

Nuneaton and Bedworth Borough Council

Concept Plans for Strategic Allocations: HSG6 and EMP6, School Lane and Longford Road, Bedworth

Supplementary Planning Document (2020)

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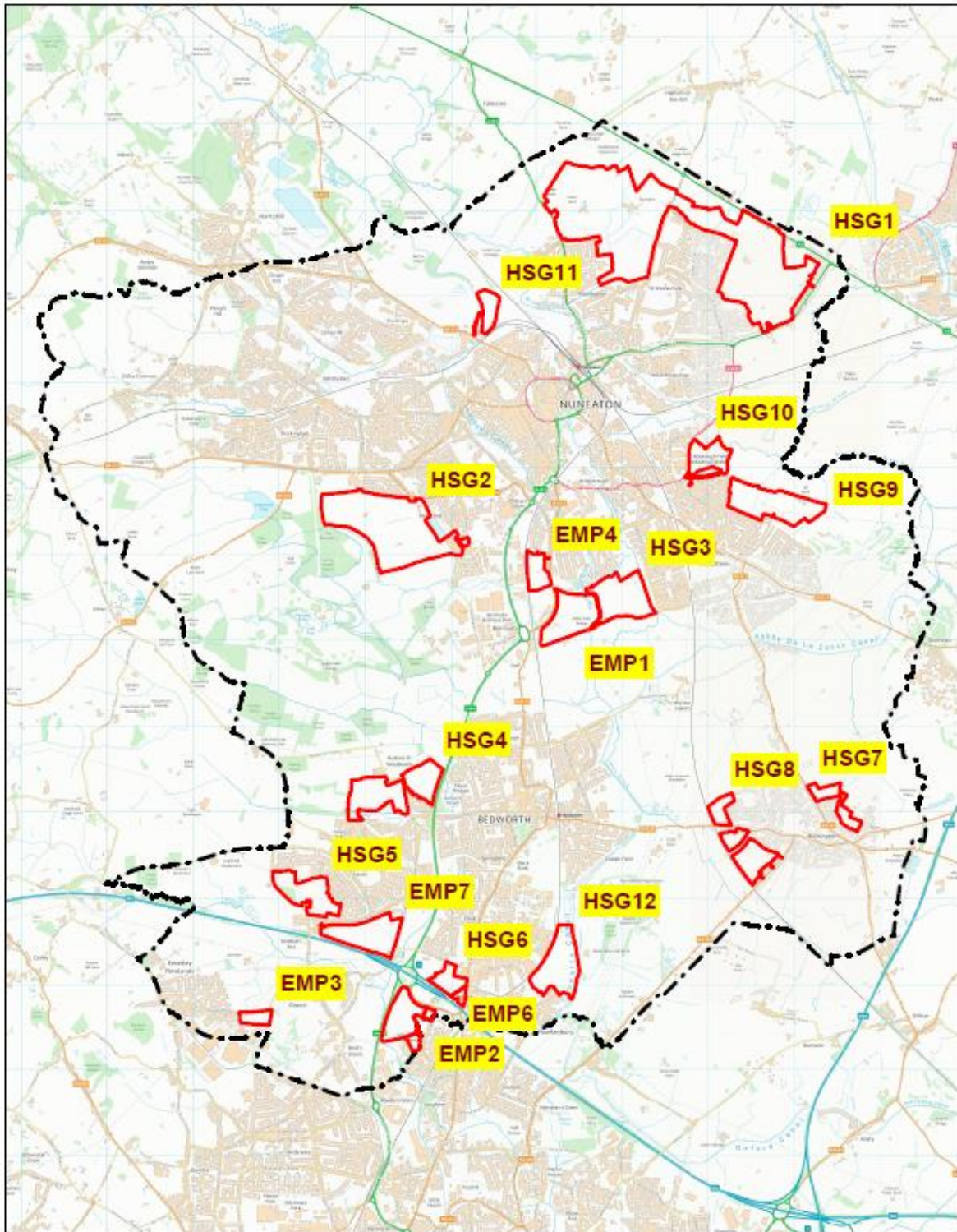
1 Introduction

1.1 Introduction

- 1.1.1 The Nuneaton and Bedworth Borough Plan will see the delivery of circa 14,060 new homes and 107.8 Ha of new employment land within the Borough for the plan period ending in 2031. A key component of accommodating this growth within the Borough will be the development of a number of strategic land allocations for housing and employment uses (see Figure 1). This concept plan relates to the strategic allocation known as HSG6 and EMP6 - Land off School Lane and Longford Road, Bedworth. The site has been allocated for at least 220 dwellings and 2 ha of employment land.
- 1.1.2 The Strategic Land Allocation covers an area of 18.5 hectares in the south of the Nuneaton and Bedworth Borough area.

1.2 Role of the Concept Plan

- 1.2.1 The preparation of a concept plan is a key step in guiding all future stages of development on each strategic land allocation. It establishes a strategic context for planning applications and sets a baseline position in terms of assessing future schemes which will contain more detailed proposals. A key objective of the concept plan is to ensure that the strategic land allocation is brought forward in a strategic and comprehensive manner.
- 1.2.2 In meeting this objective, the concept plan establishes the following matters for each site:
- Land uses;
 - Development principles; and
 - Infrastructure delivery.
- 1.2.3 The concept plan provides guidance on the delivery of the development principles set out in the adopted Borough Plan for each strategic site allocation. The concept plans are intended to provide a visual representation of policy requirements, as well as other key elements, and so are conceptual in nature. They are not intended to be exhaustive in showing all required elements. The concept plans should inform the more detailed masterplans that are submitted at the planning application stage. Alternative solutions and land use arrangements may come forward as part of the planning application process, but the concept plans should be viewed as the fundamental principles for the site, and any significant differences in approach would need to be justified at the planning application stage.



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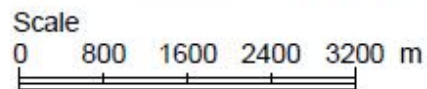


Figure 1: Strategic housing and employment sites

1.3 Stakeholder and community engagement

- 1.3.1 The concept plan has been prepared by WYG on behalf of Nuneaton and Bedworth Borough Council, in consultation with other stakeholders, developers and the main landowner interests.

1.4 Status of Concept Plan

- 1.4.1 It is intended that the concept plan will acquire status as a Supplementary Planning Document (SPD), providing additional explanation to the Borough Plan policies. This concept plan accords with Borough Plan policy, the National Planning Policy Framework and national planning policy guidance. Once adopted, the Concept Plans SPD will be a material consideration when deciding planning applications.

1.5 Planning policy background

National Planning Policy Framework

- 1.5.1 The National Planning Policy Framework (NPPF) (2019) includes a presumption in favour of sustainable development. The NPPF states that sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:
- a) an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

1.5.2 The NPPF further states that “Plans should be prepared with the objective of contributing to the achievement of sustainable development and be prepared positively, in a way that is aspirational but deliverable”. The concept plan seeks to provide development parameters to guide the future deliverability of the proposed scheme on the Strategic Site Allocation.

