

Nuneaton and Bedworth Borough Council

Concept Plans for Strategic Allocations: EMP7, Bowling Green Lane

Supplementary Planning Document (2020)

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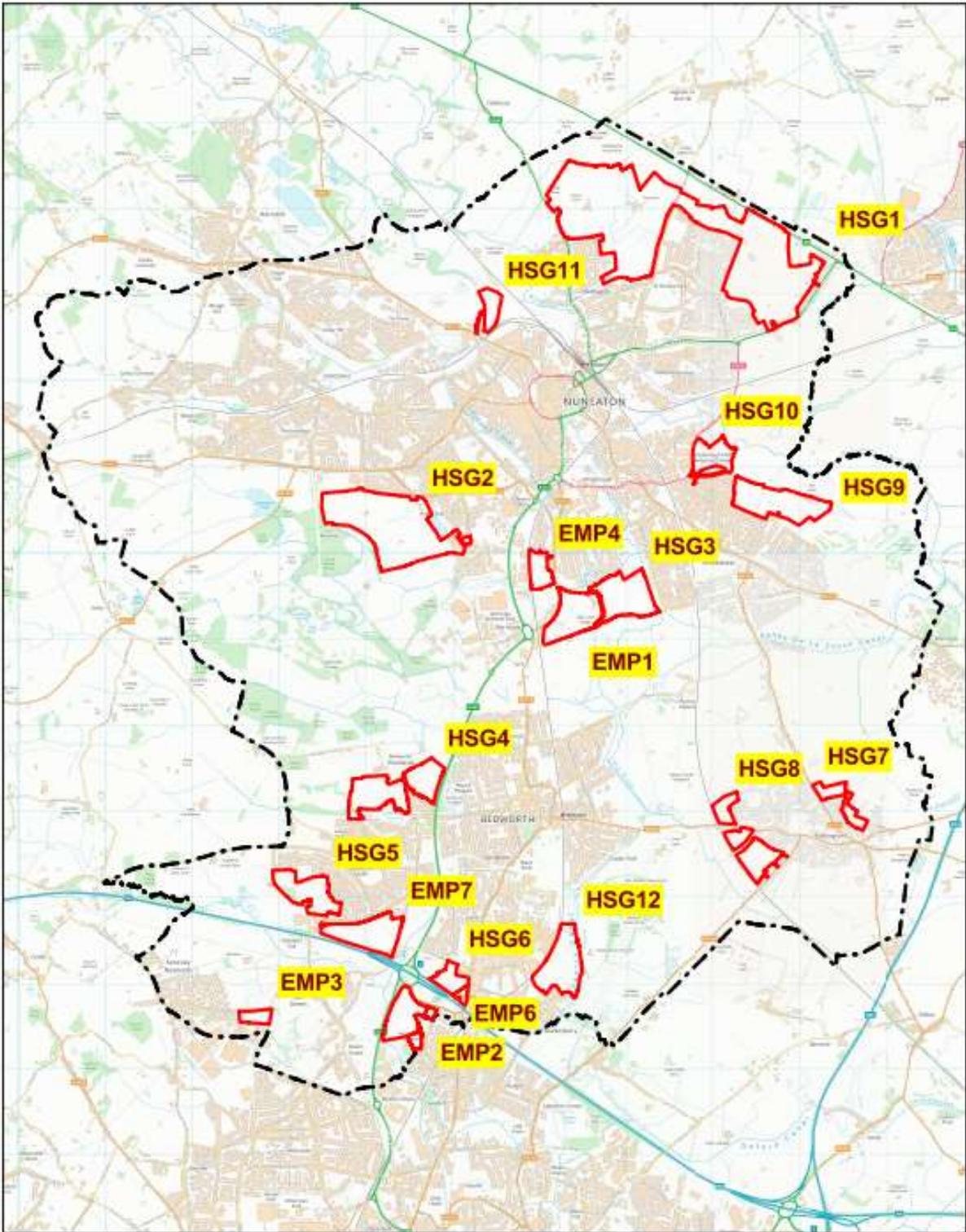
1 Introduction

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 framework relates to the strategic allocation known as EMP7 – Bowling Green Lane.
- 1.1.2 The strategic land allocation covers an area of 26.3 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
 - 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 and show 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 plan should be viewed as fundamental principles for the site and any significant differences in approach would need to be justified.



