

Nuneaton and Bedworth Borough Council

Town Centres Area Action Plan: Publication Version

2021

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1. Policy background

National Policy

- 1.1.** Development in town centres is considered important enough to feature in the National Planning Policy Framework (NPPF)¹. Paragraphs 85 to 90 of the NPPF set out the national policy on ensuring the vitality of town centres. Paragraph 85 contains the expectations for planning policies relating to town centre development and paragraphs 86 – 90 cover the approach to be taken when determining planning applications for town centre development.
- 1.2.** In paragraph 85, it is stated that planning policies should:
- a)** *define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters.*
 - b)** *define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;*
 - c)** *retain and enhance existing markets and, where appropriate, re-introduce or create new ones.*
 - d)** *allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least 10 years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary.*
 - e)** *where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and*

¹ Ministry of Housing, Communities and Local Government (2019) *National Planning Policy Framework*

- f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

1.3. The NPPF paragraphs relating to town centres are supported by a section of the National Planning Practice Guidance (NPPG)² that covers town centres and retail. A key paragraph for the production of a TCAAP is Paragraph 004 Reference ID: 2b-004-20190722, which sets out what a town centre strategy can contain. It states that planning strategies for town centres can be used to establish:

- the realistic role, function, and hierarchy of town centres over the plan period. Given the uncertainty in forecasting long-term retail trends and consumer behaviour, this assessment may need to focus on a limited period (such as the next five years) but will also need to take the lifetime of the plan into account and be regularly reviewed.
- the vision for the future of each town centre, including the most appropriate mix of uses to enhance overall vitality and viability.
- the ability of the town centre to accommodate the scale of assessed need for main town centre uses, and associated need for expansion, consolidation, restructuring or to enable new development or the redevelopment of under-utilised space. It can involve evaluating different policy options (for example expanding the market share of a particular centre) or the implications of wider policy such as infrastructure delivery and demographic or economic change.
- how existing land can be used more effectively – for example the scope to group particular uses such as retail, restaurant and leisure activities into hubs or for converting airspace above shops.
- opportunities for improvements to the accessibility and wider quality of town centre locations, including improvements to transport links in and around town centres and enhancement of the public realm (including spaces such as public squares, parks and gardens).
- what complementary strategies are necessary or appropriate to enhance the town centre and help deliver the vision for its

² Ministry of Housing, Communities and Local Government (2019) *Planning practice guidance*

future, and how these can be planned and delivered. For example, this may include consideration of how parking charges and enforcement can be made proportionate.

- *the role that different stakeholders can play in delivering the vision. If appropriate, it can help establish the level of cross-boundary/strategic working or information sharing required between both public and private sector groups.*
- *appropriate policies to address environmental issues facing town centres, including opportunities to conserve and enhance the historic environment.*

- 1.4.** The national guidance in the NPPF and NPPG must be adhered to when drafting local policies.

The Borough Plan

- 1.5.** The Nuneaton and Bedworth Borough Plan 2011 – 2031 is the key development plan document (DPD) for shaping the future of development in the borough up to 2031. It influences the development that will take place, including how much there will be and where within the borough it will be located. The Borough Plan considers a wide range of economic, social, and environmental matters with the aim of creating cohesive and sustainable communities. The Plan outlines a spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery. Measures for monitoring the progress towards achieving the aspirations of the plan have been identified and these will become part of the Council's annual Authority Monitoring Report (AMR).

- 1.6.** The Borough Plan includes three policies specifically covering town centre development. The evidence base for the policies comprises studies³⁴ commissioned by the Council to assess the retail, leisure and office requirements in Nuneaton and Bedworth town centres. It is anticipated that these studies will be updated as part of the emerging review of the Borough Plan.

³ Strategic Perspectives (2014) *Retail and Leisure Update 2014*

⁴ DTZ (2013) *Town Centre Office Requirements 2013*

Policy TC1 – Town Centre Requirements

New office, retail and leisure floor space requirements will be provided as set out below:

- 15,000 sq m of offices
- 13,470 sq m – 16, 460 sq m of comparison
- 1,750 sq m – 3,580 sq m of convenience
- 2,666 sq m – 3,035 sq m of cafés, restaurants and bars

These requirements will be split between Nuneaton and Bedworth town centres as follows:

Nuneaton Town Centre

Requirement	Floor space range (sq m)
Offices	13,000 – 14,000
Comparison	11,420 – 13,950
Convenience	910 – 2,500
Cafés, restaurants and bars	2,324 – 2,672

Bedworth Town Centre

Requirement	Floor space range (sq m)
Offices	1,000 – 2,000
Comparison	1,570 – 1,925
Convenience	460 – 540
Cafés, restaurants and bars	324 - 393

Policy TC2 – Nature of town centre growth

Development principles

Development within Nuneaton and Bedworth town centres will be expected to create a more accessible, well-connected and well-designed centre, with particular emphasis on linkages by walking, cycling and public transport. Developments relating to the evening and night time-leisure offer should demonstrate how they will create a safe and secure town centre environment.

Within the town centre, appropriate enhancements will be promoted and sought to build upon existing green infrastructure assets and tackle climate change impacts, including urban heat island concerns. These enhancements will complement existing natural and historic assets that help define the town centres' sense of place and overall brand and identity.

Primary and secondary frontages

The town centre boundaries and primary and secondary shopping frontages of the town centres are to be protected as defined in Appendix C and Appendix D. The aim in defining boundaries and frontages will be to retain the predominance of town centre uses within these centres.

Proposals for shops (use class A1) will be approved within the defined primary and secondary shopping frontages. Other retail uses (use classes A2-A5) will be permitted within the town centre where they do not undermine or adversely impact, either individually or cumulatively, the vitality, viability, character of the area and overall vision for the town centres. Proposals for the loss of retail uses (A1-A5) to non-retail uses on the ground level in the defined primary shopping frontage will not be permitted.

Within the defined secondary shopping frontage, proposals for other main town centre uses will be permitted where they do not undermine the vitality, viability and character of the area, and that they are not contrary to the vision of the town centres.

Proposals that promote appropriately located tourism and heritage activities to attract and sustain visitor numbers will be supported.

Proposals should be in line with proposals within the Town Centres Area Action Plan and the aspirations of the Transforming Nuneaton initiative.

Policy TC3 – Hierarchy of centres

The hierarchy set out in Table 16 should be used to undertake any sequential assessments for town centre uses.

Any new residential development should be within:

1. 1,200 m walking distance of a district or local centre (existing centre's threshold can be outside the borough's administrative boundaries); and
2. 8 minutes motor vehicle drive time to a district centre. Applications must demonstrate this on the basis of:
 - a. Post development impact
 - b. During peak drive time

Where new residential development is proposed and the above thresholds are not met, the application should include the provision of a new district/local centre.

Development within district or local centres will be considered acceptable in principle, subject to the following:

1. The function, vitality and viability is maintained or improved.
2. Contributes positively to the range of services on offer.
3. Does not harm the amenities of local residents.
4. Does not result in the loss of ground floor retail/commercial floor space to residential use.

- 1.7.** Policy TC3 references a table that lists appropriate uses for various centre types within the hierarchy of centres. Table 1 shows the entries for Nuneaton and Bedworth town centres.

Type of centre	Name of centre	Function	Appropriate uses
Principal town	Nuneaton	Principal focus for shopping, leisure and business activity in the Borough	<ul style="list-style-type: none"> • Retail A1 – A5 • Office • Leisure • Entertainment • Hotels • Restaurants / eating establishments. • Residential (in areas that conform with flood risk requirements)
Town centre	Bedworth	Contribute to the main shopping facilities of the Borough. Specifically, the town centre should provide day-to-day shopping and commercial activity for Bedworth, as well as the immediate surroundings.	<ul style="list-style-type: none"> • Retail A1 – A5 • Office • Leisure • Entertainment • Residential • Restaurants / eating establishments

Table 1. Function and appropriate uses for Nuneaton and Bedworth town centres

Area Action Plans

1.8. An Area Action Plan (AAP) is part of the Local Development Scheme (LDS) and therefore is a statutory planning document. In this instance, the AAP will be a Development Plan Document (DPD) meaning that it can introduce new policies to add to the policies contained in the Borough Plan.

1.9. The Nuneaton and Bedworth TCAAP:

- Sets out a vision for each of the town centres.
- Sets out the objectives by which to achieve this vision.
- Sets out the policies to guide development.

- Provides a realistic and viable plan for the implementation and monitoring of the TCAAP objectives and proposals.
- Shows links to other strategies, plans, guidance, and emerging local planning documents; and
- Acts as a promotional tool for articulating the vision for the area.

1.10. The first stage in the production of the TCAAP was a consultation on the issues facing each of the town centres and a number of options for addressing the issues. The consultation ran from October 2020 to December 2020. The responses have informed the production of this publication version of the TCAAP.

