

Nuneaton and Bedworth Borough Council

Concept Plans for Strategic Allocations: HSG12, Former Hawkesbury Golf Course

Supplementary Planning Document (2020)

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1. Introduction

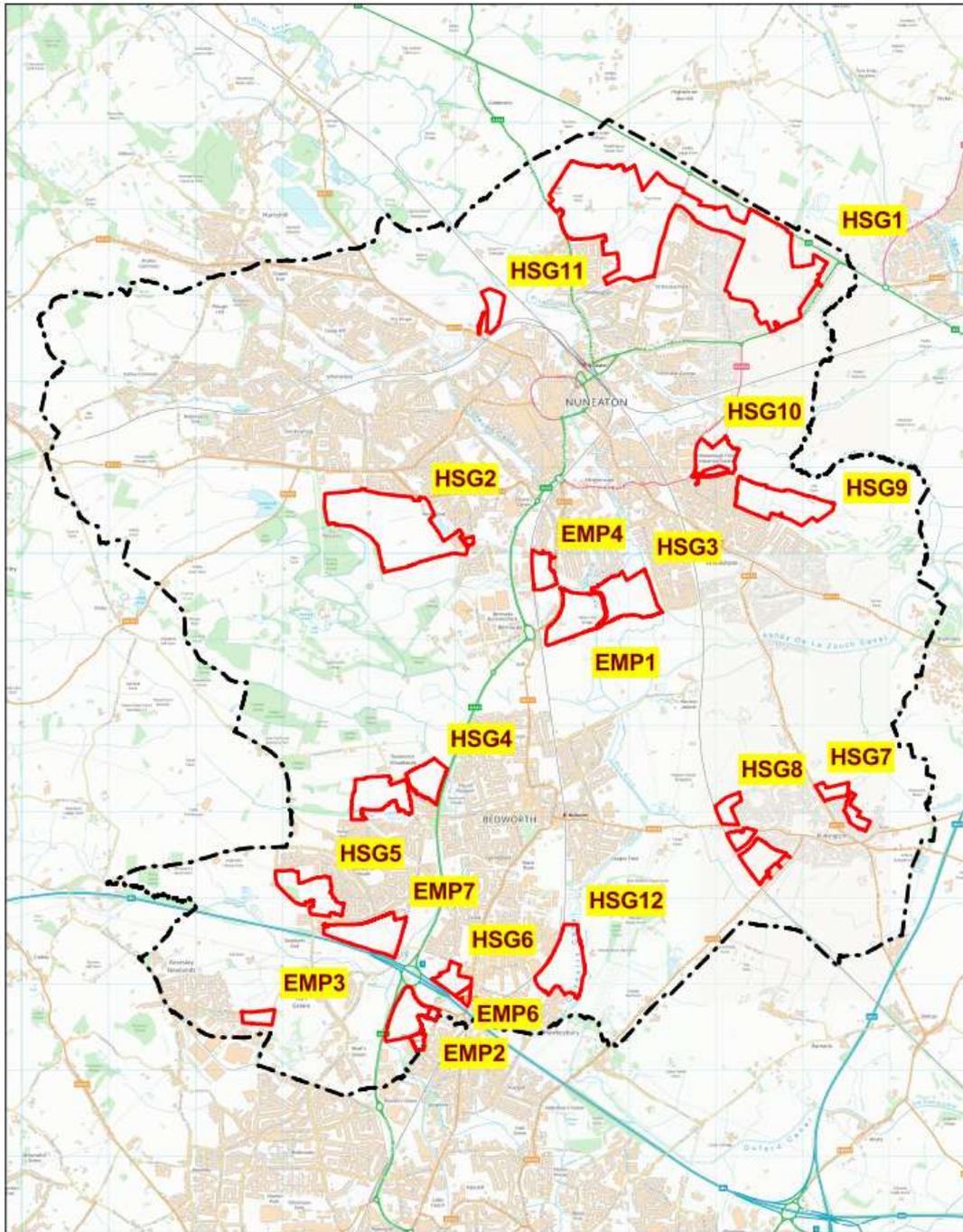
1.1 Introduction

- 1.1.1 The Nuneaton and Bedworth Borough Plan will see the delivery of 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 HSG12 – Former Hawkesbury Golf Course. Policy HSG12 of the Borough Plan requires the delivery of at least 380 dwellings within the HSG12 allocation area.
- 1.1.2 The strategic land allocation covers an area of 29 ha in the south of the Nuneaton and Bedworth borough area.