Borough Plan

1.5.3 The vision for the Borough Plan is: “By 2031, Nuneaton and Bedworth Borough will be a place where there are opportunities for sustainable economic growth with diverse job prospects, healthy living and an integrated infrastructure network. Business will want to invest in the Borough as a result of the outcomes of policies in the Plan, which will include creating an attractive environment”.

1.5.4 In order to meet this vision the Borough Plan has set out a number of strategic objectives and planning policies. The following sites are identified:

- HSG 1 – North of Nuneaton,
- HSG 2 – Arbury,
- HSG 3 – Gipsy Lane,
- HSG 4 – Woodlands,
- HSG 5 – Hospital Lane,
- HSG 6 – School Lane,
- HSG 7 – East of Bulkington,
- HSG 8 – West of Bulkington,
- HSG 9 – Golf Drive,
- HSG 10 – Attleborough Fields,
- HSG 11 – Tuttle Hill,
- HSG 12 – Former Hawkesbury Golf Course,
- EMP 1 – Faultlands,
- EMP 2 – Wilsons Lane,
- EMP 3 - Prologis Extension,
- EMP 4 – Coventry Lane,
- EMP 6 – Longford Road, and
- EMP 7 – Bowling Green Lane.

1.5.5 There are a number of other Borough Plan policies, which will have implications for the development of the Strategic Land Allocation.

Supplementary planning documents

1.5.6 There are Supplementary Planning Documents produced by Nuneaton and Bedworth Borough Council which should be read in conjunction with this framework. At the time of publishing, these include:

- Affordable Housing (2007);
- Car Parking Standards (2003); and
- Residential Design Guide (2004).

1.5.7 The following Supplementary Planning Documents are also due to be produced. Once adopted, the new documents will replace the older documents where necessary.

- Affordable Housing
- Air Quality
- Transport Demand Management Matters
- Heritage, Conservation Area Appraisals and Management Plans
- Health Impact Assessment
- Planning for a Healthier Area – Hot Food Takeaways
- Green Infrastructure
- Sustainable Design and Construction

Other planning guidance

1.5.8 The following publications have also informed the preparation of this concept plan:

- National Planning Practice Guidance.

2 Site and context

2.1 HSG6 and EMP6 strategic site

Context

- 2.1.1 Strategic allocations HSG 6 and EMP 6 cover 18.5ha of the land located to the north east of the M6/A444 Junction situated on the southern boundary of the Nuneaton and Bedworth Administrative Area, with the northern boundary of the site lying approximately 1.7 km to the south of Bedworth Town Centre. The site is 'urban fringe' in character and consists of arable and grazing land with associated agricultural buildings and a farm house.
- 2.1.2 The strategic site comprises two parts; HSG 6 to the west and EMP 6 to the east. HSG6 comprises 16.5Ha of pasture farmland, consisting of four improved grassland fields together with a pond in the west of the site. EMP 6 comprises 2.1 ha of un-managed, poor, semi-improved grassland including a small pond used for small-scale coarse fishing.
- 2.1.3 The site is defined to the north by a roadside hedge and School Lane, with residential properties on the southern edge of Exhall Hall Green beyond. The eastern boundary is defined by a mature roadside hedge with occasional mature trees fronting Longford Road (B4113). Industrial units are situated on the eastern side of Longford Road. On the corner of School Lane and the B4113 is a mixed use leisure and industrial site and a telephone exchange building. Both are excluded from the site.
- 2.1.4 The site is defined to the west by a mature hedgerow with further farmland and the A444 (Bedworth Road) beyond. The southern boundary of the site is defined by a vegetated embankment to the northern side of the M6 motorway which is at a higher level.
- 2.1.5 A 400kv overhead power line runs across the southern part of the site, including two pylons parallel with the M6.
- 2.1.6 Wilsons Lane runs across the south-east corner of the site and is bounded by tall hedgerow and mature trees. The lane is occupied by a number of steel containers forming part of a storage business, while at its northern end there is a car and van hire company.
- 2.1.7 Public footpath B26 runs from School Lane to the pond and copse of trees to the west of the site.
- 2.1.8 The topography of the site comprises a level plateau adjacent to School Lane (105m AOD) sloping to 100m AOD adjacent to the M6 motorway.

