

CAMP HILL URBAN VILLAGE

SUPPLEMENTARY PLANNING GUIDANCE

JULY 2000



Planning & Development Services

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Camp Hill Urban Village Supplementary Planning Guidance.

1. The aim of this Supplementary Planning Guidance (SPG).

1.1 This SPG aims at guiding development and redevelopment at Camp Hill, Nuneaton, in accordance with the Strategic Development Framework for Camp Hill Urban Village published in February 2000. The Framework envisages a major urban renewal project based on the Urban Village concept and carried out by public bodies, developers, the voluntary sector and the local community working in partnership. This Guidance develops that Framework and brings it within the statutory planning process. It sets the criteria that will guide development in support of the long term aim of the Urban Village Project, which is to reverse the current cycle of physical, economic and social decline by creating a sustainable community in a pleasant environment.

1.2 This accords with key aims in the Council's Corporate Plan:

- To provide the best possible services at all times within available resources.
- To protect, sustain and seek to enhance the quality of the local environment.
- To improve the quality of life for all those who live in the borough.
- To encourage local people to take an active part in their communities.

1.3 This SPG also supplements current Borough Local Plan policies whilst recognising that the Local Plan is under review. It reflects National Planning Policy Guidance Notes (PPG), particularly PPG3 and PPG13, and policy contained in the County Council's

- adopted Structure Plan 1989-2001;
- the Structure Plan Deposit Draft 1996-2011;
- and emerging Local Transport Plan and its draft guidance, Transport & Roads for New Development.

1.4 This Guidance covers the Camp Hill area as defined on Plan 1. It is bounded by Tuttle Hill to the north east, by the Birmingham to Leicester railway line to the south, by Whittleford Road and Bucks Hill to the west and by Green Lane and Camp Hill Road to the north.

- 1.5 There are some 6,000 residents with a wide range of public and private housing tenure, some extensive swathes of open space, local schools, a small local shopping centre, and two industrial areas and a former quarry site.
- 1.6 This Guidance defines the principles which the Council will apply to all new development and redevelopment proposals in the Camp Hill area and will be a material consideration in the determination of planning applications, etc. Normally, planning applications will be required to demonstrate compliance with this Guidance. Applicants will need to be creative and pragmatic in their interpretation of the principles set out in this Guidance, and in turn the Borough Council will respond positively in exceptional circumstances to those applicants who demonstrate a justifiable departure from those principles. The Guidance will be used to assist:
- The acquisition and disposal of land for development.
 - The control of development through the planning system.
 - The design and construction of new and improved roads.
 - The implementation of traffic management schemes.
 - The development and enhancement of open spaces and public areas.

2. Planning Background.

- 2.1 The Warwickshire Structure Plan - Neither the current Structure Plan Alterations 1989-2001 nor the published Warwickshire Structure Plan Deposit Draft 1996 to 2011 make specific proposals for Camp Hill. The Deposit Draft identifies the need for some 5,600 new dwellings to be provided in the new Plan period, of which land for around 4,400 dwellings has already been committed. Approximately 30 hectares of land require to be identified to accommodate the remaining 1,200 dwellings and Camp Hill is just one area which has potential to contribute to that need. Policy GD5 of the Deposit Draft (see Appendix 1) refers to the County Council's commitment to encouraging housing development to be within or adjacent to urban areas in the County, of which Nuneaton is one.
- 2.2 Nuneaton & Bedworth Borough Local Plan 1993 - The main provision of this Plan which affects the Camp Hill area is the designation of the Barpool Valley as an Area of Restraint, giving medium term protection against development.
- 2.3 There are no other specific development proposals in the Plan affecting the remainder of the Camp Hill area. The detailed relationship between policies in the Local Plan and this Guidance is appended. A Review of the 1993 Plan is under way and will take account of recent changes in national planning policy, notably the need to achieve higher housing densities, better public transport, reduced dependency on the private car, and other facets of sustainable development, all of which are consistent with the Urban Village Concept.
- 2.4 Other Local Considerations - Camp Hill is part of an extensive area of Western Nuneaton which has been identified as a focus of public and private sector regeneration funding. A number of major developments are likely in the vicinity, details of which can be obtained from the Council's Planning & Development Service, and the impacts of these developments will need to be taken into account in shaping the regeneration of the Camp Hill area. The area contains a number of sites of wildlife, ecological, and geological importance which new development must respect. The Borough Council's Green Map, County Habitat Biodiversity Audit and supporting policy statement, obtainable from its Planning & Development Service, provides details.

2.5 Former land uses – constraints to development

Past coal mining and landfill have left pockets of land over which the Coal Authority has expressed concern. Consultation with the Coal Authority should be undertaken, prior to applications being submitted within the Urban Village, particularly in respect of:

- Past underground mining activity, shafts and audits;
- Technical advice prior to works being started;
- Good engineering practice in mining areas;
- Intersecting, disturbing or interfering with any coal mines without permission of the Coal Authority.

The responsibility for carrying out any development in a safe manner rests with the developer.

- 2.6 The Study Area is already served by utilities including; gas, water and electricity. These utility providers have supplied initial details to the Council of their existing provision. Consultation will be undertaken with these service providers when applications for development are made, particularly where development could affect existing pipes, cables, mains etc, and appropriate conditions will be placed on any planning permissions granted.

3. Management of the Urban Village Scheme.

- 3.1 The scheme is sponsored by the Regional Development Agency Advantage West Midlands (AWM), the Prince's Foundation, the Warwickshire County Council (WCC), and Nuneaton & Bedworth Borough Council. Implementation of the scheme is governed by a Management Board on which representatives of these sponsoring bodies are joined by representatives of the local resident and business community. The Board does not have detailed decision making powers, (which remain with the competent authorities), but it will facilitate and procure development and regeneration of Camp Hill in line with the Strategic Framework and this Guidance.

4. Key Attributes of the Framework.

4.1 The Framework offers a strategic approach to transforming the environment of Camp Hill. Some of the design principles it embodies will challenge conventional development control policy and practise.

4.2 New development and re-development must have the following key attributes:

- A mix of well integrated uses.
- A range of tenures, both residential and commercial, which encourages social and economic cohesion and variety.
- An urban residential density which encourages sustainable mixed development and ensures that basic local amenities are provided within walking distance.
- A high quality of urban design and architecture.
- A strong input from local residential and commercial interests in the planning, design and management of the area.

5. Urban Design and Land Use Principles.

- 5.1 Creating a Sense of Place - Critical to the success of the Urban Village Scheme will be the development of a sense of ownership, responsibility and belonging among new and existing residents. This will be influenced by the way the place - its buildings, streets and open spaces - looks and feels to those residents. It can be fostered by creating an environment which is human in scale; has its own distinguishing character; provides variety of activity; and is pleasant, comfortable and above all safe for those who use it. Experienced local artists can translate aspects of the local culture and heritage from the community, including recognising the area's roots within Nuneaton, and put them back into the built environment.
- 5.2 Density - Residential densities higher than those conventionally achieved in modern suburban development will be necessary to ensure that people live in close proximity to local facilities, to reduce dependence on the private car, and to create streets which are active, vibrant places.
- 5.3 Mixture of Uses - A mixture of uses will help to encourage activity throughout the day and evening, and hence promote natural surveillance, safety and security in the public realm. It will also help to promote Camp Hill as a self-supporting community, in which the need to travel can be reduced.
- 5.4 Diversity of Housing Tenure - A wide range of dwelling types and sizes, in which all forms of tenure are well represented, is needed to create a diverse community in terms of income, ethnic and cultural background, age, household size, abilities and needs.
- 5.5 Connectivity - This concerns the way that connections in to and within the estate are made. Better direct links within the estate, especially for pedestrians and cyclists, and improved routes to and through it from the rest of Nuneaton will make it easier for people to find their way in the area and will raise its profile as a district of Nuneaton. The proposed bus showcase route will run through the heart of the Urban Village, and should encourage the use of public transport.
- 5.6 Sustainability - The area should be re-modelled to make destinations both within and beyond it more accessible by foot, cycle and public transport. Individual developments should maximise the potential to save energy by taking full advantage of siting, orientation, detailed

building design, and the latest technological advances in energy efficiency.

- 5.7 Life Cycle - Buildings should be capable of adaptation for other uses or to meet changes in life (i.e. lifetime homes) and work style. For example, dwellings should be adaptable to meet the needs of those with disabilities and the elderly. Some dwellings should have the scope to accommodate small workshops or office space, and non-residential buildings should be capable of extension, sub-division, or conversion to alternative uses. All buildings should be designed to accommodate the latest and predicted innovations in communications technology.
- 5.8 Security/Stewardship - The physical layout of the area can contribute greatly to the level of safety and security. Buildings fronting directly on to streets help natural surveillance by providing overlooking windows and front doors. Back gardens should be designed to create privacy and to reduce unwanted access. Wherever possible parked cars should be visible from the owners' dwelling.
- 5.9 Quality of the Public Realm - Well designed buildings, streets, squares and other open spaces can re-enforce civic pride and a sense of belonging. Good quality architectural style must be accompanied by the use of good quality durable materials which discourage abuse and require minimal maintenance.
- 5.10 Identifiable Neighbourhoods - Within Camp Hill each neighbourhood should have its own identity, helping to create a sense of belonging to and caring for the immediate environment. Dwelling type and style, building materials, public art and planting schemes can all contribute to making one neighbourhood distinguishable from another.
- 5.11 Community Focus - The creation of a public place where the community can meet and interact is an important element in fostering a positive sense of place. To be most successful this should be located on the best connected streets where patterns of natural movement are concentrated and residents can gain easy access on foot. New retail development will be located close to existing shops and community uses to establish a more healthy heart for the Urban Village.

