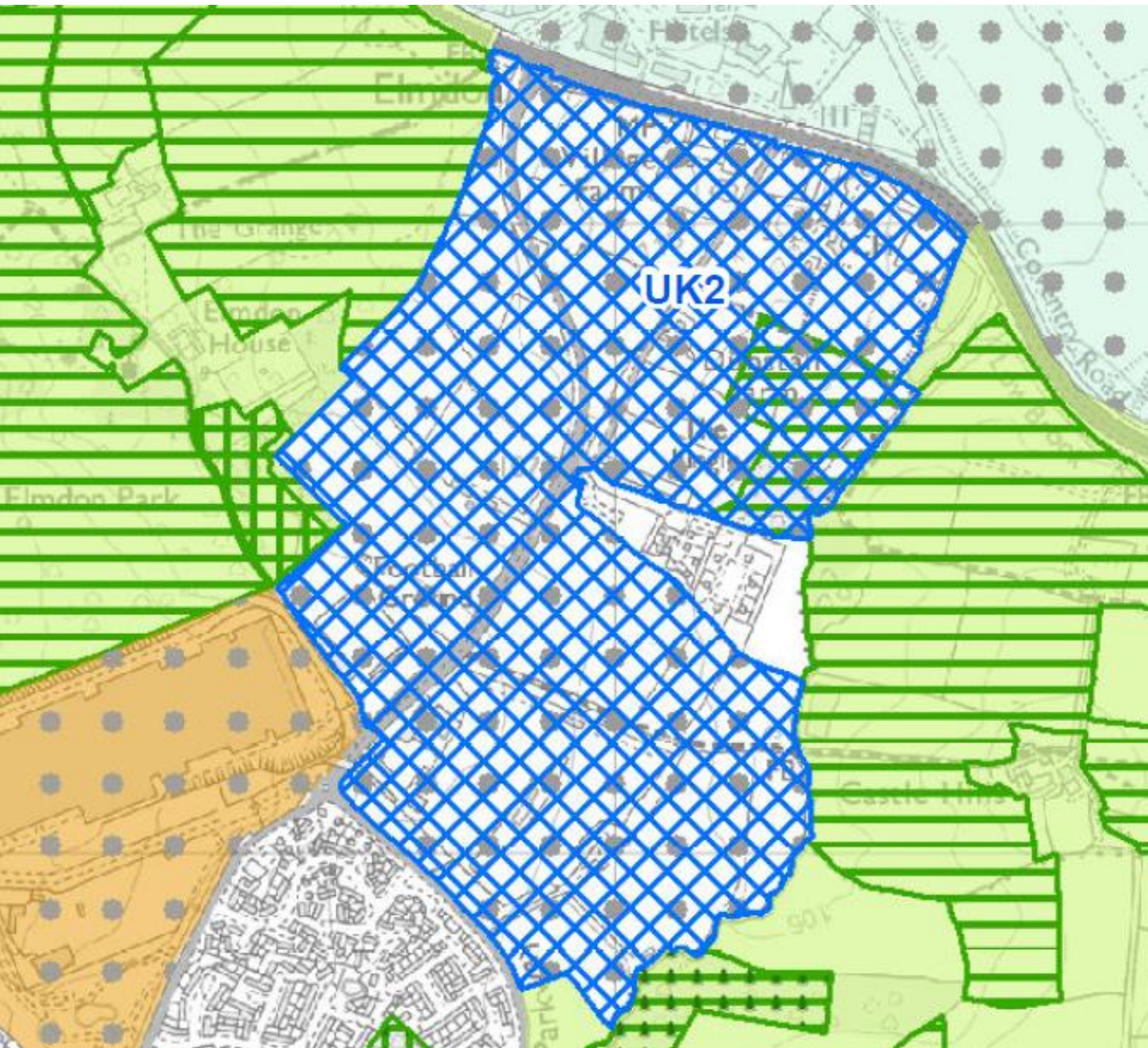
Phase 3
14 HA NET



UK2
Solihull

Planning Policy Context and Response

Extract_Proposed Policies Map – Local Plan Review (Oct 2020)



LPR Proposed Employment Site



Jaguar Land Rover



Local Wildlife Sites



Green Belt

Planning Policy Context and Response

A detailed response to the Draft Submission Plan is provided separate to this Statement. In short however, the Draft Submission Plan is broadly supported by Prologis and Stoford and this is summarised below.

The delivery of UK Central is one of the key aims of the Local Plan Review (LPR) and it links to a variety of aspirations the Council sets out in the plan towards improving the health and well-being of the borough's residents, shaping employment skills, supporting enterprise and improving life chances for all.