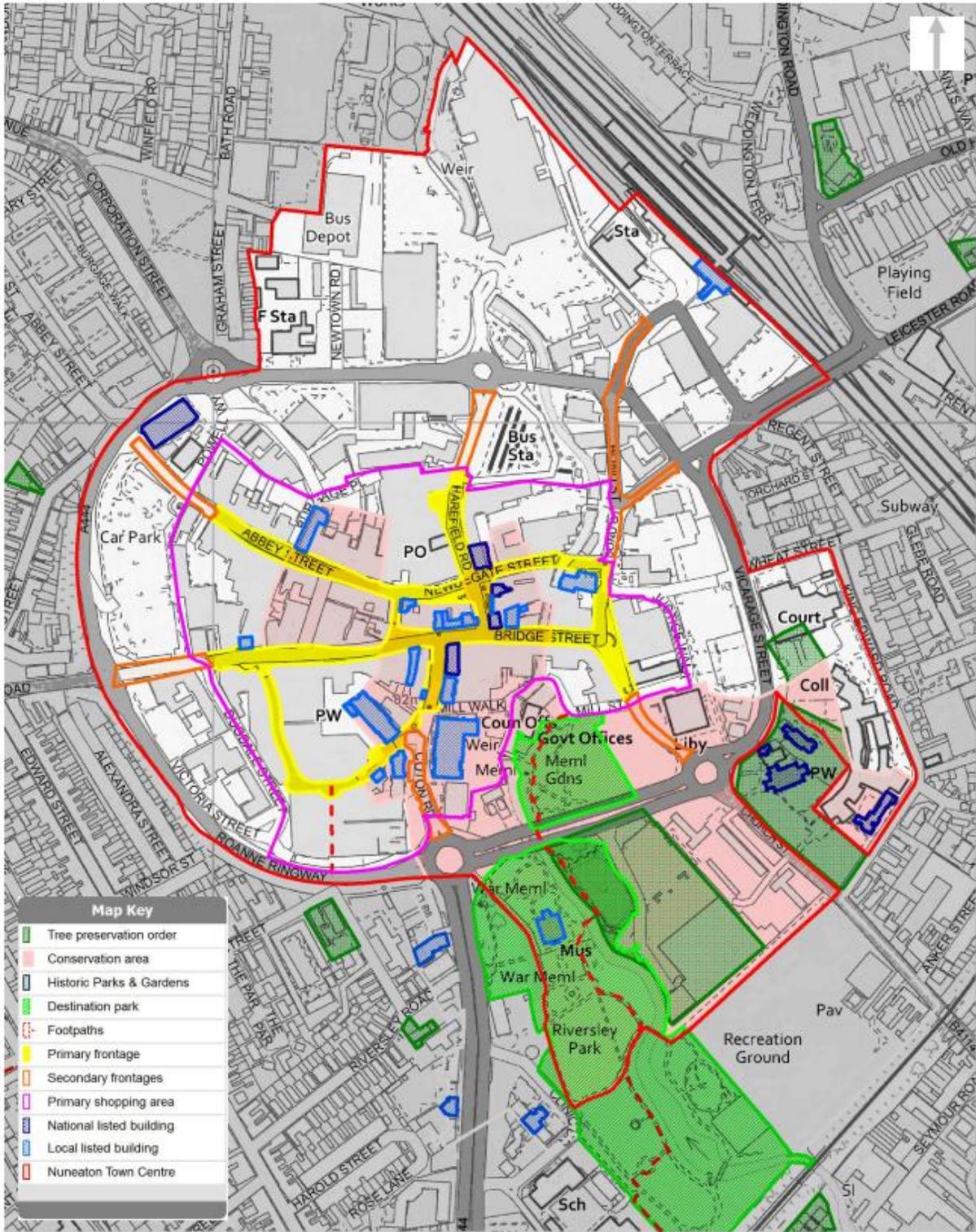
Sustainability

1.11. The TCAAP will be subject to a Sustainability Appraisal (SA) that will incorporate a Strategic Environmental Assessment (SEA) and will be produced in accordance with national guidance. The purpose of the SA is to assess the likely environmental, economic, and social implications of the policies in the TCAAP.

2. Nuneaton Town Centre

- 2.1.** The Nuneaton TCAAP covers the area that has been designated as Nuneaton town centre in the Borough Plan 2011 – 2031, which is shown in Figure 1. Nuneaton town centre is the main retail and commercial centre serving the whole borough as well as areas further afield. It includes the Ropewalk and Abbeygate shopping centres, the borough's main library, council offices and railway station. The area within the boundary measures approximately 46.7 ha. The town centre has a substantial catchment population within a 10- and 20-minute drive, generating significant retail and leisure spend.

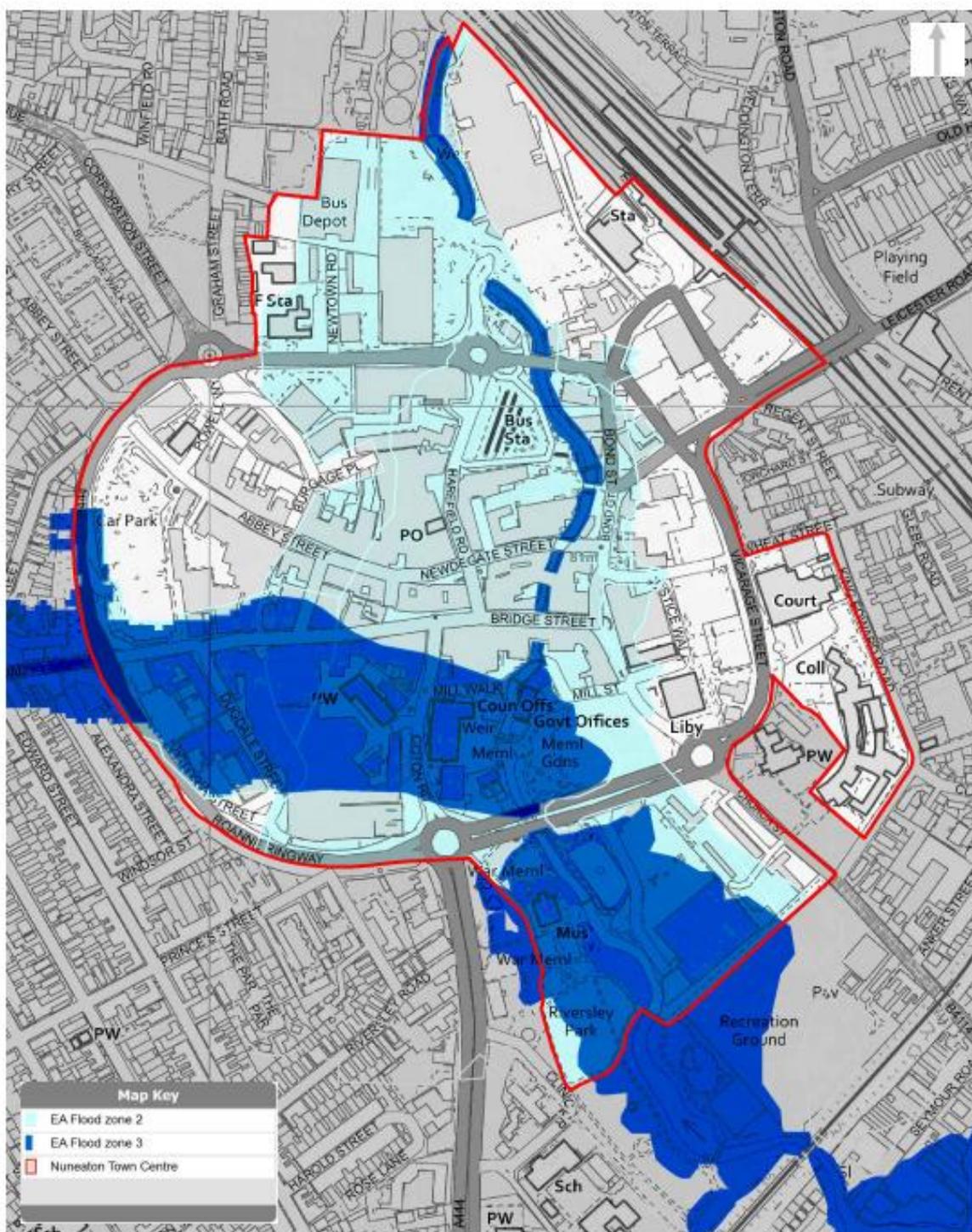
- 2.2.** Nuneaton town centre has a conservation area, which extends beyond the town centre boundary to incorporate more of Riversley Park. Other constraints on development within the town centre include the primary and secondary shopping areas and the flood zone. The defined town centre boundary and key development constraints are shown in Figure 1 with the flood zone shown separately in Figure 2.



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Nuneaton town centre, constraints

Figure 1. Nuneaton town centre constraints map



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copies may be made.

**Nuneaton town centre, Environment Agency
flood zones**

1:5000

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Figure 2. Nuneaton town centre flood zones

3. Vision for Nuneaton Town Centre

3.1. The vision for Nuneaton town centre is for it to continue to be the primary centre in the Borough for leisure and business with a high quality, mixed use, pedestrian-friendly environment. It will contain a diverse range of uses with retailer representation from independent, national and specialist stores. There will be an attractive business environment in terms of location and investment. The evening as well as daytime leisure economy will be attractive to persons of all ages. There will be new development to complement existing heritage assets and their setting and to enhance the character and appearance of the town centre. An emphasis on green and blue infrastructure, public spaces/realm will make the town centre a desirable place to be. Connectivity into and through the town centre will be enhanced for all modes of transport. The vision for the town centre can be summarised as making Nuneaton a town where people choose to:

- **Live** - the aspiration is to provide high quality, easily accessible town centre housing and a strong and diverse leisure offer; this will be supported by the Council's vision for improving the health and leisure facilities within the borough⁵. George Elliot Gardens and part of Riversley Park are within the Nuneaton town centre boundary.
- **Work** - to make Nuneaton town centre a place to do business and for people to work, the aspiration is to provide more high-quality office space.
- **Shop** – the town centre would offer a mix of national, independent and specialist retailers.
- **Visit** - this covers attracting people to come to shop by providing a mix of national, independent and specialist retailers as well as heritage, cultural and leisure opportunities all within a high-quality public realm.

⁵ Nuneaton and Bedworth Borough Council (2019) *Towards a More Active Borough – Strategic Outcomes Planning Guidance Report*.

4. Objectives for Nuneaton Town Centre

- 4.1. The following objectives are proposed to achieve the vision for the town centre:

Objective 1 – to strengthen the town centre's role as the Borough's urban hub – the town centre has significant potential to serve the retail, employment, cultural, educational, leisure and recreational needs of the Borough's residents, those within its catchment and visitors from further afield. It also has an important role as an administrative and civic centre.

Objective 2 – to establish an accessible and well-connected centre – the provision of a range of well-connected transport options is essential for the town centre to fulfil its role as a strategically significant centre. The overall accessibility of the town centre by public transport and encouraging walking and cycling for shorter distance trips are particularly important in terms of sustainability and reducing car dependency. However, accessibility by car is still important for the town centre's vitality and viability and connectivity and linkages within the town centre and surrounding urban area are crucial to the town centre's long-term success.

Objective 3 – to ensure a high quality and safe town centre environment – this is essential for ensuring that the town centre is an attractive place to live in and for creating a positive first impression for visitors. A high quality and safe town centre environment can encourage people to stay longer when visiting and can increase the likelihood of them wanting to make further visits. This includes enhancement of the River Anker corridor aesthetically, ecologically and as an access corridor.

- 4.2. These objectives are interrelated and in combination they will contribute to realising the vision for the town centre. They form the basis of the chosen spatial option for realising the vision for the town centre.

5. Nuneaton Town Centre Development Policies

- 5.1.** Following the Issues and Options consultation, the chosen spatial land use option for development in Nuneaton town centre is the mixed-use option. Under this option a range of uses from retail, residential, offices, arts, cultural, leisure, tourist and educational will be pursued to enhance the diversity of the town centre for both residents and visitors. The key sites in the town centre will be developed for a mix of uses that are appropriate for each of their locations. The retail and leisure study⁶ produced for the Borough Plan evidence base found that emerging investment and development activity is showing a move towards more retail and leisure mixed use schemes. In this context, the town centre development sites represent an opportunity to meet the identified need for a mix of new (comparison and convenience goods) retail and leisure uses in the town centre over the development plan period. New development on sites that are well connected to the town centre's primary shopping area will also result in significant benefits to existing shops and facilities through increased trips, footfall, and 'spin-off' expenditure.
- 5.2.** Improvements to the public realm including walking and cycling routes will also be sought and consideration will need to be given to the protection and enhancement of the historic environment, informed by an updated appraisal of the conservation area. There will also be highways schemes along the ring road and flood alleviation works.
- 5.3.** The mixed-use spatial development strategy for Nuneaton town centre will be delivered through the following policies.