6. General Design Ground Rules.

- 6.1 The report of the Urban Task Force, "towards an urban renaissance", provides a set of basic ground rules for urban design in general. These ground rules have been adopted to provide a basis for assessing detailed plans and proposals, and future applications for planning permission must demonstrate compliance. The ground rules are set out in the ten following paragraphs 6.2 to 6.11.
- 6.2 Site and Setting - Layout must recognise the site's social and physical context and integrate it with existing patterns of form and movement. Design should recognise that each site is different and relates differently to its surroundings. This difference should be maintained in the completed development.
- 6.3 Context, Scale and Character - Designs and materials should respect local traditions which pre-date the development of Camp Hill, and should draw on them to inspire and guide new forms of development which achieve continuity and integration.
- 6.4 Public Realm - Priority must be given to the design of the public realm. From the front door to the street, to the square, the park and on out to surrounding areas designs should create a hierarchy of public spaces that relate well to buildings and their entrances to encourage a sense of personal safety and community wellbeing.
- 6.5 Access and Permeability - A user-friendly public realm should make walking and cycling easy, pleasant and convenient by keeping the size of building blocks small.
- 6.6 Frequent pedestrian routes that encircle perimeter blocks will make new development permeable and accessible to new residents and the existing neighbourhood. Access to the rear of perimeter blocks where courtyards and gardens are located will be secure and not open to access by the public at large.
- 6.7 Optimising Land Use and Density - The design potential of vacant urban sites and buildings should be optimised by intensifying development and uses in close relation to local shops, services and public transport. Higher densities should take account of privacy, sound insulation and safety.

- 6.8 Mixing Activities - Diversity of activity and uses should be encouraged within streets and neighbourhoods, using careful planning, design and siting details to resolve potential conflicts.
- 6.9 Mixing Tenures - New housing should offer a wide choice of tenure options at street and neighbourhood level, in a way which does not distinguish tenure by grouping, design or house type. New development should also be used to bring greater balance near areas currently dominated by a single tenure type.
- 6.10 Building to Last - Buildings should be designed to be durable over many generations and through changing social and economic needs, providing adaptable and flexible environments that are not fixed in single-use, single-occupier roles. The provision of lifetime homes should feature within the Urban Village.
- 6.11 Sustainable Building - Buildings, landscape and public spaces should be designed and built to high aesthetic and structural standards, with durable low-maintenance materials. Appropriate technology and orientation should be used to minimise energy use, encourage recycling, and take full advantage of developments in home-based telecommunications.
- 6.12 Environmental Responsibility - Development projects should focus on using land responsibly, using what is necessary and reducing wasted space within and around development sites. Developments should still create acceptable living conditions and enhance the environment, both historic and natural, and not just limit damage, by respecting biodiversity, wildlife corridors, harnessing natural resources and reducing the call on non-renewable resources. The impact on the historic environment should be assessed and appropriate mitigation measures adopted. These should ensure that elements of the historic landscape, both buried and upstanding, are preserved in situ where possible, or properly investigated and recorded where not possible.

7. Basic Design Component Codes

7.1 The desired approach to the creation of a sense of place can also be articulated in terms of four main components: urban form and mixed use; public space; building form and architecture; and streets, movement and infrastructure. Development proposals will be expected to reflect the commentary in the following paragraphs which address each in turn.

This commentary is not intended to be unduly prescriptive, and exceptions will be accepted where local circumstances suggest that the alternative proposals will equally achieve the quality of place to which this Guidance aspires.

7.2 Urban Form and Mixed Use - The new urban form should respond to the area's topography and create a varied townscape in which the combination of streets and buildings will create a network of routes, distinct from the present linear road pattern. On sites identified in the Strategic Framework there are opportunities to introduce alternative land uses in this predominantly residential area. The framework for the creation of this new urban form will be a loose grid structure of streets and pathways, for the most part fronted by active building uses. Ground levels are such that continuous built form along the edges of the resulting development blocks will not always be possible. Where continuity has to be maintained by limited stretches of garden walls and garages, extensive blank frontages must be avoided. Grid dimensions will vary to ensure that distances between the rear faces of dwellings provide acceptable standards taking account of differences in levels.

7.3 The space behind perimeter buildings should be private and secure. It may be occupied by private or communal gardens, garages or parking courts, and must be securely enclosed either by gated access or natural surveillance. The design of this space must not facilitate its misuse by nuisance activities, including vehicle repair businesses. The mixed use nature of the urban village provides other suitable areas for such uses closer to homes, e.g. at workshop spaces.

7.4 Archways with living accommodation above may be used to maintain a continuation of the built frontage where this is suited to tenure arrangements.

- 7.5 A key aim of the Camp Hill Urban Village Scheme is the creation of a mixed use environment in which living, working and leisure uses are sufficiently close to one another to reduce dependence on the private motor vehicle.
- 7.6 Where mixed uses are accommodated within a single block within the network considerations of residential privacy and amenity must prevail. Greater flexibility will be allowed in the village centre where expectations of "peace and quiet" must be balanced against the need for commercial vitality and community activity.
- 7.7 The basic design code for urban form and mixed use is reflected in the following principles:

Urban Form.

- Public and private space should be clearly defined, and private spaces should be located predominantly to the rear of buildings.
- Living space and other active building uses should face on to the street.
- Active building uses should provide natural surveillance from entrances and windows directly overlooking the street.
- Culs-de-sac should normally be avoided, and if permitted should allow pedestrian and cycling access through them.
- The needs of all age groups and their mobility requirements should be taken fully into account, having particular regard to changes in levels.

Mixed Use.

- A mixture of uses and housing tenure types should be located within close proximity to each other and, where possible, within the individual development block. Design will need to maintain privacy and amenity for any residential accommodation.
- Non-residential ground floor uses should be active, at least during the day.
- Buildings should be readily adaptable to changes of use.

- Streets should accommodate a variety of uses, and therefore of access needs.
- New development must include a good mix of size of houses and number of bedrooms provided.
- In each housing development project set out later in this guidance affordable housing shall be provided to meet the identified housing needs of the area and to ensure the Urban Village project can be implemented in accordance with the phases identified. Affordable and other housing shall be designed in a way which does not distinguish tenure by grouping or design.
- High activity uses, such as shops, community uses and small businesses, should be focal points on main routes throughout the area.
- Facilities should be located within ten minutes' walk of as many homes as possible.
- The village centre should be served by the main public transport routes connecting local neighbourhoods to it and to the town.

7.8 Density and Intensity.

- Within new residential developments density will not be prescribed but should normally exceed 30 dwellings per hectare and should seek to achieve up to 50 dwellings per hectare.
- Infill development, particularly for alternative uses and activities within the retained residential areas, will be encouraged where acceptable standards of residential amenity can be retained.
- Higher density should not involve the loss of high quality open space or topographic features important to Camp Hill's identity.
- The massing of buildings should depend on location and topography, but in general will comprise:

In the village centre, 2, 3 and 4 storeys;

On main routes, 2 and 3 storeys, with occasional potential

for landmark 4 storeys on street corners, etc;

On residential streets, mainly 2 and occasionally 3 storeys, with 2½ and 3½ storeys possible on steeply sloping sites.

- The distance between the rears of dwellings is unlikely to be less than 20 metres but should be kept to a minimum while meeting perimeter block principles. Design of areas at the rear of perimeter blocks must concentrate upon both function and maintaining privacy and security.
- Distance between front faces of buildings across streets should not be dictated by minimum standards, but rather should be a factor of proportion related to the desired quality of the street environment. Windows should be designed to maintain privacy.
- Sound insulation measures need to be incorporated into house designs where living accommodation units are in the same block or are in very close proximity.
- The principle of perimeter blocks as shown on illustration 1 should be adopted in new layouts. There should be little if any front gardens and a continuous active building form along road frontage. A building's design should however incorporate features that create a semi private space between the front door of a home and the street outside. This space could be reinforced by use of paviers, street furniture etc. that complement the street scene, but signify a break from the public area. Where there are gaps good quality brick walls should be used. Gardens for individual dwellings should be at the rear of properties.
- Archways with living accommodation above could be used to maintain a continuation of the built frontage where this is suited to tenure arrangements.

7.9 Landmarks.

- Landmark structures in prominent locations could take the form of interesting buildings or other architectural features, community uses, landscaping, and public art.

- Street corners should be emphasised by an increase in building height and a variety of uses.
- The design of road junctions should be integrated with the treatment of the public space around them.
- In consultation with local people public art and street furniture should be used to reinforce neighbourhood identity.

7.10 Public Space.

The existing topography and open spaces within Camp Hill are major contributors to the area's character and identity. The topography is a major constraint on movement within the area, but the open spaces are a valuable recreation resource which are important to the local quality of life. The creation and enhancement of public open space should draw on and reinforce the positive aspects of the existing provision. The basic design code for public space is reflected in the following principles:

- Redevelopment should respect the existing topography and landscape, rather than be imposed upon it, strengthening key vistas and working with slopes and other natural features.
- In due course public spaces are likely to occupy between 25 and 35% of the total area, (which, given the existing provision, should be readily achieved). Their provision need not be directly linked to a particular phase, but should be part of a comprehensive open space strategy which has purpose and quality.
- Public and private realms should be clearly defined, and located to ensure that streets and public spaces are overlooked and safe.
- Public spaces should exhibit a wide variety of type, scale and character.
- They should incorporate a strong sense of enclosure, (as distinct from seclusion), for example through the location of buildings, trees, railings, etc.
- Materials and planting should be of good and enduring quality, requiring minimum maintenance, to promote a high level of amenity and wildlife value within the public realm.

- Existing trees, natural hedges and green areas not required for development should be retained and enhanced to provide improved leisure and learning opportunities, biodiversity and visual relief.
- Native plantings should be of local provenance and in keeping with the surrounding native species.

7.11 Building Form and Architecture.

So far as possible the principles which will underlie the creation of a different character through new development and redevelopment should be applied to the maintenance and refurbishment of existing buildings. This will help to mitigate the dilemma arising from the desire to create radical change in overall character whilst integrating new development with old as much as possible. The aim of both new development and refurbishment must be to break up the suburban monotony which dominates Camp Hill by introducing harmonious variety in building form and external materials. The scale of both redevelopment and refurbishment provides opportunities for innovation in design, particularly in the field of energy efficiency, (though this should not be to the detriment of broader urban design considerations).

