Coventry Local Development Framework Diagram
Purpose

1.1 This is the City Council's proposed Submission Document for the Core Strategy Development Plan Document (DPD). The Council is seeking representations on its “soundness” prior to submitting it to the Secretary of State for an independent examination by an Inspector appointed under the terms of Section 20(5) of the Planning and Compulsory Purchase Act 2004.

1.2 The Core Strategy delivers the spatial aspects of the City’s Sustainable Community Strategy and of other relevant strategies. It is one of the documents that will form the Local Development Framework. It contains strategic policies which will guide the future development of the City up to 2026: all other documents within the Local Development Framework must be consistent with it. In turn, the Core Strategy has to be consistent with national and regional policy and these must be applied when considering proposals for development.

The Story So Far

1.3 The preparation of the Core Strategy has involved both gathering an evidence base of research on a variety of topics and a series of stages of policy development which have sort to engage with local communities, stakeholders and partners. The different components of the evidence base are described in Chapters 6 – 10 of this report. Chapter 2 deals with previous consultation.

Getting Involved

1.4 We invite you to make formal representations on any part or all of this document. A consultation period will take place from 19 March 2009 to 7 May 2009. You can find information on the City Council’s web site (www.coventry.gov.uk) and at libraries and other Council buildings.

1.5 You can make representations on-line, by e-mail or by post.

Next Stage

1.6 The proposed Submission Document is the final consultation stage in the preparation of the Core Strategy. It is published in order to invite formal representations to be made about what it contains. The Secretary of State will appoint an independent Inspector who will chair a public examination, at which he or she will consider the Core Strategy and relevant representations.

1.7 At the public examination, the Inspector will be considering the “soundness” of the plan in the context of the requirements of the Act and any relevant government guidance. These will be matters on which representations should be based. To be “sound”, the core strategy should be:

- justified (founded on a robust and credible evidence base and the most appropriate strategy when considered against the reasonable alternatives);
- effective (deliverable, flexible and able to be monitored); and
- consistent with national policy.

Core Strategy Timeline

Issues and options ➔ Emerging strategy ➔ Publication for submission ➔ Examination ➔ Adoption
Section 1

Introduction

1.8 The Inspector’s report will be binding on the City Council. The Core Strategy will be supplemented by other Development Plan Documents, specifically a City Centre Area Action Area Plan.

1.9 If the Inspector concludes that the Core Strategy satisfies the requirements of section 20(5) of the Act and the associated Regulations, is sound in terms of section 20(5)(b) of the Act and meets the test of soundness in PPS 12, with or without amendments, the Council will then be able to adopt it for the timescale of the plan, subject to the requirement for annual monitoring.
Section 2

Preparing the Core Strategy: Consultation and Assessments
2.1 The preparation of the Core Strategy has been influenced by a number of stages of engagement with key stakeholders and the community, consultation and appraisals. These are summarised below.

Consultation

2.2 Consultation on the Issues and Options for the Core Strategy took place in the Summer of 2006 and between July and October 2007. These reports presented the “spatial portrait” of the City, described the issues facing the Core Strategy and outlined the alternative ways of dealing with them.

2.3 Consultation on the Emerging Core Strategy (Emerging Strategy) took place in November and December 2008. This report presented the spatial options for the future development of the City and put forward the preferred approach for a range of policies.

2.4 Representations on the Emerging Strategy can be generally categorised as:
- matters for inclusion in the plan raised by “specific consultees”;
- representations made by and on behalf of private sector bodies, either to promote sites (mainly in Green Belt areas) or to propose courses of action based on particular interests;
- opposition to possible development from Parish Councils, residents’ groups and individuals, both inside and outside Coventry, concerned about encroachment into the Green Belt and the value of the landscape; and
- representations in respect of retail policy.

2.5 Between 15-20% of representations expressed views on the five options for future development. There was no clear consensus in favour or against any option.

Sustainability Appraisal

2.6 Sustainability Appraisal is a systematic process that assesses the economic, environmental and social effects of a plan. A Scoping Report has been produced in order to support sustainability appraisal throughout the Local Development Framework and appraisals have been carried out at each stage of plan preparation as required by the Act and the Town and Country Planning (Local Development) (England) Regulations 2004 (Regulations).

2.7 The appraisal of the Issues and Options mirrored preferences expressed in overall consultation, the most sustainable options for accommodating growth being the use of previously-developed land, focussing development on the City Centre and by means of increasing densities.

