

Nuneaton and Bedworth Borough Council

Concept Plans for Strategic Allocations: HSG8, West of Bulkington

Supplementary Planning Document (2020)

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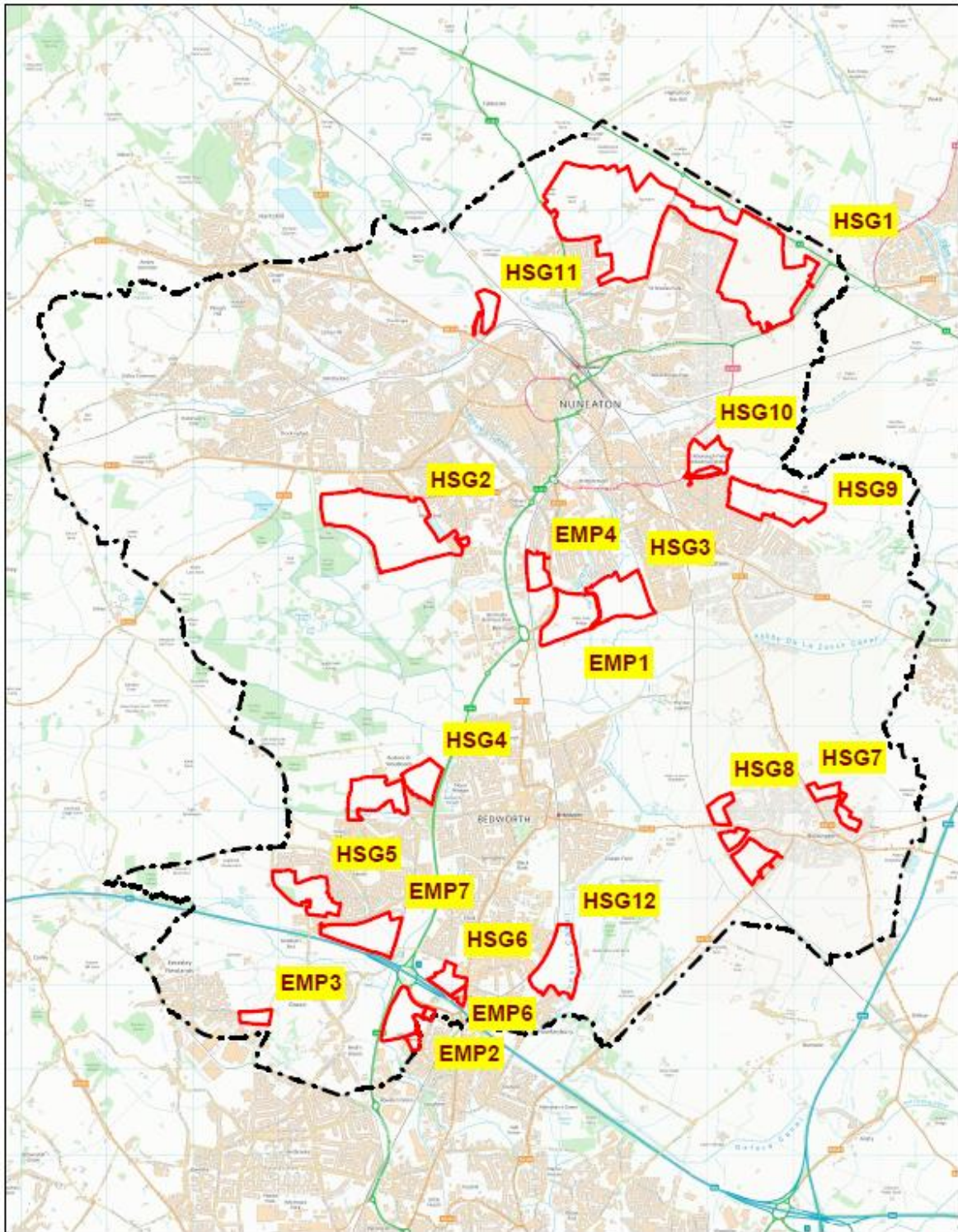
1 Introduction

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 2031. A key component of accommodating this growth within the Borough area 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 HSG8 – West of Bulkington. The site has been allocated for at least 495 dwellings.
- 1.1.2 The Strategic Land Allocation covers an area of 25.1 hectares in the southeast 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 listing all of the 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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 100018416 2018/19

Scale
 0 800 1600 2400 3200 m



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 the 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. Businesses 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 Road,
- 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 concept plan. 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:

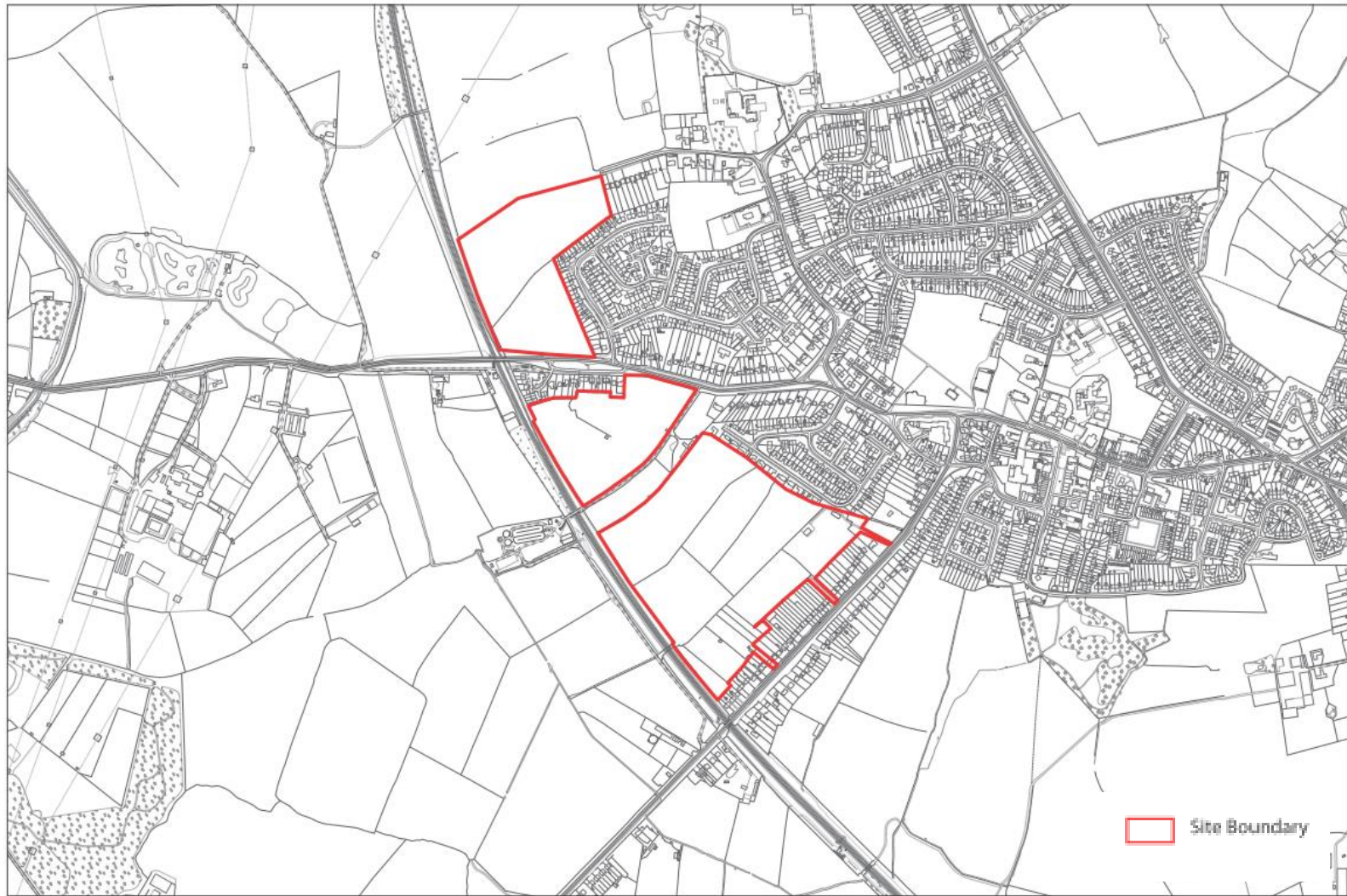
- National Planning Practice Guidance.

2 Site and context

2.1 HSG8 strategic site

Context

- 2.1.1 Strategic Housing allocation HSG8 covers 25.1 ha, adjoining the western edge of Bulkington. The site is effectively split into three parcels; the northern parcel comprising of land north of Bedworth Road, to the west of residential properties on Severn Road, with its northern boundary forming a continuation from Mill Lane to the east; the central parcel south of residential properties off Bedworth Road with an access track leading from Bedworth Road to a sewage works forming both the western and southern boundary; and, the southern parcel, north of residential properties on Coventry Road, west of residential properties on Leyland Road, and to the south of two small linear fields with a central smallholding. The access track at the southern end of the central parcel also serves the smallholding. The west coast main railway line forms the western boundary with all elements of the strategic site.
- 2.1.2 The B4029 Bedworth Road bisects the northern and central parcels of the Strategic Housing Site, with properties off Coventry Road (B4109) forming the southern boundary of the southern parcel of HSG8. Public footpath B41 runs east west through the southern parcel of the site, from Leyland Road to agricultural fields to the west and under the west coast main railway line.
- 2.1.3 HSG8 consists of a number of arable or pastoral fields defined by a combination of hedgerows and post and rail fencing. The central and southern parcels of HSG8 between Bedworth Road and Coventry Road are relatively flat, with the northern parcel of the site sloping gently from the current edge of Bulkington down to the railway line. There is a pond within the central parcel close to the rear gardens of residential properties off Bedworth Road and a field pond centrally located on the southern parcel of the site.



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Land west of Bulkington

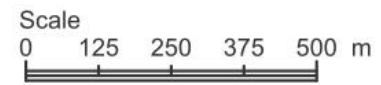


Figure 2: HSG8 Site location

Surrounding area

2.1.4 Residential properties directly to the north, east and south of the strategic housing site are predominantly two storey, post war properties, with single storey bungalows on Leyland Road to the east. There are agricultural fields to the west of the strategic housing site, beyond the west coast main railway line. These separate Bulkington from Bedworth. Agricultural fields are to the north of the northern parcel of the strategic site.

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 western boundary of HSG8 has a strong tree-lined edge to the railway line, which is raised on an embankment at the southern end of the strategic site and heads into a shallow cutting towards the northern end of the site beyond the Bedworth Road bridge over the railway line.

2.2.3 Central and southern parcels of the site adjoin the rear gardens of residential properties off Coventry Road, Leyland Road and Bedworth Road. There is a strong hedgerow along the northern boundary of the southern parcel of the site, along with a hedgerow to the Bedworth Road frontage of the central parcel of HSG8.