Policy NTC1: Nuneaton town centre development strategy

Nuneaton town centre will continue to be the primary centre in the Borough for leisure, retail, employment, education, culture and health with a high quality, mixed use, pedestrian-friendly environment. This will be achieved by:

- Enhancement of its leisure, retail and cultural offer.
- Provision of a range of high-quality office space.

⁶ Strategic Prospectives (2014) *Retail and Leisure Update 2014*

- Enhancement of its education and training offer.
- Providing a mix of residential accommodation to meet different needs.
- Provision of services and facilities for health and wellbeing.
- High quality sustainable built design and high quality soft and hard landscape design.
- Continuing the development of a vibrant and attractive night-time economy.
- Using public art, where appropriate, to form an integral part of the design of any future development proposals.
- Preserving or enhancing the character and setting of the historic town centre environment, in particular the conservation area.
- A well-connected public realm with public squares and green spaces.
- Provision of safe, accessible, and legible pedestrian and cycling routes.
- Proposals for new development within the town centre being expected to contribute towards the improvement and maintenance of the public realm within that vicinity.
- Enhancement of green and blue infrastructure throughout the town centre.
- Designing and locating development to minimise the risk of flooding.
- Improvement of linkages across the ring road to ensure the safe movement of people throughout the centre and to connect town centre cycling and walking routes to the wider existing routes beyond the town centre.
- Improvement of linkages to public transport and the encouragement of sustainable travel.
- Enhancements or modifications to the road system around and through the town centre to maintain an efficient road network; and
- Provision of an appropriate quantity, quality and type of convenient car parking including high-density short-stay car parking. Development proposals that would result in significant changes to the location and/or supply of public car parking spaces must be clearly justified and shown to have an acceptable impact on overall car parking provision.

5.4. This policy delivers the three objectives for development in Nuneaton town centre. To strengthen the town centre's role as the borough's urban hub, proposals for new social, community and leisure uses will be supported in principle. There is also a need to retain current retailers as well as attracting new retail

investment in the right locations to support the vitality of the town centre.

- 5.5.** Delivering new homes in the town centre can enhance the vitality and viability of the town centre by helping to ensure that it is a lively, welcoming, and safe place. Residential development will be supported in principle where it would complement the other functions of the town centre as a place of work, leisure, and shopping. Residential uses should be considered as part of mixed schemes to make the best use of town centre land. Schemes proposing solely residential uses will need to demonstrate that a mixed-use scheme, incorporating other town centre uses, has been considered and that a residential only scheme is the best option for the site. Higher density housing in town centre locations with good transport connections is the most sustainable approach but there are some sites, especially towards the edge of the centre, that may provide an opportunity for types of residential development other than flats, such as town houses or individual homes. This would allow a wider variety of housing needs to be met in the town centre and would contribute to a more diverse community. Residential accommodation for people with special needs, nursing homes and care homes are also considered to be appropriate for the town centre.
- 5.6.** Non-residential activity in town centres can have an impact on residents. A careful balance is needed between residential use and other uses, in particular night-time activities, to allow town centre residents a high level of amenity, safety and reasonable access to services and facilities. Some town centre housing can be poor quality, especially where it has come from the conversion of existing buildings or provides little or no amenity space. Proposals for residential development in the town centre will need to accord with Policy BE3 of the Borough Plan and the Sustainable Design and Construction SPD.
- 5.7.** Leisure uses have an increasingly important role in town centres due to changes in consumer habits, with people seeking a more varied experience from trips to town centres. This includes having a vibrant evening economy with a mix of bars and restaurants to encourage workers to remain in the town centre after work and to encourage visitors to stay on after day visits. Accommodation

is also a key part of the leisure offer in a town centre as it supports the visitor economy and existing and future leisure assets. Future town centre office development will also trigger demand for town centre accommodation and so proposals for hotel development within the town centre boundary will be supported.

- 5.8.** Potential leisure and cultural opportunities for Nuneaton town centre include a new library, extending the museum and art gallery, relocating the Abbey Theatre, and park development proposals including outdoor performance spaces and a street art gallery.
- 5.9.** The town centre must be attractive and safe to support an improved leisure offer and so any new leisure facilities need to be designed with a focus on safety and security. Measures to design out crime include good surveillance, street lighting and improved linkages to public transport.
- 5.10.** Delivering new office space and encouraging businesses into Nuneaton town centre is also important for the vibrancy and vitality of the town centre. New office space in the town centre will increase footfall and enhance consumer spending power. The development of office and other commercial space for private sector occupiers in the town centre will attract new investment and jobs and will retain skilled employees.
- 5.11.** Social enterprises are also recognised as playing a key role in Nuneaton for economic, environmental, and social regeneration. They provide a valuable mix of services and facilities to meet the needs of the community and their presence will be supported as part of the health and wellbeing provision in the town centre.
- 5.12.** Educational facilities are important for creating a diverse town centre environment and the Council recognises the contribution that North Warwickshire and South Leicestershire College (NWSLC) can make in addition to other education and training facilities. Proposals in relation to NWSLC and other higher and further educational facilities and ancillary accommodation will be supported within the town centre.

- 5.13.** Access to healthcare for the communities in and around Nuneaton town centre is important and the facilities need to be in accessible locations. The further development of healthcare facilities within the town centre will be supported and the loss of any existing facilities will be discouraged. Links to George Eliot hospital, which is a short distance from the town centre, will be maintained and where possible enhanced. There is also the potential for healthcare uses linked to the hospital to be within the town centre boundary and this would be encouraged.
- 5.14.** Community facilities in Nuneaton town centre must also be protected and enhanced to support economic and cultural diversity. Community facilities include places of worship, community centres and other meeting places. They serve both town centre residents and those in other parts of the borough. Proposals involving the loss of community facilities in the town centre will need to accord with Borough Plan Policy HS4 and proposals for new community facilities in the town centre will be supported.
- 5.15.** Nuneaton town centre's historic environment is key to its character and identity, especially the conservation area. Proposals should make the best viable use of heritage assets to positively contribute to the economic, social, and environmental viability of the town centre. This should be facilitated through creating a distinctive and visually attractive town centre with new development integrated with the historic environment to reflect the town's heritage, local materials, and architectural design. Proposals that would enhance the character of the conservation area should be encouraged to improve its significance.
- 5.16.** The public realm of the town centre, comprising the streets and spaces available for use by everyone, influences how the town centre is perceived and experienced. Improvements to the public realm are necessary to attract visitors and investment and should make a positive contribution to reinforcing the local distinctiveness of the town centre. It is recognised that high quality public art as part of high-quality public realm can contribute to the town centre identity and sense of place. Improvements can also have benefits for the natural environment and can help decrease flood risk through incorporating green infrastructure.

- 5.17.** Pedestrian and cycle routes that are direct, convenient, well lit, and safely and securely designed will be encouraged. This will improve accessibility to public transport and make walking and cycling in the town centre more attractive. Opportunities may include improving surface materials, landscaping, lighting, and pedestrian signage.
- 5.18.** Environmental infrastructure also contributes to a high-quality town centre environment. The focus should be on protecting and enhancing features such as the River Anker, areas of open space and connectivity to the Memorial Gardens and Riversley Park. These are important environmental assets for leisure and recreation, wildlife corridors and climate change mitigation and adaptation. The linkages between environmental features in and around the town centre should be improved. Riversley Park is one of the borough's destination parks and although not within the town centre boundary, it is only a short walk away and is of significant value to the town centre.
- 5.19.** The River Anker is a currently underused asset to the town centre and the preservation and enhancement of it is crucial to the improvement of the town centre. It has the potential to contribute to a high quality, desirable environment, and any development next to the Anker should improve the river corridor through sensitive design and landscaping. If possible, development should incorporate some form of edge softening and enhance the river's value as a wildlife corridor. Any landscaping proposed along the river corridor will need to be accompanied by appropriate management and maintenance plans to ensure that the natural environment of the river is not adversely affected.
- 5.20.** Nuneaton town centre is the most accessible location in the borough due to the existing transport links. Improving transport in and around the town centre is an opportunity to increase access to employment, education, and training as well as leisure and retail facilities. There is the potential to improve the bus and railway facilities through providing a new transport hub and reconfiguring bus routes and the location of bus stops. It is considered that increased capacity and more user-friendly interchange will improve the accessibility of the town centre.

- 5.21.** Roads within Nuneaton town centre can experience congestion due to large traffic flows and the impact of new developments. The key priority is the ring road and without improvements there are likely to be further issues with congestion and air pollution. The Infrastructure Delivery Schedule⁷ (IDS), which accompanies the Infrastructure Delivery Plan⁸ (IDP), includes some of the potential road junction improvements for the town centre and there is emerging technical work from Warwickshire County Council that is exploring potential improvements to the town centre junctions.
- 5.22.** The transition to low emission vehicles is an important factor for the future of the town centre and work is continuing to identify opportunities to increase electric vehicle infrastructure.
- 5.23.** A balance is needed between the provision of sufficient car parking and the promotion of sustainable travel into the town centre. Any new car parks in the town centre should include electric vehicle charging infrastructure and multi-storey car park development will be sought as this makes the most efficient use of land. All new car parking will be expected to provide a safe and secure environment.

Policy NTC2: Nuneaton town centre design

New development in Nuneaton town centre should:

- Respond appropriately to the existing layout of buildings, streets, roads, and spaces.
- Be designed so that buildings contribute collectively through their height and massing to the spaces they define.
- Contribute to creating distinctive townscape or to reinforce existing townscape character.
- Conserve and enhance heritage assets that are affected by the proposal.
- Provide active, distinctive frontages, avoiding blank elevations.
- Enhance the sense of arrival by improving existing gateways and where appropriate create new ones that reinforce principal routes and spaces.
- Create architectural corner features and new landmark features.

⁷ Nuneaton and Bedworth Borough Council 2019 *Infrastructure Delivery Schedule 2019*

⁸ Nuneaton and Bedworth Borough Council 2017 *Infrastructure Delivery Plan Publication 2017*

- Preserve and enhance local and important views, vistas, landmarks, and gateways within and at the edges of the town centre; and
- Ensure that new buildings have a scale, mass, height, and impact that is responsive to its context and sensitive to its roofscape/skyline.
- Incorporate opportunities for low or zero carbon technologies in new buildings to reduce the environmental impact of their use.

- 5.24.** New development in Nuneaton town centre should be of high-quality design that is sensitive to Nuneaton's historic character. The town centre includes a conservation area that is subject to national and local policies to protect its distinctiveness and character. New development should complement the historic elements of the town centre with high quality, visually attractive buildings, and public spaces.
- 5.25.** Table 3 lists and Figure 3 shows the location of key assets in the town centre that serve as local landmarks. These add character to the townscape and are points of reference for people living in, working in, and visiting the town centre. It is therefore important that views towards these landmarks are preserved and new views and improved settings are created wherever possible.
- 5.26.** Regarding building height, most buildings within the town centre do not exceed three storeys. Therefore, the visual impact of proposals for buildings exceeding this height will need to be carefully considered, especially any impact on a key asset.
- 5.27.** Development proposals in Nuneaton town centre should be adaptable to and minimise the impact of climate change. This includes incorporating opportunities for low or zero carbon technologies.