2.8 The options in the Emerging Strategy covering development within the built-up area were the most sustainable. However, the scale of development required by the Regional Spatial Strategy Phase Two revision draft (“The Preferred Option”) cannot be accommodated within the built-up area and the City Council has to consider the options relating to an expansion of the built-up area.
2.9 The positive sustainability benefits of the Emerging Strategy covered aspects such as: regeneration; meeting housing needs; encouraging sustainable transport; and encouraging sustainable design. Negative effects include: the cumulative effects of increased development; related increased energy use; and impacts of new development on landscape and green spaces. Emerging policy directions have already sought to mitigate the negative effects of development and maximise opportunities.

2.10 The appraisal of the draft Submission Document identified some minor changes to policies to better reflect sustainability issues.

Equalities Impact Assessment

2.11 An Equalities Impact Assessment of the Emerging Strategy (December 2008) found that the objectives and policy areas address the overarching principles of community cohesion, social inclusion and accessibility.

Health Impact Assessment

2.12 A Health Impact Assessment was also undertaken (December 2008) of the Emerging Strategy, covering factors such as: public involvement; social and cultural; housing and the built environment; housing and the built environment; transport and connectivity; economy; and local services. The Assessment found that such factors were addressed though the policy areas, the main shortcoming being the extent to which there is access to healthy food without need to use a car.

Appropriate Assessment

2.13 The Habitats Directive requires that a screening process be carried out to look at potential significant effects on European habitat sites that may be caused by policies contained in the Core Strategy, alone or in combination with other plans. The City Council commissioned the Warwickshire Biological Record Centre (Warwickshire County Council) to undertake this process using best practice guidance. The screening process concluded that there would be minimal effect on any European sites that would be affected by the Strategy.
Coventry Development Plan

Section 3

Policy Context

Core Strategy Proposed Submission
Section 3
Policy Context

National Planning Policy

3.1 The Core Strategy will be part of a hierarchy of planning policy documents, reflecting the operation of the new planning system which was introduced by the 2004 Act. National policy, is set out in Planning Policy Guidance and Planning Policy Statements.

3.2 It is expected that core strategies should not repeat or reformulate national or regional policy/guidance, but should be consistent with it unless there are local circumstances to justify a variation in approach.

3.3 Coventry has been identified by the Government as a New Growth Point. This is an initiative designed to provide support to local communities who wish to pursue large scale and sustainable growth, including new housing, through a partnership with the Government.

Regional Planning Policy

3.4 The Core Strategy must conform to the approved Regional Spatial Strategy, which now forms part of the Local Development Framework.

3.5 The West Midlands Regional Spatial Strategy (RSS) was approved in 2004 and a partial review is being undertaken at the request of the Secretary of State. Phase One, which covers the Black Country, has been completed and incorporated into the RSS in 2008. Phase Two was launched in November 2005 and covers housing, town centres, employment land, transport, sustainability and waste. The Phase Two Revision Draft – The Preferred Option (RSS Preferred Option) – was submitted to the Secretary of State in December 2007. The RSS Preferred Option focuses development in the Major Urban Areas, including Coventry, and states that the region should accommodate 365,600 net additional households between 2006 and 2026.

3.6 Following submission of the Preferred Option, the West Midlands Regional Assembly (Assembly) received a letter from the Department for Communities and Local Government. The Government expressed concern about the housing proposals put forward by the Assembly in light of the Government’s wish to increase housing building rates across the country. It asked the Government Office for the West Midlands to commission further work to look at options which could deliver higher housing numbers and proposed the extension of the consultation period.

3.7 Consultants Nathaniel Lichfield and Partners (NLP) were commissioned by the Government to undertake this work, which was completed in October 2008, the consultation period having been extended to December 2008 to allow sufficient time to fully understand the proposals. It takes the level of housing provision in the Preferred Strategy as its starting point and presents three potential scenarios for additional growth for the Region: these total between 417,100 and 445,600 additional homes up to 2026.

3.8 The Preferred Option and the Government-commissioned study will be considered at an Examination in Public, beginning in April 2009.