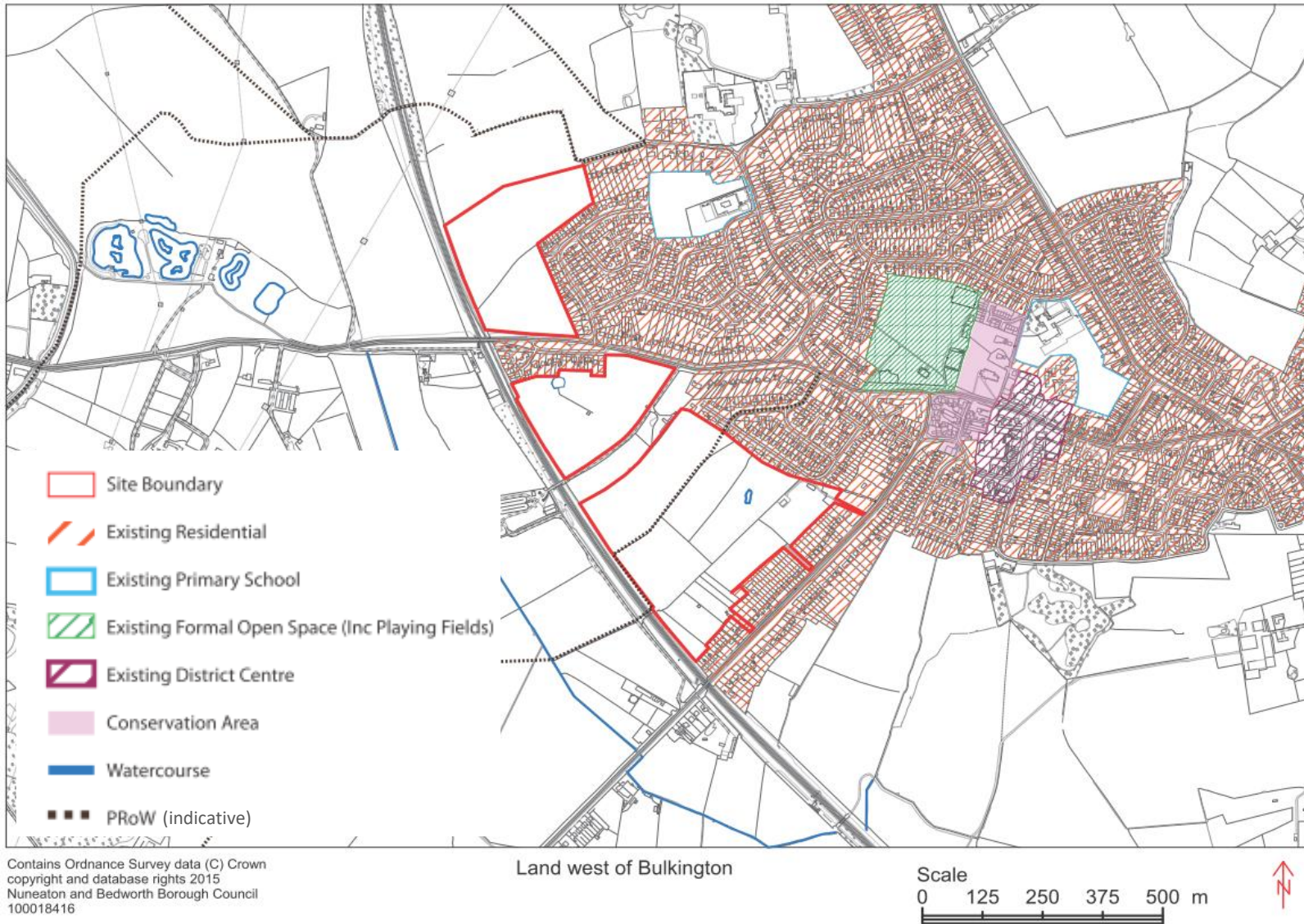


Figure 3: HSG8 Site context

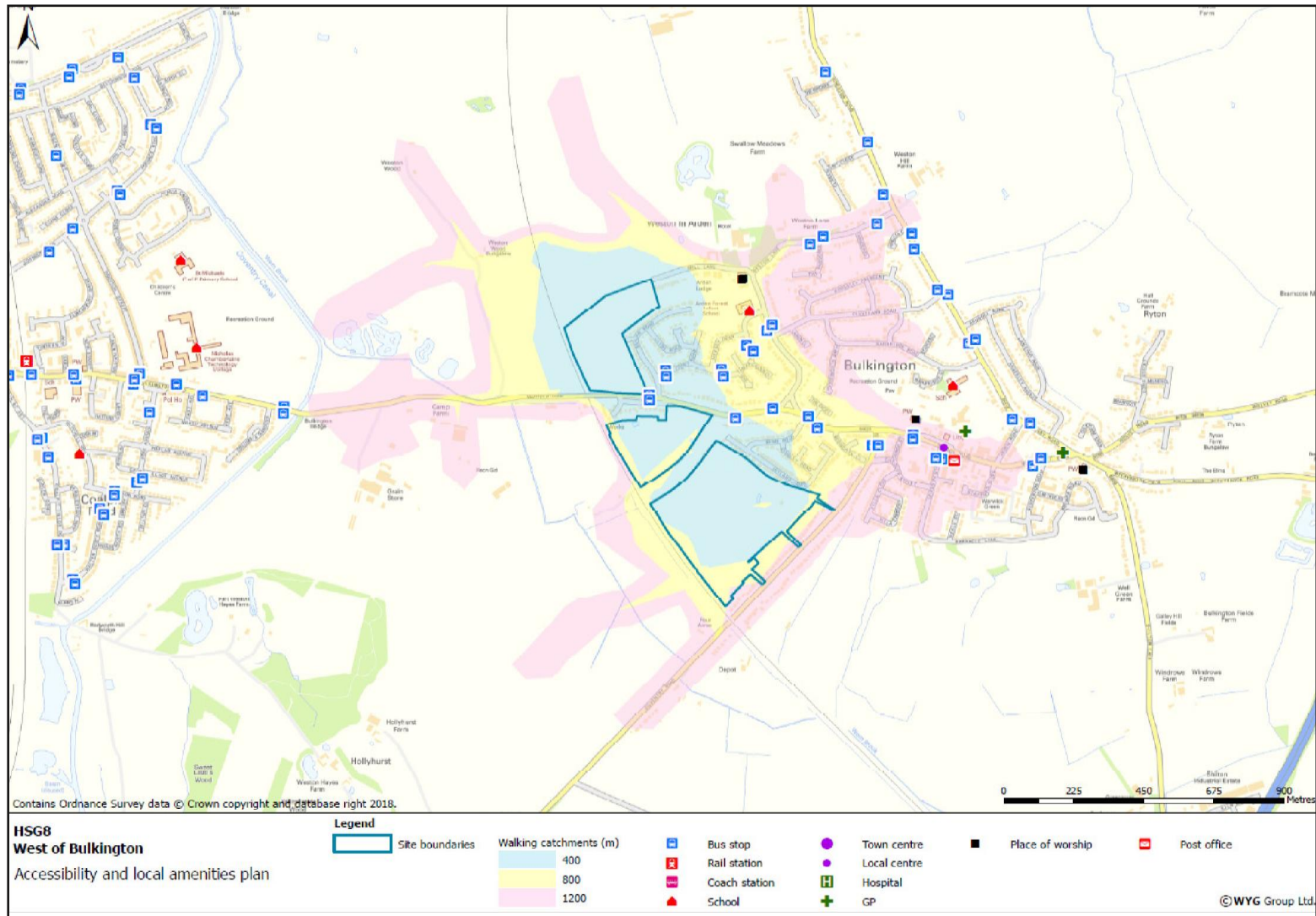


Figure 4: HSG8 Accessibility and local amenities

2.3 Topography and views

- 2.3.1 The northern parcel of HSG8 undulates gradually from east to west down to the railway line, giving prominent views of the rear elevations of residential properties along Severn Road from Bedworth Road. Overhead power lines to the north-west and the railway line dominate wider views.
- 2.3.2 Central and southern parcels of HSG8 are well contained on all four sides by existing residential development or the railway embankment. This limits views into and out of the central and southern parcels and provides separation from the wider countryside to the west, beyond the railway line.

2.4 Flood risk and drainage

- 2.4.1 The strategic housing site lies wholly within Flood Zone 1. There is a relatively higher risk of surface water flooding along the western boundary of HSG8 adjacent to the railway line. In addition, Environment Agency surface water flood mapping has indicated that the land between the southern edge of the central parcel and northern edge of the southern parcel is at a higher risk of surface water flooding potentially due to drainage ditches or culverts running along this area.

2.5 Landscape character

- 2.5.1 Nuneaton and Bedworth Borough Council commissioned a Landscape Character Assessment in 2012 prepared by TEP which was updated in 2016.
- 2.5.2 The HSG8 strategic site is situated in the southern part of Landscape Character Area 7 (LCA5) – Bulkington Village Farmlands Landscape Character Area. The visual prominence of HSG8 was considered to be moderate-low with few attractive features or views in relation to settlement setting and views of Bulkington. The Landscape Character Assessment update has suggested a number of guidelines for new development on HSG8 which includes;
- Enhancement of linear woodland along the railway;
 - Creation of new hedgerows and hedgerow trees along the northern, western and southern boundaries of the northern parcel;
 - Conserve and enhance the pattern of small and medium sized fields bounded by intact hedgerows where possible on southern and central parcels;

- Retain and enhance the field pond on the central parcel and creation of green corridor either side of public footpath B41 through incorporating into a network of inter-connected open spaces;
- Enhance wooded fringes of village edge through planting new small woodland copses and trees and incorporating trees across the site;
- Enhanced tree cover along site boundaries;