Policy NTC3: Nuneaton town centre development opportunity sites

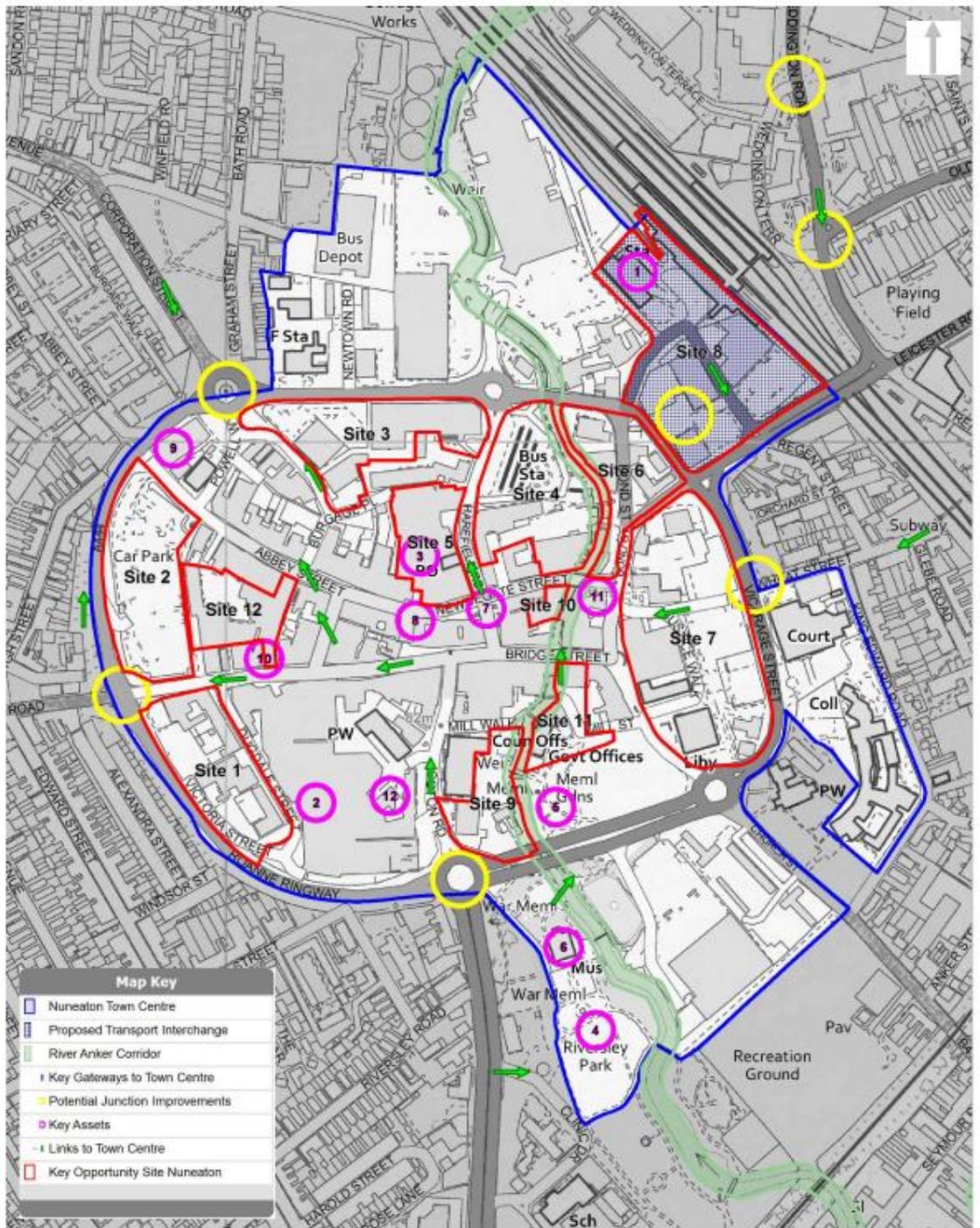
Development opportunity sites have been identified where town centre development and regeneration should be focused. Proposals which are not for one of the identified acceptable uses will only be permitted where the proposal can be demonstrated to be of substantial benefit to the town centre environment and community and are in accordance with the policies in the Borough Plan.

Other areas of the town centre represent secondary development opportunities where a mix of appropriate town centre uses will be encouraged in accordance with the policies in the Borough Plan.

Site Identification Reference	Key Opportunity Site	Potential Use	Important Considerations for Development
Site 1	Dugdale Street Land Assembly	Mixed use including residential, retail, health, and education	<ul style="list-style-type: none"> • Active frontage to the ring road. • Retention of pedestrian crossing. • Replacement car parking provision.
Site 2	Abbey Street Car Park	Mixed use including leisure, retail and residential	<ul style="list-style-type: none"> • Active frontage to the ring road. • Architectural gateway. • Replacement car parking provision. • Close links to former Co-Op building.
Site 3	Newtown Road Land Assembly	Mixed use including residential and education	<ul style="list-style-type: none"> • Active frontage to the ring road. • Retain access to existing commercial units on Corporation Street.
Site 4	Harefield Road Bus Station Land Assembly	Mixed use including residential, retail, arts and education	<ul style="list-style-type: none"> • Riverside development • Retain rear access to existing units on Newdegate Street. • Existing bus station and taxi hub would need to be accommodated elsewhere in the town centre.
Site 5	Abbeygate and Heron House Land Assembly	Mixed use including office, retail and residential	<ul style="list-style-type: none"> • Sensitive to adjacent heritage assets.
Site 6	Bondgate Approach	Green and blue corridor	<ul style="list-style-type: none"> • Incorporate river and heritage assets.

Site 7	Vicarage Street Land Assembly	Mixed use including retail, office, residential and library	<ul style="list-style-type: none"> • High quality, active frontages. • Could incorporate Warwickshire Justice Centre by extending Bridge Street. • Replacement car park provision should not impact active frontages.
Site 8	Railway Station & Back Street	Transport hub, car parking and green corridor	<ul style="list-style-type: none"> • Improve quality of arrival into town. • Ensure pedestrian access to town centre is not impeded by vehicle movements. • Heritage assets.
Site 9	Mill Walk	Mixed use including office and residential	<ul style="list-style-type: none"> • Active frontages to river and park. • Loss of existing emergency housing accommodation
Site 10	Newdegate Street	Mixed use including retail and residential	<ul style="list-style-type: none"> • Heritage assets. • Could deliver small public space along the river to connect Newdegate Street and Bridge Street. • Provision of wide riverside path (circa 5-6m width). • Enhancement of river channel and corridor. • Former Debenhams store building.
Site 11	Bridge Street and Mill Street	Mixed use including retail and residential	<ul style="list-style-type: none"> • Retain service access to existing Church Street units. • Existing Government office building would need to be removed to provide link to Memorial Gardens.
Site 12	Former Co-Op building	Public square	<ul style="list-style-type: none"> • Retention of Art Deco frontage of former Co-Op building. • Complementary relationship to Abbey Street car park site.

5.28. A map showing the identified opportunity sites is shown in Figure 3 and a map of land in NBBC ownership has been included in Figure 4 to help identify where land assembly will be required. In addition to the opportunity sites, there are opportunities to address the issues with transport connectivity and opening up of the river corridor.



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Opportunities, Nuneaton town centre

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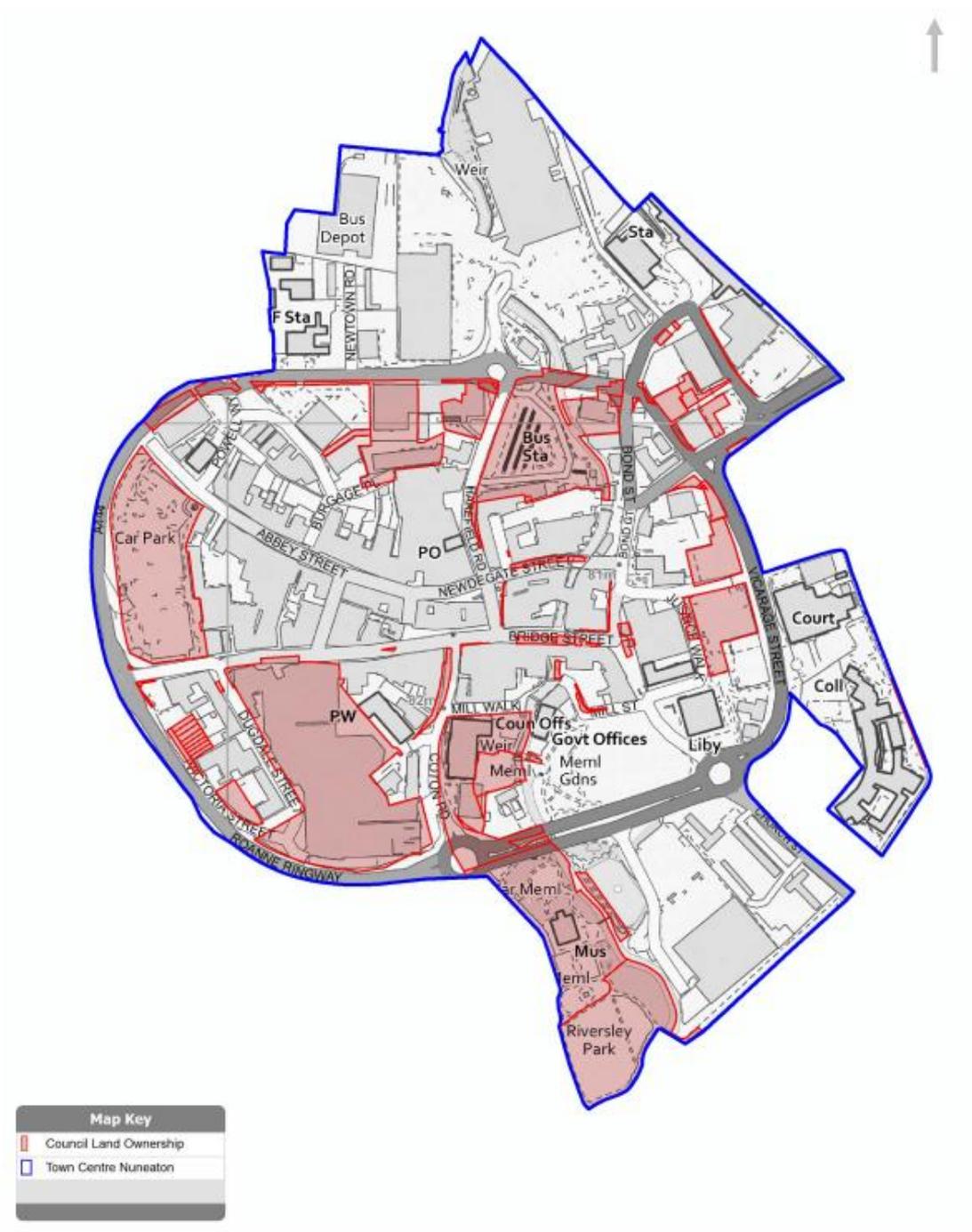
Figure 3. Nuneaton town centre opportunities