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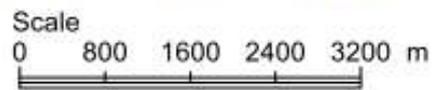


Figure 1: Strategic housing and employment sites

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 the 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, this Concept Plan 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
- HSG12 – Former Hawkesbury Golf Course
- EMP 1 – Faultlands,
- EMP 2 – Pickards Way/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 framework. At the time of publishing, these include:

- Affordable Housing (2007)
- Car Parking Standards (2003)
- 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
- Green Infrastructure
- Sustainable Design and Construction

Other planning guidance

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

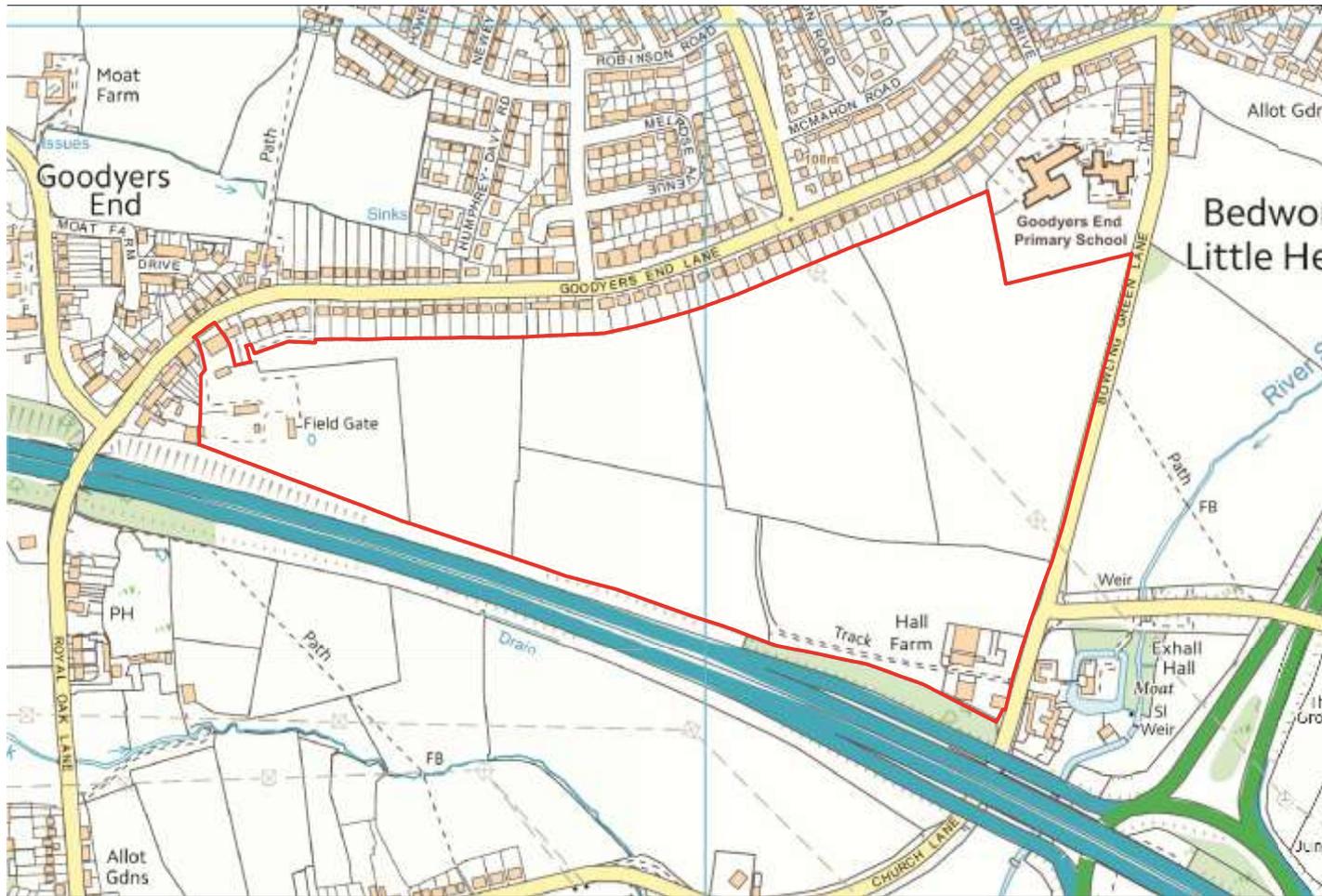
- National Planning Practice Guidance (2019)

2 Site and context

2.1 EMP7 strategic site

Context

- 2.1.1 Strategic allocation EMP7 covers 26.3ha of the land located to the north-west of the M6/A444 Junction. This site is situated to the south-west of the Nuneaton and Bedworth Administrative Area and the site's eastern edge is approximately 1.6 km to the south-west of Bedworth Town Centre. The strategic site is bordered by Bowling Green Lane to the east, Goodyers End Lane to the north and west, and the M6 motorway to the south. The strategic site comprises a number of agricultural fields currently under cultivation.
- 2.1.2 The site is 'urban fringe' in character and consists of arable and grazing land, with associated agricultural buildings known as Hall Farm. The agricultural buildings at Hall Farm are located in the south-east corner of the site and are currently served by an access off Bowling Green Lane.
- 2.1.3 Public Right of Way (PROW) B21 crosses the site linking Bowling Green Lane with Goodyers End Lane. The route of the PROW follows the site's southern boundary to the rear of Hall Farm before crossing the site in a northwesterly direction.
- 2.1.4 The site is divided into two parts. The larger eastern part is in agricultural use extending across several arable fields. Field boundaries vary in definition with some gaps in hedgerows and occasional mature trees. The site is separated by an unmanaged field boundary with intermittent hedgerow trees. In the west of the site is an area of unmanaged grassland with emerging scrub (self-seeded trees and shrubs) with a caravan business (Pedleys Caravan and Leisure) beyond.
- 2.1.5 The topography of the site slopes gradually from north (105m AOD) to south (95m AOD).
- 2.1.6 An overhead 400kv electricity pylon line crosses the north-eastern part of the site.