1.2 Role of 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. 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 plans should be viewed as setting out the fundamental principles for the sites and any significant differences in approach would need to be justified at the planning application stage.

Strategic housing and employment sites



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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 Nuneaton and Bedworth Borough Council, in consultation with other stakeholders, developers and the main landowner interests. The discussions were undertaken to provide technical and supporting information, which has been incorporated into the concept plan.

1.4 Status of concept plan

- 1.4.1 It is intended that the concept plan will acquire a status as a supplementary planning document (SPD), providing additional explanation to the Borough Plan policies. The 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 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.

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 – Pickards Way / Wilsons Lane
- EMP 3 - Prologis Extension
- EMP 4 – Coventry Road
- EMP 6 – Longford Road
- 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)
- 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 concept plan:

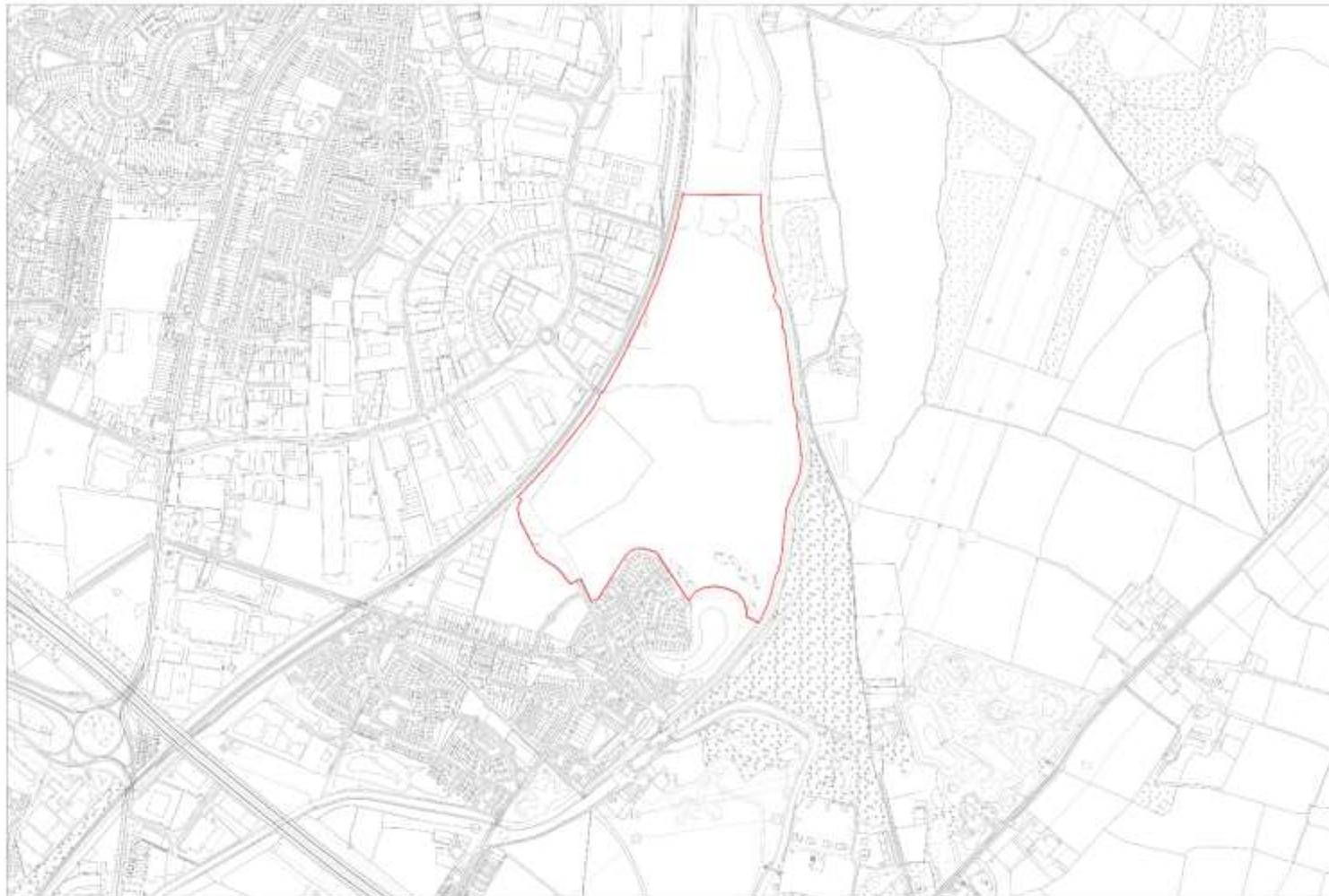
- National Planning Practice Guidance (2019)