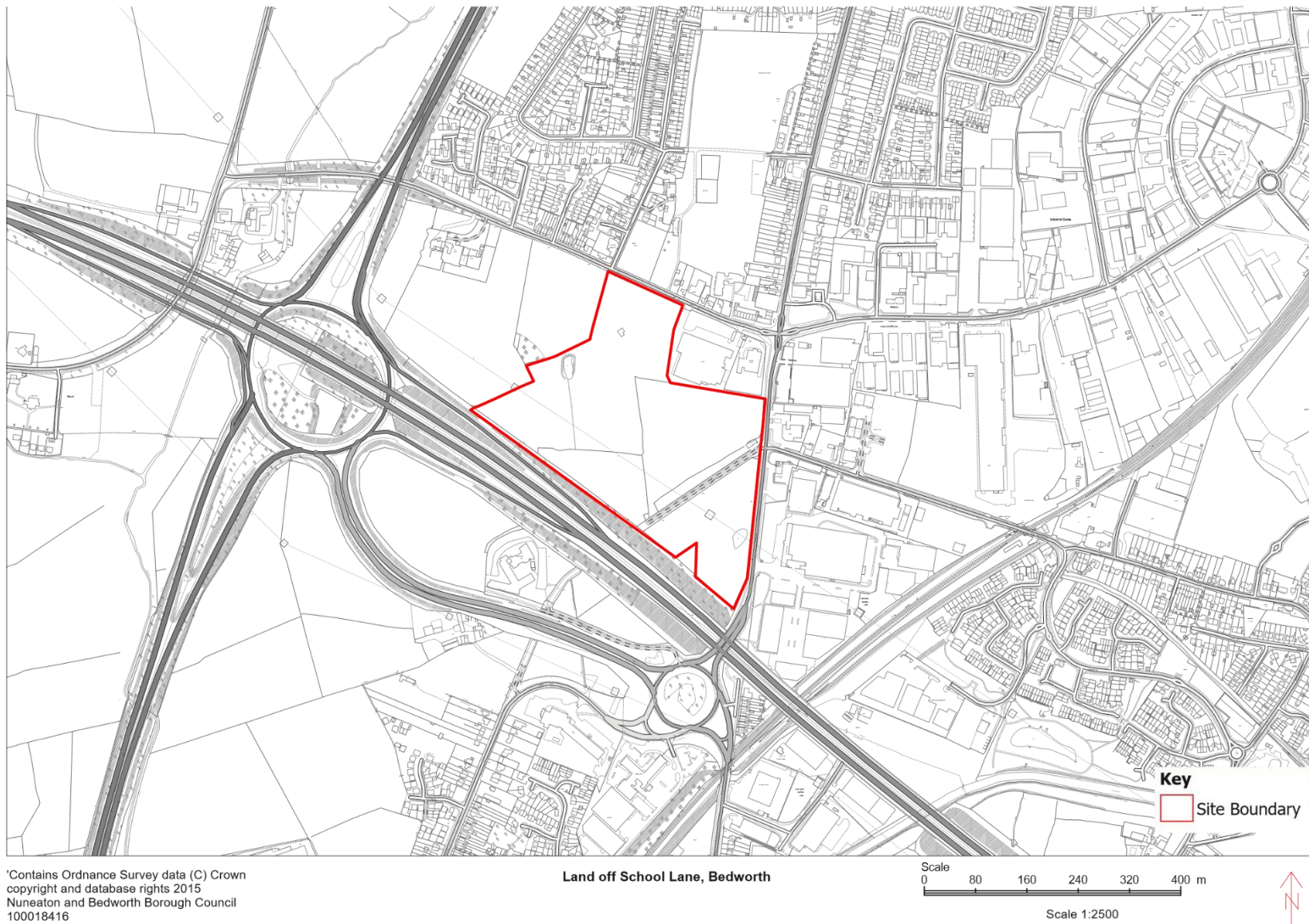


Figure 2: HSG6 and EMP6 Site location

2.2 Edge conditions

- 2.2.1 Edge conditions are important as they form the interface with the existing context. Depending on the nature of the edge conditions, they can inform a certain development or response to the surrounding environment.
- 2.2.2 The majority of the site's northern, eastern and western boundaries are formed by mature hedgerows with hedgerow trees providing a significant buffer between the site and the highway network. The southern boundary is defined by the embankment of the M6.

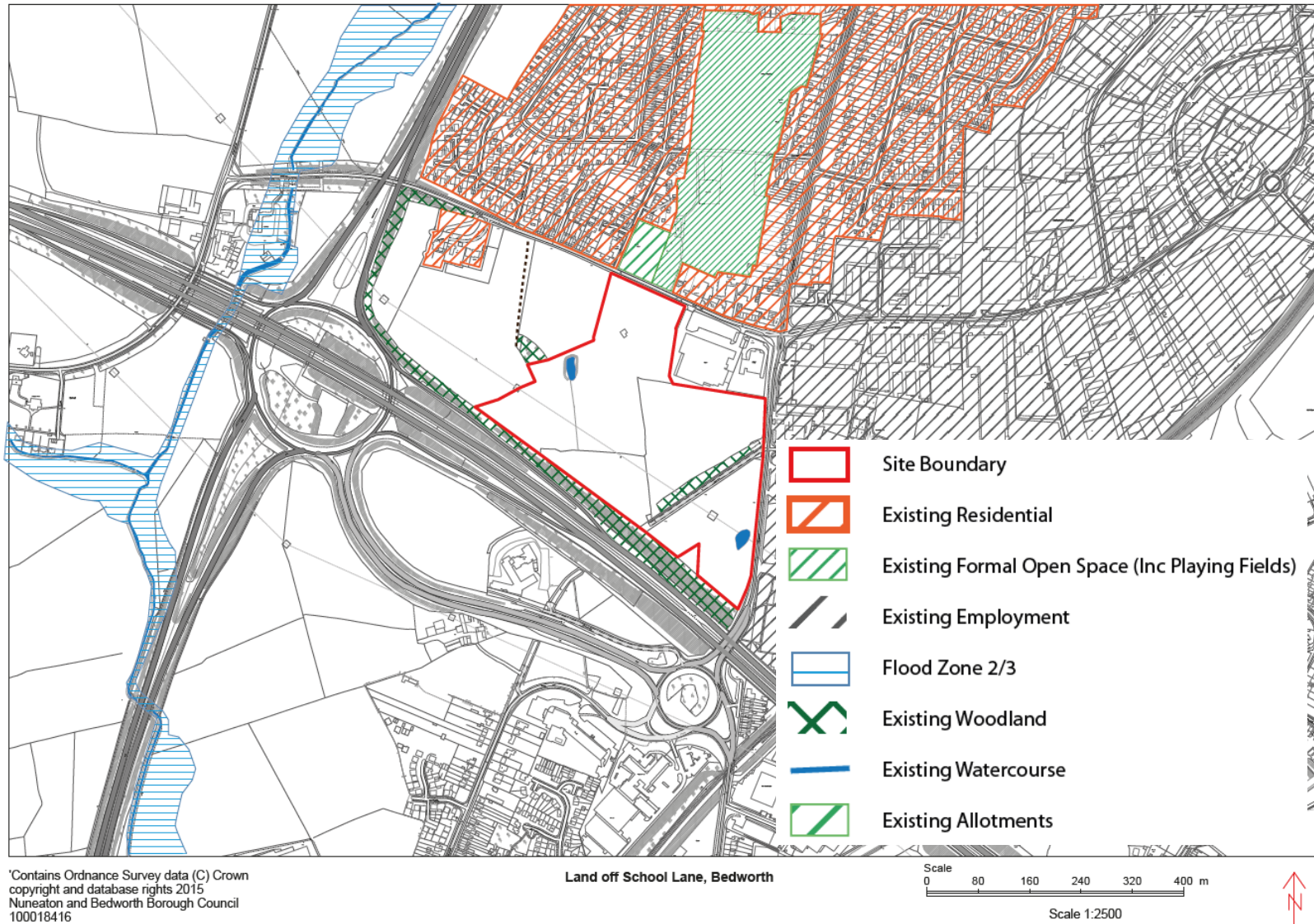
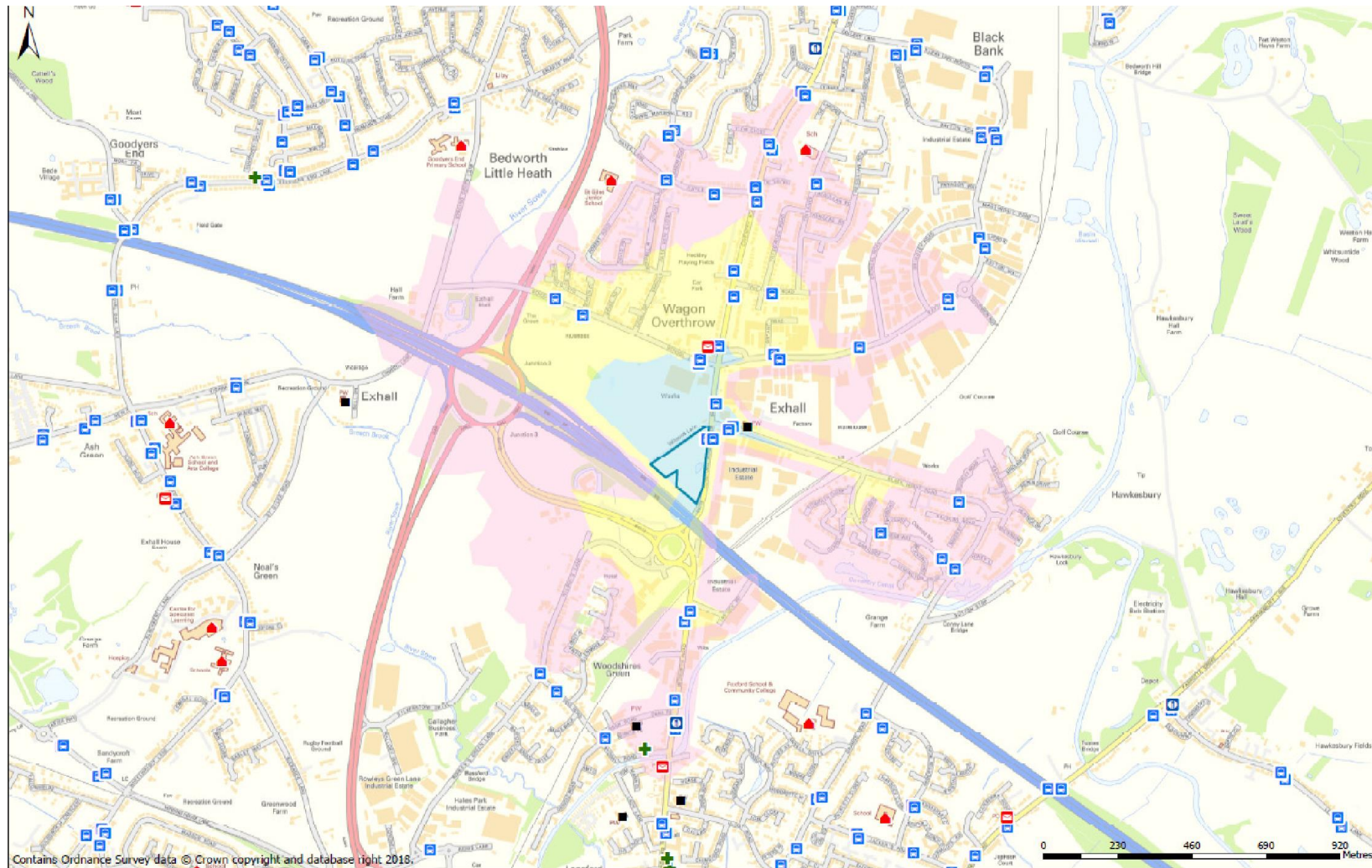


