



Key

- Site Boundary
- Overhead power line
- Retain Trees and Hedgerows
- Potential Development Frontage
- Potential Public Open Space
- Potential Tree and Hedgerow Planting
- Informal Footpath or PRoWs



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Project  
 Nuneaton and Bedworth  
 Landscape Capacity Study

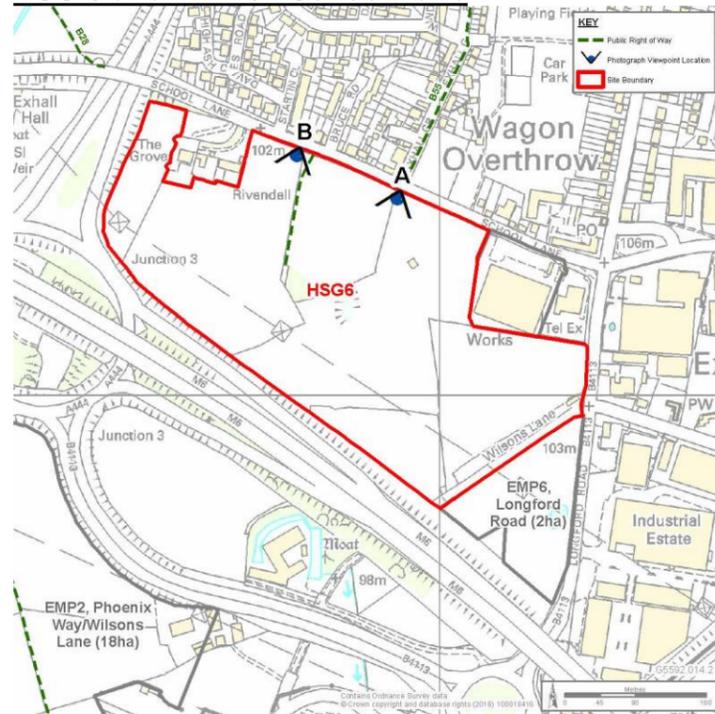
Title  
 Landscape Recommendations -  
 Site HSG5

Drwg No  
 D5592.003

Scale NTS	Date 29/04/16
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Drawn NVF	Checked TJ	Approved TJ
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## HSG 6 and EMP 6 : School Lane



Viewpoint A: View from School Lane looking southwards across the site

Element	Assessment
<p><b>Key features of landscape character area</b></p>	<p><b>HSG 6 and EMP 6 is in LCA7: Keresley Urban Fringe.</b>  <b>Key features of relevance to the sites include:</b></p> <ul style="list-style-type: none"> <li>Mixed landscape of arable farmland, pockets of pasture and recreational land often fragmented and isolated from the wider countryside by development and roads.</li> <li>Field pattern is generally defined and influenced by roads and settlement fringes creating a variable size and shape to fields.</li> <li>Hedgerows are of variable condition; those along roads tend to be maintained above 2m in height to limit views. Within fields they are more variable and include intact to fragmented hedgerows of varying heights.</li> <li>Woodland is present as linear belts and blocks associated with the M6 and A444.</li> <li>Frequent hedgerow trees, primarily oak with some ash, are present along hedgerows and in places within fields where hedgerows have been lost. To the south of School Lane a line of mature oak trees demarcate the field boundary, although the hedgerow is no longer evident.</li> <li>Field ponds where present are generally surrounded by trees and scrub.</li> <li>The distinctiveness of the majority of approaches into settlements is reduced by ribbon development along roads. Modern development on the edges of settlements is similar in each area and does not reinforce any local distinctiveness.</li> <li>Urban fringes are common within the landscape with built development always visible on at least two sides of farmland.</li> <li>There is no overriding vernacular style to built form which is primarily modern development including terraces and semi-detached properties.</li> <li>Large warehouse development is often prominent above trees and woodland on the fringes of the character area.</li> <li>Properties are generally constructed from red brick although modern development is more variable. Roofs are either grey, brown or red tiles.</li> <li>The M6 is on lower ground with trees along its boundary; although not always visually prominent within the landscape, audible traffic movement along it is a constant reminder of its close proximity.</li> <li>Views along roads are generally restricted by roadside hedgerows, built form and woodland.</li> <li>Overhead lines are prominent within this landscape often visible on high ground across this character area.</li> </ul>
<p><b>Site description</b></p>	<p>HSG 6 and EMP 6 cover 15.45 ha and both are to be referred to as 'the site' for the purpose of this assessment. The site is located between the southern edge of Bedworth and the M6. To the immediate east of the site, industrial units extend from Bedworth to the M6 and continue further south to meet the north of Coventry. The site's northern boundary is next to School Lane, which serves the residential area of Exhall Hall Green to the north where two storey terraces of a range of ages are found. Most of the northern boundary is defined by a hedgerow, which prevents some views of the site from the road, but does allow views from the second storey windows of terraces which front the opposite side of the road. The site's eastern boundary is partly formed by a telephone exchange building (on the corner of School Lane and the B4113) and the remainder by the B4113 (Longford Road). The boundary with the B4113 is defined by a tall, thick hedgerow with additional mature trees in places. The site's southern boundary is defined by a vegetated embankment to the northern side of the M6 which is at a higher level. The western boundary is formed by a mature hedgerow before the land slopes down towards the A444 (Bedworth Road). The site boundary continues to School Lane but then returns southwards to exclude several detached properties (including gardens) before re-joining the boundary with School Lane. The site includes a small number of flat pastoral and arable fields with remnant or outgrown hedgerows boundaries, which contain some mature hedgerow trees. A small number of field boundaries are defined by a line of mature specimen trees. There are some field ponds in the site, including one in the centre of the site which is hidden in a copse of mature trees and a second that is next to the eastern site boundary with Longford Road. Wilsons Lane runs across the southeast corner the site and is flanked by tall hedgerow and mature trees. The lane is occupied by a number of steel containers forming part of a storage business, while at its northern end there is a car and van hire company. A high voltage overhead line runs across the southern part of the site, including three pylons parallel with the M6. There is a single public right of way that runs from School Lane down a field boundary before stopping mid-way through the site.</p>