2 Site and context

2.1 HSG12 strategic site

Context

- 2.1.1 Strategic housing allocation HSG12 covers 29 ha and is located just north of Hawkesbury Village, with the settlements of Bedworth to the north, and Coventry to the south. Hawkesbury Village is a relatively new housing settlement, which has been developed around Blackhorse Road, the main road into the site, which leads to both Bedworth and Coventry.
- 2.1.2 To the west of the site is Bayton Road Industrial Estate, which is separated from the site by the railway line. To the east the site is contained by Coventry Canal, whilst the south of the site is made up of residential housing. Beyond Coventry Canal to the east there is open countryside, woodland and farmland. The northern boundary of the site includes a destination park which links up to Bedworth Miner's Welfare Park.



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Land at Hawkesbury

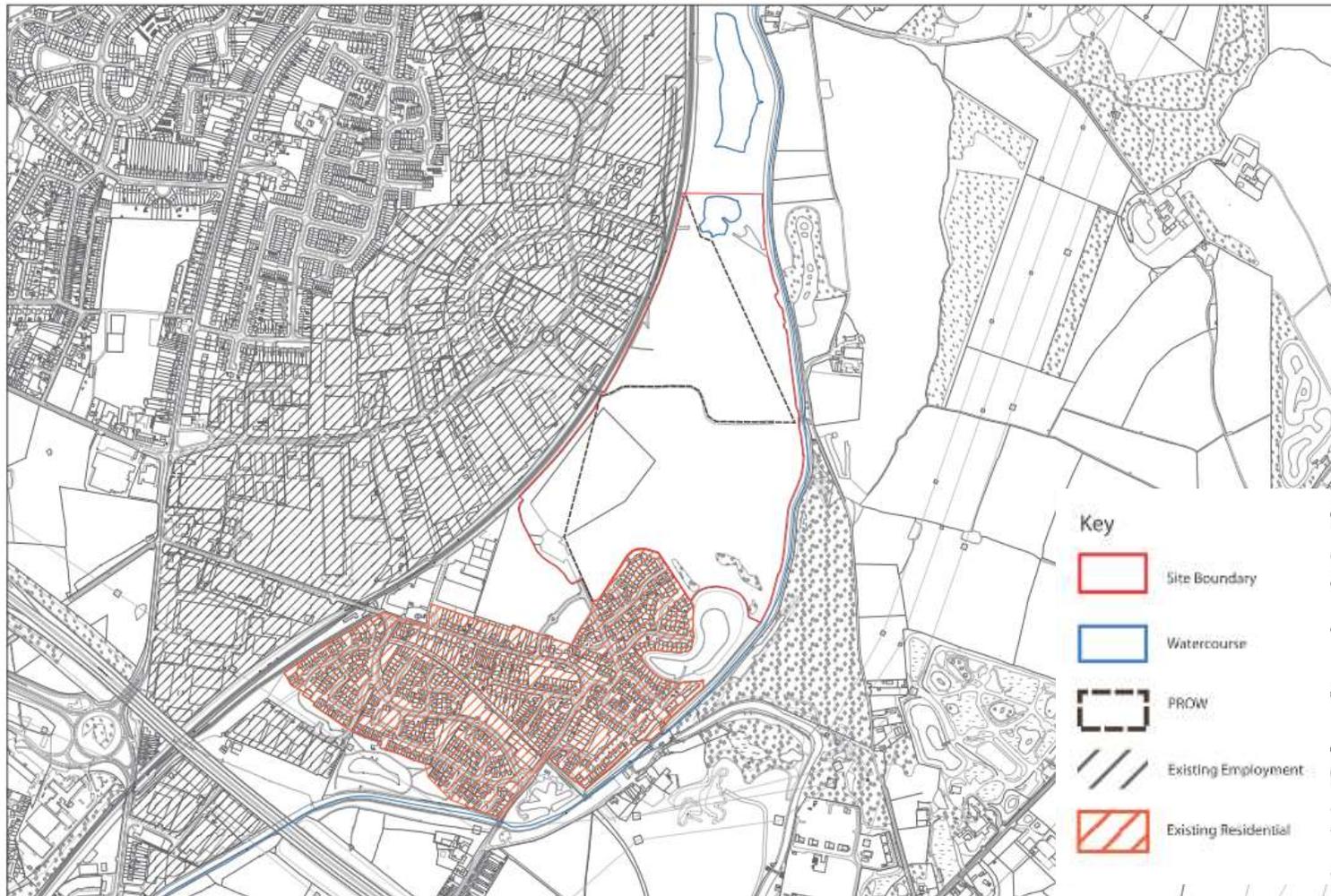


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Figure 2: HSG12 site location

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 south of the site is bounded by open grassland to the west of Stockley Road, and existing residential properties to the east of Sephton Drive. The length of the eastern boundary is adjacent to Coventry Canal, whilst the western boundary runs along the railway line. Underneath the railway line, there is a pedestrian access into the site linking to Stephenson Road in Bayton Road Industrial Estate. A portion of the north of the site is located within a destination park, and the destination park makes up the rest of the land to the north of site surrounding a large pond.



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Figure 3: HSG12 site context

2.3 Topography and views

2.3.1 The lowest lying quarter of the site is to the south-west, with ground levels of 91.5 m AOD. To the north of the site the levels gradually increase, with the highest point being in the northwest corner at 99 m AOD.

2.4 Flood risk and drainage

2.4.1 The strategic site lies within Flood Zone 1. As the site borders Coventry Canal, the development should consider incorporating an 8 m buffer adjacent to the canal to allow access for maintenance and repair.

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 2017.

2.5.2 The site falls within the southern part of Landscape Character Area 6 – Nuneaton and Bedworth Urban Fringes. The landscape strength was considered moderate and the landscape condition considered poor for the area. The Landscape Character Assessment update has suggested a number of guidelines for new development within HSG12 which includes:

- Using woodland to soften views of the urban edge
- Creating a high quality frontage to new development along the canal
- Variation of built form of the new urban edge, for example by varying building heights, house types and/or materials
- Incorporating existing waterbodies and public rights of way within the development

2.6 Habitat and vegetation

2.6.1 The Ecology and Geodiversity Assessment (2014) has assessed the habitat and vegetation for HSG12. The assessment shows that the site contains part of the Bayton Road Lakes Local Wildlife Site. The site is noted for its importance in terms of its ecological position as it is one of several semi-natural sites in the area and is adjacent to the Coventry Canal, which is also a potential local wildlife site.

2.6.2 In terms of habitat distinctiveness, the site is described as scoring low to moderately. The site also has limited woodland and hedgerow connectivity, however there are sections of connectivity along the

railway line and Coventry Canal. In line with this, the ponds and canal have important wetland connectivity.

2.6.3 The recommendations set out in the Ecology and Geodiversity Assessment for the development of HSG12 set out the following:

- Consideration should be given to conserving the areas around each pond through the creation of public open space
- Prevent encroachment of development into the Bayton Road Lakes Local Wildlife Site
- Maintain a natural green buffer alongside Coventry Canal
- Consider the former mining area to the south-west of the site for public open space

2.7 Access and movement

Public transport

2.7.1 The site is served by bus service 78/78A which links to University Hospital, Arena Retail park, Bedworth and George Eliot Hospital. The nearest bus stops are on Blackhorse Road, around five minutes' walk from the entrance of the site on Sephton Drive. The nearest rail station is Bedworth Train Station, 1.7 km north of the site.

Highway network

2.7.2 The site will connect to Sephton Drive, which leads to Blackhorse Road, the main road in Hawkesbury. Blackhorse Road then connects to Coventry Road to the west, leading directly north to Bedworth Town Centre. To the south of Coventry Road, and further along the B4113, there is direct access to both the A444 and M6, which provide access to Nuneaton, Coventry, and the wider West Midlands. Heading south along Blackhorse Road, this leads onto Grange Road, which also heads into Coventry.