Figure 3: HSG6 and EMP6 Site context



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EMP6
Longford Road
 Accessibility and local amenities plan

Legend

Site boundaries	Walking catchments (m) 400	Bus stop	Town centre	Place of worship	Restaurant/Pub
	800	Rail station	Local centre	Post office	
	1200	Coach station	Hospital		
		School	GP		

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Figure 4: EMP6 Accessibility and local amenities

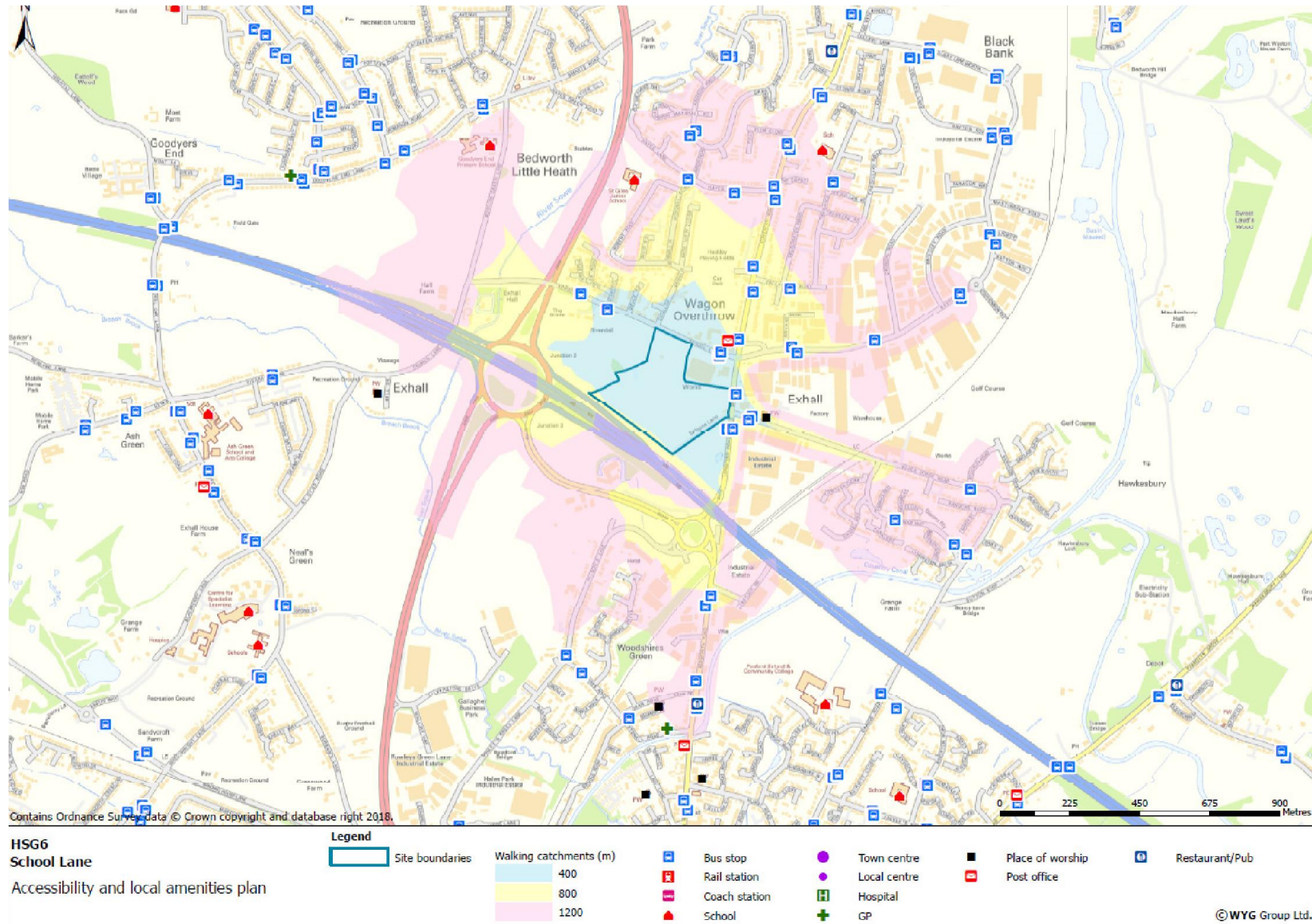


Figure 5: HSG6 Accessibility and local amenities

2.3 Views

- 2.3.1 The existing vegetation along the boundaries with the M6, A444, School Lane and the B4113 means that the site has relatively low visual prominence.
- 2.3.2 Views of the residential areas to the north of the site are partly softened by low hedgerows and some hedgerow trees, whilst industrial units at the eastern end of School Lane form a harder urban edge with no screening. The nature of the existing urban edge and presence of large industrial units and high voltage overhead lines means there are limited attractive features or views of the site, although the site does contribute to an element of separation between Bedworth and Coventry.
- 2.3.3 Views of the site from the surrounding public highways are filtered and screened by intervening vegetation. There are possible views from the public open space and allotments north of School Lane. Views are available from Public Footpath B26 to the west of the site but this does not provide a through-route.