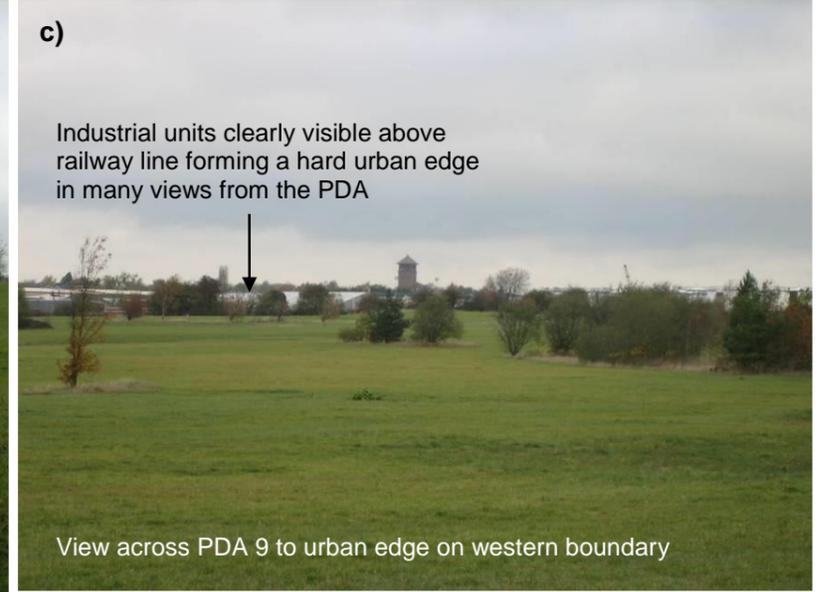
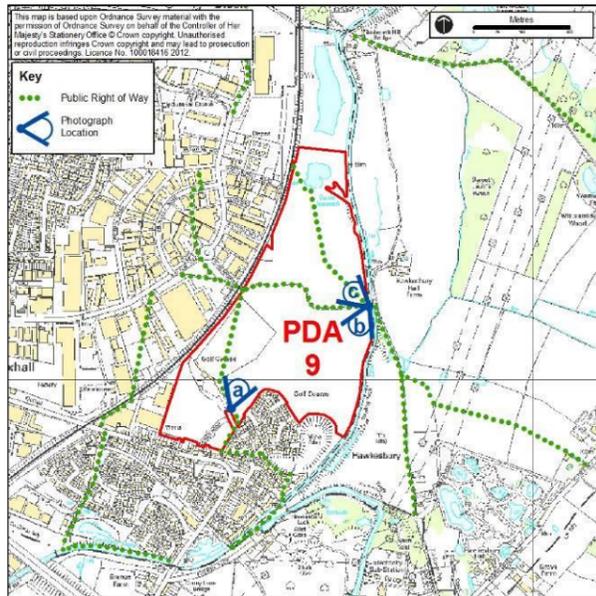
Landscape Qualities	
Representativeness/ consistency with wider character judgement	<del>Highly consistent</del> / <del>Mostly consistent</del> / <del>Some key characteristics present</del> / <del>Not representative of wider character</del>
Landscape character (attractiveness) judgement	<del>Highly attractive</del> / <del>Attractive</del> / <del>Pleasant</del> / <del>Unremarkable</del>
Remoteness and tranquillity judgement	<del>Remote</del> / <del>Peaceful</del> / <del>Some interruption</del> / <del>Not tranquil</del>
Landscape qualities general description	The site is mostly consistent with the wider character area, although features such as notable streams , are missing. Urban influences, such as the nearby roads, motorway, industrial units and high voltage overhead lines, results in a less attractive landscape. Proximity to the local roads and the M6 means that the site experiences constant disturbance and lacks rural landscape qualities.
Visual Qualities	
Visual prominence judgement	<del>High</del> / <del>Moderate-high</del> / <del>Moderate-low</del> / <del>Low</del>
Nature of the urban edge judgement	<del>No visible urban edge</del> / <del>Soft well vegetated urban edge</del> / <del>limited views of principally rooflines</del> / <del>Partially visible urban edge</del> / <del>Hard urban edge with no screening</del>
Settlement setting and views of settlement judgement	<del>Highly attractive features or views</del> / <del>Some attractive features or views</del> / <del>Few attractive features or views</del> / <del>No attractive features or views</del>
Public accessibility within and immediately surrounding the potential development site judgement	<del>Many public views</del> / <del>Some public views</del> / <del>Limited public views</del> / <del>No public views</del>
Visual qualities general description	The site has relatively low visual prominence due to consistent vegetation screening along the boundaries with the M6, A444, School Lane and the B4113. Views of the residential urban edge north of site are partly softened by low hedgerows and some hedgerow trees, although the industrial works at the eastern end of the site forms a harder urban edge with no screening. The nature of the existing urban edge and presence of large industrial units and high voltage overhead lines means there are limited attractive features or views of the settlement, although the site does contribute to an element of separation between Bedworth and Coventry. As previously described, views of the site from the surrounding public highways tend to be filtered and screened by intervening vegetation. There are possible views from the public open space and allotments north of School Lane and the only other public visual receptor is the public right of way in the site but that does not provide a through-route.

Landscape Capacity/Scope for mitigation	
<b>Landscape Capacity/Scope for mitigation: Low/Moderate-low/Moderate-high/High</b>	
Given the proximity of urban development and major road infrastructure on all sides of the site and its disconnection from the wider rural area, it is considered to have capacity for development with the exception of the potential need for a 'wayleave' required for the high voltage overhead line (see paragraph below). The existing network of hedgerows, hedgerow trees and specimen trees are important features in the site and should form part of a proposed landscape framework. This would be considered the most suitable approach to help sustain some of the attributes of the landscape character area.	
It is likely that the high voltage overhead line will require a wayleave under the conductors (wires) and around the pylons for ongoing maintenance by the operator and housing is very unlikely to be feasible in these locations (see further comments below).	
<b>Site recommended in landscape terms to be taken forward: YES</b>	
Recommendations if site is taken forward	
<ul style="list-style-type: none"> <li>Retain and reinforce existing hedgerows, hedgerow trees and specimen trees (including those next to Wilsons Lane) contributing to a wider landscape framework for any new development.</li> </ul> <b>HSG 6</b> <ul style="list-style-type: none"> <li>Consider an average density of 40 dwellings per hectare as appropriate for housing development, given the predominantly urban character of the surrounding area.</li> <li>Set residential building heights between two to three storeys as appropriate for residential development on this site.</li> <li>Appropriate siting of built form to create varied built form and rooflines and use variation in materials to further break-up the mass of development in views.</li> <li>Extend existing PRoW into any proposed wider landscape framework and open space.</li> </ul> <b>Note on high voltage overhead line</b> Given the constraints of the wayleave and the proximity of the embankment to the M6 to the south it is unlikely that the corridor between these two linear elements could be developed. One possibility for this area of land would be to create a high quality green corridor contributing to landscape character, views and biodiversity. Alternatively, the south eastern part of the site could be promoted for employment given the proximity of existing employment fronting the B4113. Parking or storage areas associated with any employment use could be accommodated in the wayleave.	