Pedestrian and cycle routes

2.7.3 In terms of public footpaths, the B36 runs from Stephenson Road south through the site onto Sephton Drive, whilst the B54 runs from Stephenson Road east across the site to Coventry Canal, where it meets the B34, which runs to the northern-western most corner of the site. In addition to the public footpaths, the National Cycle Network Route 52 runs along the eastern boundary of the site, connecting to Sephton Drive to the south, and north towards Bedworth Train Station.

2.8 Facilities

- 2.8.1 Both Grangehurst Primary School and Foxford Secondary School & Community Arts College are within walking distance of the site. Nursery / day care is slightly further than walking distance from the site, situated on Lady Lane at the Circle of Friends Day Nursery.
- 2.8.2 Blackhorse Convenience Store is very close to the site on Black Horse Road, whilst the closest small supermarket is the Co-op on Coventry Road. In terms of leisure, The Boat local pub is again very close on Blackhorse Road, however Bedworth Leisure Centre is slightly further away, situated on Coventry Road close to Bedworth Town Centre.
- 2.8.3 Both Longford Dental Practice and Longford Primary Care Centre are well outside walking distance of the site, however they are the closest dentist and doctor facilities respectively.

2.9 Heritage and Archaeology

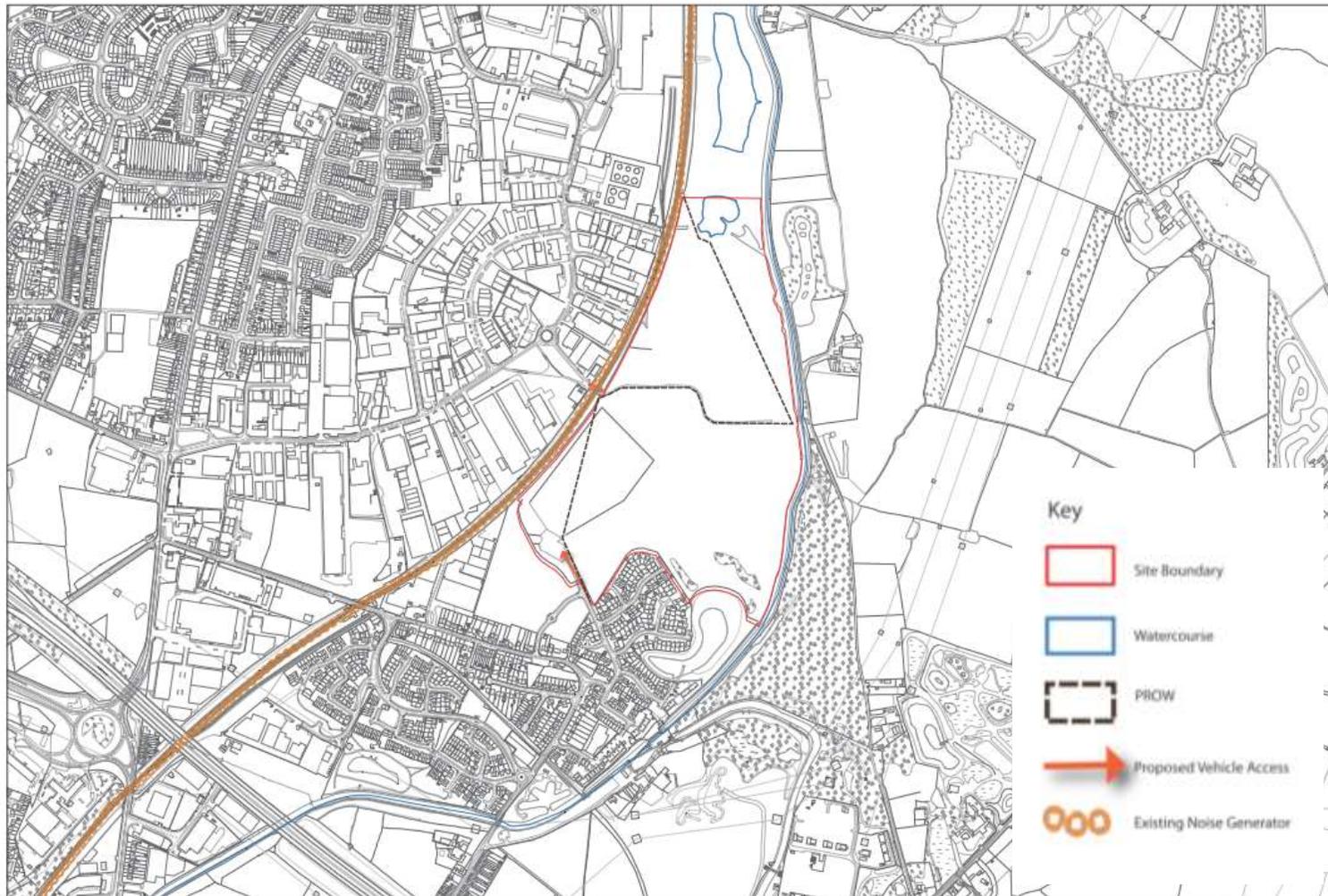
- 2.9.1 To the south of the site is Hawkesbury Junction Conservation Area, which forms the terminus of the Coventry Canal Conservation Area. Additionally, a stretch of the Coventry Canal borders the site to the east, which links down to the conservation area, enabling an appreciation of the historic relationship between the site and the conservation area. The canal contributes towards the understanding of the development and economy of the areas through which it passed, making it a heritage asset of regional importance.
- 2.9.2 On the site itself, there are two areas of ridge and furrow associated with medieval open field agriculture on the southern edge.