3.9 Phase Three was launched in November 2007 and will consider rural services, culture/recreational provision, regionally significant environmental issues and the provision of a framework for Gypsy and Traveller sites.
3.10 Other relevant regional strategies include:

- Regional Economic Strategy, setting out the Region's approach to closing the gap between it and the South-East;
- Regional Cultural Strategy, representing shared commitment between the region's key cultural and development organisations towards cultural excellence and development in the Region;
- Regional Energy Strategy, setting out how the Region can contribute towards the development of renewable energy and energy efficiency;
- Regional Housing Strategy, influencing future housing provision and addressing a variety of housing needs; the
- Regional Sustainable Development Strategy, helping policy-makers incorporate sustainability principles into strategies, plans and projects;
- Regional Transport Delivery Plan, considering changes to the transport network to support the Regional Spatial Strategy; and
- Regional Waste Planning Strategy, reviewing facilities in the Region and setting targets for waste recycling and recovery.

Sub-Regional Planning Policy

3.11 Coventry City Council is a member of the Coventry, Solihull and Warwickshire Forum (CSWF). The Sub-Regional Strategy, consistent with the step change advocated by the RSS Preferred Option, looks to redistribute growth to maximise regeneration focusing on the north-south corridor and Rugby, alongside the necessary supporting infrastructure. As a consequence, as is shown in the table below, housing allocations in the sub region reflect the Sub-Regional Strategy, rather than past trends:

<table>
<thead>
<tr>
<th>Area (LAs)</th>
<th>RSS Preferred Option</th>
<th>2004 Demand projections 2006-26</th>
<th>Redistribution</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>dwgs       (%)</td>
<td>hhds      (%)</td>
<td></td>
</tr>
<tr>
<td>Coventry</td>
<td>33,500      41%</td>
<td>12,300    15%</td>
<td>+26%</td>
</tr>
<tr>
<td>Solihull</td>
<td>7,600       9%</td>
<td>9,840      12%</td>
<td>-3%</td>
</tr>
<tr>
<td>Total</td>
<td>41,100      50%</td>
<td>22,140     27%</td>
<td></td>
</tr>
<tr>
<td>N. Warks</td>
<td>3,000       4%</td>
<td>3,280      4%</td>
<td>-</td>
</tr>
<tr>
<td>Nuneaton</td>
<td>10,800      12%</td>
<td>6,560      8%</td>
<td>+4%</td>
</tr>
<tr>
<td>Rugby</td>
<td>10,800      13%</td>
<td>9,020      11%</td>
<td>+2%</td>
</tr>
<tr>
<td>Stratford</td>
<td>5,600       7%</td>
<td>14,760     18%</td>
<td>-11%</td>
</tr>
<tr>
<td>Warwick</td>
<td>10,800      14%</td>
<td>26,240     32%</td>
<td>-18%</td>
</tr>
<tr>
<td>County</td>
<td>40,900      50%</td>
<td>59,860     73%</td>
<td></td>
</tr>
<tr>
<td>CSW</td>
<td>82,000      100%</td>
<td>100%       100%</td>
<td></td>
</tr>
</tbody>
</table>

Map 1: Coventry Solihull Warwickshire Sub-Regional Strategy
3.12 The RSS Preferred Option focuses on regeneration of the Major Urban Areas, recognising the sub regional context, and provides a clear sequential approach to land release for both employment and housing land. It sets targets for growth of the Strategic City Centre for both retailing (minimum of 150,000m²) and office development (minimum of 250,000m²). It states that Coventry should provide for a net increase of 33,500 dwellings between 2006 and 2026 and should also maintain a 5-year rolling supply of at least 82 hectares of land for employment. It also notes that some of this allocation for housing could be made adjacent to the City within Nuneaton/Bedworth and Warwick, depending on the capacity of the City and the outcome of further studies, and that similarly some of the City’s employment land release could be within Rugby, Leamington/ Warwick and Nuneaton/Bedworth. These neighbouring local planning authorities are preparing their own core strategies.

3.13 Coventry is also a part of the West Midlands metropolitan area and the Birmingham Coventry and Black Country City Region. This offers an additional opportunity to secure the necessary investment, particularly in strategic infrastructure, to achieve sustainable growth. It also means that the interests of the City Region, and the Coventry Solihull & Warwickshire sub-region, need to be reconciled.

Sustainable Community Strategy

3.14 The Sustainable Community Strategy (‘Coventry – the next 20 years’) was approved in March 2008. It sets out the overall strategic direction and long-term vision for the economic, social and environmental well-being of the City. It provides a focus to inform the development of a range of strategies and plans by a variety of organisations in order to achieve the agreed strategic long-term outcomes for the City.