Viewpoint B: View from School Lane looking in south west direction across the site

# Hawkesbury



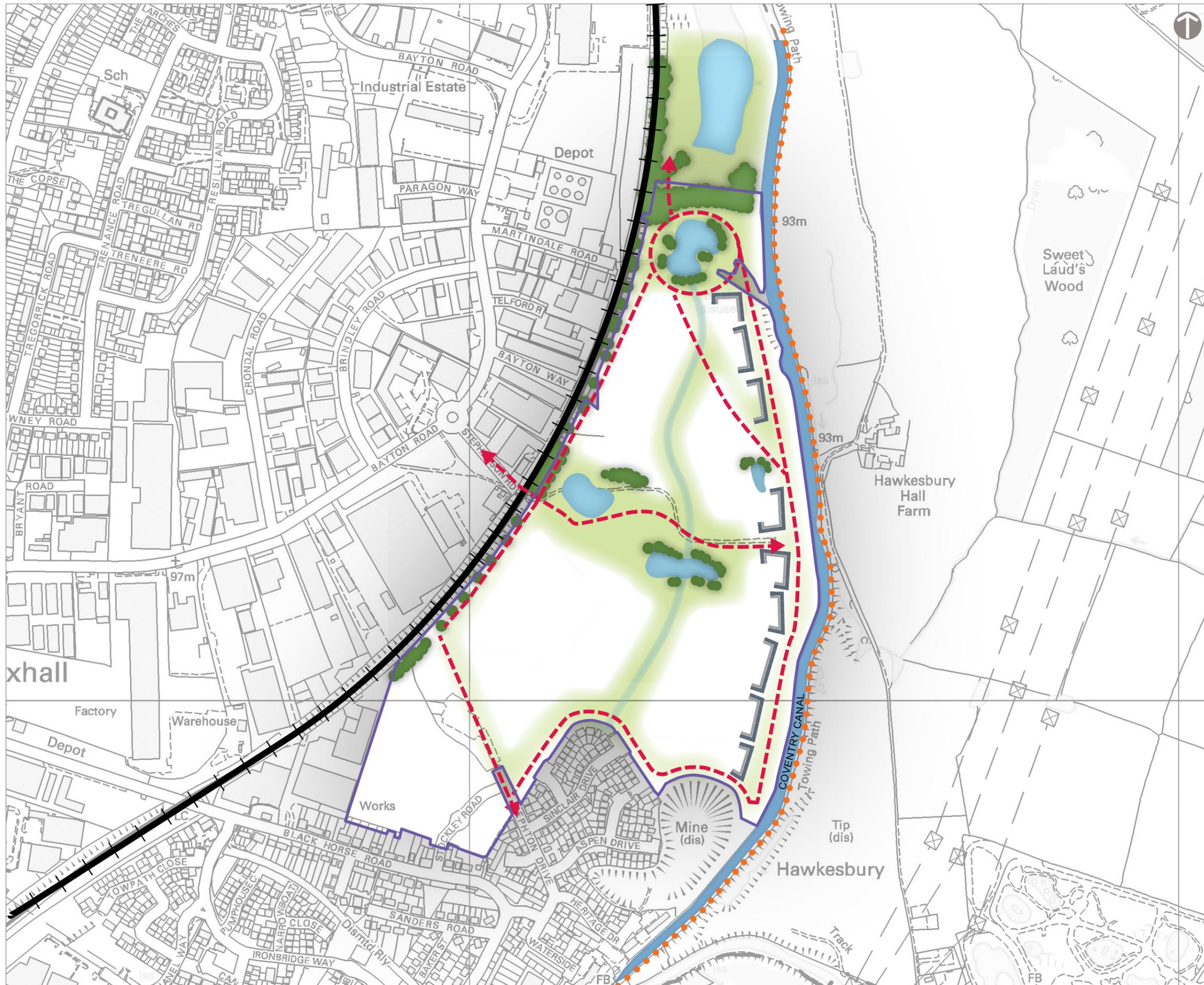
Element	Assessment
<p><b>Key features of landscape character area</b></p>	<p><b>PDA 9 falls within the southern part of Landscape Character Area 6 – Nuneaton and Bedworth Urban Fringes (see Fig.1.0 in drawings section at rear of report)</b></p> <p><b>Key features of relevance to PDA 9 include:</b></p> <ul style="list-style-type: none"> <li>• Coventry Canal, Oxford Canal and Ashby de la Zouch Canal are unifying features throughout the landscape often providing an edge to development.</li> <li>• The land use is varied and typical of urban fringe landscapes.</li> <li>• Frequent areas of restored land and active quarries reflect the industrial heritage of the landscape.</li> <li>• Urban edges are prominent and frequent within this landscape.</li> <li>• Built development is often visible as a continuous line of buildings, although in places landform and vegetation are successful in softening edges.</li> <li>• Coventry Canal forms a boundary to development on the edge of Bedworth.</li> <li>• The Water Tower on Tower Road in Bedworth forms a prominent red brick landmark on the skyline.</li> <li>• Overhead lines are prominent and always visible within the landscape. In the south they are particularly dominant where three lines run parallel.</li> <li>• Traffic movement is audible and a constant reminder of the proximity to the urban edge.</li> </ul>