7.12 The desired building form and architecture code is reflected in the following principles:

- Building designs should be appropriate to their place, harmonious in composition, and in context with their neighbours.
- Buildings should be safe, environmentally friendly, energy efficient, and designed for or adaptable to the needs of all potential users.
- Buildings should be built to last, using good quality, easily maintained and non-polluting materials and finishes appropriate to their location.
- The desire to create a visually familiar and comforting environment should not preclude technological and design innovation.

- Dwellings should be orientated and designed to maximise solar gain where this does not conflict with other design considerations. Use of conservatories within design of buildings to maximise solar gain.
- Overshadowing should be avoided by ensuring adequate space between buildings.
- Heat loss should be reduced by using energy saving measures in building construction and by the predominant use of terraced or semi-detached building form. Adequate space should be provided within buildings and public areas for the storage and collection of recyclable materials.
- New dwellings should achieve excellent SAP energy ratings and refurbishment should achieve improved ratings in existing dwellings.
- New buildings should achieve a "good" rating on the BREEAM scale for "CO² omissions, use of sustainable materials, water conservation, and the avoidance of polluting construction materials.
- Where appropriate new building should accommodate wildlife spaces for protected species.

7.13 Streets, Movement and Infrastructure.

Highway engineering objectives should be to support but not to dominate the development framework. Urban village principles have major implications for traffic in terms of opening up the area and improving connections within it, promoting alternative modes of travel, reducing vehicle speeds, and giving greater priority to pedestrians, cyclists and public transport. Design should be based on providing good, safe access and movement for all and should be responsive to local needs, and not based simply upon conventional standards for such things as visibility splays, junction distribution and radii, and roads and footway widths. Maximum vehicle speeds of around 20 m.p.h. are envisaged, and should be achieved in a natural way without resort to road humps, etc., where new roads are constructed.

The revised highway authority standards, "Transport & Roads for Development" (Warwickshire County Council) will embrace principles

in the DETR Guide, "Places, Street and Movement". These standards will not be prescriptive but will be applied to encourage designers to demonstrate innovative best practise.

7.14 The design code for streets, movement and infrastructure, is reflected in the following principles:

- Connectivity to and within the area should be improved. Creation of a loose grid structure of streets and pathways for the most part fronted by active building uses.
- Emphasis should be placed upon road and pedestrian safety by the use of design elements which naturally reduce vehicle speeds.
- Private car parking spaces should predominantly be provided off-street and to the rear of dwellings. There should be no more than 2 off-street car parking spaces per dwelling with an overall average in new development of not more than 1.5 car parking spaces per dwelling. Car parking in communal areas which allows a more efficient use of the spaces available will be encouraged. Some on street parking provision may be appropriate to supplement courtyard parking, where it can be incorporated within the street design.
- The siting and design of parking areas should ensure that they are viewed from adjacent properties but should minimise their visual impact at street level.
- Street design should accommodate more accessible public transport services with stopping places in appropriate sheltered and well illuminated locations.
- Cycle routes and safe pedestrian links which are overlooked, direct and well illuminated should form an integral part of the new movement network.
- All public areas and routes should be readily accessible to those with disabilities.
- Road, footway, and cycle route alignment should avoid gradients greater than 1 in 12 wherever possible. Roads with bus routes should be no greater than 1 in 14.

- Culs-de-sac should not normally be used, (though this may not always be possible by virtue of the topography).
- Street lighting should at least conform to highway standards and should be used creatively, for example to highlight gateways, landmarks and key buildings.
- Bus routes carrying improved services should be directed through the heart of the Urban Village, with quality bus stops in appropriate sheltered and well lit locations. The bus showcase route is an innovative project to encourage public transport use within the urban village. Contributions towards its provision are detailed as appropriate within the sections titled 'potential obligations' throughout this Guidance. The components of showcase bus stops include:
 - Raised 'Kassel' Kerbs which allow almost level entry access to 'kneeling' buses;
 - Distinct block paving;
 - Tactile paving to alert visually impaired people of the increased kerb height; and
 - A high quality bus shelter including nameplate, bus information point and in the future, Real Time Information. The shelter should be of an approved design and be coloured as existing showcase routes.

8. Details of Individual Proposals and Detailed Guidance.

8.1 This guidance divides the Urban Village into four distinct geographical areas, as shown on plan 1.

- Area 1 is located in the northern part of the Urban Village and the proposals essentially consist of new development on previously unused sites, with interspersions of redevelopment.
- Area 2 is an area at the very heart of the Urban Village, between Cedar Road shops and the Pheasant Public House, and includes proposals for the village centre.
- Area 3 covers the majority of existing residential properties, south of open space encompassing The Dingle. Redevelopment of some housing areas and the improvement of others form the key projects.
- Area 4 is located in the east of the Urban Village and is centred around Pool Road Industrial Estate and the Midland Quarry.

8.2 The individual development project abbreviations are those used in the Strategic Development Framework and their location are shown on Plan 2. (Taken from the Framework document - Figure 6.1).

9. Area 1.

The main projects within this Area are:

Inf. 1 : Tuttle Hill to Cedar Road link road.

Dev.1: Housing adjacent to St. Anne's Catholic Primary School and Camp Hill Junior School.

Dev. 3: Mixed use fronting Tuttle Hill.

Dev. 4: Housing - Cedar Road.

Com. 2: Camp Hill Schools recreation facilities.

- 9.1 These proposals are anticipated to be completed within the first two years of the Urban Village project.
- 9.2 The projects include the first element of the new key link road from Tuttle Hill to the village centre (Inf. 1). The Strategic Development Framework envisages this road continuing through to Queen Elizabeth Road. However, the size of the village centre and the need for such a through route is not determined in this Guidance and must be the subject of a strategic level Environmental Impact Assessment before the first planning application is submitted within Area 1 (see section 14 of this Guidance). The junction with Tuttle Hill is not fixed and could be altered depending upon land acquisitions. Although a road width of up to 6.7 m is anticipated, to form a main route into the estate it should be designed to ensure that speeds are kept low and safe pedestrian routes are safeguarded. The new road would be adjacent to Camp Hill School and a new entrance and drop off point would be required.
- 9.3 The new road link is proposed to link across the open space to one of the Cedar Road culs-de-sac. It represents the key penetration from Area 1, and forms a key link into the remainder of Camp Hill Estate.
- 9.4 For each site within Area 1, the additional information that will be required either prior to or with planning applications is given. Site specific references of features to note or retain or of issues to be addressed are also made.

Site Dev. 1.

Development of approximately 120 new dwellings adjacent to St. Anne's Catholic Primary School and Camp Hill Junior School.

- 9.5 The area is characterised by land sloping down to the south, and is bounded at the north by the rear of properties/buildings along Camp Hill Drive, Camp Hill Road/Tuttle Hill and Karen Close.
- 9.6 These properties are all on a higher level than the development site. The site is situated between the grounds of Camp Hill Junior School and St. Anne's Catholic Primary School. Patchy hedgerows and dispersed trees form a boundary along school fences to the site. The site is bounded in the south by the swathe of open space known as The Dingle.

Issues to be addressed prior to planning application being received.

9.7 Housing Need.

The development is expected to re-house a number of residents whose homes are to be demolished and redeveloped for new dwellings on sites Dev. 6, 7, 8 and 9.

- 9.8 Because of this, the development must be based upon a Housing Need Assessment (HNA), specifically for Camp Hill. The Council has undertaken an HNA for the Borough and the final report is expected to be adopted later this year. The use of this Assessment coupled with analysis of information regarding those requiring new homes as a result of the first demolition phase, is essential to determine the type, size and mix of dwellings.

9.9 Open Space Strategy.

A strategy that addresses the open space that stretches from Green Lane to Queen Elizabeth Road is required. The strategy should focus on the issues affecting the open space - including misuse, (e.g. use by motorcyclists), and problems created by unrestricted vehicular access. The strategy should provide for new play and open space facilities and a comprehensive footpath/cycle network through and into the space connecting key land uses. The current pattern of development, particularly at the end of the Cedar Road cul-de-sacs adjoining the open space, involves houses being side on to the open

space, rather than fronting it. The feasibility of developing additional houses along the southern boundary of the open space that would create a frontage to the open area should be explored.

- 9.10 The strategy should detail the funding arrangements including new provision, maintenance of the open space, e.g. "facilities, pathways, etc." and include any developer contributions that are likely to be required.

9.11 Drainage.

New development of this scale will require works to manage the surface and foul water resulting from development.

- 9.12 A drainage strategy must be prepared showing the off-site connections and works that are required.

9.13 Existing Playing Field.

Dev. 1 would require the relocation of the existing school playing pitch, currently east of St. Anne's Catholic Primary School. To ensure that provision of this facility is maintained for the schools, the new playing pitch (Site Com. 2), must be provided and be available for use prior to development commencing on site Dev. 1.

9.14 Potential land contamination

PPG23 states that Local Planning Authorities should establish if there is a contamination hazard present on a development site, and what additional information is needed to determine this, if the sites proposed development could lead to unacceptable risks to health or the environment. The site is located on a former land fill site and the Environment Agency has expressed initial concern regarding it's development. Prior to applications being submitted surveys to monitor landfill gas levels, leachability testing and groundwater samples need to be undertaken. Details will be considered by the Environment Agency.

Items to be submitted with any Planning Application.

- 9.15 The link road from Tuttle Hill to serve this development and link into the heart of Camp Hill is a key proposal. Applications to develop the site must include the stretch of road from the junction with Tuttle Hill (unless a connection is already made as a result of Dev. 3 being

completed first) down to joining the end of the Cedar Road cul-de-sac serving numbers 261 to 287 Cedar Road. Details of the road, notably its alignment and junction details are required to be submitted.