Site Identification Reference	Key Opportunity Site
Site 1	Dugdale Street Land Assembly
Site 2	Abbey Street Car Park
Site 3	Newtown Road Land Assembly
Site 4	Harefield Road Bus Station Land Assembly
Site 5	Abbeygate and Heron House Land Assembly
Site 6	Bondgate Approach
Site 7	Vicarage Street Land Assembly
Site 8	Railway Station & Back Street
Site 9	Mill Walk
Site 10	Newdegate Street Pocket
Site 11	Bridge Street and Mill Street
Site 12	New Public Square linking Abbey Street and Queens Road

Table 2. Nuneaton Town Centre Key Opportunity Sites

Key Asset Reference	Key Asset
1	Railway Station
2	Ropewalk Shopping Centre
3	Abbeygate Shopping Centre
4	Riversley Park
5	George Eliot Memorial Gardens
6	Museum, Art Gallery
7	George Eliot Statue
8	Gate Hotel
9	Former Ritz Cinema
10	Former Co-op
11	Former Conservative Club
12	Former Jail House

Table 3. Nuneaton Town Centre Key Assets



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Council Owned Land, Nuneaton Town Centre

Figure 4. Council owned land in Nuneaton town centre

Site 1: Dugdale Street

- 5.29.** This site occupies a prominent frontage to the ring road and is bounded by Dugdale Street, the Roanne Ringway and Queens Road. It currently provides a service access to the Ropewalk shopping centre and some small business premises. There is also a secondary public access to the Ropewalk centre and two surface level car parks. A pedestrian crossing on the Roanne Ringway links the site to the residential area on the opposite side of the ring road.
- 5.30.** The redevelopment of this site is an opportunity to provide a positive frontage to the ring road. It could also act as a pedestrian link between the town centre and the residential area beyond the ring road by retaining the pedestrian crossing and the access to the Ropewalk centre. The site could accommodate a mix of uses but there would need to be car parking provision to replace the existing car park that would likely be lost as part of any future re-development,
- 5.31.** The site is in multiple ownership but once the land assembly matters are overcome, development of the site would not depend on other sites also coming forward.

Site 2: Abbey Street Car Park

- 5.32.** The current Abbey Street car park, located next to the Roanne Ringway, partly forms another key gateway to the town centre. Queens Road is at the southern end of the site and Abbey Street is at the northern end. The car park was formerly associated with the now vacant co-op superstore.
- 5.33.** This site is another opportunity to create an architectural gateway for the town centre and it could provide an active frontage onto the ring road. It is owned freehold by Nuneaton and Bedworth Council. The development of this site would not be dependent on any other sites coming forward, but it is closely linked to the former co-op building. The site could accommodate a mix of uses but any development of it should include replacement car parking provision.

Site 3: Newtown Road

- 5.34.** This potential development site would comprise a land assembly of the existing Harefield Road multi-storey car park and the Halfords and Dreams stores that are located at the junction of Newtown Road and Corporation Street. It would also include Burgage Place. The site could provide an active frontage for the approach to the town centre along Corporation Street from the Abbey Gardens area.
- 5.35.** As the site is in multiple ownership, land assembly is required but the site could accommodate a mix of uses. Access to the existing commercial units along Corporation Street would need to be retained but the site could deliver active frontages to the ring road along with improvements to Burgage Place and connections to the town centre. The development of this site would not be dependent on any other sites, but the existing retail occupants should be accommodated elsewhere in the town. It would not be necessary to replace the car park as long as replacement capacity could be incorporated elsewhere in the town.

Site 4: Harefield Road Bus Station

- 5.36.** The majority of the site is owned freehold by Nuneaton and Bedworth Borough Council but there would need to be some land assembly as well to bring together the existing bus station and units along Newdegate Street and Harefield Road. The River Anker is to the East of the site, presenting an opportunity for riverside development.
- 5.37.** The rear access to the existing units on Newdegate Street, that would not be part of the development site, should be retained. To facilitate this, the site could be developed as a perimeter block type layout that follows the existing street patterns and river alignment. However, there could be some development within the block. The eastern side of the site would be an opportunity to drive the value of development on the site with new properties able to benefit from views across the river.
- 5.38.** The development of this site would be dependent on the redevelopment of the railway station to provide a replacement

bus station and taxi hub in a combined transport interchange. This site would also benefit, but would not be dependent on, there being a green corridor along Bond Gate and Bond Street.

Site 5: Abbeygate and Heron House

- 5.39.** The existing Abbeygate shopping centre and Heron House office complex form a development site that would closely relate to the Newton Road and Harefield Road sites. There would be a sharing of approaches and the potential to form connections to support pedestrian permeability. It is considered that the existing buildings on this site are of little architectural quality and are under occupied.
- 5.40.** There is an opportunity here to reshape the heart of the town by reinforcing the formality of the marketplace and improving the setting of the heritage assets in the vicinity. Some of the neighbouring buildings are of particular significance in the town centre and any development of this site would need to be carried out sensitively.
- 5.41.** The development of this site would not depend on the delivery of other development sites but vehicular access to the site via Burgage Place should be considered in the context of proposals for the Newton Road site.

Site 6: Bondgate Approach

- 5.42.** There is the potential to create a new green corridor in the town, alongside the blue corridor of the river, to deliver high quality, legible routes between the town centre and the railway station/potential transport hub. The former conservative club is a key heritage asset on this site.
- 5.43.** The development of this site could improve the impression of the town centre on approach from the railway station, complementing the neighbouring development sites. There is an opportunity to incorporate the river and architectural heritage assets.

Site 7: Vicarage Street

- 5.44.** The currently underutilised sites along Vicarage Street, including vacant plots, could be assembled to provide a single development site. The land assembly would include the existing library, retail, and commercial premises as well as the 'Justice Walk' surface level car park.
- 5.45.** There are a number of public frontages to the site and so there is the opportunity to create high quality, active frontages. Replacement car parking provision would be best kept to the interior of the site to maximise the frontage opportunities. There is also the opportunity to incorporate the frontage of the Warwickshire Justice Centre building by extending Bridge Street through the development site.
- 5.46.** The site is owned freehold by Nuneaton and Bedworth Borough Council and Warwickshire County Council and adjacent privately owned land could be acquired to increase the development potential. It would not depend on other development sites coming forward. The site could accommodate a mix of uses including the town's library.

Site 8: Railway Station and Back Street

- 5.47.** The existing railway station and adjacent retail and business units form a development opportunity to improve the quality of arrival into the town. The site is located at the head of what could be a green corridor along the River Anker and its setting is enhanced by the character of the Railway Tavern and Coach House buildings.
- 5.48.** The railway station presents an opportunity to create a transport hub on the site as bus and taxi facilities could be incorporated but a key challenge would be ensuring pedestrian access from here into the town centre is unimpeded by vehicle movements. Also, re-locating the existing bus station to this site would facilitate the re-development of the existing bus station site. The site could also accommodate a large capacity car parking facility to replace some of the car parking that would be lost from other development sites.

Site 9: Mill Walk

- 5.49. This site is a key approach and gateway site for arrival from the A444, Bedworth and Coventry.
- 5.50. There is the opportunity to create a 'civic' frontage by incorporating the existing Town Hall and removing the existing Council Offices building. There is also an existing pedestrian bridge over the River Anker, a surface level car park and an electrical substation. The bridge connects the memorial gardens to the Town Hall and Coton Road and this waterside and park aspect are attractive features of the site.
- 5.51. The development of this site would require the Council Offices to be removed and the electrical substation to be relocated. The Council Offices are currently being re-developed to provide emergency housing accommodation and there would need to be alternative provision somewhere within the town centre. The site could accommodate a mix of uses including car parking and there is the opportunity to create active frontages onto the river and park.

Site 10: Newdegate Street

- 5.52. This is the smallest of the identified opportunity sites and it is bounded by the rear of The George Eliot hotel and public house and the rear of the existing Debenhams building, with the River Anker flowing through the middle of it.
- 5.53. There is the opportunity on this site to deliver a small public space along the river to connect Newdegate Street and Bridge Street and to complement the existing Conservative Club building. It would however require a sensitive approach given the character and appearance of some of the adjacent buildings. It would also result in the loss of the existing retail unit occupied by Debenhams, but the site could accommodate some replacement retail space in addition to other uses.

Site 11: Bridge Street and Mill Street

- 5.54. This development site is an opportunity to provide a riverside link between Bridge Street and the George Eliot memorial gardens and to continue a waterside link through the town centre. It is

currently occupied by retail units and a Government office building and it also provides service access to the rear of the retail units on Bridge Street and Church Street.