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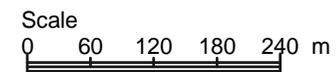
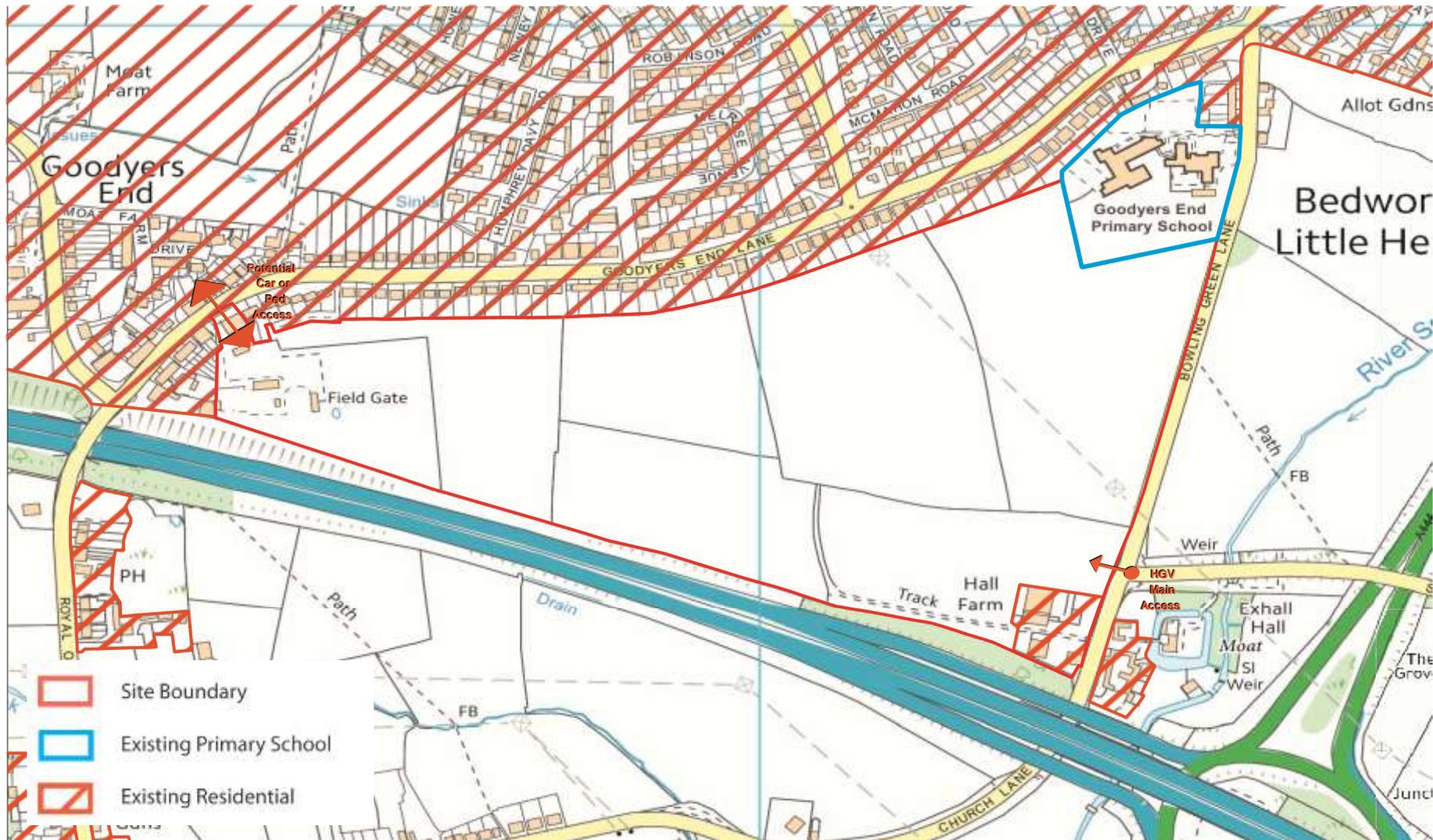


Figure 2: EMP7 Site location

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 southern boundary of the site is defined by the M6 which is on an embankment to the east, before rising to the level of the site with a belt of trees between the site and the motorway. At the western end of the boundary the M6 is in a cutting and is covered by a small woodland.
- 2.2.3 The western and northern boundaries are defined by the rear garden fence line to detached residential properties fronting onto Goodyers End Lane. Goodyers End Primary School is located to the north-east of the site and the boundary is defined by a hedgerow with some mature trees. Bowling Green Lane forms the eastern boundary with a low mature hedgerow and frequent hedgerow trees between the road and site boundary.