3.15 Other relevant local strategies include:

- Air Quality Action Plan
- Building Schools for the Future (BSF)
- Community Cohesion Strategy
- Community Safety Strategy
- Coventry Climate Change Strategy
- Coventry Cultural Strategy
- Coventry Employment Strategy
- Coventry Green Space Strategy
- Coventry Housing Statement
- Coventry Sport and Physical Activity Facility Strategy
- Coventry Transport Programme
- Economic Development Strategy
- Local Enterprise Growth Initiative (LEGI)
- Neighbourhood Plans
- Neighbourhood Renewal Fund (NRF)
- Play Strategy
- Older People’s Housing Strategy
- Zone Implementation Plan (ZIP)
Section 3
Policy Context

3.16 The following diagram shows the relationship between these strategies.

Sustainable Community Strategy
Outlines long-term outcomes for the City for 2026

Local Development Framework Core Strategy
Provides spatial dimension

Local Area Agreement
Sets out three-year priorities to deliver long term outcomes

Key City Strategies and Partners’ Plans
Will deliver the SCS long term outcomes and LAA three-year priorities

The Future Growth of the City

3.17 The Issues and Options Document 2006 contained a “spatial portrait” covering the structure and growth of the City. It described the cycle of prosperity, decline and regeneration experienced by the City in the second half of the 20th century – and how the City was becoming a modern city attracting investment and renewed prosperity. Indeed, there is a growing recognition, nationally, of the role and importance of cities in general and of the contribution they can make to economic growth and prosperity.

3.18 The Options Document (Core Strategy: the Options, June 2007) stated that cities do not stand still: they grow or decline. It went on to say that, at the start of the 21st century, Coventry is better equipped to meet the challenges of the future than it was in the 1990s. It argued that it is economic strength and the ability to attract people and businesses to come to and stay in the City that produces growth. The issue is not about physical expansion for its sake: it should be about how growth can enable a transformation in the quality of the City.

3.19 The Emerging Strategy 2008 presented an employment-led strategy with a strong emphasis on sustainability and regeneration.

3.20 The managed growth of the City presents the opportunity and the ability to provide a better place to live, work and invest. Coventry possesses a significant geographical position in the nation and its communication advantages are well-known. However, there are also important issues relating to the City’s image and people’s perceptions.

3.21 Economic growth and wealth creation in recent years have not only helped to provide a wider range of businesses and jobs for the City but also helped to tackle social and economic problems, as well as assisting the regeneration of deprived urban areas. The economic set-backs of 2008 provide additional uncertainty in planning for the future, requiring increased sensitivity to the competing demands on land and the environment and the ability to bring together the range of strategies noted earlier in order to provide a “joined-up” approach to the future planning of the City.

3.22 The challenge is how to capture the benefits of growth, whilst minimising or eliminating the potential disadvantages. In addition to attracting new development, strategies for the future need to seek an improvement in the quality, in its widest sense, of job offers, range of housing and public transport, as well as providing safe and attractive spaces and buildings accessible to all, and strengthening existing communities.
Coventry Development Plan

Section 4

Strategic Vision and Objectives

Core Strategy Proposed Submission
### Vision

4.1 The City Council’s Vision for Coventry, is “A growing, accessible city where people choose to live, work and be educated and businesses choose to invest”.

4.2 The preparation of the Core Strategy was begun through a conference held with the Coventry Partnership in January 2006 which aimed to establish the vision and objectives for the Core Strategy. A draft statement reflecting the consensus at the conference was available for city-wide consultation in May and June 2006. Thus, the following has been set out as the Vision for the Core Strategy.

“A premier city at the leading edge of sustainability, design, equality and diversity which

– is proud of its image and heritage
– is at the heart of its sub-region
– is accessible and well connected, within and beyond the City
– is prosperous, with a growing economy
– has a diverse and thriving City Centre
– consists of sustainable communities and local centres, which are vibrant, healthy and safe, and
– allows people of all ages, backgrounds and circumstances to have access to a range of high quality services, amenities, jobs and a mix of housing types, and
– has an attractive, easy-to-use, well designed and maintained built and green environment”

4.3 The Coventry Partnership has adopted the overall vision referred to in paragraph 4.1 and the Sustainable Community Strategy "Coventry: the Next Twenty Years" sets out to deliver that vision.