- 9.16 The proposed link road (Inf 1) must be completed to base course level from the junction with Tuttle Hill, (unless a connection has already been made as a result of Dev 3 being completed first, in which case the road should continue from the point at which Dev 3's provision of the road is completed). The road should continue to be constructed to base course level through to the southern boundary of site Dev 1. The entire road must be completed and available for use, through to its connection with Cedar Road (cul de sac serving numbers 261- 287), upon occupation of the 10th dwelling.
- 9.17 The road design (i.e. width, gradient) should be agreed with the Highway Authority and be consistent with the findings of a Transport Assessment. Such an assessment must assess the impacts of transport, including travel patterns, and demonstrates consideration of a wider geographical area where impact of this development may be felt.
- 9.18 Details of the link road should include physical measures to prevent vehicular access from the end of the new road (i.e. at the north end of the Cedar Road cul-de-sac) into the rest of the estate until such time as Site Dev. 4 has been developed and the new road east of Dev. 4 is made available for use.
- 9.19 Much of the open space known as the Dingle is filled land. A land condition survey shall be submitted.
- 9.20 Details showing existing ground levels and proposed finished floor and ground levels shall be submitted.
- 9.21 A survey of existing trees and vegetation shall be undertaken and submitted. Applications for development on Site Dev. 1 must retain existing trees and hedgerows where possible. It is accepted that the alignment of the link road could have some adverse affect on the existing hedgerow although this should be minimalised. Development in the north west of Site Dev. 1 must ensure that the mature tree on the western boundary of the site but within St. Anne's Catholic Primary School grounds is not adversely affected.

9.22 A detailed Design Statement shall be submitted indicating how the principles outlined in this Guidance have been applied to the proposed development, in particular the effective use of the south facing slope.

Potential Obligations.

9.23 Unless other funding arrangements are in place, contributions towards the following may be sought from the development of Site Dev. 1.

Public Transport Contribution.

9.24 Any contributions towards public transport will be based upon the findings of the Transport Assessment. Contributions should include for the future provision of bus shelters/stops at appropriate locations along the stretch of the new link road from Tuttle Hill to its connection with Cedar Road (to be installed when Inf. 1 is available for bus routes). The provision of bus shelters/stops should meet the requirements of the bus showcase scheme, as detailed in paragraph 7.14.

Education.

9.25 The development of 120 new homes could put pressure on existing schools and it is likely that contributions towards improving school facilities will be required, based upon information from the County Council and an analysis of the Housing Needs Assessment. It is accepted that many of the homes built on Dev 1 will be re-housing residents from the southern areas of Camp Hill that are being demolished although new residents are expected to move into the area as well. Longer term objectives, including the transferring back again of many families, thus 'freeing up' these dwellings for additional families, needs to be considered.

Community.

9.26 The success of the Urban Village will be dependent on improved community facilities. A contribution towards provision of new community facilities, or expanding existing facilities will be required. Contributions should address need and this will be based upon public consultation and liaison with existing community groups.

Site Dev. 3

Mixed Use Office/Leisure and Residential.

- 9.27 This site is currently used for industrial units that are low rise and form Tuttle Hill industrial estate. The estate is accessed from Tuttle Hill, via an inconspicuous entrance. The site is located between residential culs de sac, with no real regard to the relationships between the industrial units and the adjacent properties, which are on slightly lower levels and slope down towards the Dingle open space. This site's redevelopment will provide a new link road into the village and the opportunity for a gateway feature development, with strong frontages, whilst being harmonious in design with the boundaries that the site shares with neighbouring properties.

Issues to be addressed prior to a planning application being received.

Drainage.

- 9.28 Development of this site can be achieved prior to or after the development of the adjacent site Dev. 1. The drainage however may connect into the drainage system of site Dev. 1.
- 9.29 A drainage strategy to establish these connections and any off-site drainage works is required. Drainage of this site will connect into Hollystiches valley catchment area, and with limited capacity existing the details of proposed drainage must be agreed with the Council in consultation with external agencies.

Existing Firms.

- 9.30 The existing industrial units on this site will be redeveloped. The existing employment should be retained where possible and the existing firms relocated within the Camp Hill area where feasible, prior to the site's redevelopment.

Landfill Gas

- 9.31 The Environment Agency has expressed concerns about the close proximity of Judkins Quarry, at Tuttle Hill. Residential development is a particularly sensitive receptor of such gas, and full risk assessments in consultation with the Council and the Environment

Agency must be undertaken prior to applications for the redevelopment of this site.

Details to be submitted with any Planning Application.

- 9.32 Highway arrangements - a strong frontage to Tuttle Hill is required and highway/access arrangements need to accommodate this. The principal access is required to be via the construction (in part) of the new link road from Tuttle Hill (Inf. 1). Should this site be developed prior to site Dev. 1, the construction of the road should be made to the boundary with Dev. 1. If site Dev. 1 is developed first, however, the road will already be in place and thus only access and associated junction improvements need be addressed.
- 9.33 A detailed design statement that demonstrates how the development meets the principles outlined within this guidance will be required. Particular reference should be made to create a gateway feature - a development of a high standard of design, innovative and of quality construction and materials. The development should, however, respect the existing neighbouring land uses, which are residential and of two storey.
- 9.34 Footpath/cycleway links should be provided, linking through to the schools, new residential areas to the south, and particularly on to Tuttle Hill.
- 9.35 A mixed use development of employment (office (A2 and / or B1), light industry (B1)) and private residential units should be proposed. The retention of existing business on this site should be considered. Affordable units are probably not appropriate on this site.
- 9.36 The proposal should demonstrate an achievable system of communal parking for all uses within the development.

Potential Obligations.

- 9.37 The design of the new link road must incorporate footpaths, cycleways and bus stop/shelter provision, that meets the requirements of the bus showcase scheme as detailed in paragraph 7.14.
- 9.38 A suitable crossing facility should be provided across Tuttle Hill to enable safe crossing for those using public transport.

9.39 Two bus shelters on each side of Tuttle Hill or an appropriate public transport contribution will be sought, to encourage the use of public transport, particularly from this mixed use site.

Site Com. 2.

9.40 This site is currently within Camp Hill Junior School grounds. It is currently open space, bounded to the south and west by security fencing. The site slopes away from Tuttle Hill, down towards The Dingle open space. It is currently used for informal recreation by the School.

9.41 This site shall be developed to provide for a playing pitch to replace that being lost on site Dev. 1 and be a community facility for the urban village. Funding of this scheme is expected to be as a contribution from the development of site Dev. 1 unless alternative funding arrangements are in place. The development of this site for this wider community use will need to be assessed against the impact on the surrounding open space/ playing fields. Liaison with the County Council and interested groups, for example Sport England, will be important.

9.42 The provision should be made and be available for use prior to the development of the adjacent link road, and in any case, must be in place prior to commencement of the development of site Dev. 1.

9.43 The only constraint foreseen is the alignment of the link road. Until the road's alignment is approved, the exact position of the pitch cannot be determined.

Details to be submitted with any planning application.

9.44 Details of the boundary treatment, particularly alongside the school boundary fencing, are required. Screening of the road through the use of landscaping will be sought.

9.45 Dual use of the facility outside of school hours is anticipated and conditions may be applied to control the hours of use and any potential use of floodlights at the facility.

- 9.46 If dual use of the pitch/facility is proposed, the application should be accompanied with details and plans where appropriate for parking and changing facilities' arrangements, including maintenance.
- 9.47 The provision should include direct footpath/cycleways between it, Camp Hill Junior school, the open space to the south and the new link road. Regard should be given to maintaining the security of Camp Hill Junior school.

Site Dev. 4.

- 9.48 This site is relatively flat and currently forms part of the Cedar Road cul-de-sac serving numbers 261 to 287. The existing dwellings on the west side of the cul-de-sac will be redeveloped and form new housing fronting the proposed link road (Inf. 1).
- 9.49 The site is relatively small in size, and a perimeter block approach may not be achievable, although efforts should be applied to ensure the key urban design principles within this guidance are met. There may be potential to use land for housing at the end of existing culs-de-sac off Cedar Road which come up to the Dingle open space area to create a strong urban feature to the open space and improve surveillance.

Issues to be addressed prior a planning application being received.

- 9.50 The dwellings on the west side of this Cedar Road cul-de-sac will need to be purchased for redevelopment and thus details of any Compulsory Purchase Orders (CPOs) will need to be considered.
- 9.51 The development can occur before other sites are developed, notably Dev. 1 and Dev. 3. However, the details concerning the alignment and levels of the road, particularly where it meets with the main part of Cedar Road need to be finalised before the road can be continued and the dwellings constructed.
- 9.52 The design of the road through this residential area should incorporate measures to reduce speeds.

Details to be submitted with any planning application.

- 9.53 The details of the highway that serves this development i.e. connecting the open space boundary through to the southern end of

Cedar Road cul de sac (serving numbers 261-287), by a redevelopment of the existing highway, shall be submitted.

- 9.54 Development of dwellings should adopt the urban design principles within this guidance, whilst reflecting the design and form of the existing dwellings on the opposite side of the road which are being retained. A harmonious scheme is therefore sought.
- 9.55 Details should illustrate how new dwellings at the northern end of what is the existing cul de sac, provide a strong frontage to the open space. Plans should be submitted that illustrate the relationship of levels at this boundary and thus demonstrate a comfortable transition between public and private realms.
- 9.56 A parking scheme for new and existing dwellings should provide off street vehicular parking, thus encouraging the free flow of traffic on this new road.
- 9.57 A method statement must be submitted along with the required planning application to seek demolition of these properties, and should include the proposed phasing of demolition. The statement should include the following details:
- Disconnection of services by statutory undertakers prior to any demolition
 - Site security i.e. fencing, signage
 - Health and Safety of personnel
 - On site facilities for personnel
 - Scaffolding and protective sheeting
 - Details concerning the handling (where appropriate) of dangerous substances
 - Storage and transfer of rubbish/ debris - tipping location
 - Method of demolishing roof structures
 - Confirmation of site clearance and levelling prior to redevelopment and
 - Proposed working hours/ days and length of the total operation.