2.10 Environment

- 2.10.1 The site contains part of the Bayton Road Lakes Local Wildlife Site. Within the site, this comprises of one lake, which contains abundant marginal vegetation surrounded by semi-improved grassland. The local wildlife site is noted for its importance in terms of its ecological position as it is one of several semi-natural sites in the area, and is adjacent to the Coventry Canal, which is also a potential local wildlife site.

2.11 Utilities

- 2.11.1 A public sewer runs through the eastern lower quarter of the site, which could be accessed for the development of the site.



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Land at Hawkesbury



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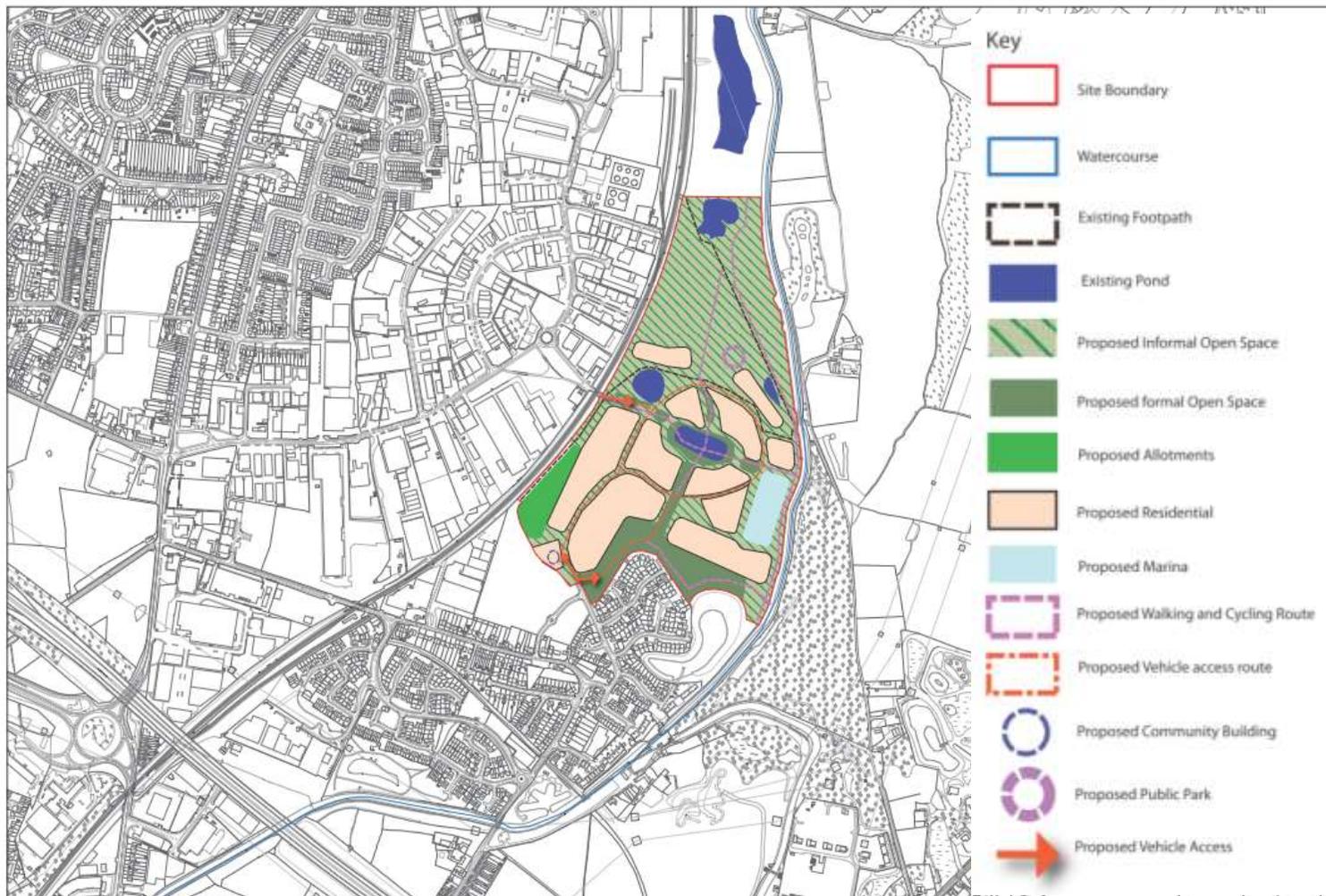
Figure 4: HSG12 site opportunities and constraints