4.4 The Local Development Framework plays a particular part in achieving the Sustainable Community Strategy. Ten long term outcomes are set out in the Sustainable Communities Strategy, as follows.

1. A prosperous Coventry with a good choice of jobs and business opportunities for all the city’s residents – our plans
   – The growth of the City’s economy will accelerate and there will be a more diverse range of businesses and jobs, offering a choice of types and levels of work and working patterns to meet the aspirations and potential of all Coventry’s residents.
   – Local people will benefit from economic growth of the City – they will have been supported to develop the skills needed to access jobs, to progress to higher-skilled jobs and to increase their household income.
   – The City Centre will have grown and will be a vibrant place to visit, live, work and for business to locate within.

2. People in Coventry living longer, healthier, independent lives – our plans
   – People in Coventry will enjoy healthier lives which will contribute towards them living longer in the future and being able to lead independent lives.
   – There will be reduced health inequalities between communities.
3. **A safer and more confident Coventry – our plans**
   - People will feel safer and more confident as there is less crime and anti-social behaviour.
   - There will be less harm caused by illegal drugs and alcohol.
   - Neighbourhoods will experience less environmental crime including graffiti, abandoned vehicles and fly-tipping.

4. **Making Coventry’s streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be – our plans**
   - Coventry people will see their streets, neighbourhoods, parks and open spaces as more attractive and enjoyable places to be.

5. **Ensuring that children and young people are safe and enjoy, achieve and make a positive contribution to Coventry – our plans**
   - All children in early years will have the foundation for happy, healthy and successful lives.
   - Standards and choice of learning will have improved and more children will have realised their full potential.
   - Children and young people’s achievements and aspirations will have been fulfilled to the benefit of themselves, their communities and neighbourhoods.
   - All young people’s aspirations will have been raised and their career and employability prospects will have improved.
   - Children and young people will be making a greater positive contribution.

   - Children and young people will have supportive families, friends and communities.
   - Children, young people and their families will have access to universal services and support delivered locally through extended schools, children’s centres and community settings.
   - There will be greater participation of families, children and young people in the design of services and development of local strategies.

6. **A good choice of housing to meet the needs and aspirations of the people of Coventry – our plans**
   - Housing in Coventry will be more suited to people’s needs and aspirations with a better mix of the type and tenure of housing in neighbourhoods.
   - The quality of the existing housing stock in Coventry will improve and it will be more energy efficient.
   - All new build housing stock will be carbon neutral.
   - New housing developments will be ‘climate-proofed’ – contributing towards reducing the carbon foot-print of the City and adapted to cope with the ill-effects of climate change.

7. **Making places and services easily accessible for Coventry people – our plans**
   - The need for travel will have reduced as developments for learning and leisure, health services and shops and employment will have been positioned in convenient places.
   - The quality of Coventry’s local public transport services will have further improved and people will be more likely to travel in ways that are less damaging to the environment.
8. A creative, active and vibrant Coventry – our plans
   - Coventry will have a strong, positive image and will be seen as a more attractive vibrant and creative city where people want to visit, live, work, learn and do business.
   - Coventry will offer distinctive and high quality cultural activities and enjoy a reputation for this.
   - Local people will be proud of the City’s cultural activities.
   - The City will gain economic benefit from its cultural industry.
   - More Coventry people from all communities will be participating and enjoying cultural, leisure and sporting activities.

9. A more equal Coventry with cohesive communities and neighbourhoods – our plans
   - Coventry will be a more inclusive and cohesive city and people will feel able to influence the quality of services and be involved.
   - There will be more equal opportunities for people from different backgrounds in Coventry.
   - People will have seen improvements to quality of life happen most quickly in priority neighbourhoods and communities.

10. Improving Coventry’s environment and tackling climate change – our plans
    - Coventry’s carbon footprint will have reduced.
    - Coventry will be making more sustainable use of natural resources – less energy and water will be used, less waste and pollution will be produced, more waste will be recycled.
    - Coventry will be better prepared for the impacts of climate change.