Potential Obligations.

- 9.58 Footpath and cycle links connecting into the open space to the north are required to encourage use of the open space.

- 9.59 Contributions towards the maintenance of the open space known as the Dingle may be sought, and any provisions should accord with the overall open space strategy; identified as a future piece of work within this guidance.
- 9.60 The road (Inf. 1) serving this development must include a safe route to the existing schools.

10. Area 2.

10.1 The key projects within this area are:

- Inf. 1 - Link road Cedar Road to Edinburgh Road.
- Dev. 7 - Village centre - mixed use.
- Com. 1 - Improvements to village centre.

The abbreviations for each proposal relate to the plan 2, which shows their location.

10.2 These projects are at the heart of Camp Hill Urban Village, located around the junctions of Cedar Road and Edinburgh Road. This package of proposals includes the second element of a link from Tuttle Hill to Queen Elizabeth Road, which would link Cedar Road with Edinburgh Road. However, this is subject to the discussion in paragraph 9.2 and section 14 of the Guidance. This road would also form a link into the Urban Village Centre.

Site Dev. 7 - Urban Village Centre and Mixed Use Development.

10.3 The proposed urban village centre seeks to redevelop an area of terraced dwellings south of Sycamore Road and Beechwood Road. These dwellings have limited road access, and many face directly onto footpaths only. The land slopes away to the south/southwest. Also, within site Dev. 7 are two areas of valuable open space, both at Sycamore Road, and mature trees on these sites contribute to the local landscape value. A complex, confusing network of cul-de-sacs exists at present with poor connectivity between them. The urban village centre's design must address this as a key issue for resolution. The site relates to the existing local shops at the northwest and an established pedestrian route exists between these shops, Beechwood Road, and onto Sycamore Road. Such footpath links should be encouraged in any redevelopment scheme. The optimum size of the village centre, and therefore the road network to serve it, will be the subject of further investigations referred to in paragraph 9.2 and section 14 of this Guidance.

Issues to be addressed prior to a planning application being received.

- 10.4 In the Strategic Development Framework the proposed Inf. 1 link road within Area 2 connects from the southern end of the Cedar Road cul-de-sac serving numbers 261 to 287 through to Edinburgh Road. The proposed route takes it through a copse of approximately 40 trees, many of which would be lost.
- 10.5 The road should be designed to take a more southeasterly route, making as much use as possible of the existing Sycamore road and minimising the loss of trees. Treatment of remaining open land should discourage it's potential misuse, e.g. by illegal car parking and motorcycling.
- 10.6 A Tree and Vegetation Survey for the two areas of open space at Sycamore Road and the avenue of trees north of Edinburgh Road (No's. 62 to 47) is required. These trees, particularly the avenue of trees behind Edinburgh Road are a characteristic feature within the estate which should be retained and integrated within any redevelopment.
- 10.7 Compulsory Purchase Orders will need to be prepared to acquire properties within the redevelopment area. Land will need to be assembled in accordance with the phases on development within Area 2 that are anticipated.

Details to be submitted with any planning application:

- 10.8 A method statement concerning the demolition of properties in this Area, to facilitate Dev 7 should be submitted to. Details should include those listed in paragraph 9.57.
- 10.9 A Transport Assessment will be required on the same basis as for Dev. 1 (see Paragraph 9.17).
- 10.10 Details of car parking, to serve the Urban Village Centre should be submitted. These details should demonstrate adequate parking that is both secure for residents within the mixed use areas of the Urban Village Centre and meets with the accessibility, safety and convenience requirements expected by those using the Centre.
- 10.11 A detailed design statement shall be submitted to show how the principles outlined in this guidance have been achieved, in

particular achieving mixed use that is harmonious with the existing surrounding neighbourhoods is vital. Mixed use proposals are encouraged, and should facilitate community enterprise, youth and other community facilities. The centre must demonstrate quality design and construction, encouraging its use by local shoppers and those using community facilities. Connectivity into the centre from surrounding neighbourhoods will facilitate its use, and pathways and streets should be complemented by strong, attractive frontages.

Potential Obligations.

- 10.12 It is important that new retail/business units integrate with the existing shopping provision. The improvement of these units, e.g. new shop fronts, landscaping, revised car parking, is an area of investment that should be undertaken. Contributions are likely to be sought from development within site Dev. 7, in addition to providing new community facilities where such a need is established. These needs are emerging through other public consultation funded by Single Regeneration Budget and other regeneration programmes.
- 10.13 Ensuring the site is well connected to public transport routes, notably the bus showcase proposal, will encourage the sustainability of the Urban Village. Provision for buses, including stops, shelters and appropriate seating to meet the scheme details of the bus showcase project (paragraph 7.14) will be required.
- 10.14 The Urban Village centre adjoins the site of the newly built medical centre. Financial contributions towards improved health provision in the area may be sought. (This has been referred to in Dev. 1 - paragraph. 9.26).
- 10.15 The re-use of the vacant medical site should provide for long term community uses. Contributions towards this will be sought. (Dev. 1 - paragraph. 9.26).
- 10.16 A footpath network should be provided linking key roads to and through the linear park, to the Urban Village centre.

11. Area 3.

11.1 The key projects within this area are:-

- Inf. 1 - Link road from Edinburgh Road to Queen Elizabeth Road (subject to the discussion in paragraph 9.2 and Section 14 of this Guidance.)
- Inf. 2 - Barpool Road
- Dev. 6, 8 & 9 - New housing development orientated towards Barpool Valley
- Env. 1 - Barpool balancing lake and environmental improvement
- Env. 3 & 4 - Barpool Linear Park
- Imp. 2 - Camp Hill housing areas

Sites Dev. 6, 8 and 9.

11.2 Redevelopment of this existing housing area is crucial to addressing the monotonous housing layout and poor connectivity within the estate. Sites Dev. 6, 8 and 9 currently consist of streets laid on a linear form with south facing, mainly terraced dwellings. Long rear, steep gardens rise uphill to the roads which pass alongside them. The relief of the land is not utilised to encourage movement other than by cars, which are forced to negotiate narrow streets and irregular on-street parking.

11.3 A redevelopment of this area should enforce the urban design principles within this guidance, encouraging variety in the built form, strong street frontages, enclosed parking and increased connectivity.

11.4 Redeveloped housing must integrate into the existing housing areas which will not be directly affected by the redevelopment proposals. These houses (within Sites identified as IMP 2 on Plan 2) are of reasonable quality, although there is much that can be done to improve existing houses and the streetscape. These improvements would consist of:

- repairs to the physical fabric of dwellings;
- measures to improve heating and energy conservation'
- initiatives to promote community safety;
- boundary upgrading and refurbishment;
- general environmental improvements to the streets, squares and public spaces;

- creation of through connections and links for pedestrians and cyclists, and
- creation of identifiable neighbourhoods exuding character and breaking up the monotony of the existing estate.
- Improved off-street car parking facilities.

Issues to be addressed prior to planning applications being received.

- 11.5 CPOs need to be progressed as a fundamental part of the development of these sites, and form part of an overall Land Assembly Plan. A clear statement detailing the proposed CPO timescales for each development site (6, 8 and 9) and approximate timescale with regards to demolition should be submitted to the Council for consideration. The Council has a duty to re-house tenants and suitable accommodation should be available. Site Dev 1 in particular must be available for occupancy by residents being re-housed from sites Dev 6, 8 and 9. A method statement including details (as listed in paragraph 9.57) should accompany planning applications seeking the demolition of properties on sites Dev. 6, 8 and 9. This statement must clearly relate to the proposed construction of the roads Inf 1 and Inf 2, and their associated timescales. The alignments of these two roads in particular will place requirements on the early phases of demolition at these sites.
- 11.6 The redevelopment of existing housing is key to redressing the poor connections within the estate. The new housing layouts should enforce connections throughout the estate, and this in turn will affect the design, type and size of dwellings within each development site, and how they relate to pathways and roads/streets within the village.
- 11.7 A strategy to address the development of the linear park adjoining Dev. 6, 8 and 9 shall be submitted. The linear park should facilitate walking/cycling routes into the Urban Village centre and beyond. A Landscaping Strategy for the linear park should aim for low maintenance, carefully designed planting schemes. Hard and soft landscaping techniques should encourage movement through the park rather than providing areas of open space for people to congregate or play ball games, which may not appropriate for this space.
- 11.8 A comprehensive Drainage Strategy for this area's development is required. The Strategy must address the existing foul water and surface water drainage and how this might be replaced to

accommodate new development, particularly taking account of the phased approach for each site that is anticipated.

- 11.9 Parts of site Dev 9 have a previous history as land fill sites, and thus the Environment Agency has expressed some initial concern regarding it's redevelopment. Prior to applications being made, the Agency requires surveys to monitor landfill gas levels, leachability testing and groundwater samples.

Details to be submitted with Planning Applications.

- 11.10 A Transport Assessment is required that details a comprehensive transport network for streets, footpaths and cycleways.
- 11.11 The Assessment must recognise the likely phased approach of development on sites 6, 8 and 9 and the implications on the existing highway network. Edinburgh Road, Queen Elizabeth Road and Hazel Road need careful consideration to ensure they do not become rat runs for vehicles.
- 11.12 Each phase should facilitate the infrastructure development within that phase, i.e. site Dev. 6 should include provision of the Inf. 1 and Inf. 2 road where it lies within the boundaries of site Dev. 6.
- 11.13 A detailed design statement indicating how the principles outlined in this Guidance have been applied to the development on sites Dev. 6, 8 and 9 shall be submitted. Frontages to the linear park in particular should be carefully designed - incorporating natural surveillance opportunities, whilst ensuring a clear distinction in the public/private realm.
- 11.14 The design should facilitate a layout that ensures connectivity from north to south, in addition to east-west movements. The design should be harmonious with the relief of the land which slopes quite steeply in places. Plans should be submitted illustrating differences in levels across the sites Dev. 6, 8 and 9 and how the northern boundaries of these sites relate to the linear park.