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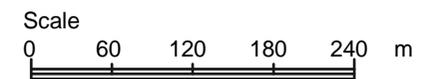


Figure 3: EMP7 Site context

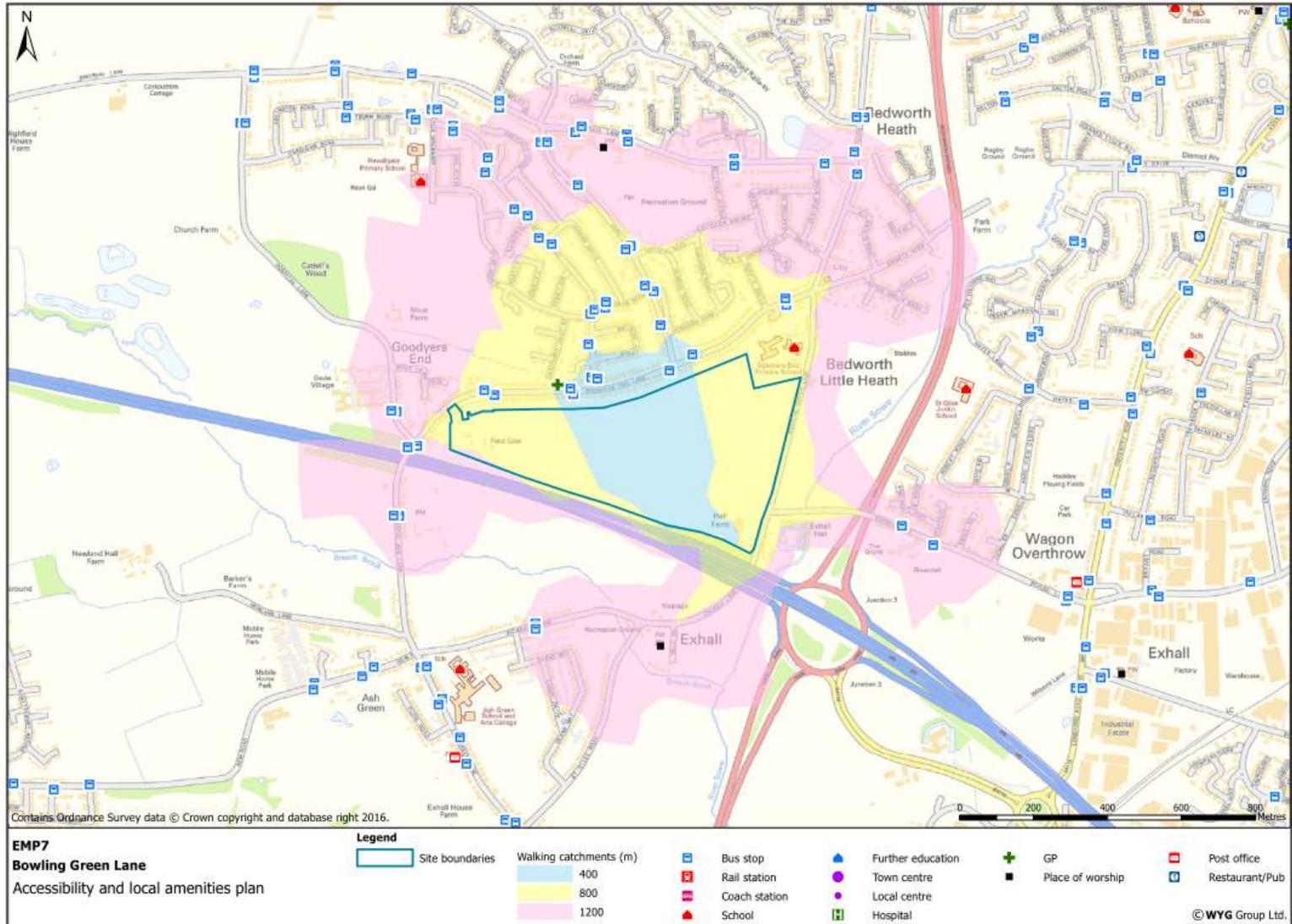


Figure 4: EMP7 Accessibility and local amenities

2.3 Views

- 2.3.1 Views of the site from the surrounding public highways tend to vary from open to filtered and are screened by intervening vegetation. Bowling Green Lane has established hedgerow and hedgerow trees on both sides of the road, providing varied views of the Site. The residential properties fronting Goodyers End Lane largely prevent views of the site from the north.
- 2.3.2 From the M6 views of the site are varied. Views in the east are filtered by the belt of trees between the site and the motorway. Further west where the M6 is at the same level as the site, there are only intermittent trees on the boundary and views are generally open. Next to the western boundary, views towards the site are largely screened by the cutting and woodland area.
- 2.3.3 Views of the residential urban edge north of the site are softened by low hedgerows and some hedgerow trees. The nature of the existing urban edge and presence of the high voltage overhead lines crossing the site means there are limited attractive features or views of Bedworth, although the site does contribute to an element of separation between Bedworth and Coventry.
- 2.3.4 Views from the PRow crossing the site are largely open.