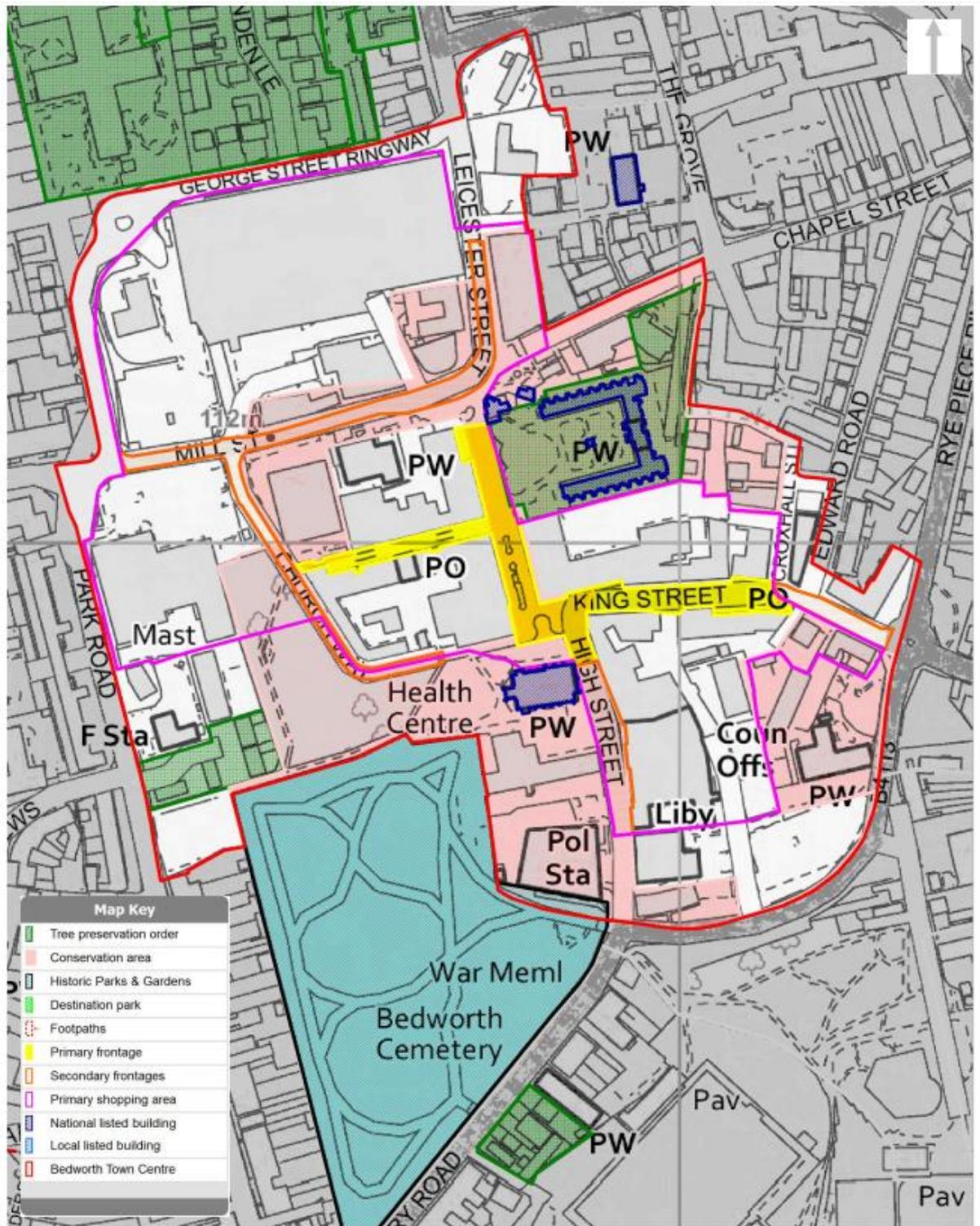
- 5.55.** Any development on this site would need to accommodate the retention of the service access to the Church Street retail units and level changes would also need to be considered. The site could accommodate a mix of uses but development would need to be complementary to the close existing buildings. It would not be dependent on other development sites coming forward, but the removal of the existing Government office building would be key to facilitating the connection to the memorial gardens.

Site 12: Former Co-Op Store

- 5.56.** The now vacant and partially demolished former department store site has Abbey Street on the northern side and Queens Road on the southern side. There is a frontage of small retail units along the western side and more existing retail units at the eastern side.
- 5.57.** There is an opportunity to develop this site as a new public square to link Abbey Street with Queens Road and to complement development on the Abbey Street car park site. The distinctive Art Deco Cooperative building frontage on the Queens Road side should be retained and new frontages could be created onto the public square. The development of the site is not dependent on the Abbey Street car park site coming forward but a complementary relationship between the two sites should be considered.

6. Bedworth Town Centre

- 6.1.** Bedworth is situated between Coventry, approximately 6 miles to the south, and Nuneaton approximately 3.5 miles to the north. Originally a market town with Saxon origins, the settlement of Bedworth developed into an industrial town in the 18th and 19th centuries, focusing on coal mining and textile industries. Bedworth was for many years a coal mining town, but the last colliery closed in 1994. Due to its good transport links and proximity to major cities such as Coventry, Birmingham and Leicester, Bedworth is now growing as a dormitory town. Bedworth is not one of the strategic centres in the West Midlands and so fulfils a role more geared towards local shopping needs. Nonetheless, Bedworth is designated as a 'Town Centre' in the Borough Plan centres hierarchy Policy TC3. Bedworth Town Centre is expected to contribute to the main shopping facilities of the Borough, whilst providing day-to-day shopping and commercial activity for Bedworth, as well as immediate areas like Bulkington, Keresley and Ash Green.
- 6.2.** The Bedworth TCAAP covers the area that has been designated as Bedworth town centre in the Borough Plan 2011 – 2031, which is shown in Figure 5. The area within the boundary measures approximately 14.2 ha. Bedworth's retail and service offer is concentrated around All Saints Square, which accommodates a mix of national and independent stores, and Congreve Walk. High Street, Newtown Road, King Street and Leicester Street provide secondary shopping frontages characterised by an absence of national multiples and a larger number of commercial uses interspersed with residential. There is a covered market located just off Congreve Walk. The retail offer is largely anchored by the Tesco Extra store at the northern side of the town centre. There is a pedestrian zone along King Street, extending to All Saints Square and part of High Street.



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Bedworth town centre, constraints

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Figure 5. Bedworth town centre constraints map

7. Vision

- 7.1. The vision for Bedworth town centre is for it to be a vibrant, attractive location for residents and visitors with a broad range of leisure, retail, and service outlets, forming the basis of a successful market centre that complements the wider functions of Nuneaton and Coventry. A high-quality public realm will celebrate and draw upon the wealth of heritage assets and their settings, and community assets with All Saints Square as a key focal point with strong linkages to the Almshouses, Civic Hall and Miners Welfare Park. The town centre will be easily accessible by a choice of transport modes with improved access between the centre and the railway station.

8. Objectives

- 8.1. The following objectives are proposed to achieve the vision for the town centre:

Objective 1 – to strengthen the town centre’s role within the Borough – Bedworth has an important role in contributing to the overall provision of retail, employment, cultural, leisure and recreational opportunities for the Borough. It is also important for complementing the wider functions of Nuneaton in also providing administrative bases for the Borough and County Council.

Objective 2 – to establish an accessible and well-connected town centre – to enable Bedworth to continue to serve users within its catchment and to attract visitors from elsewhere, it will be essential to maintain a range of transport options. The overall accessibility of the town centre by public transport, cycling and walking is important in terms of sustainability but good accessibility by car will be necessary to ensure vitality and viability. Connectivity and linkages within the centre and surrounding urban area are also key for the centre’s long-term success.

Objective 3 – to ensure a high-quality environment – creating positive first impressions will make Bedworth an attractive place to visit and so it will be essential to provide a high-quality, well-designed, and safe town centre environment. In combination with a greater range of retail, leisure, and service opportunities this will

encourage people to stay longer and increase likelihood of return visits.

- 8.2. These objectives are interrelated and in combination they will contribute to realising the vision for Bedworth town centre. They form the basis of the chosen spatial option for realising the vision for the town centre.

9. Bedworth town centre development policies

- 9.1. Following the Issues and Options consultation, the chosen spatial land use option for development in Bedworth town centre is the mixed-use option. Under this option a range of uses from retail, residential, offices, arts, cultural, leisure, tourist and educational will be pursued to enhance the diversity of the town centre for both residents and visitors. The key opportunity sites will be developed for a mix of uses that are appropriate for each of their locations. The retail and leisure study produced for the Borough Plan evidence base found that emerging investment and development activity is showing a move towards more retail and leisure mixed use schemes. In this context, the key opportunity sites represent an opportunity to meet the identified need for a mix of new (convenience) retail and leisure uses in the town centre over the development plan period. New development on sites that are well connected to the town centre's primary shopping area will also result in significant benefits to existing shops and facilities through increased trips, footfall, and 'spin-off' expenditure.
- 9.2. Improvements to the public realm including walking and cycling routes will be sought and the protection and enhancement of the historic environment will be informed by the emerging appraisal of the conservation area. There will also be highways schemes to improve the key traffic pinch points along the Ringway.
- 9.3. The mixed-use spatial development strategy for Bedworth town centre will be delivered through the following policies.

Policy BTC1: Bedworth town centre development strategy

Bedworth town centre will be a vibrant, attractive location for residents and visitors with a broad range of leisure, retail, and service outlets to

complement the wider functions of Nuneaton and Coventry. This will be achieved by:

- Preserving or enhancing the character and setting of the historic town centre environment, in particular All Saints Square as a key focal point with strong linkages to the Almshouses, Civic Hall and Miners Welfare Park.
- A well-connected public realm with public squares and green spaces.
- High quality sustainable built design and high quality soft and hard landscape design.
- Provision of safe, accessible, and legible pedestrian and cycling routes.
- Proposals for new development within the town centre being expected to contribute towards the improvement and maintenance of the public realm within that vicinity.
- Enhancement of its leisure, retail, and cultural offer.
- Continuing the development of a vibrant and attractive night-time economy.
- Providing a mix of residential accommodation to meet different needs.
- Improvement of linkages to public transport and the encouragement of sustainable travel, in particular improvement of linkages to the railway station.
- Connecting town centre cycling and walking routes to the wider existing routes beyond the town centre.
- Enhancements or modifications to the road system around and through the town centre to maintain an efficient road network.

9.4. Bedworth town centre's historic environment makes an important contribution to the town centre's character and sense of place. New development should be integrated with the historic environment through design that reflects the heritage of the area, local materials, and high-quality architectural design. Proposals that would enhance the character of the conservation area should be encouraged to improve its significance.

9.5. An attractive public realm enhances people's quality of life and the perception of a place. Public space should be accessible to all members of the community. Improvements can also have benefits for the natural environment. A direct, convenient, and well-lit network of pedestrian and cycling routes will be promoted. Enhancements should be made to the public realm to improve accessibility to public transport, in particular Bedworth railway

station. This may include opportunities to improve surface materials, landscaping, lighting, and pedestrian signage.

- 9.6.** A high-quality environment improves the experience of using the town centre. A priority for improving the environment of the town centre should be to improve the linkages between environmental features in and around the town centre. Miners Welfare Park is a destination park in the Borough and a key location for leisure activities in Bedworth. Although it is not within the town centre boundary, it is only a short walk away and is of significant value to the town centre.
- 9.7.** Securing new retail development within Bedworth town centre is an important part of securing its future health. The Council also recognises the importance of Bedworth market for the role it plays in meeting the needs of the local community and in the character of the town centre. A key factor in the attractiveness of the market is the setting in which it is held and development in the surrounding area will be encouraged to enhance the setting of the market.
- 9.8.** Social enterprises will be supported in the town centre as they play a crucial role in economic, environmental, and social regeneration. They provide a mix of services and facilities in response to the needs of the community.
- 9.9.** The provision of new leisure facilities in Bedworth town centre is important for its viability as they give a varied experience in the town centre. A vibrant evening economy with a mix of bars and restaurants will also contribute to enhancing the town centre's vitality and viability and will complement the cultural offering from the Civic Hall. New leisure facilities should be designed to help make the town centre feel safe and secure.
- 9.10.** Residential uses in the town centre will help to ensure that the town centre is a lively, welcoming, and safe place, which will contribute to its vitality and viability. The promotion of further residential development in the town centre is therefore appropriate. Residential uses will be supported in principle where they do not have a negative impact on the town centre as a place of work, leisure, and shopping. Residential uses should be

considered as part of mixed schemes to make best use of land. Proposals for solely residential uses will need to demonstrate that a mixed-use scheme has been considered and that a residential scheme is the best option for the site. Higher density housing in the town centre is encouraged as the transport connections make this a more sustainable approach. Housing for people with special needs, nursing homes and care homes are all also considered to be suitable residential uses in the town centre. However, a balance must be found between residential development and other town centre activity, especially night-time activity, to ensure that residents have a high level of amenity, safety and reasonable access to services and facilities. Proposals for residential development in Bedworth town centre will need to accord with Policy BE3 of the Borough Plan and the Sustainable Design and Construction SPD.