- Landscape buffer along the Bedworth Road frontage of the northern parcel to enhance the character and approach into Bulkington from the west; and
- For the central parcel, mirror existing landscape treatment and scale of development along Bedworth Road.

2.6 Habitat and vegetation

2.6.1 Strategic site HSG8 comprises of chiefly of intensively farmed agricultural land or managed arable fields with elements of hedgerows and mature trees along some field boundaries. There are field ponds in both the central and southern parcels of HSG8. The field pond in the southern parcel of HSG8 was considered to be of low ecological value from habitat surveys undertaken by others during site promotion. There are records of Great Crested Newts on land to the south west of the site, to the rear of existing residential properties off Coventry Road.

2.6.2 Any development of HSG8 should retain the field pond on the central parcel in order to maintain and enhance biodiversity and provide habitat linkages across and through the site.

2.7 Access and movement

Public transport

2.7.1 Stagecoach service No. 56 runs along Bedworth Road, between two parcels of land within the HSG8 strategic allocation. There are bus stops on Bedworth Road, close to its junction with Severn Road. Service No.56 connects Bulkington with Nuneaton, Bedworth and Coventry.

2.7.2 In addition, Arriva Bus service No.74 stops in Bulkington village centre. This service connects Bulkington with Nuneaton and Coventry via Wolvey and Walsgrave Hospital.

Highway network

- 2.7.3 The B4029 Bedworth Road links Bulkington village centre to Bedworth, with the B4109 Coventry Road linking Bulkington with Alderman's Green and Longford which form the northern suburbs of Coventry. Radial routes from Bulkington village centre to the east of the strategic housing site provide access to; Nuneaton (via B4112); Shilton/Ansty and the M69/M6/A46 interchange (via B4029 and B4065); and, Hinckley and the A5/M69 junction 1 (via B4109).
- 2.7.4 Direct vehicular access into HSG8 is possible from a number of routes including; Coventry Road; Leyland Road; Bedworth Road; Severn Road; and, Mill Lane.

Pedestrian and cycle routes

- 2.7.5 An east-west public footpath (B41) runs across the site from Leyland Road and under the west coast main railway line. There is an access road between the central and southern elements of the site which runs from Bedworth Road under the railway line to a sewage works. Although outside of the site, it is understood that this has historically served the sewage works beyond the railway line to the west and is now obsolete due to the creation of a new access road from Coventry Road (planning approval reference N134/09CM014).