Objectives of Core Strategy

4.5 These outcomes of the Sustainable Community Strategy closely relate to the objectives of the Core Strategy and have driven policy development.
### Table 1: How the Core Strategy delivers the themes of the Sustainable Community Strategy

<table>
<thead>
<tr>
<th>Theme</th>
<th>Core Strategy Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. A prosperous Coventry with a good choice of jobs and business opportunities for all City’s residents</td>
<td>● To achieve full employment in the City&lt;br&gt;● To build an enterprise society in which small firms thrive&lt;br&gt;● To stimulate and support a diverse, productive, innovative and knowledge-based economy;&lt;br&gt;● To help create the conditions for growth of businesses through investment and development&lt;br&gt;● To make the City a magnet for business and leisure visitors&lt;br&gt;● To achieve a city centre performing a sub-regional role.</td>
</tr>
<tr>
<td>2. People of Coventry living longer, healthier independent lives</td>
<td>● To create an environment that will help people make healthy choices including taking more physical activity&lt;br&gt;● To make it more pleasant to walk, cycle and play outdoors&lt;br&gt;● To enable appropriate services to be accessible so that they are available to users and deliver care when needed&lt;br&gt;● To provide better quality housing</td>
</tr>
<tr>
<td>3. A safer and more confident Coventry</td>
<td>● To design out crime in new developments&lt;br&gt;● To involve communities in improving the quality of the local environment</td>
</tr>
<tr>
<td>4. Making Coventry’s streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be</td>
<td>● To achieve a significant improvement in the quality of design, maintenance and accessibility of buildings and spaces in all parts of the City in order to provide a clean, sustainable and attractive built, historic and green environment.</td>
</tr>
<tr>
<td>5. Ensuring children and young people are safe and enjoy, achieve and make a positive contribution to Coventry</td>
<td>● To meet educational needs where necessary and to provide facilities to children to socialise, play and take part if sport and physical activity</td>
</tr>
<tr>
<td>6. A good choice of housing to meet the needs and the aspirations of the people of Coventry</td>
<td>● To provide a diverse range of quality housing in sustainable, mixed communities, catering for the needs and aspirations of current and potential residents within a growing city</td>
</tr>
<tr>
<td>Theme</td>
<td>Core Strategy Objectives</td>
</tr>
<tr>
<td>-------</td>
<td>--------------------------</td>
</tr>
</tbody>
</table>
| **7. Making places and services easily accessible for Coventry people** | • To create a walkable city with lively, safe, attractive and efficient routes for pedestrians of all ages and abilities  
• To develop streets and roads which are people-friendly, appropriate to their location, and easy for vehicles to use without adversely affecting the quality of neighbourhoods.  
• To provide a transport network that gives the City better levels of accessibility, efficiency, safety and sustainability.  
• To develop a high quality public transport system throughout the City that is efficient, affordable and based on people’s travel patterns.  
• To provide better connections between the City and the sub-region  
• To provide better links with the City Centre  
• To provide better connections to green spaces within the City |
| **8. A creative, active and vibrant Coventry** | • To support the provision of communal, cultural, leisure and sporting activities  
• To support a diverse range of activities in an expanding City Centre for all age-groups |
| **9. A more equal Coventry with cohesive communities and neighbourhoods** | • To seek to reduce inequality between the environments of deprived neighbourhoods and the rest of the City, by ensuring that all neighbourhoods have good quality and safe environments.  
• To invest in local neighbourhoods and communities, reducing inequalities between different parts of the City by ensuring equitable access to services near to where people live. |
| **10. Improving Coventry’s environment and tackling climate change** | • To seek to avoid and minimise the impacts of climate change  
• To create a sustainable city, attractive now and in the future, by ensuring developments are planned to be: located so as to reduce the need to travel by car; built to last and adaptable to change: are resource-efficient in their construction and encourage sustainable use of resources by their users. |
Coventry Development Plan

Section 5

Spatial Strategy

Core Strategy Proposed Submission
Section 5
Spatial Strategy

Map 2: Key Diagram
5.1 This chapter presents the future spatial strategy for the city. It shows how the Spatial Vision and Objectives set out earlier will be achieved by guiding how, where and when change will take place in order to meet social, economic and environmental needs.

5.2 The City is a major urban area where the potential for expansion is constrained by tight Green Belt boundaries. Thus, the identification of significant new areas for development requires careful consideration. Even so, there is a need to provide for the housing, leisure, retail and development needs of a growing city. The Council faces a challenge in identifying the most sustainable way of planning for the future of the city. These characteristics constrained the options that could be considered and in reality the strategy is a combination of those options.