2.4 Flood risk and drainage

- 2.4.1 The site is not located within an area at risk of flooding. Primary flood risk is from surface water flooding and overland flows.

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 Strategic Site EMP7 is situated in the western part of Landscape Character Area 7 – Keresley Urban Fringe, where the land use varies from typical urban landscapes which include golf courses, recreational areas, as well as more rural surroundings of pasture and arable farm land and horse paddocks. The key landscape features relevant to the site identified in the LCA are:
- Mixed landscape of arable farmland, pockets of pasture and recreational land often fragmented and isolated from the wider countryside by development and roads;

- 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;
- The distinctiveness of the majority of approaches into settlements is reduced by ribbon development along roads. Modern development on the edges of settlements is similar in each area and does not reinforce any local distinctiveness
- Urban fringes are common within the landscape with built development always visible on at least two sides of farmland;
- There is no overriding vernacular style to built form which is primarily modern development including terraces and semi-detached properties;
- Properties are generally constructed from red brick although modern development is more variable. Roofs are either grey, brown or red tiles;
- The M6 is on lower ground with trees along its boundary, although it is not always visually prominent within the landscape. Audible traffic movement along it is a constant reminder of its close proximity;
- Views along roads are generally restricted by roadside hedgerows, built form and woodland; and
- Overhead lines are prominent within this landscape, often visible on high ground across this character area.

2.5.3 The site is consistent with the wider character area, but the large field parcels and limited definition of the field boundaries results in a sense of exposure. The site is influenced by urban features, i.e. roads, motorway, residential edge and high voltage overhead lines, resulting in a less attractive landscape. The site's proximity to the M6 means that the site experiences constant disturbance and lacks rural landscape qualities.

2.6 Access and movement

Public transport

2.6.1 Bus services 55, 56 and 79 operate along Goodyers End Lane and connect Coventry to Nuneaton via Bedworth. The nearest bus stop to the site is at the western edge of the site adjacent to Hospital Lane.

2.6.2 Bedworth Station is located approximately 2.2 km from the eastern 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 Bowling Green Lane and Goodyers End Lane. Bowling Green Lane provides access to the A444 dual carriageway via School Lane (opposite the site) leading onto Longford Road, and then Pickards Way. The A444 is a primary route at this location linking through Nuneaton and Bedworth to the A5 in the north and Junction 3 of the M6 to the south.

2.6.4 Goodyers End Lane links the site, via a network of local roads, to Ash Green and Neal's Green to the south.

Pedestrian and cycle routes

2.6.5 Public Footpath B21 crosses the centre of the site in a south-east to north-west direction.

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 Strategic Site EMP7.

2.7.3 The following designated heritage assets are found to be located within 1km of EMP7:

- 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 southwest of Exhall Hall (Grade II Listed Building);
- The Cottage, Newland Lane, Ash Green - (Grade II Listed Building);
- Newland Hall Farmhouse (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

2.7.4 The entrance to Exhall Hall scheduled monument is located on the opposite side of Bowling Green Lane. The Heritage Assessment confirms that the strategic site is situated beyond the immediate enclosed setting of the scheduled monument but forms one of the last remaining rural open spaces within vicinity of the monument and enables an understanding of the historic context of the moated site.

2.7.5 No previous archaeological investigations are recorded to have been undertaken within the strategic site. Given the undeveloped character of the strategic site it is considered likely that if archaeological remains are present they will have survived. A programme of archaeological investigation including geophysical survey or trial trench evaluation to identify the presence or absence of archaeological deposits will be required. Any mitigation of effects upon potential archaeological remains would be informed by the archaeological evaluation submitted prior to determination.

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

- Development should be set back from the eastern and southern boundary of the site and a green buffer/ open undeveloped ground introduced so as to reduce any potential impacts upon the setting of Exhall Hall Moated Site and its associated Listed Buildings; and
- Development should be of a scale not to detract from the prominence and importance of the Listed Buildings.