2.8 Facilities

- 2.8.1 The eastern edge of the strategic housing site off Coventry Road is approximately 260 m away from Bulkington Village District Centre. The village district centre has facilities to meet day-to-day local needs including: retail shops; public houses; a bank; a cafe; hairdressers; and, hot food takeaways.
- 2.8.2 Arden Forest Infant and St James CofE Academy (junior) are within Bulkington village and are less than 1km from the edge of the strategic site. Nicholas Chamberlaine School (secondary) is approximately 1.3 km to the west of the western edge of the strategic site along Bedworth Road. Community and recreation facilities are provided at Bulkington Recreation Ground and Bulkington Village Community Centre, both within 0.5 km of the eastern edge of the strategic site.
- 2.8.3 GP facilities are relatively close to HSG8, with Bulkington Surgery on School Road approximately 500 m away from the eastern edge of the strategic site. The nearest allotments are off Barnacle Lane, around 550 m to the east of the eastern edge of the site.

2.9 Heritage and archaeology

- 2.9.1 There are a number of designated heritage assets within 500m of the strategic site. Bulkington Conservation Area boundary is approximately 210m to the north of HSG8's eastern edge. The grade II* listed Church of St James, the church railings, two tombs within the church grounds and 3-4 Church Street (all grade II listed) are all within Bulkington Conservation Area. Approximately 290m to the east HSG8's northern edge is the Grade II listed Weston Hall Hotel and attached gate piers. These heritage assets are screened from the strategic site by existing modern suburban development. The spire of St James church is visible in long views along the Bedworth Road frontage of the central parcel of HSG8.
- 2.9.2 Warwickshire Historic Environment Record notes the site of a former windmill in the north-eastern corner of HSG8, close to Mill Lane.
- 2.9.3 The ECUS Heritage Assessment commissioned by the Council notes there is potential for as yet unknown archaeological remains on the site associated with the deserted medieval village at Weston-in-Arden within the northern parcel of HSG8. Areas of ridge and furrow have also been recorded in the south eastern part of HSG8, but these are considered to be of negligible heritage significance. The ECUS Assessment notes that the development of HSG8 will have a minimal impact on heritage.

2.10 Environment

- 2.10.1 The natural geology for the strategic site is complex. The bedrock geology across the strategic site is mapped as Bromsgrove Sandstone Formation which is overlain by Bosworth Clay Member, Wolston Sand and Gravel and Dunsmore Gravel in the northern third and Thrussington Member - Diamicton to the south. A band of alluvium follows the Wem Brook which is aligned east-west across HSG8. The bedrock beneath the strategic site forms a principal aquifer and is an intermediate ground water vulnerability zone.
- 2.10.2 According to the Natural England Agricultural Land Classification Map for the West Midlands (2010), agricultural land was classified as Grade 2 (very good) and Grade 3 (good to moderate) on the northern parcel of HSG8. However, a more detailed assessment for the site undertaken in March 2018 concluded that the majority of the northern parcel was grade 3 (good to moderate). The central and southern parcels are currently classified as Grade 3 (good to moderate).

2.10.3 The west coast main railway line along the western boundary of HSG8 is a potential source of noise. The sewage works to the west of the railway line, close to the central and southern parcels of HSG8 is a potential source of odour.

2.11 Utilities

2.11.1 The strategic site has access to gas mains from nearby residential roads.

2.11.2 A review of local sewerage network capacity will be required to assess the impact of the development of HSG8 on the existing sewage network.