Potential Obligations.

- 11.15 The bus showcase route serves this area, and financial contributions towards this provision are likely to be sought unless other funding arrangements for these are in place.

Bus stops/shelters are likely to be required along this route, (as detailed in paragraph 7.14) and funding will be sought towards this provision.

- 11.16 Highway works to Edinburgh Road, Queen Elizabeth Road and Hazel Road, as approved by the Highway Authority, shall be apportioned in terms of cost, between the development phases.
- 11.17 Contributions towards the provision and maintenance of the linear park in accordance with a submitted and approved strategy will be sought.
- 11.18 Contributions towards education based upon an assessment of school place availability and the housing needs assessment may be required, and consultation with the County Council at application stage will consider this requirement.

Site Env. 1.

- 11.19 Drainage strategies identified in this guidance should, where located on sites between Cedar Road and Queen Elizabeth Road or Willow Road and Pool Road, drain into the Barpool Valley. The surface water balancing lake (Env. 1) should be identified in these drainage strategies to receive this surface water.

Issues to be addressed.

- 11.20 Drainage strategies/proposals for sites south of Cedar Road, Willow Road and Pool Road should include engineering works to deliver surface water from these developments into the Barpool balancing area. The Environment Agency has expressed concern regarding the proposed size of the balancing area. The Agency has requested detailed drainage calculations to illustrate that adequate water levels will supply the lake. The eastern part of the lake area is former landfill and should be subject to ground investigation.

- 11.21 Engineering designs must take account of ecological considerations. Drainage on site can affect existing habitats and have effects on those downstream.
- 11.22 The proposed development of the balancing lake, (the first phase having been completed) will too have a significant environmental impact.
- 11.23 The area is currently identified on the Local Plan Proposals Map as an Area of Restraint, and on the Borough Green Map as a Wildlife Area with an associated corridor passing through its length. Various habitats co-exist here, and the area is characterised by many mature trees, including a remnant of ancient wood; Haunchwood. The construction of the balancing area should where appropriate, include features to maximise the wildlife potential of the development. Extensive shallows at the waters edge are suitable.
- 11.24 The implications of constructing the balancing lake to its full size need to be assessed against the impacts on the environment, particularly the diversity of habitat found here. Mitigation measures should form part of drainage strategies, and present alternative engineering proposals where the impacts on the ecology of the area could otherwise be under threat.
- 11.25 A landscaping strategy should be submitted and approved by the Council, accompanying the plans for construction of the balancing area. This strategy should identify measures that will restrict the misuse of the balancing area and it's natural surroundings by motor vehicles. Contributions towards the maintenance of ENV1 maybe sought, and any provision should accord with the overall strategy.
- 11.26 In addition, the construction of the lake will affect many existing footpaths, including public footpath N18. It's formal diversion must be sought, and an appropriate alternative route found. The affected footpaths must be re-routed in consultation with appropriate bodies and interest groups. It is vitally important to maintain and increase the availability of footpaths, and where not on Council owned land, these will need to be the subject of associated legal agreements.

12. Area 4.

12.1 This area is located at the east of the Study Area and comprises a package of proposals that essentially focus upon employment and recreation related development, with interspersions of housing.

12.2 The key projects are:

- Inf. 3 - New Road link connecting Tuttle Hill to Willow Road.
- Dev. 2 - Housing/mixed use adjacent to The Hedgerows.
- Dev. 10 - Willow Road employment.
- Dev. 11 - Midland Quarry employment/mixed use.
- Env. 2 - Midland Quarry environmental improvement.
- Imp. 1 - Pool Road Industrial Estate improvement area.

12.3 The key improvement to this Area is the proposed new link road connecting Willow Road to Tuttle Hill Road. This should ease the current situation where industrial traffic from Pool Road industrial estate and residential traffic combine along Queen Elizabeth Road (above its junction with Hilary Road). The new road link constructed to industrial estate road standard will need to be traffic calmed. The link road is key to the implementation of other projects within this Area.

12.4 Dev. 2 is a privately owned site with an existing planning consent for housing. In line with this guidance a higher density, mixed-use scheme might now be more appropriate.

12.5 A later phase (approximately years 3-5 of the village project) of employment related development is envisaged on site Dev. 10, north west of the current industrial estate. Located between Hilary Road and Willow Road, the site should take advantage of the new link road to Tuttle Hill.

12.6 Dev. 11 is another longer-term project fronting Tuttle Hill, and requires the partial infilling of Midland Quarry, providing mixed use and employment related development.

12.7 To ensure integration of these new developments into the existing fabric, there is a need to improve the existing industrial estate as defined by Site IMP 1.

- 12.8 The estate is currently functional rather than attractive and density is low, with much of the land being used for open storage. An improvement programme to consist of environmental improvements, grant support to building projects and targeted business support is envisaged and could "lift" the efficiency and appearance of the estate to enable inward investment.
- 12.9 The infilling of part of the Quarry - to extend land at the north of the quarry for development (site DEV11), could use materials from the demolition of housing in Area 3 or the earth removed as a result of constructing the balancing lake. The remaining quarried area could be raised in level, and used for water balancing, and ideally a recreational resource for leisure and wildlife. A planning application to the County Council would be required for the infilling of the quarry with waste material. Alternative uses for the redundant quarry should also be explored and will be considered positively where they meet the principles outlined in this guidance. Employment opportunities in particular would be beneficial land uses in this area.

Site Dev. 2.

- 12.10 This site adjoins open space to the south, and is southeast of the recent residential "Hedgerows" development. The site is currently vacant, and overgrown with vegetation, sloping southwest towards the open space.
A mixed use scheme of offices/ light industrial and residential units is sought.
- 12.11 Access should be via the development of a new road from Tuttle Hill to Willow Road. Development of this site must be harmonious with development at The Hedgerows, whilst creating a frontage to the Hollystitches open space, in addition to Tuttle Hill itself.
- 12.12 A relatively early development of this site is envisaged, subject to matters regarding drainage and highways.

Issues to be addressed prior to a planning application being received.

- 12.13 The access to this site should be via the proposed link road to connect Tuttle Hill to Willow Road. The road should be in place and available for use in so far as it serves this site, prior to any development of site Dev. 2. The Environment Agency has expressed concern regarding this road and resists any culverting of

Barpool Brook. Remediation measures will be defined within an Environmental Impact Assessment as detailed within paragraph 12.24.

- 12.14 The drainage of this site will require a comprehensive drainage strategy. Capacity does not exist within the existing network to drain this site.
- 12.15 The Environment Agency has expressed concerns about the close proximity of Judkins Quarry, at Tuttle Hill. Residential development is a particularly sensitive receptor of such gas, and full risk assessments in consultation with the Local Authority and the Environment Agency must be undertaken prior to applications for the redevelopment of this site. A permission on an adjacent site saw the inclusion of a buffer strip to minimise risks to public health.
- 12.16 An open space strategy is required to include proposals for the open space south west of site Dev. 2. The upgrading of this space, to include boundary treatments along the northern boundary of that space, are required. Measures to prevent vehicular access, including that of motorcycles will be sought, notably along the open space boundary with the proposed link road (Inf. 3).

Details to be submitted with any planning application.

- 12.17 A Transport Assessment to assess movement and junction improvements required should be submitted. Mixed use development as envisaged can generate traffic throughout the day/evening. The existing crawler lane could serve a purpose for facilitating traffic turning left into the proposed new road and indeed this development. A "ghost" lane for traffic coming downhill and turning right is likely to be required.
- 12.18 The levels of this site and how it relates to existing residential development northwest are important issues to address. A development is required which is harmonious with the adjacent residences, whilst creating a gateway feature that has a strong, attractive facade to both Tuttle Hill, the proposed link road, and the open space area. This will encourage a sense of ownership to that space, particularly where the use of perimeter blocks on site Dev. 2's boundary with this space, can create an active frontage.

- 12.19 Plans detailing levels and the site's relationship with adjacent uses will be required.
- 12.20 A design statement to illustrate how the development meets the principles within this guidance, particularly those relating to gateway features and achieving mixed use development will be required.
- 12.21 A carefully designed communal parking scheme to serve the mixed uses should provide safe accessible parking. Design should be used within the site and at its perimeter to discourage on-street parking outside of the parking areas.
- 12.22 A mixed use scheme of private/low cost home ownership dwellings and office or light industrial (B1) units is essential.
- 12.23 Achieving employment development, particularly within this area of the urban village, supporting and lifting the profile of the industrial estate beyond is a key function of this gateway site.

Drainage and the treatment of Hollystitches Brook.

- 12.24 The development of this site and the Inf. 3 link road will have an impact on the sensitive ecological habitats of Hollystitches Brook. An environmental assessment of this development (site Dev. 2 and the Inf. 3 road) should detail the implications of the development, and include mitigation measures to reduce adverse impacts on the Brook and marsh habitats adjacent to it.

Potential Obligations

- 12.25 A contribution towards local environmental improvements on the adjacent open space is required. This contribution will be identified as a result of the open space strategy and will include open space maintenance contributions unless these are secured through other funding arrangements.
- 12.26 Contributions towards public transport are likely to be sought as a result of the Transport Assessment required. This could include the provision of bus stops/shelters on Tuttle Hill. Suitable crossing facilities on Tuttle Hill and on the new link road will also be sought.
- 12.27 Junction improvements will be required to address the connecting of Tuttle Hill to the new link road (Inf. 3). This could also have

implications for the crawler lane on Tuttle Hill. Traffic lights, new signage and other associated works, in agreement with the Highway Authority, will be sought.

Sites Dev. 5 and Dev. 10.