2.4 Flood risk and drainage

- 2.4.1 The site is located within Flood Zone 1, with no area identified as being at risk from surface water flooding.

2.5 Landscape character, habitat and vegetation

- 2.5.1 Nuneaton and Bedworth Borough Council commissioned a Landscape Character Assessment (LCA) in 2012 prepared by TEP. This was updated in 2016.
- 2.5.2 The site is situated in the eastern part of Landscape Character Area 7 – Keresley Urban Fringe, where the land use varies from typical urban landscapes which include golf courses and recreational areas, to more rural surroundings of pasture and arable farm land, as well as horse paddocks. The key landscape features relevant to the site identified in the LCA are:
- Field pattern is generally defined and influenced by roads and settlement fringes, creating a variable size and shape to fields;
 - Hedgerows are of variable condition; those along roads tend to be maintained above 2m in height to limit views. Within fields they are more variable and include intact to fragmented hedgerows of varying heights;

- Woodland is present as linear belts and blocks associated with the M6 and A444;
- Frequent hedgerow trees, primarily oak with some ash, are present along hedgerows and in places within fields where hedgerows have been lost. To the south of School Lane a line of mature oak trees demarcate the field boundary, although the hedgerow is no longer evident;
- Field ponds where present are generally surrounded by trees and scrub;
- There is no overriding vernacular style to the built form which is primarily modern development including terraces and semi-detached properties;
- Large warehouse development is often prominent above trees and woodland on the fringes of the character area;
- Properties in the local area are generally constructed from red brick although modern development is more variable. Roofs are either grey, brown or red tiles;
- The M6, although not always visually prominent within the landscape, has audible traffic movement along it and is a constant reminder of its close proximity; and
- Overhead lines are prominent within this landscape, often visible on high ground across this character area.

2.5.3 The Landscape Character Assessment concludes that the site has a high capacity to accommodate employment and residential use, but suggests a number of recommendations for new development on the site, namely;

- Retain and reinforce existing hedgerows, hedgerow trees and specimen trees contributing to a wider landscape framework for any new development;
- Consider an average density of 50 dwellings per hectare as appropriate for housing development, given the predominantly urban character of the surrounding area;
- Set residential building heights between two to three storeys as appropriate for residential development on this site;
- Appropriate siting of built form to create varied built form and rooflines, and use variation in materials to further break-up the mass of development in views;
- extend existing PRow into any proposed wider landscape framework and open space; and
- Given the constraints of the wayleave and the proximity of the embankment to the M6 to the south it is unlikely that the corridor between these two linear elements could be developed. One possibility for this area of land would be to create a high quality green corridor contributing to landscape character, views and biodiversity. Alternatively, the south-eastern part of the site could

be promoted for employment given the proximity of existing employment fronting the B4113, whilst parking or storage areas associated with any employment use could be accommodated in the wayleave.

2.6 Access and movement

Public transport

2.6.1 The nearest bus stops to the site are located on Longford Road with Bus Services 20, 48, and 78/78A connecting the Site to Coventry. These bus stops are located approximately 360 m from the southern edge of the site in a southerly direction.

2.6.2 The nearest train station is Coventry Arena Station which is located approximately 1.5 km from the southern edge of the site. Train services from the station operate to Coventry and Nuneaton.

Highway network

2.6.3 The site is currently served from School Lane which connects at a signalised junction with the B4113 (Coventry Road / Longford Road) and provides access to the A444/M6 (Jct 3) via Pickards Way. The A444 is a primary route linking through Nuneaton and Bedworth to the A5 in the north and Junction 3 of the M6 to the south.

2.6.4 A small section of existing highway known as Wilsons Lane crosses the south-east corner of the site and also connects at a signalised junction with the B4113 (Coventry Road / Longford Road). Wilsons Lane terminates at the embankment with the M6 motorway.

Pedestrian and cycle routes

2.6.5 No public footpaths cross the site. Public footpath B26 runs from School Lane to the pond and copse of trees to the west of the site.

2.7 Heritage and Archaeology

2.7.1 Nuneaton and Bedworth Borough Council commissioned a Heritage Assessment which was prepared by ECUS Environmental Consultants, forming part of the evidence base for the Borough Plan.

2.7.2 The Heritage Assessment confirms there are no designated heritage assets (Scheduled Monuments, listed buildings, conservation areas, Registered Parks & Gardens or Registered Battlefields) on the site.

2.7.3 An area of ridge and furrow has been recorded by the Turning the Plough project in the central and eastern part of the site suggesting that the area may have previously been part of a former medieval open field system.

2.7.4 The following designated heritage assets are found to be located within 1km of the site:

- The moated site at Exhall Hall (Scheduled Monument);
- Exhall Hall (Grade II Listed Building);
- Bridge Over Moat approximately 2 m west of Exhall Hall (Grade II Listed);
- Barn approximately 30 m south-west of Exhall Hall (Grade II Listed Building); and
- The Church of St Giles (Grade II* Listed Building) and associated listed structures are located to the north-west of the strategic site.

2.7.5 There are no designated landscapes of historic interest within the Strategic Site. However, the development of the site has the potential to result in further loss to Historic Landscape Character, through the removal of field boundaries and the loss of agricultural land / ridge and furrow, together with any as yet unknown archaeological remains which may be present.

2.7.6 In terms of layout and design considerations, the Heritage Assessment includes the following recommendations:

- Where possible to retain historic landscape character, field boundaries should be retained through their incorporation into green spaces; and
- Where possible new green spaces could be positioned so as to retain areas of ridge and furrow. A programme of archaeological recording would preserve by record any remains that may be damaged or lost by development within the strategic site, and increase our understanding of the heritage resource.

2.7.7 No previous archaeological investigations are recorded to have been undertaken within the strategic site. A programme of archaeological investigation, including trial trenching, designed to preserve by record any remains that may be damaged or lost by development within the strategic site and increase our understanding of the heritage resource shall be undertaken to confirm the extent of developable land.

2.8 Environment

2.8.1 The natural geology of the strategic site is defined as Whitacre Member, Mudstone and Sandstone, which is overlain by Thrussington Member - Diamicton and a small area of Glaciofluvial Deposits towards the eastern boundary.