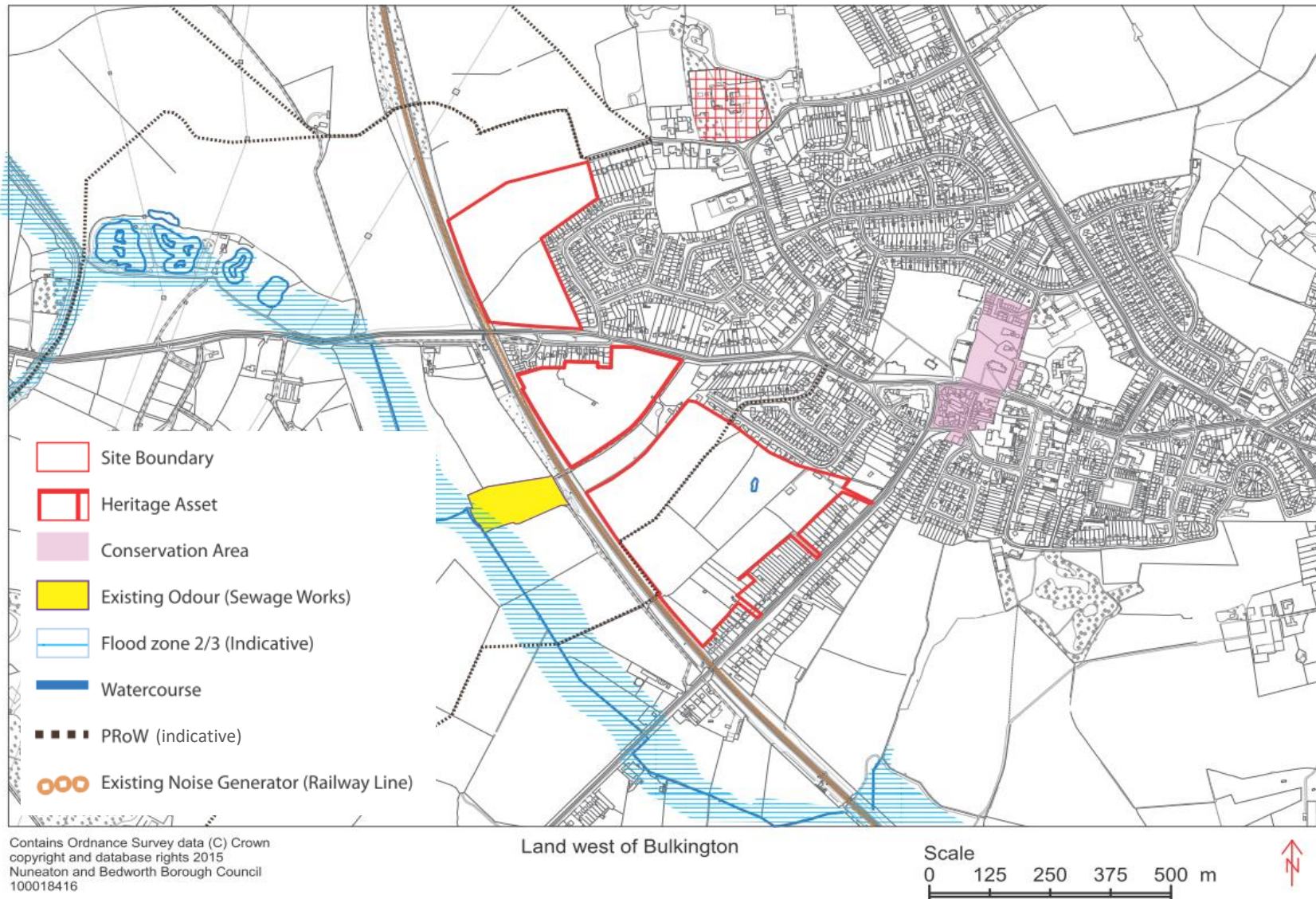


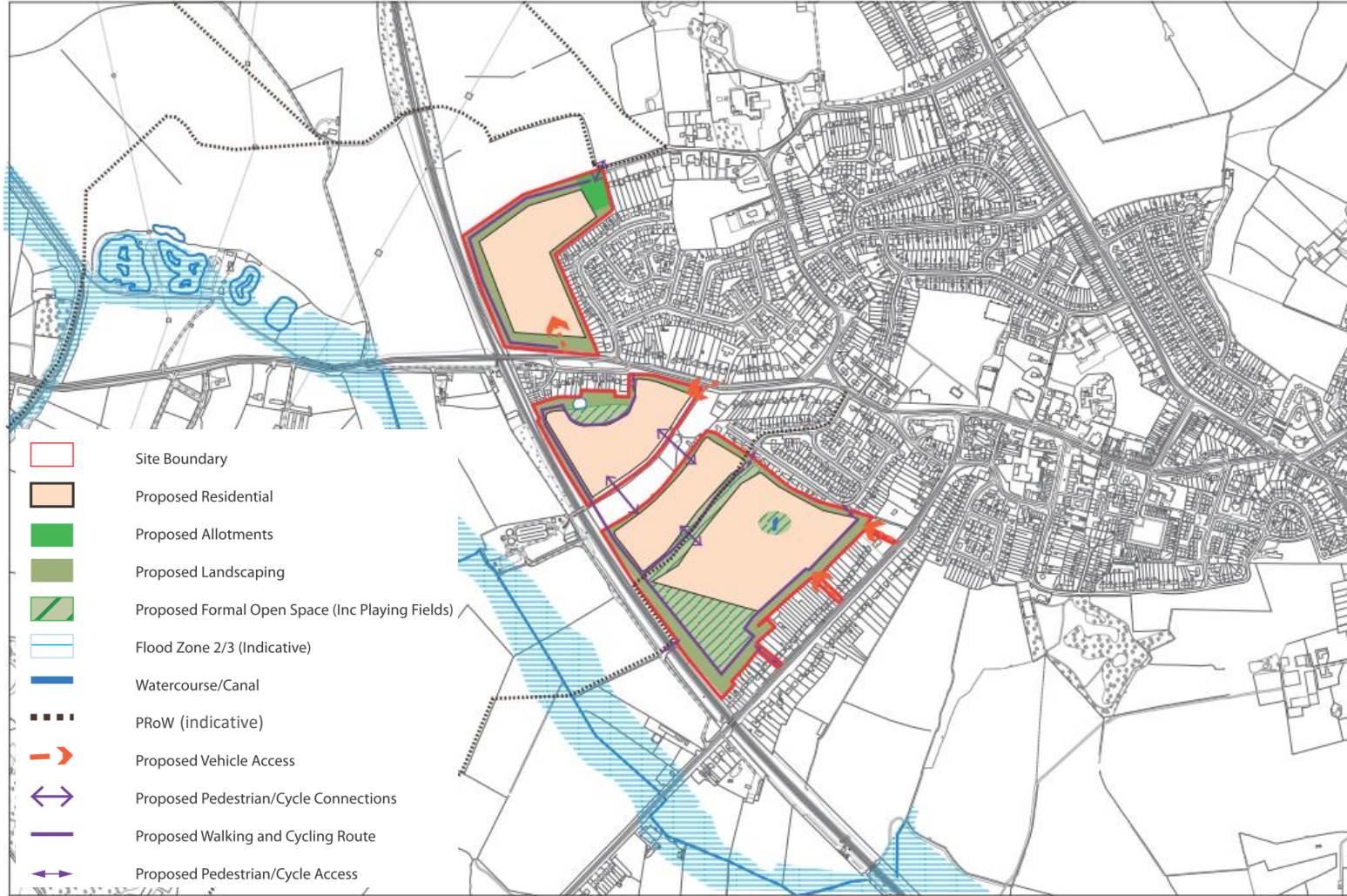
Figure 5: HSG8 Site opportunities and constraints

3 Concept plan and delivery

3.1 Core concept

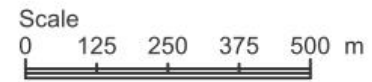
3.1.1 The concept plan is not a masterplan but rather highlights key principles that will help inform and guide subsequent planning applications which are brought forward on the strategic housing site. This concept plan and accompanying indicative plan seeks to ensure comprehensive delivery of the site 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.



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Land west of Bulkington



Scale 1:10000

Figure 6: HSG8 Site concept

3.1.2 These sections inform the overall indicative plan.

3.2 Landscape, open space and biodiversity

3.2.1 Development of the strategic housing site should seek to incorporate existing landscape features into areas of open space where possible. These would form part of the enhanced areas of wildlife habitat and open space along the western edge of the site adjoining the railway line. A larger area of green space for formal and informal open space is proposed on the central parcel close to the existing field pond.