- 12.28 These are two key employment sites that could raise the economic stability of the urban village.
- 12.29 Both, however, require the consideration of issues and submission of details that demonstrate the development's compatibility, most importantly, with the natural environment. Site Dev. 5, in particular, is a marshy habitat with much herb growth and dense tree/shrub coverage.
- 12.30 It is significantly lower in level to the housing north of this site and construction of satisfactory access could be difficult.
- 12.31 Site Dev. 10, however, is open space sloping away from housing on Willow Road. The amenity of these properties will be an important consideration of any development.
- 12.32 Trees to the west and north west of Maple Road are a valuable resource and should be respected if site Dev. 10 is developed.

Issues to be addressed prior to planning applications being received.

- 12.33 The drainage of both sites is complex and will require a comprehensive strategy. British Waterways have already stated that no further surface water can be discharged into the canal, and thus surface water balancing is required. Dev. 10 is a site constrained by sewers along its length underground and floods regularly. Details should address these issues with a satisfactory drainage system and reflect these constraints on the design and layout of the site. Channelling of potential floodwater could be a measure built into the site's infrastructure.
- 12.34 These sites are both regularly flooded by Bar Pool Brook and their development would result in a loss of flood storage and, without mitigation measures, the unacceptable flooding of areas elsewhere. Prior to detailed planning applications being submitted the developer must provide ground levels data for consideration by the Environment Agency.

- 12.35 Dev. 5 is identified on the Borough Green Plan as a key wildlife site, providing a link to an established wildlife corridor and providing a valuable buffer between the existing industrial estate and the disused quarry - which is a Geological Area of Regional Importance. The implications of development on the wildlife site and mitigation measures if appropriate, must be carried out prior to any planning application being determined.
- 12.36 These developments are also reliant upon the construction of the link road (Inf 3) to base course level, and associated highway works to discourage the use of Queen Elizabeth Road by industrial traffic, prior to their commencement.

Details to be submitted with planning applications

- 12.37 A Transport Assessment to assess the impacts of these developments is required. Measures should be considered as part of this assessment to discourage traffic moving out of these employment sites and through to Queen Elizabeth Road.
- 12.38 The new link road will be required to be constructed and available for use for these development sites prior to their development being completed.
- 12.39 The relationship between these development sites and adjacent dwellings - Willow Road and Hawthorne Terrace, should be addressed. The difference in levels should be considered in any development proposals.
- 12.40 Only uses falling within Class B1 of the Town & Country Planning (Use Classes) Order 1987 will be permitted.
- 12.41 Footpaths run through both sites, and these should be retained where possible or procedures undertaken to divert them. The footpath through site Dev. 5 in particular should be landscaped in accordance with a landscaping scheme as it is important to continue this green link and encourage its use. The construction of a footbridge across the canal should form a part of any proposals for this site's development. This footpath should be in place and its access retained through construction works and after completion the footbridge should be secured.

12.42 The trees west and north west of Maple Road, behind the residential properties should be retained. Where the boundary of site Dev. 10 adjoins this area of trees, appropriate boundary treatments will be required.

Sites Dev 11 and Env. 2.

12.43 This employment and mixed use site is another key employment site where the employment prospects of the urban village could be concentrated and intensified should development of sites Dev. 10 and Dev. 5 prove difficult.

12.44 Being a gateway site, the scheme should present a strong statement of vitality for those entering the Urban Village study area. The site area will be increased by the infilling partially of Midland Quarry.

Issues to be addressed prior to a planning application being received.

12.45 The infilling partially, of Midland Quarry should be linked to and thus use materials from, the demolition of properties in sites Dev. 6, 8 and 9. The development of this site will therefore be a longer term project, however the phasing of the proposed development needs to be examined to ensure proposals do not prejudice the restoration of the overall quarry. It should be borne in mind that the quarry's status as a Regionally Important Geological Site could bear on the filling and potential use of the quarry.

12.46 Stability of the land will need to be determined to ensure safe development of the site.

12.47 The Environment Agency has expressed concern regarding the infilling of the Quarry, which could result in pollution of the underlying aquifer, which is currently exposed at this site. Full consultation with the Agency is paramount, and potential remediation works could involve the lining of the site before infilling commences. This should be in full consultation with the Agency. The actual infilling materials must also be investigated prior to their use. Soil analysis and leachability testing must be carried out.

12.48 A comprehensive drainage strategy is required, and it is likely that surface water balancing will be a key feature of any scheme. The use of Midland Quarry for surface water run off could be explored. Any additional development that will increase flows into the Barpool

Brook must be upstream of the lake outlet. There is little capacity in the foul sewer network. This strategy must be approved and in place prior to applications being determined.

- 12.49 A Transport Assessment that considers transport flows and junctions, including potential improvements is required. It is likely that any scheme will need to consider the impact on the existing crawler lane at Tuttle Hill, and the heavy goods vehicles that use Judkins Quarry site, opposite, will need to be considered in the design of junctions and how they relate to Judkins site.
- 12.50 A recreation/open space strategy to include proposals for the development and use of the quarry for a recreation resource should accompany plans for site Dev. 11. Its use as a water recreation/nature conservation site is envisaged, unless other proposals come forward suggesting suitable alternative uses. Footpath N21 crosses this area and it's formal diversion must be undertaken where it is affected by development proposals. This process must be in full consultation with the Council and local interest groups.
- 12.51 Any residential development at site Dev11 must be considered in light of a risk assessment of landfill gases and potential land contamination resulting from the existing uses. Full consultation with the Environment Agency is required.

Details to be submitted with any planning applications.

- 12.52 The site's development includes the partial infilling of Midland Quarry, using materials from the demolition associated with sites Dev. 6, 8, 9 and the "digging out" of the balancing lake - Barpool (Env. 1). The transportation of this material and its use will be subject to careful environmental analysis, and consultation with the County Council as Highway Authority in terms of potential traffic issues.
- 12.53 Plans detailing levels across the site once infilling is completed should accompany proposals for development.
- 12.54 Strong frontages of innovative design, and quality materials should feature along Tuttle Hill and the canal. Indeed, views of the canal should be explored by developments along the southeast boundary

of site Dev. 11, and where possible, views of the Quarry (which will be an important recreation resource).

- 12.55 A Geological survey to identify areas of the Quarry which should be conserved/preserved is required. The survey will form an important source of data when implementing the associated open space/recreation strategy for the Quarry.
- 12.56 A network of footpaths and cycleways should accompany detailed plans, and link into the open space/recreation strategy and plans for landscaping. These footpaths and cycleways should link into existing and proposed routes. Links to the canal, connecting from Tuttle Hill, a circular walk around the Quarry and connections to Hollystitches Valley and footpaths associated with sites Dev. 10 and Dev. 6 are of priority.
- 12.57 The development of sites Dev. 5, 10 and 11 must be supported by a design statement that demonstrates how the proposal supports principles detailed in this guidance.
- 12.58 Only offices or B1 light industrial units will be permitted within close proximity to any dwellings. If other non-B1 uses are proposed, these must be located a minimum of 100 m from the nearest existing or potential (in as far as it relates to site Dev. 2 or Dev. 11) residential property.
- 12.59 Where a mix of use exists in proximity to each, for example, within the same/adjacent perimeter block of development, then a communal parking scheme should be encouraged. If areas of more concentrated employment use are developed on the site, then a more practical approach to accommodating parking for those uses alone is required. Overall, a reduced parking requirement - but one which satisfies the needs of associated land uses is sought.

Potential Obligations arising from sites Dev 11, 5, 10 and Env 2.

- 12.60 Contributions towards education provision based upon an assessment of need with the area in relation to residential properties proposed may be sought from development.
- 12.61 The accessibility of Tuttle Hill as a key bus route should be exploited and contributions towards improving the use of services

could be sought. Bus shelters, stops and crossing points to serve them could form part of any funding arrangements.

- 12.62 The funding of signage, pathways, cycleways, planting and associated works identified through an approved open space/recreation strategy shall be sought and be in place prior to any units/dwellings being occupied.
- 12.63 Contributions will be sought in the light of an associated Transport Assessment (which should include a Green Commuter Plan), to facilitate necessary junction/highway improvements to serve this development, unless other funding arrangements are in place.
- 12.64 A contribution towards local environmental improvements on the adjacent open space is required. This contribution will be identified as a result of the open space strategy and will include open space maintenance contributions unless these are secured through other funding arrangements.

13. Procedural Matters

Developer Contributions

- 13.1 The Council will enter into legal agreements with developers and other relevant bodies to facilitate the development provisions of this guidance. Likely areas for financial contributions have been identified in relation to each development site. Legal fees incurred by the Council in preparing any legal agreements will be paid for by the developer.

Compulsory Purchase Orders and Land Assembly

- 13.2 The nature of the project and the existing urban fabric will require in some circumstances that land will need to be purchased to ensure a cohesive development in accordance with meeting urban village principles and achieving the proposals outlined in this guidance. Demolition of properties to achieve the redevelopment of housing around the Bar Pool location, Area 3 is most likely to involve compulsory purchases. Legal advice will be undertaken and be added to this draft during the consultation period.
- 13.3 Phasing of development is referred to within the Area-by-Area sections. Taking account of phasing will enable developers to ascertain the necessary land assemblies to facilitate development.

Environmental Impact Assessments (EIA)

- 13.4 Projects of this scale, and of this complexity will often require an assessment of their potential environmental impact. Whilst a mixed-use housing/ employment development might not for example require an EIA, the Urban Village is a long term interlinked project where each proposal fits to form part of one large jigsaw. It is the overall impact of this development; comprising new roads, some 640 dwellings, mixed uses of employment and retail, and substantial environmental works, that when viewed as a package requires a formal Environmental Impact Assessment at a strategic level. An assessment is thus required, in accordance with the EIA Regulations 1999 (S.I.293).
- 13.5 The EIA will highlight areas of potential impact, associated with a particular site(s) development. Such indications may point to more detailed site/ area specific EIAs being required. Development of a

new link road, residential and mixed uses off Tuttle Hill within Area 4 for example will undoubtedly have an impact on the fragile habitats of Hollystitches valley and the area around Midland Quarry – an area of recognised Regional Geological Importance.

