

Examination of the Nuneaton and Bedworth Borough Plan

PROPOSED MAIN MODIFICATIONS

Agenda for the hearing session with issues and questions

Town Hall, Coton Road, Nuneaton.

Tuesday 19 February 2019

Please note: the hearing will not re-visit matters already discussed at previous hearing sessions, except where the proposed main modifications or sustainability appraisal documents have a bearing.

MORNING SESSION 9.30am – 1pm

Proposed Modification MMC22

Proposal: HSG12 – Former Hawkesbury Golf Course (380 dwellings, 75 berth marina and community infrastructure)

Invited Participants:

Hawkesbury Village Residents Association

Exhall Residents Association

Councillor B. Pandher

Coventry City Council

Gladmans

Heaton Planning for EcoWharf Ltd

Tetlow King for Terra Strategic

Principle / Exceptional Circumstances

- (1) Are there the exceptional circumstances to consider an alteration of the Green Belt at this location to meet the housing requirement ?
- (2) What are the implications, if any, of the Council's update and timing of the Strategic Housing Land Availability Assessment (document NBBC/70) in relation to the need to demonstrate that there are no alternative non-Green Belt sites that are suitable, available and sustainable in meeting the housing requirement?
- (3) Is the Green Belt Review 2015 (document P2.1 etc) justified in identifying this site as the second least performing Green Belt parcel in the Borough?

- (4) Is the proposed profiling of HSG12 in the housing trajectory justified? Could the site contribute to the deliverable supply of housing land within the first five years from plan adoption?
- (5) Is the site selection process in this part of the Borough consistent and robust, having regard to the Council's statement of common ground with Ecowharf (the former Hawkesbury Tip site)?

Transport

[With reference to the transport material provided in examination documents OTH/33 and OTH/33a (February 2018) by Terra Strategic; the Strategic Transport Assessment for the Borough Plan(the STA) (document Z6) and the Exhall Residents Association Survey (document OTH/62) and WCC response to that Survey (NBBC/74)].

- (6) Are the Entran Transport Statement (and technical notes and modelling at Appendices C-H) and the matters agreed at paragraph 3.1 of Statement of Common Ground with Warwickshire County Council, justified in respect of the following:
 - (i) Safe vehicular and pedestrian/cycle access can be secured;
 - (ii) Two points of vehicular access to the site would be required;
 - (iii) The proposed canal marina would have no adverse impact on the operation of the highway network in peak periods;
 - (iv) The site offers "a high level of multi-modal transport sustainability" and "good access to local facilities and all grades of schooling" ;
 - (v) The modelling of HSG12 is consistent with the wider WCC model for the Borough Plan;
 - (vi) There would be no adverse impact on Blackhorse Road level crossing (with reference to MDS Transmodal report (document OTH/33 Appendix B); and
 - (vii) Wider vehicular impacts can be mitigated.
- (7) Is the proposed modification sufficiently clear on the likely transport mitigation needed for Hawkesbury?
- (8) Is there sufficient highway capacity south (via the single track canal bridge, Grange Road and Oakmoor Road)? Is there an agreed highways position regarding the capacity of Oakmoor Road junction and the submitted capacity solution in EnPlan's Technical Note 4 (part of OTH/33)? Does this take account of any relevant allocations / permissions in Coventry's Local Plan?

- (9) In light of the data submitted by Exhall Residents Association and the assessment requested by WCCs Overview and Scrutiny Committee, in considering the cumulative impacts of the proposed allocation at HSG12 and those at HSG6/EMP6 School Lane and EMP7 Bowling Green Lane, what would be effect on the performance and safety of junction capacity on the Coventry Road/Longford Road corridor?

Wider sustainability

- (10) Does the accessibility audit (p10 of the Transport Statement in OTH/33) remain valid?
- (11) Does this location benefit from a meaningful level of bus service?
- (12) Can the site deliver part of Sustrans route 52 such that Bedworth railway station would be (approximately) a 20 minute walk or 5 minute bicycle ride from the site?
- (13) Does the sustainability of the site rely on infrastructure and services in neighbouring Coventry – for example secondary school provision at Foxford?

AFTERNOON SESSION 2pm – 3.45pm

Proposed Modification MM66

HSG4 – Bedworth Woodlands: revised proposed means of access

Invited Participants:

Councillor Seb Gran

Councillor Kyle Evans

Karl Mayer – Woodlands Action Group

CPRE Warwickshire

Godfrey-Payton for Chamberlaine Trust

Savills for Arbury Estates

- (1) Is the evidence in the transport assessment robust in determining that the capacity of the existing highway network via Newtown Road / Woodlands Road could accommodate up to 170 dwellings (document NBBC/62)?
- (2) Would the proposed alternative access arrangement to HSG4 be effective, justified and deliverable, having regard to the following:
 - (a) The impact on the living conditions of occupiers of existing buildings on Newtown Road and Woodlands Road?

- (b) The well-preserved ridge and furrow, which the ECUS report (document J7.1-7.5) ascribes as being of 'medium' heritage significance and should be retained
- (c) Any dependency on Orders under the Highways Act 1980 to implement a connection into the existing A444 interchange? Is there an issue in respect of timing/phasing? (having regard to County Councillor Jeff Clarke's letter to Craig Tracey MP dated 29 October 2018).
- (d) The robustness of the indicative cost for the highway works (£2.62million) and the effect on site viability and the ability to secure implementation in a coordinated way involving separate land ownerships?

David Spencer

Inspector.

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