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 recommendations of the 2017 Landscape Capacity Study¹ for the site. Retention and strengthening of existing hedgerows is encouraged adjacent to existing residential properties. These hedgerows should be left as part of residential garden space rather than separate areas of isolated green space.

3.2.4 Soft landscaping and planting should be positioned in front of the development line on the northern parcel of HSG8 where this fronts Bedworth Road. The current building line to both the north and south of Bedworth Road should inform the building line to HSG8 where it fronts this road. This will enable the retention of the boundary hedge to Bedworth Road on the central parcel of HSG8 and will maintain long views of the church tower of St James Church in the village centre from Bedworth Road.

3.2.5 The site's western edge, along with northern areas of the central and northern parcels will form enhanced areas of open space and will be combined with existing areas of habitat such as the field pond and the greenspace along the railway line.

3.2.6 The northern parcel will require a strategic green edge to the north of the boundary to provide a defensible boundary. This area should include open space and the proposed allotments. A structural tree

¹ [https://www.nuneatonandbedworth.gov.uk/downloads/file/1762/t134 -
_nuneaton_and_bedworth_landscape_capacity_study_-_a3_size_pro-
forma_assessments_part_3_2017](https://www.nuneatonandbedworth.gov.uk/downloads/file/1762/t134_-_nuneaton_and_bedworth_landscape_capacity_study_-_a3_size_pro-forma_assessments_part_3_2017)

and shrub belt should also be created along the western edge of the site.

Areas of wildlife interest

- 3.2.7 Borough Plan Policy NE3 requires developments to conserve, enhance and restore ecological networks, biodiversity features and geological features, as well as where appropriate, create new ecological networks.
- 3.2.8 The indicative layout aims to create areas of greenspace around the site's edges, predominantly to enhance habitat along the railway embankment and to create linked habitat through a series of new ponds to increase the range of the Great Crested Newts which are present to the south, to the rear of properties on Coventry Road. These ponds may also be utilised as a Sustainable urban Drainage System (SuDS), given that the western part of HSG8 has a higher risk of surface water flooding. Any existing great crested newt ponds should also be retained.
- 3.2.9 Development proposals brought forward shall be accompanied by an Ecological Assessment and deliver net biodiversity gains in line with Borough Plan Policy NE3.

Existing woodland, trees and hedgerows

- 3.2.10 West to east running hedgerows at the northern ends of the central and southern parcels of the strategic housing site should be retained as part of the development. Higher category trees, such as Category A and B for example, should be incorporated into the site layout where possible, with any loss of significant trees supported by full tree and ecological surveys and net biodiversity benefits delivered as a result of the loss in accordance with Policy NE3.
- 3.2.11 The indicative layout aims to create a green route alongside the existing public footpath, with boundary edges on the northern and western edges of HSG8 benefitting from enhanced areas of planting to create well-connected areas of open space. These areas; will contain new pedestrian/cycle paths; will be utilised by wildlife; will provide a valuable amenity space and setting for the residential development of the strategic site; and, will provide natural noise attenuation and screening to the railway line.
- 3.2.12 Areas of hedgerows on existing site boundaries should be retained and enhanced to minimise the impact on the amenity of existing residential properties

Open space

3.2.13 A linear greenspace will be created, adjacent to the railway line, along the western edge of HSG8. New areas of formal open space will be created in the central and southern parcels of the site. These spaces would contain new combined pedestrian and cycle routes to create green routes for pedestrians, cyclists and wildlife. Under 12's play space is proposed at the northern end of the central parcel. Play provision is a policy requirement and the location, design and type of provision should be determined in consultation with the Council's Parks and Countryside team. Further open space and new allotment space is proposed as part of a strategic green edge on the northern boundary of the northern parcel of the site.

3.2.14 A further area of informal open space alongside the existing public footpath is shown in the central parcel on the indicative layout.

3.3 Movement

3.3.1 The submission of a Transport Assessment (TA) will be required as part of any planning application to determine whether the impact of the development on transport is acceptable. The TA will identify what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

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

3.3.3 Primary access for vehicles will be provided from Bedworth Road for the northern and central parcels of the site. The southern parcel of HSG8 has two potential access points from Coventry Road. Additional secondary vehicular accesses are possible from Leyland Road (southern parcel), Severn Road and Mill Lane (both northern parcels). Linkages between the central and southern parcels should be explored to ensure a comprehensive and integrated redevelopment of the strategic housing site and to provide permeability through the development.

3.3.4 The Transport Modelling Report commission by Warwickshire County Council is a high level strategic document which aims to ascertain the potential impacts of all proposed Strategic Housing and

Employment allocations within the Borough until 2031. Consequently a number of strategic road improvements are proposed.

- 3.3.5 Any transport improvements/ upgrades required as part of a detailed planning application will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation.
- 3.3.6 The development of HSG8 is also expected to contribute financially towards road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.

Footpaths and cycleways

- 3.3.7 As part of the strategic housing site, 3m wide combined footpath and cycle ways are proposed within the areas of open space to create new car free green routes through the site. The routes will link Coventry Road with Bedworth Road and will run up towards Mill Lane and Severn Road. A new Toucan Crossing on Bedworth Road will allow pedestrians and cyclists to cross Bedworth Road between the northern and central parcels of HSG8.
- 3.3.8 HSG8 is expected to contribute financially towards the development of a dedicated cycle path along with B4029 Bedworth Road between Bulkington and Bedworth. This will encourage new residents of HSG8 to access Bulkington District Centre, Bedworth Town Centre and Nicholas Chamberlaine School via alternative car-free modes of transportation.
- 3.3.9 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

- 3.3.10 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.

3.4 Land uses

Housing

- 3.4.1 The Strategic Housing Allocation HSG8 will accommodate a minimum of 495 dwellings over the Plan Period. The Site should be developed at an overall net density of around 28 dwellings per hectare.
- 3.4.2 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 statement.