<b>Site description</b>	PDA 9 sits on the southeastern edge of Bedworth, east of Bayton Road Industrial Estate and north of the residential urban village of Hawkesbury. The PDA occupies a former golf course (Hawkesbury Golf Centre) and comprises artificially graded grassland with young tree planting and a number of small water bodies. The site's western boundary is defined by the railway line running south from Bedworth Station to Coventry. The railway line runs on top of an embankment flanked by scrubby trees. West of the railway line the large industrial units at Bayton Road Industrial Estate are clearly visible. The southern boundary of the PDA is irregular and comprises a combination of a few industrial units that sit east of the railway line, older two storey houses on Blackhorse Road (which back onto the site), more recently constructed two storey homes (which front onto the site) and an area of rough ground which sits in a depression (possibly linked to former mineral working) next to Coventry Canal. PDA 9 has an open boundary with Coventry Canal to the east and the towpath is located on the eastern side of the canal. The PDA's northern boundary is formed by a belt of trees, which separates the former golf course from a large water body, which is surrounded by a footpath network. PDA 9 is crossed by two public rights of way, but appears to be used more widely by the public on an informal basis.
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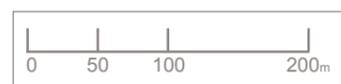
<b>Landscape Qualities</b>	
Representativeness/ consistency with wider character judgement	<del>Highly consistent/Mostly consistent/Some key characteristics present</del> <b>Not representative of wider character</b>
Landscape character (attractiveness) judgement	<del>Highly attractive/Attractive/Pleasant</del> <b>Unremarkable</b>
Remoteness and tranquillity judgement	<del>Remote/Peaceful</del> <b>Some interruption/Not tranquil</b>
Landscape qualities general description	PDA 9 is not representative of the wider character area and the key features it has in common all relate to urban influences. The former golf course represents a man-made landscape which although pleasant is bordered on one side by a railway line and prominent industrial urban edge. These urban influences result in a landscape that cannot be considered to be remote or tranquil, and amongst other disturbances, trains and the distant noise of the M6 create some interruption.

<b>Visual Qualities</b>	
Visual prominence judgement	<del>High/Moderate-high/Moderate-low/Low</del>
Nature of the urban edge judgement	<del>No visible urban edge/Soft well vegetated urban edge limited views of principally rooflines/Partially visible urban edge</del> <b>Hard urban edge with no screening</b>
Settlement setting and views of settlement judgement	<del>Highly attractive features or views/Some attractive features or views</del> <b>Few attractive features or views/No attractive features or views</b>
Public accessibility within and immediately surrounding the potential development site judgement	<del>Many public views/Some public views/Limited public views/No public views</del>
Visual qualities general description	PDA 9 has a low visual prominence in views from the west, but from the canal and countryside to the east there are views toward the PDA which are not screened or filtered by intervening vegetation and landform. The majority of PDA 9's urban edge is formed by Bayton Road Industrial Estate and the scale of industrial units beyond the railway line is such that they form a hard urban edge with no screening. PDA 9 is not an intact agricultural landscape and so offers few attractive features in the settlement setting or views of the settlement. The majority of the settlement edge is not attractive. Public visual receptors of PDA 9 are canal users, public rights of way and informal users within the site, railway users and the minor residential roads serving new development to the south.

<b>Landscape Capacity/Scope for mitigation</b>	
<b>Landscape Capacity/Scope for mitigation: High/Moderate-high/Moderate-low/Low</b>	
Given the urban character of the PDA and poor quality of the existing urban edge this site is considered to have a high capacity for residential development. There is scope to improve views of the settlement using high quality development and the use of greater vegetation screening to break up views of the urban edge from the canal and countryside beyond.	
<b>Site recommended in landscape terms to be taken forward to Local Plan: YES</b>	
<b>Recommendations if site is taken forward to Local Plan (see attached Landscape Recommendations Plan ref. D5592.001)</b>	
<ul style="list-style-type: none"> <li>Utilise woodland blocks and linear woodland within any new development to soften views of the urban edge from the canal and the countryside to the east.</li> <li>Create a high quality frontage to new development along the canal, creating an attractive open space corridor and transition to open countryside.</li> <li>Ensure a sensitive treatment of the urban edge, with variation in built form to create an attractive, high quality urban edge. This could be achieved through variation in building heights, house types and materials, as opposed to a monotonous urban edge.</li> <li>Sensitively incorporate the existing waterbodies and public rights of way within the open space network associated with the new development.</li> <li>Consider an average density of 40 dwellings per hectare as appropriate for this PDA.</li> <li>Set building heights of two to three storeys as appropriate for this parcel (three storey buildings would help obscure views of industrial units in views of the urban edge from the east).</li> </ul>	



- Key
- Site Boundary
  - Retain Woodland Blocks
  - Retain Trees
  - Retain Ponds
  - Potential Development Frontage to Canal
  - Potential Public Open Space
  - Informal Footpath or PRoWs
  - Centenary Way (PRoW)
  - Retain Existing SuDS Feature



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Project  
**Nuneaton and Bedworth  
 Landscape Capacity Study**