2.7.7 There is no designated landscape of historic interest within the strategic site.

2.8 Environment

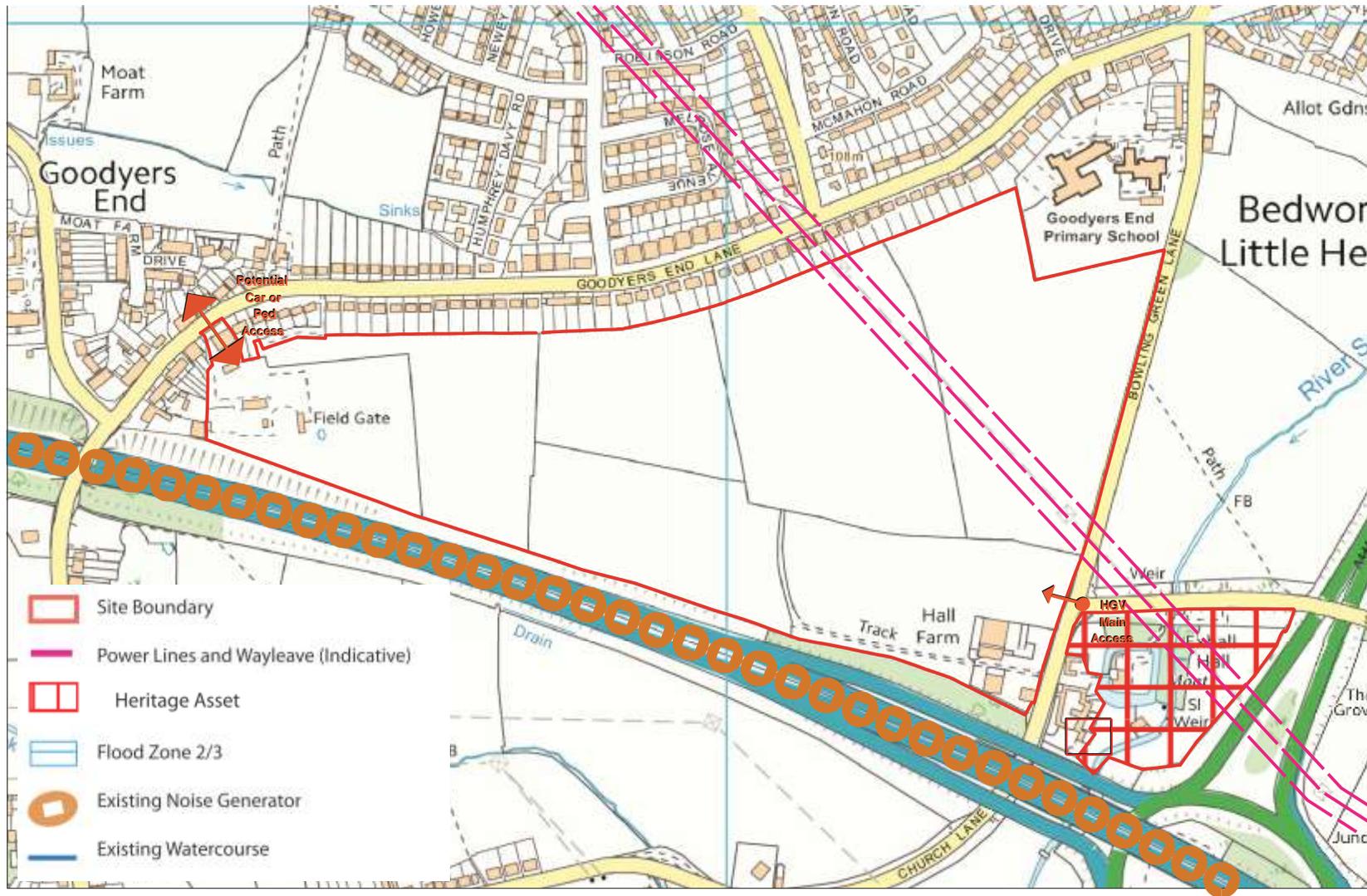
2.8.1 The natural geology of the strategic site is recorded as Mudstone and Sandstone of the Whitacre member to the east and Keresley Member Argillaceous Rocks and [subordinate/ subequal] Sandstone and Conglomerate, Interbed to the west (BGS, 2016). To the west superficial deposits of Thrussington Member Diamicton have been recorded (BGS, 2016).

2.8.2 The agricultural land is classified as Grade 3 (Good to Moderate).

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

2.9.2 There is an overhead line that crosses the eastern part of the site.



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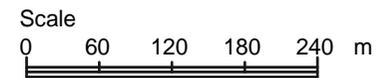


