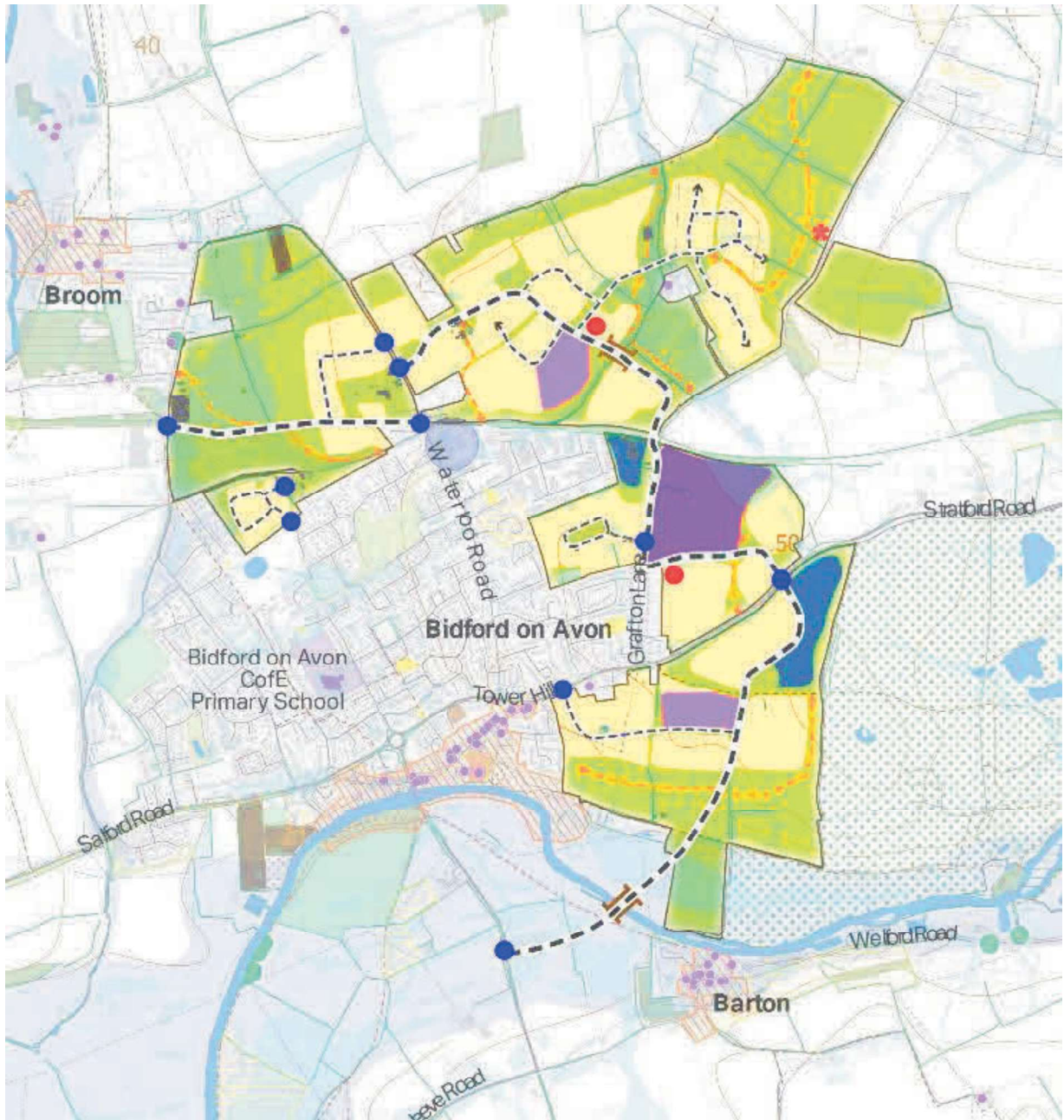


8.3 Proposal BID.1 - Bidford-on-Avon



Proposal BID.1 ~ Requirements	
Bidford-on-Avon Land to North and East	
Location	Land North and East of Bidford-on-Avon
Site Size	221 / 217.7 hectares (non-green belt)
Summary	<p>The vision for Land North and East of Bidford is to deliver a mixed-use urban extension to Bidford-on-Avon within the Local Plan period. This development will comprise a minimum of 2,225 dwellings, land for a secondary school, land for up to two primary schools, an early years facility, a Local Centre, employment land, a discount food retailer, along with care, assisted living, and retirement facilities. The urban extension will also provide associated infrastructure including Sustainable Urban Drainage Systems (SuDS), public open space, and active travel links. The scheme will respect the natural pattern of topography towards the River Avon to the south of the site, and open space has been purposely positioned in a way which maintains a green gap between Bidford-on-Avon, and the neighbouring settlement of Broom. SuDS), public open space, and active travel links. The scheme will respect the natural pattern of topography towards the River Avon to the south of the site, and open space has been purposely positioned in a way which maintains a green gap between Bidford-on-Avon, and the neighbouring settlement of Broom.</p>
Timescale	From 2033 to 2050
Key Development and Land Use Requirements	<ul style="list-style-type: none"> • Housing: <ul style="list-style-type: none"> ○ The delivery of a minimum of 2,225 homes in the period up to 2050 comprised of a mixture of sizes and types of dwellings in line with the latest Strategic Housing Market Assessment (SHMA) ○ Provision of affordable housing in accordance with Policy DS.4 ○ Care home / assisted living facilities / retirement homes. • 8 pitches for Gypsies and Travellers • Education: The provision of land for a primary school, a secondary school, and an early years facility • Community facilities:

	<ul style="list-style-type: none"> ○ Local Centre comprising a Convenience Store, and other retail outlets ● Employment: <ul style="list-style-type: none"> ○ 11 hectares of employment / light industrial ○ research and development land required ● Green Infrastructure: <ul style="list-style-type: none"> ○ Attenuation basins within the low-lying areas of the Site ○ Open space positioned at the development edges, particularly towards the northwest of the site in order to preserve Broom’s identity as a separate settlement ○ Tree lined primary movement corridor proposed ○ Public Right of Way and cycle links ○ Children’s Play Areas positioned to be within walking distance of all homes. ● Access: Three access points proposed on the Site.
<p>Infrastructure Funding Requirements</p>	<p>The scheme will be expected to comply with local and national policies relating to infrastructure contributions. The developer has indicated that the below contributions will be made.</p> <p><u>On site contributions:</u></p> <ul style="list-style-type: none"> ● A new primary school ● Land for a new secondary school ● Direct links into village centre ● A variety of public open spaces ● Early years facility ● Local health facility or contribution towards expansion of existing facilities ● A variety of public open spaces and children’s play area ● Active travel connections linking to existing non-car routes within the built-up area ● On site BNG contributions <p><u>Off-site contributions:</u></p> <ul style="list-style-type: none"> ● Education and healthcare contributions, aligned with local needs ● Integration with wider Biodiversity Net Gain (BNG) initiatives

<p>Urban Design Principles</p>	<p>Masterplanning of the scheme will need to accord with local and national design policies and guidance. The design of the scheme will also need to be informed by a site-specific design code.</p> <p>Urban design should be guided by the ethos of creating a sustainable mixed-use development to the community of Bidford-on-Avon, whilst minimising landscape impacts to the surrounding area, along with ensuring that any amenity impacts on existing residents are sufficiently mitigated.</p> <p>A site-wide masterplan, providing key design principles, should be prepared and agreed upon with SDC prior to the submission of any planning application.</p> <p>Bidford-on-Avon is categorised as a Main Rural Centre. There is already a need for local services in the existing settlement, and masterplanning of BID.1 must demonstrate that proposed new services will be accessible to residents of both the site, and the wider settlement. The site spans as far north as the nearby settlement of Broom which, while closely related to Bidford-on-Avon, is clearly a distinct settlement, and the importance of preventing Bidford-on-Avon from merging with Broom must be reflected in the masterplanning of the scheme. the masterplanning of the scheme.</p> <p>Some landscape sensitivity is noted, and the residential aspect of the scheme should be concentrated within the central parts of the site, and open space directed towards the edges, in order to limit impacts on the surrounding landscape.</p> <p>The masterplan will be expected to demonstrate several key aspects of the approach, such as being landscape-led, and ensuring the scheme promotes pedestrian links both around the site, and between the site and the existing settlement. The masterplan should also be able to demonstrate that existing PRoWs have been preserved and enhanced, along with ensuring that the proposed public open space is as accessible to all residents of the urban extension as reasonably possible.</p>
<p>Active Travel Requirements</p>	<p>The scheme will be required to make provisions for active transport infrastructure which accords with local and national active and sustainable transport policies and guidance. It is essential that the masterplanning of the scheme prioritises sustainable and active transport wherever possible, with an aim of limiting private vehicle use.</p> <p>The site should have regard to the principles of a 20-minute neighbourhood, where people within a settlement have access to all of the services they need within a reasonable walking</p>

	<p>distance. The benefits of walkable neighbourhoods are an important consideration when assessing the sustainability of a development proposal. With this considered, it is expected that the masterplanning of this scheme will ensure that it is as walkable as reasonably practicable.</p> <p>Enabling and enhancing accessibility for existing and future residents is a key objective for any proposals, and the entire site must have a strong network of active travel connections internally within the scheme, to the existing Bidford-on-Avon, and with the neighbouring settlement of Broom. Transport proposals within the site must prioritise pedestrian movement.</p> <p>The scheme’s proposed should provide a primary movement corridor between Waterloo Road and Stratford Road, which will connect throughout the scheme, and will provide the main vehicular access route through the site, along with safe active transport links. Alongside this, the corridor will not connect through proposed open spaces at development edges, which themselves will prioritise pedestrian movement. The scheme will also provide links between the site, and future LCWIP proposals of the old railway line. The scheme will provide active transport routes along the stretches of the future LCWIP which run through the site, and will provide the stretch of the LCWIP which will link to the A46.</p>
<p>Access, Highways and Public Transport Requirements</p>	<p>Access and transport considerations are an integral aspect of good design. Any scheme which does not provide safe and sufficient access to the site, along with parking provision which accords with the recognised standards, will be unfeasible.</p> <p>The development will have three vehicular accesses, one from each end of the primary movement corridor at Stratford Road and Waterloo Road respectively, and another off Waterloo Road to the northwest parcel of land which is separated from the rest of the Site by Waterloo Road.</p> <p>The following highways infrastructure will be directly delivered by the development on or adjacent to the site:</p> <ul style="list-style-type: none"> • A new river crossing over the River Avon • Land allocated for a link to the Stratford to Bidford proposed disused railway cycle path • Partial signalisation of the A46/B439 Roundabout. Signals will be introduced on the A46 approaches from the north and south, along with the adjacent circulatory. This is intended to better balance queues predicted to form on Waterloo Road as a result of the proposals.