Title  
**Landscape Recommendations  
 Hawkesbury Site - Ref 119,147,181**

Drwg No  
**D5592.001**

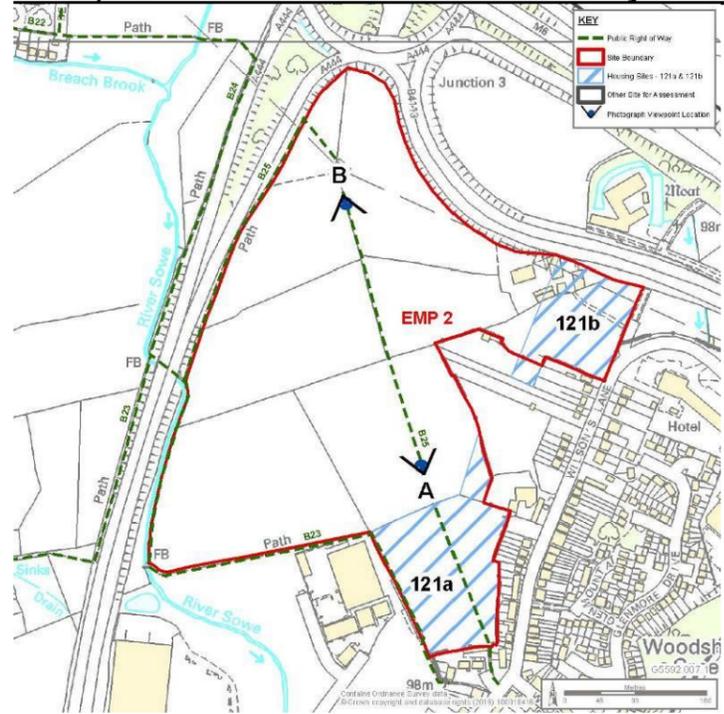
Scale **NTS** Date **04/04/16**

Drawn **WF** Checked **TJ** Approved **TJ**

## **Additional Sites for Assessment (2016)**



**EMP2, NUN 121A & NUN 121B: Phoenix Way/ Wilsons Lane**



**Viewpoint A: View from PRoW (B25) looking northwards across the site**

Element	Assessment
<b>Key features of landscape character area</b>	<p><b>EMP2 is situated in the LCA7: Keresley Urban Fringe part of Landscape Character Area.</b></p> <p><b>Key features of relevance to this site include:</b></p> <ul style="list-style-type: none"> <li>• Urban fringe character created through the mixture of land uses and the fragmentation and isolation of farmland as a result of roads (M6 &amp; A444) and urban development;</li> <li>• The use of land for horse paddocks and recreation and views of development creates a strong association with the urban environment;</li> <li>• Varied field pattern although represents primarily post-medieval and 18<sup>th</sup> and 19<sup>th</sup> century enclosure. Many fields are small and irregular in shape close to streams becoming larger where arable farming takes place on higher ground;</li> <li>• Fields are bordered by variable hedgerows and hedgerow trees;</li> <li>• Woodland is present as linear belts along the M6 and A444. Elsewhere a wooded character is created by mature trees along the River Sowe and Breach Brook and trees within mature hedgerows;</li> <li>• Hedgerow trees and woodland are primarily oak;</li> <li>• Urban fringes are common within the landscape with built development always visible on at least two sides of farmland;</li> <li>• Built development tends to appear as linear bands along roads or as rising rooflines on higher ground; and</li> <li>• Large warehouse development is often prominent above trees and woodland on the fringes of the character area.</li> </ul>
<b>Site description</b>	<p>EMP2, (including additional housing sites NUN121A and NUN121B) is a site covering 22.15 ha on the northern edge of Woodshires Green and wider Coventry conurbation. It is an irregular shaped site and occupied by a number of large geometric fields used for a mix of arable and grazing with land sloping from east (99m AOD) to west (90m AOD). The fields are enclosed by tall hedgerows although there are some gaps in places. A semi-redundant farmstead is located to the north east of the site next to the northern boundary. A PRoW forms a circuit through the site following the western and southern boundaries and then routed in a north-south direction through the middle of the site. A 400kV overhead line crosses the northern edge of the site, routed in an east-west direction. The northern boundary of the site is defined by a hedgerow and then the land follows a small slope down to the B4113 dual carriageway. There are a number of mature trees on the slope. The irregular eastern boundary forms an interface with Wilson's Lane, a new housing site under construction and the rear boundaries to properties fronting Wilson's Lane. The southern boundary is defined by a mature hedgerow with warehouses associated with Gallagher Business Park beyond. A hedgerow also follows the western boundary with a narrow landscape buffer beyond before reaching the A444 dual carriageway.</p>
<b>Landscape Qualities</b>	
Representativeness/ consistency with wider character judgement	<b>Highly consistent/ Mostly consistent/ Some key characteristics present/ Not representative of wider character</b>
Landscape character (attractiveness) judgement	<b>Highly attractive/ Attractive/ Pleasant/ Unremarkable</b>
Remoteness and tranquillity judgement	<b>Remote/ Peaceful/ Some interruption/ Not tranquil</b>
Landscape qualities general description	<p>The site forms the eastern side of the River Sowe valley and while the semi-rural landscape of the western side of the valley is apparent, much of the valley's original features have been overtaken by road infrastructure including the A444 in the valley bottom and residential development on the higher ground. The site is severed from the wider landscape character area to the west by the A444 South and land to the east of the site is largely urban. The site is consistent with some of the key characteristics of the landscape character area (LCA7) including the urban fringe character and isolation of farmland due to road infrastructure and urban development, variable hedgerows, hedgerow trees and wooded linear belts along road corridors.</p>

Visual Qualities	
Visual prominence judgement	<del>High/Moderate-high/Moderate-low/Low</del>
Nature of the urban edge judgement	<del>No visible urban edge/Soft well vegetated urban edge limited views of principally rooflines/Partially visible urban edge/Hard urban edge with no screening</del>
Settlement setting and views of settlement judgement	<del>Highly attractive features or views/Some attractive features or views/Few attractive features or views/No attractive features or views</del>
Public accessibility within and immediately surrounding the potential development site judgement	<del>Many public views/Some public views/Limited public views/No public views</del>
Visual qualities general description	The vegetation to the western and northern boundaries and presence of development to the south and east means that the site has relatively low visual prominence. In terms of wider visual qualities, there are longer views north and west towards a partly wooded landscape on the western side of the River Sowe valley but with residential development visible in places. Views of the urban edge are softened by vegetation in those directions but these views do include overhead line infrastructure routed in an east-west direction following the M6 corridor. Views south and east are largely shortened and curtailed by the main built up area of Coventry including the Ricoh Arena on higher ground. Here, the urban edge is partially visible with some screening from wooded areas to the south of the site or in places fully visible with no screening. In terms of the settlement setting, with the exception of views north and west, the site contributes to few attractive features or views. The PRow circuit in the site has open views of the wider context, although these are shortened in places by the hedgerow field boundaries.

### Landscape Capacity/Scope for mitigation

**Landscape Capacity/Scope for mitigation: Low/Moderate-low/Moderate-high/High**  
 Given the site's isolation from the wider landscape character area and the established landscape buffer to the north and west and built up area to the east and south, it is considered that it has a **moderate-high** capacity to accommodate employment and residential use. There is scope for mitigation through the retention of the buffers, the enhancement of the hedgerow network and the creation of a comprehensive landscape framework in the site.