13.6 EIA's should accord with the requirements of the afore-mentioned Regulations and thus include the following details:

1. Description of development, including in particular –
Physical characteristics of the whole development and the land use requirements during the construction and operational phases;
The main characteristics of the production phases, nature and quantity of the materials used;
Estimate, by type and quantity, of expected residues and emissions resulting from operations associated with the proposed development.

2. An outline of the main alternatives, and an indication of the main reasons for the choice of development, taking into account, the environmental effects.

3. A full description of the aspects of the environment likely to be significantly affected, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter relationship between the above factors.

4. A description of the likely significant effects of the development on the environment, which should cover the direct and indirect effects, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects of the development resulting from: a) the existence of the development, the use of natural resources and the emission of pollutants, creation of nuisances and elimination of waste, and the description by the applicant of the forecasting methods used to assess the effects on the environment.

5. A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.

6. A non technical summary of the information provided as discussed above.

7. An indication of any difficulties encountered by the applicant in compiling the information required.

13.7 Subsequent details or 'updating' of the EIAs are likely to be required in support of particular projects, often where greater attention to details is required. The development within Area 4 for example would require additional details because of the potential impacts the construction of the proposed Inf 3 road might have on the fragile ecosystems of Hollystiches Brook.

14. A flexible approach to the provision of a new link road (Inf 1) and the size of the proposed village centre.

14.1 This Guidance reflects the Strategic Development Framework proposal for a new link road from Tuttle Hill to Queen Elizabeth Road. Such a road would be necessary, the Framework argues, to serve the proposed village centre. This Guidance accepts that a road link from Tuttle Hill into the Urban Village is a key to opening up the village, facilitating new development sites, relieving pressures on the existing routes and enabling a new bus route. To penetrate the heart of the village (Cedar Road and adjacent roads) and link it to new housing the new road must cross the Dingle open space when coming in from Tuttle Hill.

14.2 However, the creation of a new road through the area to link Tuttle Hill to Queen Elizabeth Road is much more contentious. It has raised concerns about road safety, environmental quality and the generally harmful effects of introducing more traffic into the area than has business in it. Moreover, the need for such a through route is justified in large part by the Framework's assumption that the Urban Village's best interests will be served by having a substantially larger commercial centre. If such a centre were provided, it is argued it would be viable only if it were much more accessible to the urban areas as a whole and could attract visiting and passing custom.

14.3 This too is a contentious assumption. Local people have argued that they would prefer a centre which better serves only local needs, and that this could be achieved with more modest extensions to the existing centre combined with environmental improvements etc. In this way it is maintained that a less extended centre, coupled with the absence of a new through road, would better meet the needs and aspirations of local residents as well as better match the objectives of urban village principles.

14.4 For these reasons, this Guidance leaves these questions open for further consideration. The feasibility and scale of the proposed village centre, the road proposals necessary to service it at different scales of growth, and the broader environmental and commercial impact of these developments, must be considered in the strategic level EIA referred to in paragraph 9.2 of this Guidance. In due course this Guidance will be supplemented by the conclusions reached once that Assessment has been made.

14.5 The precise connection of the road with Tuttle Hill should also be the subject of further work. This guidance has recognised a route connecting Tuttle Hill at site Dev 3, but its detailed alignment and junction with Tuttle Hill should be based on;

- A transport assessment of traffic movement in the area; and
- An EIA, which will take account of both impacts to the natural and physical environment, including the effects on neighbouring residents.

14.6 These findings should be brought together in a planning brief for this area (Area 1 on Plan 1) that demonstrates how the proper development of this site and associated infrastructure can be achieved.

APPENDIX 1: LOCAL PLAN 1993 POLICY ANALYSIS

Environment

E7 – Derelict land

In accordance with this policy the guidance will comprehensively guide development within Camp Hill to ensure the optimum use of available land.

E18- Existing residential areas

A key part of the Urban Village is to secure environmental improvements to raise the areas profile and improve the quality of life for local communities,

E19- Landscaping and tree planting

This policy seeks to ensure that an attractive environment results from development. This guidance will apply this policy and it will again feature in the consideration of detailed applications for site development.

E21- Landscaping and tree planting

E22/23/24 -Nature Conservation

E28- Business in Residential Areas

A key urban village principle is to establish a mixed-use environment within the village to create a hub of activity.

E30- New commercial development

As above, the Council has detailed design guidance, which are also applicable to consider in the formulation of this guidance and the consideration of detailed applications. Again, to meet the established principles of urban villages, some flexibility might be needed.

E33- Other development

This guidance will cover the geographical study area to ensure a properly planned area.

E34- Recycling

E35 –Crime and safety

Leisure

L1- Recreation provision

The Urban Village study area is itself the subject of an overall strategy for optimising open space and play area provision. A strategic approach rather than pepper-potting provision is likely to address demand and focus resources more effectively and efficiently. This guidance addresses the proposals by dividing the study area into four areas (plan 1). Thus whilst the overall strategy for Urban Village will be in place, the four areas will contain general details and make reference to it for site specific developments.

This overall strategy is key in justifying movements away from Local Plan policy. The Local plan policies L5 and L6 seek to maintain and resist the loss of playing fields. The Strategic Framework however proposes development on sports pitches of St. Anne's Catholic School, for housing. This development would constitute new build housing, and the replacement of the open space would strengthen the case for its loss. Indeed, a wider community use is envisaged as supported by policy L7, which encourages dual uses.

Again, flexibility is required with application of Policy L20. The Urban Village principles seek high density development, with open spaces, squares and streetscapes that are designed to be purposeful not provided simply to meet a set standard. Thus whilst new play and open space facilities will feature within the Urban Village, these will follow the overall open space strategy, focusing on needs, not standards governed by population and distance from them.

The developer contributions sought from new housing developments is the focus of Policy L27. The revised Local Plan policy will make reference to the needs for proposals within the Urban Village to meet with the requirements of this guidance.

The four proposal areas within the study area will refer to the need for further studies (where appropriate) to achieve particular implementation of this guidance, and in some cases, will list the likely contributions sought as a result of development in that area.

Housing

The Urban Village project will contribute new dwellings that will help meet the requirements placed upon the Borough by the WASP 1996-2011. The Borough is required to allocate land for some 5600 dwellings within that period. The sites identified for new and redevelopment of, housing will be allocated as housing sites within the revised Local Plan.

Local plan policies will be revised to take account of recent Government Guidance, notably PPG 3 Housing and PPG13 Transport. Revisions are likely in respect of affordable housing thresholds, density, and parking. This guidance, by meeting urban village principles also meets much of this recent guidance and as such will accord in many aspects with any revised Local Plan policy.

Employment

Urban Village principles seek sustainability that equates to a mix of uses within a community. The creation of an urban village centre, mixed use

sites and expansion of Pool Road Industrial Estate are examples of this and satisfy general employment policies encouraging economic development in the Borough. Policy Emp 13 lists criteria by which to guide the development of existing industrial areas like Pool Road. Again, to reflect government guidance e.g. PPG13 Transport, and the urban village concept, some of these criteria might need to be flexible. Parking requirements for example might be reduced subject to proposals demonstrating alternative options perhaps Green Transport Plans or the improved accessibility of public transport.

The proposed village centre and mixed-use sites should accommodate office related uses, and accord with policy EMP14, which seeks to concentrate them in centres, and it is these which are most accessible and thus reduce the need to travel.

Shopping

Whilst not a current District Centre, the shopping facilities at Camp Hill serve a local community and are well established albeit threatened by a lack of investment. The Strategic Framework recognises that an urban village needs a heart, a focus for the community. The proposed village centre is adjacent to the existing one and this guidance seeks to ensure they embrace each other rather than the new centre being the direct cause of the existing centre declining further. Current policy S4 recognises that the local centre caters for facilities up to 1500 sq.m. The provision envisaged at Camp Hill is well within that, with a neighbourhood store of 450 sq.m. and a series of smaller units of typically 100 sq.m.

The actual design of the centre does contravene Local Plan policy S10, which seeks to consolidate shopping areas not extend them, provide off street parking and not adversely impact on the free flow of traffic. Conversely, the village centre does extend current shopping provision, and by way of slowing vehicle speeds, its design suggests on street parking and traffic flow restrictions. The emphasis being on encouraging other modes of travel and a place where people can meet, use freely and safely.

The design of shop fronts is considered by Policy S15 and the Council approved Shop Fronts and Advertising Design Guide. Urban village design principles also seek to promote design that is durable, contributes to public realm and considers the needs of all users, and finally, are designed to create visual interest and variety in the urban form.

Transportation

The recent revision of PPG 13 Transport and the Local Transport Plan will have a profound effect on shaping current Local Plan Policy. More than

ever, integrated, sustainable transport, and shift in modes of travel and reduced trips will be the focus of policy and directly applicable to the urban village.

The need to address movement in Camp Hill is the key to the success of the urban village. The relief of the land does not lend itself to new road layouts easily. Relieving and reducing traffic across/ over steep slopes will require detailed survey work and flexibility in land use proposals.

The urban village project involves the construction of new road links to improve connectivity – directing industrial traffic for example onto roads separate to residential.

The design of some roads will be used to both reduce traffic speeds and potentially discourage car use where a pathway perhaps provides a more direct and efficient link from say dwellings, to the local shops, than what a car route could.

Car parking policy (T32) within the Local Plan will be revised to reflect current guidance in PPG 13 and PPG 3, Warwickshire County Council's Transport and Roads for Development, and the proposed modification to the Structure Plan Deposit Draft 1996-2011. Proposed modification 23 introduces maximum parking standards for B1 uses and also provides guidelines for the review of Local Plan standards. The Strategic Framework suggests 1-1.5 car parking spaces per dwelling for new housing.

This however might be appropriate in some new development but perhaps not as practical in redevelopment schemes where car ownership levels are already established. The improved provision and accessibility of public transport meets with emerging policy and recent guidance. Improving connectivity should also encourage walking and cycling, with the design of buildings and the public realm lending themselves to these modes.