	<ul style="list-style-type: none"> • Signalisation of B439/Waterloo Road T-junction. This is intended to alleviate queues expected to form on Waterloo Road as a result of the proposals. • Delivery of a link between B439 Stratford Road, and B4085 Honeybourne Road, through BID.1. This link will include the proposed new bridge, and is intended to reduce traffic through the village centre and over the existing Bidford Bridge. • Restriction of Bidford Bridge to a one-way system no longer allowing northbound crossing. This will help to best utilise the proposed new bridge, along with directing traffic away from the centre of Bidford. • New link between Bidford Road/Victoria Road, and Waterloo Road. This will route through BID.1, and will form part of the vehicular access to the site. Provision of this link is intended to reduce traffic through the centre of Bidford. • Link between Grafton Lane, and Waterloo Road. This link will route through BID.1, and is intended to direct traffic away from Bidford village centre. <p>Access to high quality public transport modes is critical to sustainable design. The development must connect to existing bus services. The provision of additional infrastructure to facilitate additional public transport on and near to the site, which would mitigate additional trip generation resulting from the development, would be viewed favourably.</p> <p>Transport modelling for BID.1 has indicated that the existing road network within Bidford is ill-equipped to accommodate additional traffic resulting from the proposed strategic growth. Measures which reduce vehicle demand through the village centre, through both traffic calming measures to these roads, and through providing alternative routes for existing and future residents of Bidford are vital aspects of the scheme.</p>
<p>Environmental Health Requirements</p>	<p>The scheme must ensure that it minimises pollution impacts resulting from the development. The scheme will not be feasible if there are any unacceptable pollution or environmental health impacts resulting from it. Proposals must be informed by the relevant technical information to show that development is acceptable with regards to pollution and environmental health. Improvements to air, land and water quality, along with environmental health benefits will be viewed favourably. expected to provide contributions to offset the increased demand on the Bidford-on-Avon Sewage Treatment</p>

	Works. expected to provide contributions to offset the increased demand on the Bidford-on-Avon Sewage Treatment Works.
Historic Environment Requirements	<ul style="list-style-type: none"> • Development proposals must consider their impact in relation to the following nearby heritage assets and must be sensitive to the presence of them and avoid substantial harm: <ul style="list-style-type: none"> ○ The northeast side of the Site wraps around the Grade II Listed Famington Farm. ○ Southwest of the site borders Bidford-on-Avon Conservation Area. ○ Northwest of the Site overlaps with Broom Conservation Area. ○ A number of Listed Buildings within the built-up areas of both Bidford-on-Avon and Broom are situated a short distance from the Site.
Flood Risk, Drainage and Water Supply	<ul style="list-style-type: none"> • All proposals must be prepared in accordance with local and national flood risk policies to ensure that appropriate measures are in place at Bidford-on-Avon sewage treatment works to facilitate the development's progress. • The site is partially located within Flood Zone 2 and 3; proposals will be expected to account for this through appropriate design and SuDs application
Climate Change	<ul style="list-style-type: none"> • All homes will be required to engage in sustainable design and construction, including the use of renewable and low-carbon energy, in accordance with local and national policy and guidance.
Biodiversity and Green & Blue Infrastructure	<ul style="list-style-type: none"> • Proposals will be required to maintain and enhance, where possible, existing landscape features with biodiversity value, in particular hedgerows and hedgerow trees, identified as 'key' landscape features. • If this is not practicable, to enable the timely and viable delivery of the development, mitigating features should be provided on-site. • A minimum of 10% biodiversity net gain will be required either through on-site provision or to deliver habitat creation or enhancement in a suitable location off-site through financial contributions. • The north, east, and west edges of the site are categorised as having 'medium' visual sensitivity, and the

	<p>south edge is considered more sensitive due to its proximity to the River Avon.</p>
Public Open Space	<ul style="list-style-type: none"> Proposals will be expected to provide public open space in accordance with the standard sets out in Policy ID.14 offering diverse typologies for recreation and amenity.
Employment	<ul style="list-style-type: none"> At least 11 hectares of employment land is required.