**Site recommended in landscape terms to be taken forward to the Local Plan: YES**

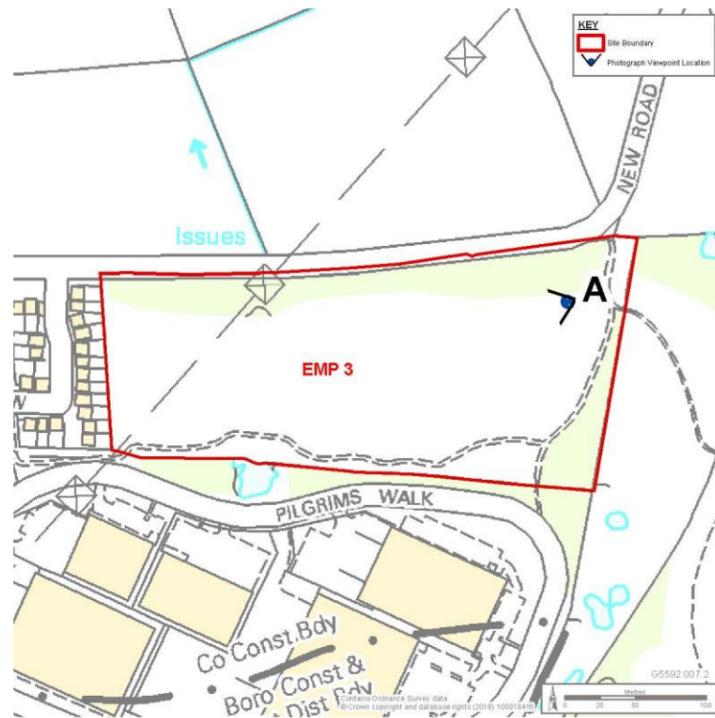
### Recommendations if site is taken forward

- Establish a landscape framework to help mitigate effects of the development incorporating the existing hedgerow network wherever possible;
- Retain and reinforce existing hedgerows and hedgerow trees;
- Retain the section of PRow routed through the middle of the site within a landscape corridor (with appropriate tree & shrub planting and open ground) to help articulate a landscape framework through the site
- Where possible maintain views from the above PRow towards the western side of the River Sowe valley; ;
- Maintain an appropriate landscape buffer to western and northern boundaries of the site;
- Create an open corridor with appropriate trees & shrubs along PRow following the western and southern boundaries;
- Smaller scale development would be more appropriate on the more visible higher part of the site next to the additional housing sites NUN121A and NUN121B and to existing residential development on Wilson's Lane;
- Locate larger B2 and B8 use to west of the landscape corridor on the lower ground;
- Provide an appropriate landscape treatment to the eastern boundary of the site with a mix of open ground, shrubs and trees to provide a mix of open and filtered views westwards across the River Sowe valley;
- For the proposed housing sites provide appropriate tree planting in the streetscene and rear gardens to help the development integrate into the landscape; and
- Locate all built form sensitively and propose varied built form and rooflines and use variation in materials to help reduce effects of scale and massing of development in views.



Viewpoint B: View from PRow (B25) looking southwards across the site

**EMP3: Prologis Extension**



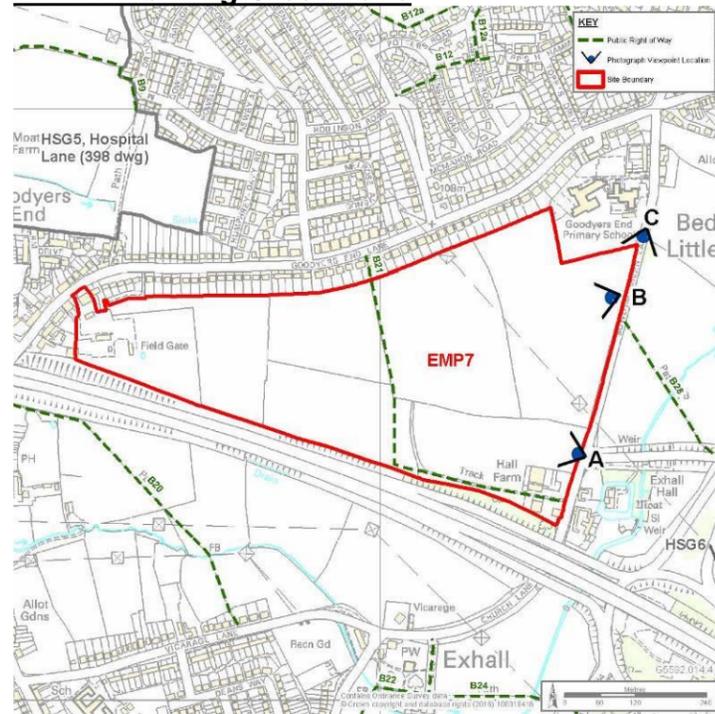
Element	Assessment
<b>Key features of landscape character area</b>	<p><b>EMP3 is situated in the southern part of Landscape Character Area 7 – Keresley Urban Fringe</b></p> <p><b>Key features of relevance to EMP3 include:</b></p> <ul style="list-style-type: none"> <li>Mixed landscape of arable farmland, pockets of pasture and recreational land often fragmented and isolated from the wider countryside by development and roads including the M6 and A444</li> <li>Field pattern is generally defined and influenced by roads and settlement fringes creating a variable size and shape to fields</li> <li>Areas of new recreational land including grassland, woodland and ponds close to Prologis Park; wooded edges and grassland integrate with the surrounding field pattern</li> <li>Although no other woodland is present a perception of higher tree cover is created through a combination of wooded streams and some mature tree lined hedgerows and woodland along major roads</li> <li>Urban fringes are common within the landscape with built development always visible on at least two sides of farmland</li> <li>Large warehouse development is often prominent above trees and woodland on the fringes of the character area</li> <li>Views vary within this landscape and include: longer distance views from higher ground towards adjacent rooflines and warehouses; and enclosed views of farmland and some properties on lower ground and where fields are smaller in size and bordered by mature hedgerows</li> <li>Views along roads are generally restricted by roadside hedgerows, built form and woodland</li> <li>Overhead lines are prominent within the landscape often visible on high ground across this character area</li> </ul>
<b>Site description</b>	<p>EMP3 is a site covering 5.29 ha on the eastern edge of the built up area of Keresley End and north west of Coventry's main built up area. The site is on high ground relative to the nearby areas of north Coventry, south Bedworth and the M6 corridor to the north. It is a rectangular shaped site currently forming part of the Prologis Country Park* with a footpath linking a residential area (Mercers Meadow, Keresley End) to the west with the wider network to the east. Prologis Country Park extends to the east of Prologis Park. The northern boundary is defined by a buffer of landscape structure planting adjacent to New Road. This road is partly lined by hedgerows and hedgerow trees. The eastern boundary is defined by a small wooded area and meadow forming part of the wider open space network of Prologis Country Park. Another buffer of landscape structure planting forms the southern boundary (and includes a pond), with Pilgrim's Walk (an access road) routed alongside the boundary and serving Prologis B8 distribution park. The western edge is defined by residential properties (Mercers Meadow) forming part of Keresley End. A low voltage overhead line crosses the western edge of the site.</p> <p>* according to <a href="http://www.coventry-walkers.org.uk">www.coventry-walkers.org.uk</a> the site forms part of the Prologis Country Park and is owned by Prologis</p>
<b>Landscape Qualities</b>	
Representativeness/ consistency with wider character judgement	<b>Highly consistent/ Mostly consistent/ Some key characteristics present/ Not representative of wider character</b>
Landscape character (attractiveness) judgement	<b>Highly attractive/ Attractive/ Pleasant/ Unremarkable</b>
Remoteness and tranquillity judgement	<b>Remote/ Peaceful/ Some interruption/ Not tranquil</b>
Landscape qualities general description	The gentle gradient from south to north, containment by screen planting to the three sides (north, south and east), presence of large warehouse buildings to the south and overlooking by the residential properties to the west form the main characteristics of the site. North of the site there is a pattern of moderately sized fields partly enclosed by hedgerows and hedgerow trees. The land falls away northwards towards the M6 corridor. To the east is a continuation of the Prologis Country Park with a series of meadows enclosed by pockets of woodlands, several ponds and remnant field boundaries. Beyond the country park is the village of Neal's Green, followed by the built up A444 corridor. South of the site is the extensive Prologis Park with warehouses of substantial scale and massing. To the