3 Concept and delivery

3.1 Core concept

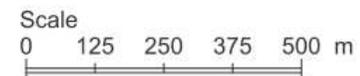
3.1.1 The concept plan is not a masterplan, but rather highlights key principles that will help inform and guide subsequent planning applications which are brought forward on the strategic housing site. This concept plan seeks to ensure comprehensive delivery of the site to fulfil the strategic aims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



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Land at Hawkesbury



Scale 1:10000

Figure 5: HSG12 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 will form part of the axis of green space mainly to the north of the site.
- 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 In terms of access from the site edges, the surfacing and environmental quality of the gateways into the park will be improved, including off Sephton Drive, Stephenson Road and the new Sustrans route 52 link. Additionally, a rotating bridge will be built to carry the Sustrans route 52 over the canal basin entrance, allowing boats to pass when required.
- 3.2.4 The western edge will add a new linear woodland parallel to the railway, in order to reinforce existing outgrown hedgerows, and to screen views of the industrial estate from the park. To the east, the existing views of the open countryside will be maintained, however where views are limited, linear woodland blocks will be added to the edge of the Coventry Canal to soften views of the urban edge from the canal.
- 3.2.5 To the south, a new formal public open space will front onto the existing housing on Sinclair Drive and Aspen Drive. The northern half of the site will be public open parkland, which will be restored and improved upon from its current condition.

Areas of wildlife interest

- 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.
- 3.2.7 The indicative layout aims to retain notable ecological features on the site, such as the existing ponds, including the Bayton Road Lakes Local Wildlife Site to the north.

3.2.8 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

3.2.9 There are linear groups of tree planting associated with the former golf course landscape as well as hedgerow vegetation and occasional trees along the boundary with the railway line and along the canal bank. 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, with net biodiversity benefits delivered as a result of the loss in accordance with Policy NE3.

3.2.10 The indicative layout aims to create green pedestrian and cycle routes alongside significant areas of trees and hedgerows to create well connected areas of open space, which will be utilised by wildlife and will provide a valuable amenity space and setting for the residential development of the strategic site.

3.2.11 Areas of hedgerows on existing site boundaries should be retained and enhanced to minimise the impact on the amenity of the surrounding area.

Open space

3.2.12 A new parkland landscape will be created from the existing disused golf landscape to the north of the housing area. This will include sympathetic grassland management to maximise biodiversity potential. Additionally, the new landscape will be subject to a nature conservancy management plan, in order to ensure that a good balance is achieved between nature conservation and informal recreation.

3.2.13 The surfacing and environmental quality of the gateways into the park will be improved. Within the park itself, a natural play area will be set within the landscape. There will also be a wetland enhancement strategy for new and existing pools in order to promote biodiversity potential. As part of this, existing ponds will be incorporated sensitively into the open space framework of the site, whilst the central pond will form a focal landscape element within a generous green in the heart of the development.