- 9.11.** Public transport is very important for allowing residents access to jobs, education, and leisure. Public transport must strive to offer an attractive alternative to the car and in Bedworth town centre, improving the link between the town centre and the railway station is a priority.
- 9.12.** Cycling is a key mode of transport for local journeys and for commuters, meaning it should be an integral part of transport in the town centre. Any proposals that improve the accessibility and desirability of cycling, especially to public transport will be supported.
- 9.13.** Improvements to the roads in and around Bedworth town centre will ease congestion, improve the environmental quality of the town centre, and provide better access for pedestrians, cyclists and public transport. A key priority is the Ringway and without improvements to increase capacity, there are likely to be further issues with traffic congestion and air pollution.

Policy BTC2: Bedworth town centre design

New development in Bedworth town centre should:

- Enhance All Saints Square, creating a vibrant centre around All Saints Church.
- Improve sense of place at the Almshouses frontage.

- Extend green spaces further into the town centre.
- Introduce a focal point at the junction of All Saints Square and King Street.
- Enhance the visual link between All Saints Church and the Almshouses.
- Enhance views of All Saints Church tower.
- Improve views into Bedworth from the Ringway.
- Respond appropriately to the existing layout of buildings, streets, roads, and spaces.
- Be designed so that buildings contribute collectively through their height and massing to the spaces they define.
- Contribute to creating distinctive townscape or to reinforce existing townscape character.
- Provide active, distinctive frontages, avoiding blank elevations.
- Enhance the sense of arrival by improving existing gateways and where appropriate create new ones that reinforce principal routes and spaces.
- Create frontage development onto the Ringway; and
- Enhance the approach to the town centre from the railway station.
- Incorporate opportunities for low or zero carbon technologies in new buildings to reduce the environmental impact of their use.

9.14. New development in Bedworth town centre should be of high-quality design that is sensitive to Bedworth's historic character. New development should complement the historic elements of the town centre with high quality, visually attractive buildings, and public spaces.

9.15. Table 5 lists and Figure 6 shows the location of key assets in the town centre that serve as local landmarks. These add character to the townscape and are points of reference for people living in, working in, and visiting the town centre. It is therefore important that views towards these landmarks are preserved and new views and improved settings are created wherever possible.

9.16. Regarding building height, most buildings within the town centre do not exceed three storeys. Therefore, the visual impact of proposals for buildings exceeding this height will need to be carefully considered, especially any impact on a key asset.

9.17. Development proposals in Bedworth town centre should be adaptable to and minimise the impact of climate change. This

should include incorporating opportunities for low or zero carbon technologies.

Policy BTC3: Bedworth town centre development opportunity sites

Development opportunity sites have been identified where town centre development and regeneration should be focused. Proposals which are not for one of the identified acceptable uses will only be permitted where the proposal can be demonstrated to be of substantial benefit to the town centre environment and community and are in accordance with the policies in the Borough Plan.

Other areas of the town centre represent secondary development opportunities where a mix of appropriate town centre uses will be encouraged in accordance with the policies in the Borough Plan.

Site Identification Reference	Key Opportunity Site	Potential Use	Important considerations for the site
A	All Saints Square	Mixed leisure uses around focal point	<ul style="list-style-type: none"> Public artwork identifiable to Bedworth.
B1	High Street/All Saints Square/Mill Street	Green corridor	<ul style="list-style-type: none"> Link to Miners Welfare Park.
B2	High Street/All Saints Square/Mill Street	Arcade Link	<ul style="list-style-type: none"> Link between Spitalfields car parks and All Saints Square/Civic Hall
C	Spitalfields surface car parks	Residential use and car parking	<ul style="list-style-type: none"> Provide attractive frontage to Ringway.
D	Congreve Walk	Mixed use including retail, residential and leisure.	<ul style="list-style-type: none"> Improve frontage to Mill Street. Linkages between Market Hall, Almshouses and All Saints Square.
E	King Street/All Saints Square	Mixed use including retail,	<ul style="list-style-type: none"> Provide visual link between

		commercial and residential.	Almshouses and All Saints Square.
F	King Street/Rye Piece Ringway	Commercial & car parking	<ul style="list-style-type: none"> • Gateway from railway station. • Frontage to Ringway. • Potential car parking or other development opportunities off Edward Road and on corner of Bulkington Road and Rye Piece Ringway (both outside town centre boundary)
G	Leicester Street/Rye Piece Ringway	Residential and/or commercial	<ul style="list-style-type: none"> • Gateway from the north. • Frontage to Ringway and Leicester Street.

9.18. A map showing the development opportunity sites is shown in Figure 6 and a map of land in Council ownership has been included in Figure 7 to help identify where land assembly will be required. In addition to the development opportunity sites, there are opportunities to address the issues with transport connectivity and to improve key gateways to the town centre.