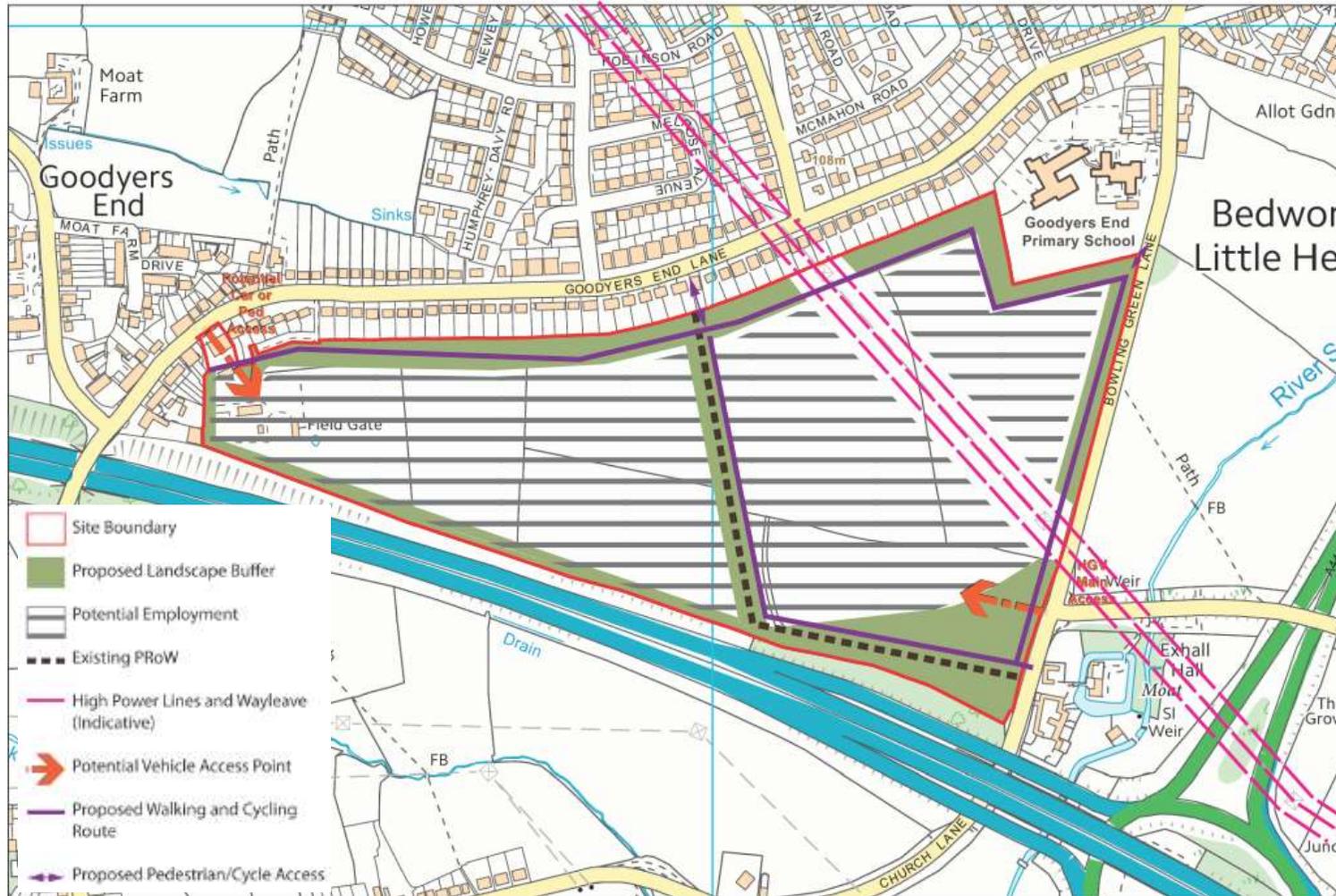
Figure 5: EMP7 Site opportunities and constraints

3 Framework 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 employment site. This framework and accompanying indicative plan seeks to ensure comprehensive delivery of the site to fulfil the strategic aims of the Borough Plan. 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
- Sustainability



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Scale 1:5000

Figure 6: EMP7 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 EMP7 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:

- Exclude development along the northern edge of the site (minimum width 15 metres) as this is next to the existing residential edge and is also on the highest ground;
- Ensure land along this northern edge forms part of a wider landscape framework to include a range of treatments from landscape screening to open space with specimen trees and small groups of trees, interspersed amongst grassed areas and wildflower meadows;
- Retain and reinforce existing hedgerows, hedgerow trees and specimen trees contributing to the wider landscape framework for any new development;
- Incorporate the existing PRoW crossing the site into any proposed wider landscape framework set in a sequence of spaces (treatment as per second bullet point above) for pedestrians;
- Reduce scale and massing of building form near to the northern edge of the site in proximity of the residential properties;
- Orientate buildings in a north to south direction so 'shorter elevation' faces north (residential properties on Goodyers End Lane) and south (M6) to limit visual effects;
- Resist development of Bowling Green Lane as the main access route to the site;
- Maintain the landscape character and integrity of Bowling Green Lane; and
- Given the constraints of the overhead line only parking or storage areas associated with any employment use could be accommodated in the wayleave.

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 A landscape buffer is to be provided along the edges of the site to include informal and structure planting to screen the proposed development from residential properties to the north and existing heritage assets to the south-east. The buffer will also protect local views

from the surrounding area. The buffer will be widened in the south-east corner to include open undeveloped ground.

- 3.2.4 Any new planting adjacent to Bowling Green Lane will seek to 'infill' existing gaps in the roadside hedgerow but need to be managed to maintain the integrity and character of the lane.