Community facilities

- 3.4.3 A number of on and off site community facilities will be created or enhanced as part of the strategic housing site.
- 3.4.4 Off-site works include; upgrading the existing sports facilities and teenage play provision at Bulkington Recreation Ground; and improvement of facilities at Miners Welfare Park in Bedworth, a 'destination park' within the Council's Open Space Strategy.
- 3.4.5 On site community facilities for HSG8 as part of the formal recreation and public open space include under 12's children's play facilities on the central parcel of site and allotments on the northern parcel of the site, close to Mill Lane.

Education requirements

- 3.4.6 Nuneaton and Bedworth Borough has a two tier education 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.
- 3.4.7 The educational requirements for HSG8 are to ensure that the expansion and reorganisation of both Arden Forest Infant and St James Academy Junior schools are appropriate to meet demand in tandem with the proposed strategic housing site to the east of Bulkington (HSG7). The developers of each element of HSG8 are encouraged to engage in early dialogue with the Local Education Authority to determine if financial contributions towards school expansions or potential land swaps are suitable to address the demand for school places.
- 3.4.8 At secondary level financial contributions are anticipated in order to expand existing secondary provision up to an additional 3.5 Form Entry. The contribution would be part of a pool including HSG4, HSG5,

HSG6 and HSG7 where pupils are expected to attend local secondary schools in the Bedworth/Ash Green area.

3.5 Character and design

3.5.1 The concept plan does not seek to advocate a particular design style. The design for the 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. However, the architectural appearance of the development should respond positively to the design context and height of the existing residential areas surrounding the site which includes a mix of single storey bungalows and chiefly two storey detached and semi-detached dwellings built in the post-war era of the twentieth century. This should be achieved through the use of variation in building heights house types and orientation of dwellings to create an attractive, high quality extension to the urban area. The overall design should, where appropriate, use varied building material, which make reference to the local vernacular. Roof materials should be in recessive colours to help reduce the prominence of urban edges.

3.5.2 Policy H1 requires development to provide a mix of housing types, sizes and tenures

3.6 Sustainability

Sustainable construction

3.6.1 Development on the strategic site will meet the objectives of Policy BE3 of the Plan and Sustainable Design and Construction SPD.

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. Environment Agency Mapping has indicated that isolated parts of the site, most notably along the western edge of the site adjacent to the railway line and between the central parcel and southern parcels of the strategic site, have a higher potential risk from potential surface water 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. This is in line with Policy NE4.

Noise and air quality

- 3.6.3 The development of the site will need to take account of potential noise from the west coast mainline railway, which is directly to the west of HSG8. The precise nature of noise mitigation measures should be established through undertaking of a Noise Impact Assessment.
- 3.6.4 If required, suitable noise mitigation shall be incorporated into any proposed landscaping along the western edge of the site.
- 3.6.5 Investigations into potential odours from the sewage treatment works to the west of the site along with suitable mitigation measures if required, should be established through the undertaking of an Odour Assessment.
- 3.6.6 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 2.5km south-west of the site. Air quality impacts would be assessed at the planning application stage.

Safety and security

- 3.6.6 Design has a crucial role in delivering a safe and secure environment in residential areas. Natural surveillance should be provided in the form of doors and windows to housing overlooking streets and public spaces, with the creation of an environment which is legible to residents and visitors alike. Play areas, footpaths and cycle routes shall be clear and legible to promote their active use.

3.7 Delivery

Timescales

- 3.7.1 The development of the site is anticipated to be delivered within the first 8 years of the Plan Period following formal adoption of the Borough Plan.

Infrastructure

- 3.7.2 The strategic housing site shall deliver the following infrastructure and facilities:
- Provision of under 12's children's play facilities on central parcel of site.

- Play and open space to be provided with appropriate management and maintenance arrangements.
- Financial contribution towards the upgrading of sports facilities and teenage play provision at Bulkington Recreation Ground and financial contribution towards facilities at Miners Welfare Park in Bedworth, a 'destination park' within the Council's Open Space Strategy.
- Provision of community allotments on northern parcel of HSG8.
- Financial contribution and/or on site land swap with Arden Forest Infant and St James Academy Junior schools to meet anticipated demand for school places.
- Financial contribution towards secondary level education in order to expand existing secondary provision in the area to an additional 3.5 Form Entry.
- Bus infrastructure improvements within or adjacent to HSG8 with a potential 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.
- Any transport improvements/upgrades required along Bedworth Road, Coventry Road and surrounding streets as a result of the development.
- Financial contributions towards highways infrastructure identified in the Strategic Transport Assessment for Bulkington.
- Provision of a footway/cycleway network through the open space on the site linking Coventry Road with Bedworth Road and up to Severn Road and Mill Lane.
- A toucan crossing on Bedworth Road between the northern and central parcels of HSG8.
- Financial contributions towards the development of a dedicated cycle path along the B4029 Bedworth Road between Bulkington and Bedworth.
- Potential local sewage network improvements to improve capacity to accommodate the development, subject to discussions with Severn Trent Water.
- Financial contribution towards community facilities.
- Financial contribution for primary medical care to be given to NHS Warwickshire North Clinical Commissioning Group or successor body.

Shared costs

3.7.3 It is understood that the parcels of HSG8 are in separate ownership. It is essential that landowners come to a voluntary agreement to share the cost of contributions to infrastructure requirements.

Management and maintenance

- 3.7.4 Consideration should be given at an early stage to the future management arrangements for infrastructure and facilities. Service infrastructure will be the responsibility for the relevant service provider.
- 3.7.5 The Borough/ County Councils will manage and maintain the play space, allotments and the new footpaths and cycle routes. There is potential for large areas of landscaping and public open space to be managed by the Council, however this should be discussed with the Council at an early stage. The Council will not be responsible for the management and maintenance of SuDS as part of the strategic housing allocation.