Policy P1 of the LPR set out the proposals for the UK Central Area and within this it includes a proposal to release site UK2 from the Green Belt for employment uses. Policy P1, together with the site specific Policy UK2, then sets out further detail of the allocation. The policies require that the site should make provision for the needs of Jaguar Land Rover, Birmingham Airport and the other economic assets in the UK Central area as well as general employment needs and a Household Waste Recycling Centre (HWRC) and Council Depot. The policies require that proposals for UK2 are expected to be promoted in a comprehensive and co-ordinated manner and to make provision for a phased approach to development. This Statement sets out our vision for how this can be achieved.



Planning Policy Context and Response

Site UK2 is also included within the proposed employment land supply provision table under Policy P3 which sets out the overall provision of employment land for the borough.

The LPR sets out the ‘exceptional circumstances’ that justify the release of the site from the green belt. This justification is based not only on the particular circumstances of Jaguar Land Rover but also the wider need to provide additional employment land. It also notes that the area currently only makes a moderate contribution to the function of including land in the green belt and that there is a need to create long term defensible boundaries.

Policy UK2 - Land at Damson Parkway

1. This site is allocated for employment development to meet local employment needs, needs associated with the key economic assets in the UK Central Solihull Hub Area, and for a potential relocated Household Waste and Recycling Centre and Depot.
2. Development of this site should be consistent with the principles of a Concept Masterplan for this site, which is expected to include the following:
 - i. No development within any area of higher flood risk zones;
 - ii. Relocation of the existing sports provision off Damson Parkway to a suitable site in the vicinity (see below);
 - iii. The existing sports provision off Damson Parkway will not be available for development until a suitable alternative site is provided and ready for use, within the vicinity of the existing sites;
 - iv. The alternative site must be agreed with the governing bodies and Sport England;
 - v. The alternative site must be in accordance with the relevant policies of the plan, in particular Policy P20;
3. Likely infrastructure requirements will include:
 - i. Development of the site should provide flood alleviation to Damson Lane;
 - ii. The Low Brook corridor shall be significantly improved and turned into a high quality linear attenuation and water quality improvement area for SuDS;
 - iii. Highway improvements as required and access improvements along Damson Parkway and Damson Lane;
 - iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity to surrounding residential areas;
4. Green Belt enhancements will include:
 - i. Improvements to environmental quality of remaining Green Belt between the main urban area and Damson Parkway;
 - ii. Improvements to the environmental quality of Green Belt to the east to enhance/extend the important grassland habitats to the east of the site.
5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site UK2 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.



Delivery and Mitigation

In common with any major development site there are a range of environmental and technical considerations that need to be considered as part of any development allocation. The following section of this Statement identifies the principal aspects that will need to be considered, although this list is not exhaustive at this stage.



Blue and Green Infrastructure

Commercial Deliverability

Heritage

Environmental

Transportation



Delivery and Mitigation

Transportation

The focus of the joint venture partners will be on a sustainable transport strategy to deliver infrastructure improvements and connectivity in order to secure a significant modal shift towards sustainable travel.

Opportunities brought about by the Sprint Bus Rapid Transit (BRT) and proposed Regional Priority Cycleway Route along the A45 corridor will be maximised.

As part of the Concept Masterplan set out in Section 4 of this Statement it is also envisaged that the site would deliver a high level of pedestrian/cycle connectivity within the local area including a north/south linear park along Low Brook and an east-west route to Elmdon Park, helping both site permeability and modal shift towards sustainable travel. It is also envisaged that Damson Lane would be retained and downgraded to provide a safe pedestrian/cycle route.