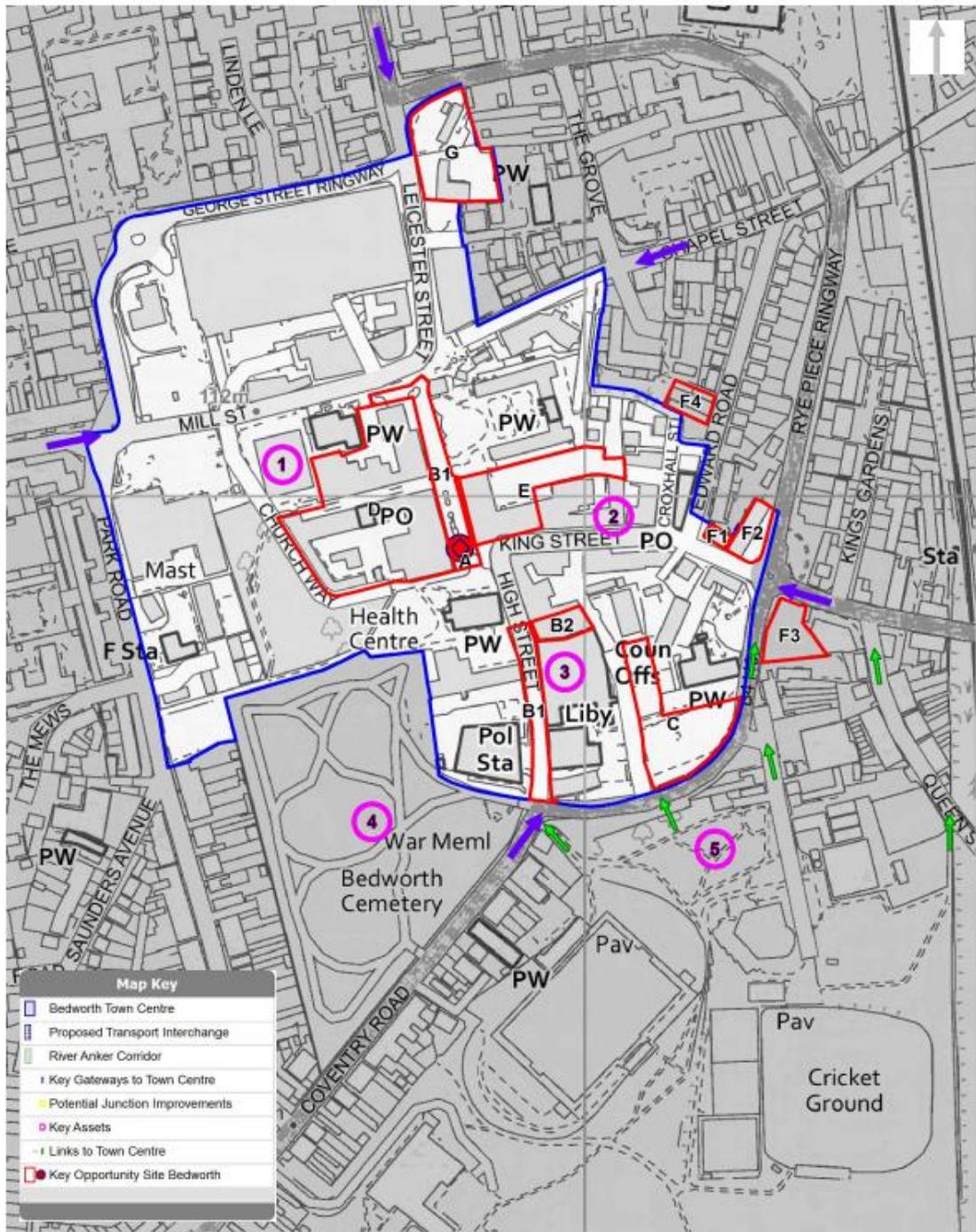


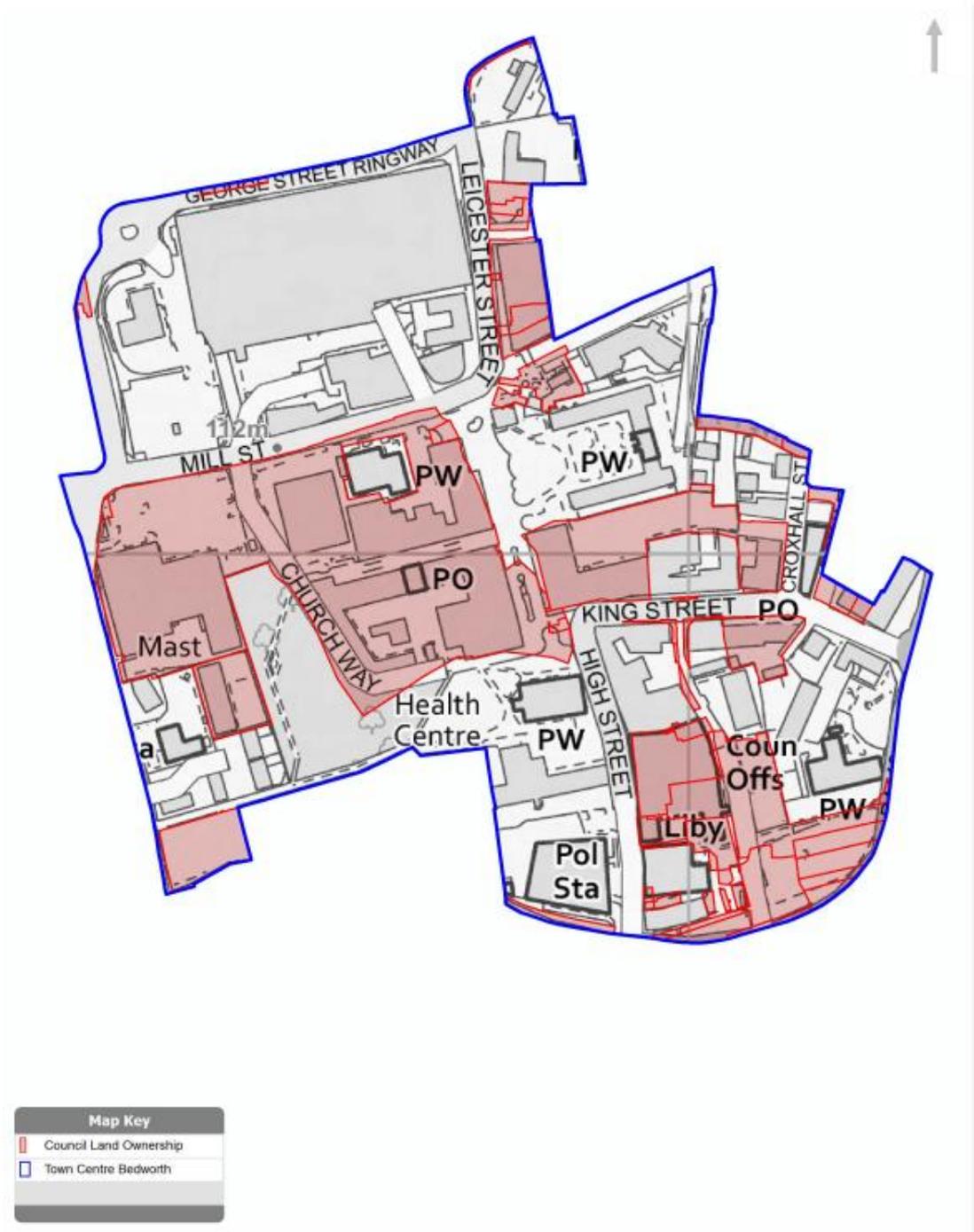
Figure 6. Bedworth town centre opportunities

Site Identification Reference	Key Opportunity Site
A	All Saints Square - focal point / feature
B1	Green Corridor
B2	Arcade Link
C	Development of Spitalfields surface car parks
D	Mixed redevelopment
E	Mixed redevelopment
F1	Redevelopment of King Street and Rye Piece Ringway
F2	Redevelopment of King Street and Rye Piece Ringway
F3	King Street – could provide additional car parking or other development opportunity (outside town centre boundary)
F4	Edward Road – could provide additional car parking or other development opportunity (outside town centre boundary)
G	Redevelopment of the land at the junction of Rye Piece Ringway and Leicester Street. Northern gateway into Bedworth

Table 4. Bedworth Town Centre Key Opportunity Sites

Key Asset Reference	Key Asset
1	The Market Hall
2	The Liberal Club and adjacent Bear & Ragged Staff Pub
3	Civic Hall and Library
4	Bedworth Cemetery (outside town centre boundary)
5	Miners Welfare Park (outside town centre boundary)

Table 5. Bedworth Town Centre Key Assets



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Council Owned Land, Bedworth Town Centre

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Figure 7. Council owned land in Bedworth town centre

All Saints Square (A)

- 9.19.** The junction of All Saints Square with King Street is a focal point for arrival into All Saints Square. There is an opportunity here to create a prominent feature to give a sense of arrival into the heart of Bedworth at the front of All Saints Church. There is the potential to surround this focal point with new bars and restaurants to provide an attractive evening economy area close to the Civic Hall.

High Street/All Saints Square/Mill Street Link (B)

- 9.20.** It is considered that enhancing the green spaces through the centre of Bedworth is an opportunity to bring the high-quality landscape of the Miners Welfare Park (a key asset) into the town centre. This public realm improvement could include new areas of grass, trees, and other landscaping along with seating. It could also feature a link between the Spitalfields car parks and the All Saints Square/Civic Hall area to further reinforce the key asset of All Saints Square.

Spitalfields Car Parks (C)

- 9.21.** This site is an opportunity to re-develop an underutilised surface level car park site to provide an attractive frontage onto the Rye Piece Ringway. It could accommodate residential development along with car parking provision that could be either surface level or multi-storey.

Congreve Walk (D)

- 9.22.** This area, stretching from Church Way through to Mill Street, is currently in retail and residential use. Issues with vacant units and the quality of the residential accommodation mean that there is an opportunity to improve this area to deliver a new retail, residential and leisure hub. It could provide an improved frontage onto Mill Street and linkages to the feature areas of All Saints Square and the Almshouses.

King Street/All Saints Square (E)

- 9.23.** The existing retail units on the north-eastern corner of All Saints Square at the junction with King Street could be re-developed to create a visual link between All Saints Square and the Almshouses. These are two key assets in the town centre and a visual link between them would benefit the public realm. The site

could accommodate a mixed-use development to provide retail, commercial and residential uses.

King Street/Rye Piece Ringway (F)

- 9.24.** The approach to the town centre from the railway station could be improved with the re-development of up to 4 sites in this area, although two are just outside of the town centre boundary. There is the opportunity to create a high-quality gateway to the town centre with active frontage onto the Ringway. Only part of the site within the town centre boundary is in Council ownership so land assembly would be required.

Leicester Street/Rye Piece Ringway

- 9.25.** The existing car wash at the northern edge of the town centre boundary is an opportunity site to create a gateway to the town centre for approach from the North. The site is not in Council ownership but if brought forward for development it could provide an improved frontage onto the Ringway and Leicester Street. It could accommodate residential and/or commercial use.

Other Opportunities

- 9.26.** In addition to the potential development sites, there are opportunities to better utilise the town's key assets. Links between the Miners Welfare Park and the town centre could be improved and links between the town centre and the Bedworth Cemetery Registered Park and Garden (Grade II listed). Preserving and enhancing the character and setting of the conservation area would improve the public realm and bring identity and distinctive character to the town.

Appendix A: Monitoring Framework

The Council will annually produce and publish an Authority Monitoring Report (AMR) that will contain information on the implementation of the Local Development Scheme and the performance of the policies in the Borough Plan and this Town Centres Area Action Plan.

The following table shows the monitoring indicators and targets for the policies of the Town Centres Area Action Plan.

Policy	Indicator	Target
NTC1	Disaggregate data for Nuneaton town centre from the monitoring of Borough Plan Policies H1, H2, TC1, TC2, TC3, HS1, HS2, HS3, HS4, HS5, NE1, NE2, NE4, BE2, BE3 and BE4.	To be monitored in accordance with the targets in the Borough Plan.
	The extent of leisure, retail, cultural office, education and training, health, and wellbeing space in the town centre.	Increase over the Area Action Plan period.
	The mix of residential accommodation completions in the town centre.	Monitored through the housing targets for the Borough Plan.
	Quantum of night-time economy development in the town centre.	Increase over Area Action Plan period.
	Quantum of new public art installations in the town centre.	Increase over Area Action Plan period.
	Proportion of planning permissions granted in the town centre in accordance with conservation area/historic environment recommendations.	100%

Policy	Indicator	Target
	Number of schemes delivered with public realm improvements in the town centre.	Increase over Area Action Plan period.
	Provision of pedestrian routes within the town centre.	Increase over the Area Action Plan period.
	Proportion of major planning permissions including green and/or blue infrastructure in the town centre.	100%
	Proportion of planning permissions granted in the town centre in accordance with Lead Local Flood Authority recommendations.	100%
	Pedestrian and cycle linkages across the ring road to the wider existing routes beyond the town centre.	Increase over Area Action Plan period.
	Linkages to public transport and implementation of public transport schemes in the town centre.	Increase over Area Action Plan period.
	Provision of cycling routes within the town centre.	Increase over Area Action Plan period.
	Quantum of highway improvements implemented in the town centre.	Increase over the Area Action Plan period.
	Number of public long and short stay car parking spaces in the town centre.	In line with Transport Demand Management Matters SPD.
NTC2	Proportion of planning permissions granted in the town	100%

Policy	Indicator	Target
	<p>centre in accordance with conservation/historic environment recommendations.</p> <p>Proportion of planning permissions granted in the town centre in accordance with the Sustainable Design and Construction SPD.</p> <p>Proportion of planning permissions granted resulting in the loss of any of the identified key assets in the town centre.</p> <p>Proportion of planning permissions granted in the town centre that incorporate low or zero carbon technologies.</p>	<p>100%</p> <p>Zero.</p> <p>Increase over Area Action Plan period.</p>
NTC3	To monitor the completion of schemes on the town centre development opportunity sites.	Developments to be brought forward for appropriate uses as identified in the policy.
BTC1	<p>Disaggregate data for Bedworth town centre from the monitoring of Borough Plan Policies H1, H2, TC1, TC2, TC3, HS1, HS2, HS3, HS4, HS5, NE1, NE2, NE4, BE2, BE3 and BE4.</p> <p>Proportion of planning permissions granted in the town centre in accordance with conservation/historic environment recommendations.</p> <p>Number of schemes delivered with public realm improvements in the town centre.</p>	<p>To be monitored in accordance with the targets in the Borough Plan.</p> <p>100%</p> <p>Increase over Area Action Plan period.</p>

Policy	Indicator	Target
	<p>Provision of pedestrian and cycle routes within the town centre.</p> <p>The extent of leisure, retail, and cultural space in the town centre.</p> <p>Quantum of night-time economy space in the town centre.</p> <p>The mix of residential accommodation completions within the town centre.</p> <p>Linkages to public transport in the town centre.</p> <p>Connections between town centre cycling and walking routes to the wider existing routes beyond the town centre.</p> <p>Quantum of highway improvements implemented in the town centre.</p>	<p>Increase over Area Action Plan period.</p> <p>Increase over Area Action Plan period.</p> <p>Increase over Area Action Plan period.</p> <p>Monitor through Borough Plan housing targets.</p> <p>Increase over Area Action Plan period.</p> <p>Increase over Area Action Plan period.</p> <p>Increase over Area Action Plan period.</p>
BTC2	<p>Proportion of planning permissions granted in the town centre in accordance with conservation/historic environment recommendations.</p> <p>Proportion of planning permissions granted in the town centre in accordance with the Sustainable Design and Construction SPD.</p>	<p>100%</p> <p>100%</p>

Policy	Indicator	Target
	<p>Proportion of planning permissions granted resulting in the loss of any of the identified key assets in the town centre.</p> <p>Proportion of planning permissions granted in the town centre that incorporate low or zero carbon technologies.</p>	<p>Zero</p> <p>Increase over Area Action Plan period.</p>
BTC3	To monitor the completion of schemes on the town centre development opportunity sites.	Developments to be brought forward for appropriate uses as identified in the policy.