5.3 The Coventry Solihull Warwickshire Forum (CSWF) recognised that the most sustainable approach to meeting development needs in the sub region is with Coventry as a focus of growth at the heart of a North-South growth corridor. This growth needs to come from attracting the jobs and investment necessary for Coventry and the sub region to be successful. Equally, it needs to provide local people with the quality of life they expect and deserve. The policies in the following chapters aim to provide a quality city that people wish to live in and invest in consistent with the Coventry Sustainable Community Strategy.

5.4 Based on current population projections and a net growth of 33,500 houses, as required by the RSS Preferred Option, Coventry’s total population in 2026 is expected to be approximately 352,000. This compares with approximately 306,000 in 2006.

Delivering Sustainable Growth

5.5 The spatial strategy is based on the principles of sustainability – using land effectively and efficiently. This means not wasting land (for example, by allowing it to become derelict), providing easy movement and ensuring that employment, education and leisure opportunities are within easy reach of everyone. The spatial strategy must however also deliver an attractive growing city, improving its quality and the way it functions, so that it is a place where people wish to live, work and invest in.
5.6 The focus for development will be an enlarged City Centre, alongside the existing built-up area of the City, providing jobs, as well as housing sites. New growth will be planned to provide the most sustainable patterns of development, as well as opportunities to enhance the environment. Across the city, this will involve the delivery of high-quality buildings and places, based on an understanding of the local context, both visual and functional, and addressing social and sustainability issues. In addition, the City needs to play its part in minimising climate change. This will be achieved by:

- protecting and adapting existing buildings, as much as possible;
- encouraging sustainable methods of construction and measures to minimise energy use in new developments, preserving natural resources where possible; and
- locating built development so that it is accessible to key facilities and services, minimising the need to travel by private car.

5.7 Coventry City Centre is currently the focus of jobs, shops, civic functions, business, transport connections, many social and cultural facilities, education opportunities and residential accommodation. A key theme of the Core Strategy – and the local development framework as a whole – is to enhance this role and make the City Centre better placed to serve as the focus of the Coventry and Warwickshire sub-region. As a result of the scale of growth anticipated, and recognising the scale of change that has already started, the boundaries of the City Centre are to be extended to the north, east and west, resulting in an enlarged, but still walkable, central area.

5.8 One of the key aims of the Core Strategy is to ensure that growth is led by employment, rather than by housing, in order to avoid creating an unsustainable dormitory city.

5.9 Coventry’s employment land study has reinforced the RSS Preferred Option’s recommendation that the City should provide an 82ha five-year rolling reservoir of readily available employment land at all times.

5.10 50% of all new jobs are expected to come from office development in the City Centre. A further 25% of employment provision will result from the growth of the University of Warwick and Coventry University, and the University Hospital, thus providing a focus on health and education. The remaining 25% will be provided for in other sectors, including traditional manufacturing uses. However the main thrust of growth is expected to be through offices and research and development. As with housing land, not all the employment land needs are likely to be able to be accommodated within the built-up area of the City in the longer term.
5.11 The City is home to a number of important companies’ headquarters. The Core Strategy aims to retain such headquarters, as well as identified strategic employment sites, as they are crucial to the City’s economic structure. These sites will not be released for alternative uses. It is also recognised that, over the next 20 years, long established factories will come to the end of their economic life and will come forward for redevelopment. Those that are well located to the highway network and accessible to the community by public transport will be recycled to replenish the supply of readily available employment land. However, it is acknowledged that some mixed use with an element of residential may be justified to bring forward this churn process in a reasonable timescale.

5.12 The Strategic Housing Land Availability Assessment (SHLAA) has indicated that the existing built-up area of the City can accommodate a net increase of approximately 22,800 dwellings on brownfield and greenfield sites. New housing developments will first and foremost be directed to sustainable locations within the built-up area to assist regeneration and utilise existing infrastructure. This means that further land will need to be identified to accommodate approximately 10,700 dwellings within the plan period and will necessitate green belt release. The City Council has very carefully considered the capacity within the City to make provision for development in its Green Belt areas. A Sub-Regional Joint Green Belt Study and a Coventry Green Belt study have informed proposals. The City Council has accepted the recommendations of the Joint Green Belt study in considering further areas for release. Based on further analysis of those areas, allocations to provide for a further 3,750 dwellings are proposed at an Eco-suburb at Keresley, with further Green Belt allocations around Tile Hill station (Duggins Lane and Cromwell Lane), around Lentons Lane (at Hawkesbury and Sutton Stop) and at Gibbet Hill. This is set out in more detail in Table 2 Chapter 6.