Areas of wildlife interest

- 3.2.5 No designated wildlife sites are located on the site. An area of ecological interest on the site in the west comprises of tall ruderal. Development proposals brought forward shall be accompanied by an Ecological Assessment that will include a survey of the presence or absence of protected species.
- 3.2.6 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. Additional planting will be undertaken along the southern boundary to enhance the biodiversity connectivity of the M6 corridor.

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 highway and transport impacts from the development are 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

- 3.3.3 Primary access for vehicles to the site will be provided from a new signalised junction on Bowling Green Lane. Should a secondary access be required, this should be served from Goodyers End Lane and should be limited to provide access for emergency vehicles. Adequate car parking, cycle and pedestrian linkages will be required. All HGV parking and serving areas are to be served from the primary access point leading from Bowling Green Lane.

Footpaths and cycleways

3.3.4 The concept plan envisages the retention of the existing public rights of way on the site which will be maintained on their current routes through the development. The retention of the existing footpath will retain connectivity from routes surrounding the site. Footpath B21 will be enhanced by the formation of a landscaped zone either side of the route to form a strategic landscaping area through the centre of the site. Similarly, all cycle paths through the site should be situated along wildflower meadows.

3.3.5 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

3.3.6 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 EMP7 will accommodate Use Class B1, B2 and B8.

3.4.2 Proposals for non-Class B uses will only be supported where the development complies with the tests of Policy E1 of the Borough Plan.

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. This requires delivery of high standards of design, with a scheme that accommodates changing needs of occupants and adapts to, and minimises, the impacts of climate change.

3.5.2 The design rationale for the new proposed development would need to respond positively to the sloping nature of the site, the landscape

character of the area and the desire to protect the amenity of existing residential properties to the north.

3.6 Sustainability

Sustainable construction

3.6.1 Development on the strategic site will meet the objectives of Borough Plan Policy BE3 by providing BREEAM Very Good standard or equivalent for new construction projects. Development proposals will also need to demonstrate compliance with Policy BE2 of the Borough Plan.

Surface water drainage and flooding

3.6.2 The site contains an area of land in the south-west corner identified as being at risk of flooding. This land is water meadow and is identified for biodiversity and ecology uses which are compatible uses within the floodplain, as they do not reduce the existing flood mitigation area or increase the risk of flooding elsewhere.

3.6.3 The area of proposed employment 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. A flood risk assessment and drainage strategy will be required as part of any planning application submission.

Safety and security

3.6.4 Design has a crucial role in delivering a safe and secure environment for employment development. Any development proposals for Strategic Site EMP7 will need to comply with the Policy BE3, in contributing to reducing crime and the fear of crime by meeting the principles of Secured by Design.

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. Background traffic noise from the M6 will need to be taken into consideration along with noise generation from traffic movement within the site (service yard/HGV movements) and internal operations proposed.

- 3.6.6 The precise nature of noise mitigation measures should be established 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. The development of the Strategic Site is not considered to adversely affect the Air Quality Management Areas (AQMAs). Nonetheless, an air quality assessment will be required at the planning application stage.

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:
- Provision of a new junction onto Bowling Green Lane at the School Lane junction, with associated traffic lights and any transport improvements / new junctions and upgrades required along Bowling Green Lane and School Lane (in conjunction with both the development of HSG6 and either by 107 agreement with the landowner or securing the transfer of the land to the highway authority to facilitate the use of highway powers for land outside of the HSG6 allocation. The developer will be expected to submit for agreement a HGV routing strategy which will show HGVs accessing/egressing the site from the School Lane direction and avoiding the local schools on Bowling Green Lane, Ash Green Lane and Wheelwright Lane.)
 - Financial contributions towards borough-wide strategic highway infrastructure works identified within the Bedworth area and provision of a cycle network within the site, including contributions to links beyond the site to residential areas and toward Bedworth Town Centre.
 - Developer contribution towards local bus service(s) to serve the employment site in order to enhance accessibility for local residents.
 - Developer contribution to secure provision of bus infrastructure to complement the point above.

- Suitable sewage connection to the existing foul drainage network.
- Provision of landscape buffer along northern boundary (minimum width of 15 m) and western boundary.
- Ecological enhancements to existing boundary on southern and eastern edges of the site.
- Provision of enhanced buffer in the south-eastern corner to protect the setting of the Exhall Hall scheduled monument and listed buildings, as well as ensuring that the scale of development does not detract from the prominence and importance of the listed buildings.
- Retention of the public right of way within a landscape enhancement area either side of the route in order to form a strategic landscaping area through the centre of the site.
- Provision of landscape screening consisting of small groups of specimen trees interspersed amongst grassed areas and wildflower meadows.
- Contribution to cycle path along Smarts Road
- Contribution to cycle path along School Lane
- Contribution to cycle path to Ash Green

Management and maintenance

3.7.3 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 service provider.

3.7.4 The proposed enhancement to the existing public footpaths would need to be by agreement with Warwickshire County Council. Any new footpaths should be of adoptable standard, with ongoing maintenance arrangements agreed at the outset.