	west is the medium density suburban area of Keresley End. The site is consistent with a number of features of the landscape character area (LCA7) with a mix of rural, urban fringe and urban, including large warehouse development and recreational land. The interaction of landscape features make the site largely unremarkable, nevertheless it does form part of the Prologis Country Park and provides recreational amenity for local residents and workers.
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Visual Qualities	
Visual prominence judgement	<b>High/Moderate-high/Moderate-low/Low</b>
Nature of the urban edge judgement	<b>No visible urban edge/Soft well vegetated urban edge limited views of principally rooflines/Partially visible urban edge/Hard urban edge with no screening</b>
Settlement setting and views of settlement judgement	<b>Highly attractive features or views/Some attractive features or views/Few attractive features or views/No attractive features or views</b>
Public accessibility within and immediately surrounding the potential development site judgement	<b>Many public views/Some public views/Limited public views/No public views</b>
Visual qualities general description	The site is enclosed by structure planting to its northern and southern boundaries with further woodland to the east and residential properties to the west which limit its prominence in the landscape. Views within the site are largely contained by the screen planting to the perimeter, with further containment by development to the south and west. Views north of the site are relatively expansive due to the moderately sized fields with limited enclosure and the land falling northwards towards the M6 corridor and then rising up beyond towards Bedworth Heath. Elsewhere views are curtailed or shortened by the presence of the urban edge to the east, south and west. Views towards the site are limited by the landscape structure planting to the site boundaries. The exception to this are the overlooking properties to the west. The footpath following the eastern and southern boundaries has open views of the site.

Scope for mitigation/Landscape Capacity	
<b>Scope for mitigation/Landscape Capacity: Low/Moderate-low/Moderate-high/High</b>	
The site is already well contained by landscape structure planting on three sides and the extent of that planting should be maintained wherever possible. There is scope to increase the small buffer of structure planting near to the western boundary adjacent to existing residential properties. There is also scope for mitigating effects through careful arrangement of development on site, access from the highway and the routeing of the existing public footpath network. As the site currently forms part of the Country Park it is assumed that Nuneaton and Bedworth Council will negotiate with the landowner regarding its potential to become an employment site in the Local Plan.	
<b>Site recommended in landscape terms to be taken forward: Yes</b>	
Recommendations if site is taken forward to the Local Plan	
<ul style="list-style-type: none"> <li>• Maintain existing landscape structure planting wherever possible.</li> <li>• Ensure access to the site would be from Pilgrims Walk to the south.</li> <li>• Maintain landscape structure planting and pond between site boundary and Pilgrims Walk wherever possible, while accommodating vehicular access.</li> <li>• Re-route east-west surfaced footpath to northern edge of site while maintaining open corridor for footpath. Provide native shrub and tree mix along boundary to any proposed development.</li> <li>• Maintain north-south surfaced footpath to eastern edge of site while maintaining open corridor for footpath. Provide native shrub mix along boundary to any proposed development.</li> <li>• Provide buffer of landscape structure planting to western boundary of site.</li> <li>• Smaller scale buildings to reduce effects of scale and massing of development on rural area to the north, Country Park to the east and residential area to the west. This would also provide a better transition from the B8 'warehouses' of Prologis Park (to the south), would be less overbearing to the existing footpath network and the proximity of the country park would be attractive to workers.</li> </ul>	