2.8.2 The site is not classified as agricultural land but “land dominantly in urban use”.

2.9 Utilities

2.9.1 National Grid online mapping indicates that no main gas pipe is located within the extent of the site boundary.

2.9.2 There is a 400kV overhead electricity line in the southern part of the site.

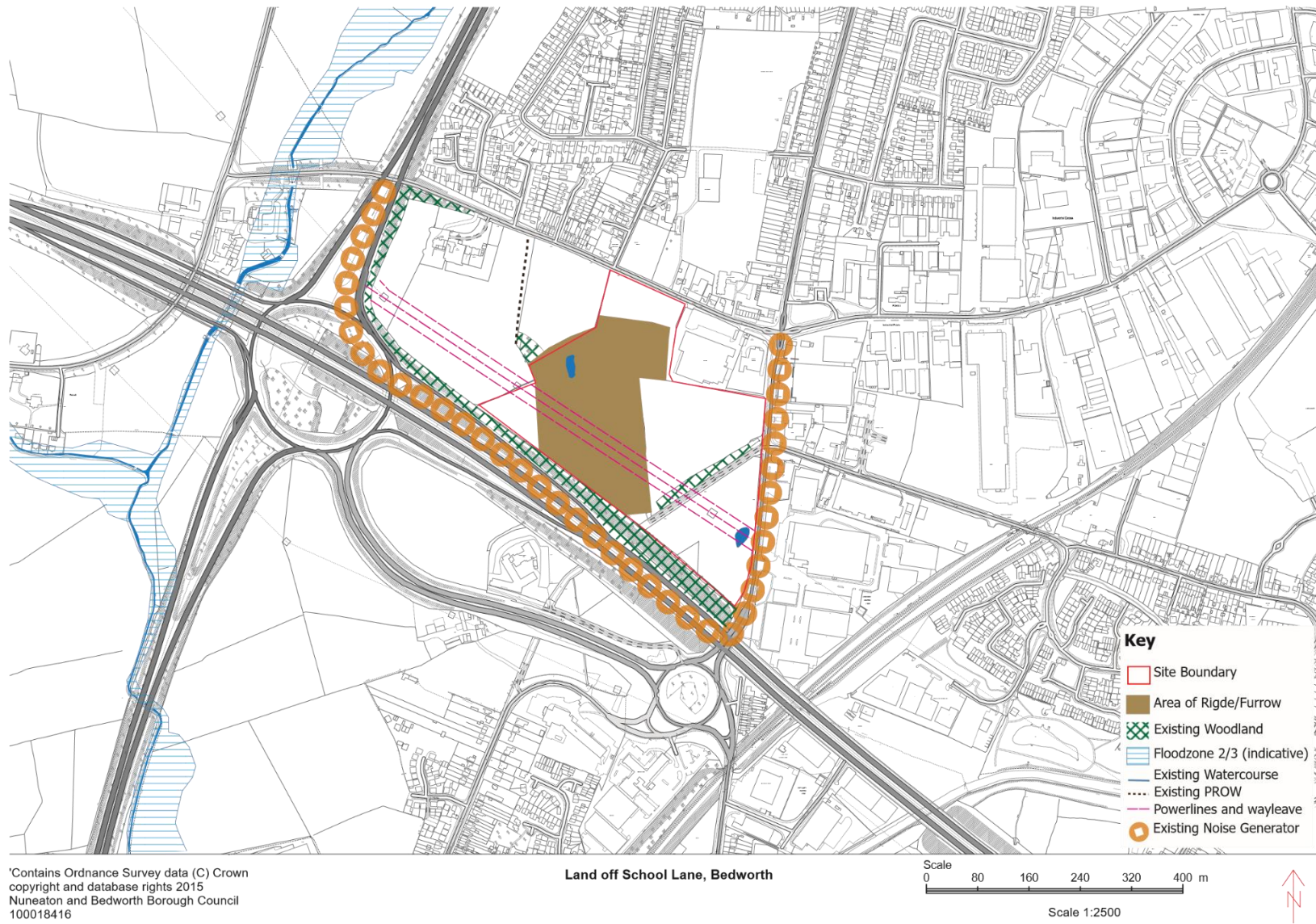


Figure 6: HSG6 and EMP6 Site opportunities and constraints

3 Concept plan and delivery

3.1 Core concept

3.1.1 The concept plan is not a masterplan but rather highlights key principles that will help inform and guide subsequent planning applications which are brought forward on these strategic housing and employment sites. This concept plan and accompanying indicative plan seeks to ensure comprehensive delivery of the site to fulfil the strategic aims of the Borough Plan. The concept plan uses a base map that is to scale, however the elements overlaid onto the plan are indicative and for illustrative purposes only. The elements shown on the plan (and as set out in the key) are therefore not to scale and so the plan should not be used for measuring purposes. Key elements of the concept plan have been derived from stakeholder engagement and policy requirements within the Borough Plan and are split into the following sections:

- Landscape, open space and biodiversity;
- Movement;
- Land Uses;
- Character and design; and
- Sustainability.