3.2.14 New tree planting will be added in order to filter views between the park and housing area, whilst a generous landscape buffer will be created between the edge of the existing housing and the site.

Another aspect to the landscape will be the creation of community allotments laid out in the south-western corner of the site.

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

- 3.3.3 The site will require two points of access from the strategic road network, likely from Sephton Drive.
- 3.3.4 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. The development of HSG12 is also expected to contribute financially towards the Bedworth area road improvement schemes proposed within the Borough during the Borough Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.

Footpaths and cycleways

- 3.3.5 Three public footpaths currently cross the site, which provide links between Hawkesbury and Bedworth. These footpath links are key to the site, and will be retained and enhanced with new links running north-south and east-west through the centre of the site. In terms of cycleways, a connection will be made to National Cycle Route 52, which will run through the site.
- 3.3.6 The concept plan shows the main walking and cycling routes which are principal access 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

- 3.3.7 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 HSG12 will accommodate a minimum of 380 dwellings over the Plan period.
- 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 The development will encompass a variety of green spaces, play zones, allotments and a dedicated community building.
- 3.4.6 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.

Education requirements

- 3.4.4 Nuneaton and Bedworth borough has a two tier education system of primary and secondary schools. Education requirements have been based on sufficient school provision being available to meet the overall housing numbers proposed from the strategic housing sites. For HSG12, educational contributions will be required to ensure the expansion and reorganisation of both primary and secondary provision.

3.5 Character and design

- 3.5.1 The concept plan does not seek to advocate a particular design style. The design for the 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 19th and 20th century mining cottages and terraces centred around the Blackhorse Road and Hawkesbury Canal Junction, as well as later 20th century developments of Sephton Drive and Iron Bridge Way. 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 materials 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 In terms of the proposed character of the site, the marina will be a key and very prominent part of the site. In this sense, development around the marina should reflect the waterside character of the area, making the most of the 75 berth marina. A mixed-use retail/café unit could be located around the marina, whilst a marina facilities building for use by canal boat users will be located by the canal basin entrance. In order to allow boats to access the marina, a rotating bridge will carry the Sustans route over the canal basin entrance.
- 3.5.3 In the centre of the site, the retained central pool will form a key character area. Important pedestrian and cycle routes will run to and through this space, including via a bridge crossing the pond on a north-south bearing, whilst the area will be enclosed by residential development.
- 3.5.4 The north-south swale will be retained to form the basis of the pedestrian/cycle greenway running the length of the site, which will provide increased permeability and biodiversity, as well as new landscaping opportunities. Similarly, an east-west greenway will link footpaths from Bayton Road Industrial Estate in the west to the marina in the east, via the central park. These links will be heavily planted, retaining existing trees where possible, therefore providing a sense of enclosure and rural atmosphere. In the proposed public park, a natural play area will be installed to provide a formal area of play.
- 3.5.5 Policy H1 requires development to provide a mix of housing types, sizes and tenures.

3.6 Sustainability

Sustainable construction

3.6.1 Development of the strategic site must 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. In order to ensure the site remains at low risk of flooding and does not increase the risk of flooding elsewhere, any development must 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 railway, which lies to the west of the site. The precise nature of noise mitigation measures should be established through undertaking of a noise impact assessment. If required, suitable noise mitigation must be incorporated into any potential landscaping along the western edge of the site alongside the railway.

3.6.4 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).

Safety and security

3.6.5 Design has a crucial role in delivering a safe and secure environment in both residential and commercial 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.

3.7 Delivery

Timescales

3.7.1 The development of the site is anticipated to start delivering within the first 5 years of the Plan period following formal adoption of the Borough Plan.

Infrastructure

3.7.2 The strategic housing site will deliver the following infrastructure and facilities.

- Provision of a canal marina of up to 75 berths
- Provision of a community building
- Financial contributions to Warwickshire County Council towards the provision of the expansion of primary and secondary school places
- Provision of public open space, including a public park around the existing and proposed pools
- Accessible cycle routes and footpaths to neighbouring facilities, including schools
- Provision of allotments
- Financial contributions towards appropriate management and maintenance of the public open space
- Financial contribution towards sport and physical activity
- Financial contribution towards bus services in the area, based on dialogue with Warwickshire County Council and bus operators
- Transport improvements/upgrades to local and wider strategic highway infrastructure

Management and maintenance

3.7.3 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.

3.7.4 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.