Delivery and Mitigation

Pedestrian and Cycle Network





Delivery and Mitigation

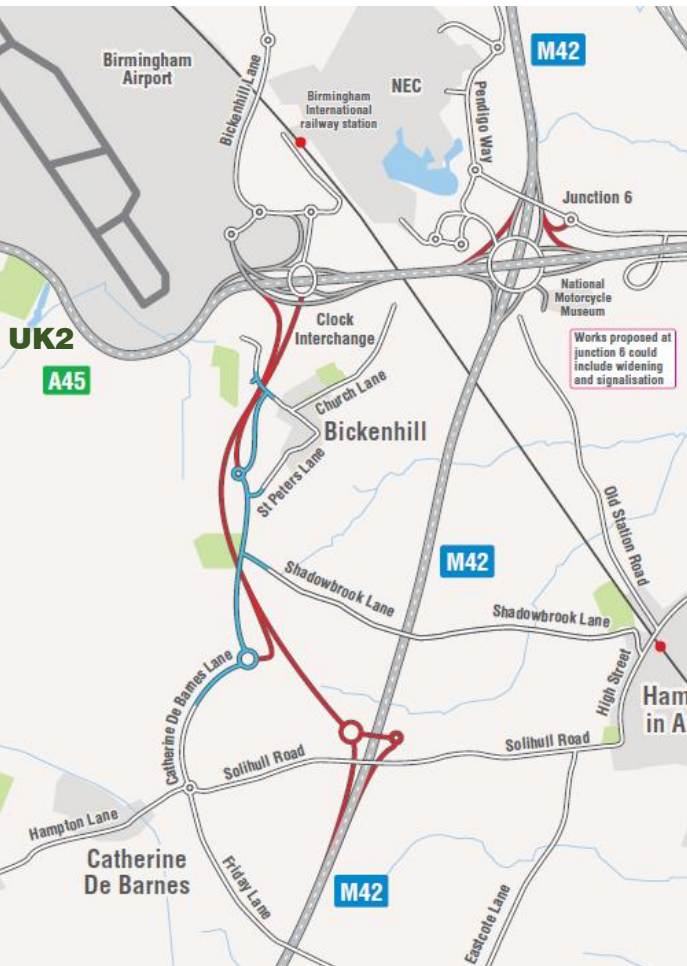
Primary Infrastructure

It is important to note that the primary highway infrastructure requirement of the site is the realignment and upgrade of Damson Parkway and that this has already been delivered by Prologis and SMBC as part of the LOC development. Future development plots will take access off this newly constructed spine road.



Delivery and Mitigation

Off-site Highway Infrastructure



Although a detailed transport assessment will be undertaken as part of any planning application process, it is not expected that any other significant highway network upgrades will be required. If any minor alterations are required to the A45 junction with Damson Parkway the development partners control the land necessary to undertake these.

Beyond the site itself, Highways England's plans to increase the capacity of Junction 6 of the M42 and create a new Junction 5a has also recently been approved by the Secretary of State. This will release significant strategic highway capacity in the area.

Sustainable transport opportunities are also proposed through the Sprint Bus Rapid Transport (BRT) and Regional Priority Cycleway Route along the A45.