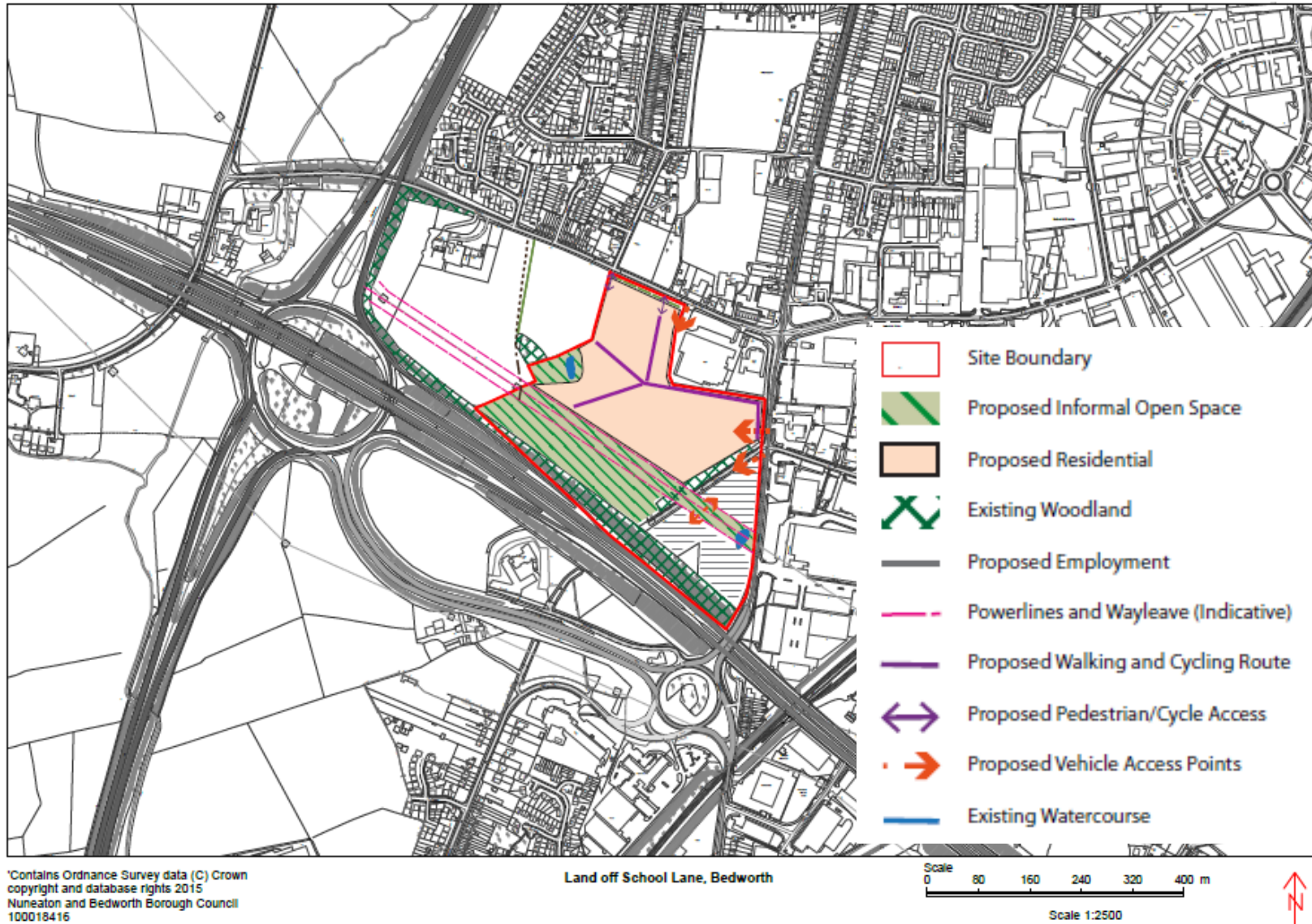


Figure 7: HSG6 and EMP6 Site concept

3.1.2 These sections inform the overall indicative plan.

3.2 Landscape, open space and biodiversity

3.2.1 The development of strategic site HSG6 and EMP6 should support the provisions of Borough Plan Policy NE1 which seeks to create, protect, manage and enhance the Borough's Green Infrastructure assets. To achieve this any development proposal should seek to:

- Retain and reinforce existing hedgerows, hedgerow trees and specimen trees contributing to a wider landscape framework for any new development;
- Consider an average density of 50 dwellings per hectare as appropriate for housing development, given the predominantly urban character of the surrounding area;
- Set residential building heights between two to three storeys as appropriate for residential development on this site;
- Appropriate siting of built form to create varied built form and rooflines, and use variation in materials to further break up the mass of development in views; and
- Where possible retain existing 'ridge and furrow' area as informal open space.

3.2.2 Applicants are encouraged to engage with the Council's Parks and Countryside team at the earliest opportunity to ensure that ecology, biodiversity and open space are considered at the outset and adequately factored into site masterplanning.

Edge treatments

3.2.3 Edge treatments and landscape buffers should align with the policy requirements and recommendations of the 2017 Landscape Capacity Study¹ for the site. On the northern and eastern boundaries of the site, existing roadside hedgerows will be retained and enhanced. The existing hedgerow on the western boundary will also be retained. A landscaped buffer, consisting of retained and new planting, should be provided adjacent to the M6 embankment.

Areas of wildlife interest

3.2.4 Adjacent to Wilsons Lane there is a Potential Local Wildlife Site, and this will be retained in any development of the Site. The existing planting along Wilsons Lane will be retained and enhanced as a visual and biodiversity screen between the proposed employment and residential uses on the site.

¹ <https://www.nuneatonandbedworth.gov.uk/downloads/21027/landscape>

- 3.2.5 The water body in the west of the site comprises an Area of High Distinctiveness for biodiversity and will be retained in any development proposals. The retention of these features and the associated boundary hedgerow will result in an integrated network of ecological features in the site and accords with the objectives of Policy NE3.
- 3.2.6 A further pond surrounded by semi-improved grassland is located on the land allocated for employment uses but within the wayleave of the powerline. This pond should also be retained, if possible.
- 3.2.7 Development proposals brought forward shall be accompanied by an Ecological Assessment, including protected species surveys for great crested newts and reptiles.

Open space

- 3.2.8 Informal public open space will be concentrated along the southern boundary of the site within a landscape buffer that also includes any retained area of 'ridge and furrow'. The landscape buffer should predominantly consist of wildflower meadows, except where the open space is located close to housing. The buffer should also include additional wildlife ponds in order to enhance ecology. Also, the opportunity to extend Footpath B26 will be investigated, in order to link the existing residential areas with the new areas of open space.
- 3.2.9 The development will also contribute to improvements to the existing formal play area facilities at Heckley Fields to the north of School Lane. Pedestrian access between Heckley Fields and the site will also be required.

3.3 Movement

- 3.3.1 The submission of a Transport Assessment will be required as part of any planning application to determine whether any impact from the development on transport is acceptable. The Transport Assessment should identify the measures that would be applied to mitigate any transport impacts of the development and to improve accessibility and safety for all modes of travel, particularly promoting travel by sustainable modes, such as public transport, walking and cycling, as an alternative to the use of the car.
- 3.3.2 Any transport improvements/upgrades required will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation.

Highway access

- 3.3.4 It has been agreed with the Highway Authority that separate access points should be created for the proposed employment and residential uses on the site.
- 3.3.5 All HGV parking and servicing areas associated with the employment uses on the site will be accessed via either a new entrance or the existing Wilsons Lane access on the B4113 Longford Road. The final junction solution will be agreed following the completion of a Transport Assessment.
- 3.3.6 Access to the residential areas will be via two new access points on School Lane and B4113 (Coventry Road). A new pedestrian access to Heckley Fields will be provided.

Footpaths and cycleways

- 3.3.7 The concept plan envisages the extension of the existing footpath into the new open space in the south of the site. New footpaths through the development will enhance the connectivity of routes surrounding the site. Sustrans has a long term ambition to provide an enhanced cycle route along Coventry/Longford Road. The proposed development will contribute to the delivery of this cycle route.
- 3.3.8 The Concept Plan shows the main walking and cycling routes which are principal utility routes through the site. Other walking and cycling routes may also be required. Any necessary pedestrian and cycle routes will need to be of suitable design and construction. Consultation should be undertaken with active travel officers at the Borough and County Councils at the earliest opportunity to ensure that the design and construction of such routes are factored into site masterplanning.

Travel plans

- 3.3.9 A Travel Plan for the site will be required to be developed in line with Borough Plan Policy HS2. This shall include details of measures to deliver sustainable transport improvements on site, including details of measures to encourage modal shift in travel to work patterns and deliveries.

3.4 Land uses

- 3.4.1 The Strategic Site will accommodate Use Class B1, B2 and B8, on circa 2 ha of developable land in the south-eastern corner of the site.

Proposals for Non-Class B uses will only be supported where the development complies with the tests of Policy TC3 of the Borough Plan.