## EMP 7: Bowling Green Lane



Viewpoint A – View from Bowling Green Lane towards the site and overhead line

Element	Assessment
<b>Key features of landscape character area</b>	<p><b>EMP 7 is in LCA7: Keresley Urban Fringe.</b>  <b>Key features of relevance to EMP 7 include:</b></p> <ul style="list-style-type: none"> <li>Mixed landscape of arable farmland, pockets of pasture and recreational land often fragmented and isolated from the wider countryside by development and roads;</li> <li>Field pattern is generally defined and influenced by roads and settlement fringes creating a variable size and shape to fields;</li> <li>Hedgerows are of variable condition; those along roads tend to be maintained above 2m in height to limit views. Within fields they are more variable and include intact to fragmented hedgerows of varying heights;</li> <li>Woodland is present as linear belts and blocks associated with the M6 and A444;</li> <li>The distinctiveness of the majority of approaches into settlements is reduced by ribbon development along roads. Modern development on the edges of settlements is similar in each area and does not reinforce any local distinctiveness;</li> <li>Urban fringes are common within the landscape with built development always visible on at least two sides of farmland;</li> <li>There is no overriding vernacular style to built form which is primarily modern development including terraces and semi-detached properties;</li> <li>Properties are generally constructed from red brick although modern development is more variable. Roofs are either grey, brown or red tiles;</li> <li>The M6 is on lower ground with trees along its boundary; although not always visually prominent within the landscape, audible traffic movement along it is a constant reminder of its close proximity;</li> <li>Views along roads are generally restricted by roadside hedgerows, built form and woodland; and</li> <li>Overhead lines are prominent within this landscape often visible on high ground across this character area.</li> </ul>
<b>Site description</b>	<p>The overall site covers 26.27 ha but it is divided into two parts. The larger eastern part is in agricultural use extending across several arable fields. Field boundaries vary in definition with some gaps in hedgerows and occasional mature trees. The land is presumed to be managed from Hall Farm in the south east corner of the site. The two parts of the site are separated by an unmanaged field boundary with intermittent hedgerow trees. West of this boundary is an area of unmanaged grassland with emerging scrub (self-seeded trees and shrubs). West of the grassland is a caravan business (Pedleys Caravan and Leisure) with a large number of caravans parked on hardstanding. This area has access onto the local highways network (Goodyers End Lane) and there is a retail building forming part of the business next to the road.</p> <p>The site rises gradually from the south (95m AOD) to the north 105m AOD. There is a PRoW that links Bowling Green Lane with Goodyers End Lane routed to the rear of Hall Farm following the site's southern boundary before crossing the site in a north west direction. A 400kV overhead line crosses the north eastern part of the site in a north west to south east direction. The southern boundary of the site is next to the M6 and has varied definition. Next to the eastern part of the site, the M6 is on higher ground and an embankment drops down to the level of the site with a belt of trees between the site and the motorway. Further west the M6 is at the same level as the site and there are only intermittent trees on the boundary. Next to the western part of the site, the M6 is in cutting and is covered by a small woodland. The western and northern boundaries are defined by the rear garden fenceline to detached residential properties fronting onto Goodyers End Lane. Goodyers End Primary School is next to the north east corner of the site and the boundary is defined by a hedgerow with some mature trees. Bowling Green Lane forms the eastern boundary with a low mature hedgerow and frequent hedgerow trees between the road and site boundary. During the time of the site survey it was noted that the road forms an important pedestrian link for school pupils walking from Bedworth to the high school in Exhall.</p>
<b>Landscape Qualities</b>	
Representativeness/ consistency with wider character judgement	<b>Highly consistent/ Mostly consistent/ Some key characteristics present/ Not representative of wider character</b>

Landscape character (attractiveness) judgement	<del>Highly attractive/Attractive/Pleasant/Unremarkable</del>
Remoteness and tranquillity judgement	<del>Remote/Peaceful/Some interruption/Not tranquil</del>
Landscape qualities general description	The site is mostly consistent with the wider character area, although the large field parcels and limited definition of the field boundaries results in a sense of exposure. Urban influences, such as the nearby roads, motorway, residential edge and high voltage overhead lines, results in a less attractive landscape. Proximity to the M6 means that the site experiences constant disturbance and lacks rural landscape qualities. Although just outside the site, Bowling Green Lane with the established hedgerow and hedgerow trees on both sides has a high degree of intactness. (see comment below in Recommendations)

<b>Visual Qualities</b>	
Visual prominence judgement	<del>High/Moderate-high/Moderate-low/Low</del>
Nature of the urban edge judgement	<del>No visible urban edge/Soft well vegetated urban edge limited views of principally rooflines/Partially visible urban edge/Hard urban edge with no screening</del>
Settlement setting and views of settlement judgement	<del>Highly attractive features or views/Some attractive features or views/Few attractive features or views/No attractive features or views</del>
Public accessibility within and immediately surrounding the potential development site judgement	<del>Many public views/Some public views/Limited public views/No public views</del>
Visual qualities general description	From the M6 views of the site vary. Next to the eastern part of the site, views are filtered by the belt of trees between the site and the motorway. Further west where the M6 is at the same level as the site, there are only intermittent trees on the boundary and views are generally open. Next to the western part of the site views towards the site are largely screened, where the M6 is in cutting and is covered by a small woodland. Views towards the site from Bowling Green Lane vary from relatively open over the low hedge to screened or filtered by mature trees. The residential properties on Goodyers End Lane that back onto the site largely prevent views of the site from the north. Views of the residential urban edge north of site have some limited softening by low hedgerows and some hedgerow trees. The nature of the existing urban edge and presence of the high voltage overhead lines means there are limited attractive features or views of Bedworth, although the site does contribute to an element of separation between Bedworth and Coventry. As previously implied, views of the site from the surrounding public highways tend to vary from open to filtered and screened by intervening vegetation. Views from the PRoW crossing the site are largely open.

<b>Landscape Capacity/Scope for mitigation</b>	
<b>Landscape Capacity/Scope for mitigation: Low/Moderate-low/Moderate-high/High</b>	
The site is being assessed for its capacity to accommodate B2 and B8 development. Given the proximity of urban development, overhead line infrastructure, the M6 and the site's disconnection from the wider rural area, it is considered to have a moderate-high capacity to accommodate change. However, careful consideration will need to be given to the proximity of the existing residential development to the north. There is also the potential need for a 'wayleave' required for the high voltage overhead line (see note below).	
The existing network of hedgerows, hedgerow trees and specimen trees are important features in the site and should form part of a proposed landscape framework. This would be considered the most suitable approach to help sustain some of the attributes of the landscape character area (LCA7).	
<b>Site recommended in landscape terms to be taken forward: YES</b>	
<b>Recommendations if site is taken forward</b>	
<ul style="list-style-type: none"> <li>Exclude development along the northern edge of the site (minimum width 15 metres) as this is next to the existing residential edge and is also on the highest ground;</li> <li>Land along this northern edge to form part of a wider landscape framework to include a range of treatments from landscape screening to open space with specimen trees and small groups of trees interspersed amongst grassed areas and wildflower meadows;</li> <li>Retain and reinforce existing hedgerows, hedgerow trees and specimen trees contributing to the wider landscape framework for any new development;</li> <li>Include existing PRoW crossing the site into any proposed wider landscape framework set in a sequence of spaces (treatment as per second bullet point above) for pedestrians;</li> <li>Reduce scale and massing of building form near to northern edge of the site in proximity of the residential properties;</li> <li>Orientate buildings in north to south direction so 'shorter elevation' faces north (residential properties on Goodyers End Lane) and south (M6) to limit visual effects;</li> <li>Resist development of Bowling Green Lane as the main access route to the site; and</li> <li>Maintain the landscape character and integrity of Bowling Green Lane.</li> </ul>	
<u>Note on high voltage overhead line</u>	
Given the constraints of the overhead line only parking or storage areas associated with any employment use could be accommodated in the wayleave.	



Viewpoint B – View inside site next to eastern boundary looking south west.



Viewpoint C – View from Bowling Green Lane looking south