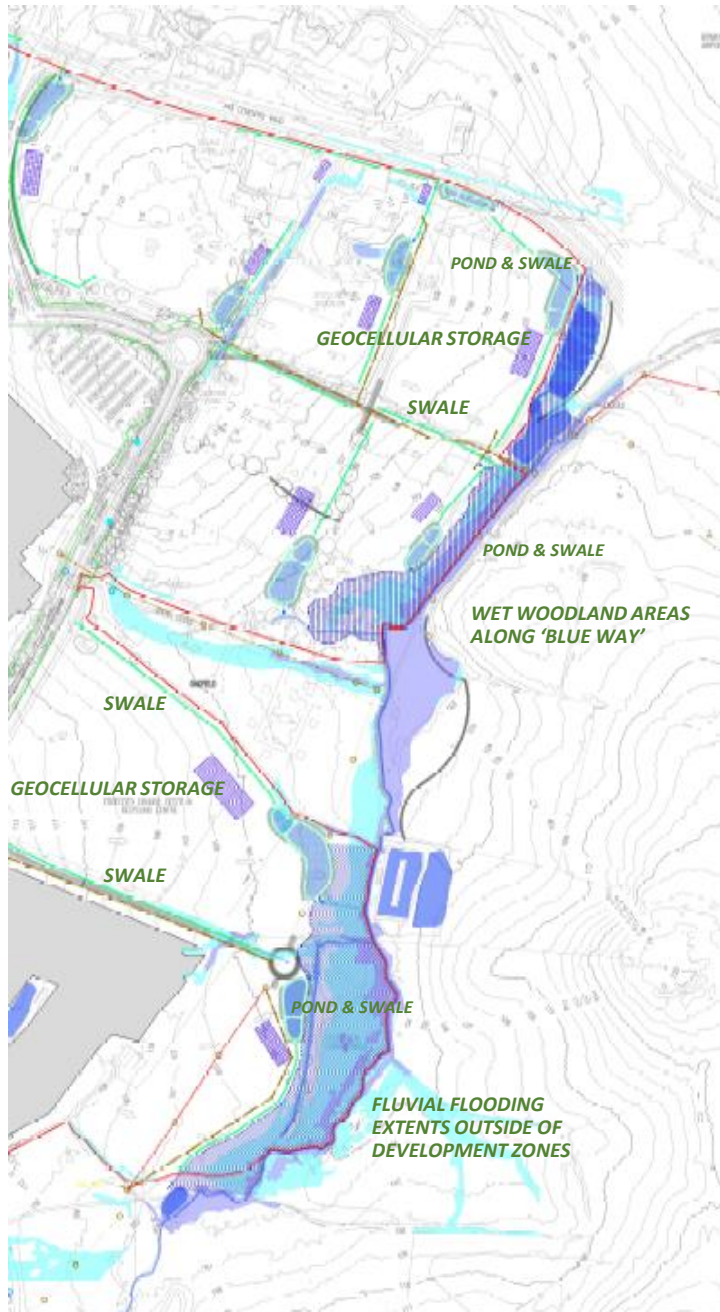


Delivery and Mitigation

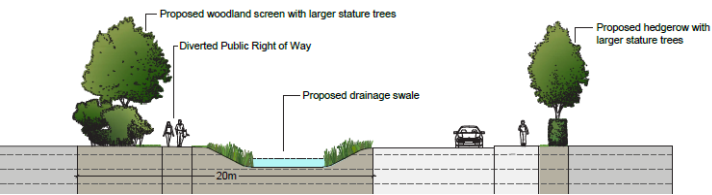
Blue and Green Infrastructure

The majority of the site lies within Flood Zone 1 and therefore is at low risk of flooding. Given the presence of Low Brook along the site's eastern boundary however, Prologis and Stoford have already undertaken detailed Flood Risk Assessment work in conjunction with Solihull MBC and this work has been used to inform the Concept Masterplan, ensuring that no built development will occur outside of Flood Zone 1.

The Assessment work has also helped inform a high-level strategy for surface water drainage and how this can be used to help create a comprehensive and high quality network of blue infrastructure.



ILLUSTRATIVE BLUE INFRASTRUCTURE STRATEGY



Delivery and Mitigation

Biodiversity



In terms of ecology, there are no nationally designated ecological sites affected by the proposals and although a small part of the site is within a non-statutory Local Wildlife Site (LWS), any development in this area will ensure that appropriate compensatory mitigation is provided for any habitat loss.

Overall, based on the site's current use and its characteristics, it is not expected that ecology places a significant constraint on the site's development and the principles of biodiversity net gain will be firmly embedded in any proposals, linking with the blue infrastructure and pedestrian/cycle routes to create a high quality network of green corridors.





Delivery and Mitigation

Heritage

There are no listed buildings on the site or on immediately adjoining land, and there is no Conservation Area in the vicinity of the site. There is no known archaeological interest in the site.

Heritage issues are therefore not considered to be a significant constraint on development.

Environmental

For the most part the site has historically been used for agriculture and there are no known contamination or ground suitability restrictions to its development.

Noise and Air Quality issues will be assessed in detail at planning application stage and mitigation incorporated but in general terms the proposal is well separated from main residential areas.

In relation to landscape and visual impact, the site is not categorised as being of high value landscape and is also well contained resulting in limited impacts on the wider landscape character area.



Delivery and Mitigation

Commercial Deliverability

The site is being promoted jointly by Prologis and Stoford, two well established and highly successful commercial developers with successful track records of delivering proposals of this size and nature. These parties have already entered into a Joint Venture agreement to promote and deliver the site and are committed to develop the site in a co-ordinated and comprehensive manner. The agreement between the two parties provides for equalisation of costs and sharing of infrastructure without ransom. The parties have also agreed to work in collaboration with Solihull MBC Strategic Land and Property Resources Directorate as the other main landowner to bring forward a comprehensive development.

Between these parties some 80% of the site is under their control including all the land developed to date and the whole of the Phase 2 land (some 25 ha net). Prologis has already developed and funded the Jaguar Land Rover LOC and has been responsible for the diversion and upgrade works to Damson Parkway, the primary infrastructure serving UK2.

The remaining smaller parcels of land, outside of the control of the 3 main parties, have been planned such that they in no way hinder delivery of the principal components of the site and are phased towards the later stages of the plan period, whilst also not preventing them coming forward earlier should they become available. Importantly, the deliverability of the majority of the site is not dependent on any other of the Phase 3 land owners.



Summary and Conclusions

This document has been prepared in support of the Site UK2 for employment use in the Solihull Local Plan Review. It is submitted on behalf of Prologis and Stoford working as joint venture partners in collaboration with Solihull MBC Strategic Land and Property Resources Directorate as the other main landowner.

UK2 is strategically located between the Jaguar Land Rover Solihull Plant and Birmingham Airport/NEC, within close proximity to the M42/M6 and the proposed HS2 interchange site at Arden Cross. It forms part of the UK Central Hub proposals.

Prologis and Stoford have a shared vision for UK2, to create a first-class development of the highest environmental and social credentials that will provide for high-quality advanced manufacturing and logistics space to align with the wider vision for the UK Central proposal.

Phase 1 of the development has already been delivered in order to support the immediate needs of Jaguar Land Rover, and some 25 ha of land in Phase 2 is immediately available and deliverable with the primary highway infrastructure already in place. The Phase 3 land will further provide opportunities for growth towards the end of the plan period, or earlier should it become available.

As a key part of the UK Central proposal, the site will provide for a significant element of the economic growth of the borough for the local plan period and beyond helping to shape employment skills, supporting enterprise and improving life chances for all.

UK2

UK2
Solihull

SGP
Architects + Masterplanners

 **Delta**Planning