- 3.4.2 Residential development will be focussed in the northern and western parts of the site, with landscaping/informal open space in the southern part.
- 3.4.3 The existing on-site hedgerows, including those adjacent to Wilsons Lane, will be retained and enhanced.
- 3.4.4 Affordable housing will be provided in line with Policy H2. Any development proposal not complying with the provisions of Policy H2 will need to be supported by a Viability Assessment.
- 3.4.5 The Concept Plan does not show locations for play provision but this is a policy requirement. The location, design and type of provision should be determined in consultation with the Council's Parks and Countryside team.
- 3.4.6 If during the detailed design stage the applicant identifies that more land could be brought forward for development within the extent of the strategic allocation, such a scheme could be supported provided that the development complies with the other policies contained within the adopted Borough Plan and the principles set out within this concept plan.

Education requirements

- 3.4.7 Nuneaton and Bedworth Borough has a two tier educational system of primary and secondary schools. Educational requirements have been based on sufficient school provision being available to meet the overall housing numbers proposed from the Strategic Housing Sites.
- 3.4.8 The educational requirements for HSG6 are to ensure the expansion and reorganisation of existing primary and secondary school provision, potentially St Giles Junior School, Goodyers End Primary School, Exhall Cedars Infant School and the Nicholas Chamberlaine School. The developers of HSG6 are encouraged to engage in early dialogue with the Local Education Authority to determine what level of financial contributions are required towards school expansions to address the demand for school places.

District centre

- 3.4.9 Policy TC3 of the Borough Plan requires new residential development to be within 1200m walking distance of a District or Local Centre or 8 minute drive to a District Centre.
- 3.4.10 Coventry Road Local Centre is located on the corner of School Lane and the B4113 (Coventry Road) and Bedworth Town Centre is located within 2km of the Site. All parts of the site are within an 800m walking distance of the local centre and a frequent bus service that links the site to Bedworth Town Centre.

3.5 Character and design

- 3.5.1 The concept plan does not seek to advocate a particular design style. The design for any development on this strategic site should seek to meet the principles of Policy BE3 in delivering high standards, a scheme able to accommodate changing needs of occupants and adapt to and minimise the impact of climate change.
- 3.5.2 The design rationale for any proposed development would need to positively respond to the sloping nature of the site and the urban character of the surrounding area. Proposals for residential development should consider an average density of 50 dwellings per hectare, and set residential building heights between two to three storeys.
- 3.5.3 The proposed residential areas will retain existing trees and provide new tree planting in the street scene and rear gardens to help the development integrate into the landscape. The built development will be sensitively designed with varied built form and rooflines, as well as using variation in materials to help reduce effects of scale and massing of development in views.

3.6 Sustainability

Sustainable construction

- 3.6.1 Development on the site will meet the objectives of Borough Plan Policy BE3 by providing BREEAM very good standard or equivalent for new employment units, and Building for Life Standards for residential uses. Development proposals will also need to demonstrate compliance with Policy BE2 of the Borough Plan in respect of Renewable and Low Carbon Energy.

Surface water drainage and flooding

- 3.6.2 The strategic site is located within Flood Zone 1 and consequently is at low risk of fluvial flooding. In order to ensure the site remains at low risk of flooding and does not increase the risk of flooding elsewhere, any development shall include a comprehensive Sustainable Drainage System (SuDS) scheme.
- 3.6.3 The areas of proposed employment and residential uses should be designed to include comprehensive Sustainable Drainage System (SuDS) schemes to ensure the site remains at low risk of flooding and does not increase the risk of flooding elsewhere.
- 3.6.4 A flood risk assessment and drainage strategy will be required as part of any planning application submission.

Noise and air quality

- 3.6.5 The development of the site will need to take account of the existing housing areas to the north of the site. Residential development will need to take account of traffic noise along the M6, A444 and B4113 Longford Road, along with the noise generation from traffic movement associated with the proposed employment uses within the site (service yard / HGV movements).
- 3.6.6 The precise nature of noise mitigation measures should be established by developers of both the employment and residential uses via a Noise Impact Assessment. If required, suitable noise mitigation shall be incorporated as part of the overall scheme design.
- 3.6.7 Two Air Quality Management Areas (AQMAs) are located in the Borough, both of which are designated in Nuneaton. However, the nearest AQMA to the site is the city-wide Coventry AQMA, the boundary of which lies approximately 230m south of the site. Air quality impacts would be assessed at the planning application stage.

Safety and security

- 3.6.8 Design has a crucial role in delivering a safe and secure environment for residential and employment development. Any development proposals for the site will need to comply with Policy BE3, in contributing to reducing crime and the fear of crime by meeting the principles of Secured by Design.

3.7 Delivery

Timescales

3.7.1 The development of the site is anticipated to be delivered within the first 5 years of the Plan Period following formal adoption of the Borough Plan.

Infrastructure

3.7.2 The strategic employment site shall deliver the following infrastructure and facilities:

- Any transport improvements/new junction onto Longford Road and associated upgrades.
- Financial contributions towards Borough-wide strategic highway infrastructure works within the Bedworth area.
- Financial contribution towards Sustrans cycle route along Longford Road/Coventry Road.
- Appropriate financial contribution towards proposed informal open space for management and maintenance arrangements.
- Suitable sewage connection to the existing foul drainage network.

3.7.3 The Strategic Housing Site shall deliver the following infrastructure and facilities:

- Transport improvements and upgrades required along School Lane and Longford Lane.
- Financial contribution to the local NHS Clinical Commissioning Group.
- Provision of formal and informal open space linking Heckley Recreation Ground, the central ponds and habitat, and the provision of the associated landscape buffer along the southern edge of the site, together with the enhancements to existing hedgerows on the site.
- Financial contribution and provision of new cycle path link to the existing Heckley Fields Recreation Ground, provision of a younger children's play facility in the centre of the site, and financial contributions to Heckley Recreation Ground as the community park, and Miners Welfare Park as the destination park, serving the new residents.
- Provision of on-site bus infrastructure and contribution to secure diversion of frequent local bus services to access the strategic housing site based on dialogue with Warwickshire County Council and bus operators.

- Financial contribution towards primary education at local schools to meet anticipated demand for school places.
- Financial contribution towards secondary level education in order to expand existing secondary provision in the area.
- Financial contributions towards Borough wide strategic highway infrastructure works identified within the Bedworth area.
- Financial contribution towards Sustrans cycle route along Longford Road/Coventry Road.
- Financial contribution towards the management and enhancement of the retained biodiversity areas.
- Suitable sewage connection to the existing foul drainage network.
- Financial contributions towards sport and physical activity.

Management and maintenance

3.7.4 Consideration should be given at an early stage of the preparation of any planning application to the future management arrangements for infrastructure and facilities. Services infrastructure will be the responsibility of the relevant services provider.

3.7.5 The enhancements to the public rights of way and open space, as well as any arrangements for ongoing maintenance, will need to be agreed with County and Borough Council officers as appropriate.