5.13 Despite this, it has not been possible to make provision for the RSS Preferred Option requirements within the City. Inevitably and consistent with the sub regional strategy agreed by CSWF, it will be necessary for Warwick District Council and Nuneaton and Bedworth District Council to make provision on the boundaries of Coventry in their respective Core Strategies to accommodate approximately 7,000 dwellings.

5.14 The regeneration of priority areas within Coventry will continue to be a priority over the next 20 years. Significant amounts of future housing growth are located in these areas. They are spread across the City but are generally located in the inner areas or suburbs. There are already a number of regeneration schemes beginning to make progress through the planning system in Wood End and Henley Green, Swanswell, Canley, Foleshill and Stoke Aldermoor. Premature release of greenfield land can aggravate market conditions in such areas.

5.15 New housing designations will need to make provision for a full range of needs. This includes both:

- providing affordable housing for those without access to the housing market; and
- recognising the shortfall in the City of executive housing that results in high earners working in the City but living in Warwickshire.
This second issue often results in a consequential loss of expenditure to the City and also increased car journeys at peak times. Developments will be encouraged in conjunction with good transport links, to achieve high standards of urban design, to provide new areas of open space and to improve local environments.

**Improving Environmental Quality**

**5.16** A good quality environment is essential to achieve sustainable growth. The City Council aims to improve existing provision and meet future needs, so that people see their neighbourhoods as more attractive and enjoyable places to be. Achieving a high quality environment is a pre-requisite to growth and contributes to the economic life of the City as an essential part of any successful regeneration strategy.

**5.17** The Core Strategy requires a high standard of urban design to assist in the creation of sustainable and inclusive communities. It seeks to protect our heritage and acknowledges that well-connected green infrastructure has the potential to make Coventry a much more attractive and prosperous city, as well as a healthier place to live and work. The provision of a city-wide network of high quality, well-managed and well-connected, multi-functional green spaces, will deliver a wide range of benefits to those living in, working in and visiting the city, as well as improving the attractiveness of the City as a whole.

**Creating an Accessible City**

**5.19** Improvements to transport networks and infrastructure will be provided in order to move people and goods to and within the city. The best use will be made of existing network capacity, by locating development close to existing infrastructure so as to reduce the need to travel by car. This will coincide with maximising opportunities for travel by public transport, cycling and walking, and by reducing dependence on the car. Public transport will be enhanced, accompanied by targeted improvements, where needed, in order to address existing deficiencies and/or to accommodate growth.

**Achieving Sustainable Communities and a Sense of Place**

**5.20** Many aspects of the spatial strategy relate to areas of new development. However, the city’s neighbourhoods and suburbs are the home of the majority of
its existing population. Thus, the spatial strategy also seeks to improve existing local neighbourhoods and reduce the inequalities between them, through measures such as:

- housing renewal and development,
- improving the environment,
- provision of suitable health and community facilities and
- better transport provision, linked to employment and training opportunities.

5.21 Coventry has a clearly defined hierarchy of Neighbourhood Centres that support the areas they serve. These centres have an important role, providing shop services and other facilities that are often accessible on foot. The additional population growth likely to be experienced in Coventry will have some implications for these different centres. However, their role will be generally confirmed and strengthened as centres of local neighbourhoods, with the ability to provide accessible local jobs, services and facilities.

5.22 The centres will be enhanced, maintained and protected. Retail and some office and leisure development will continue to be directed to centres of appropriate scale, but only providing that appropriate investment is not redirected from the City Centre. Development will only be allowed outside these identified centres if gaps in provision are demonstrated that cannot be satisfactorily addressed by enhancement of existing centres. Studies have indicated that there is an existing hierarchy of Neighbourhood Centres that provides an appropriate and geographically spread level of provision.

Implementation

5.23 The provision of community infrastructure and facilities helps to build communities that maximise the quality of life and opportunities for a growing population. In preparing the Core Strategy, work has focussed on its deliverability through the development of an understanding of the infrastructure required to support the Growth Agenda and the potential source of funding.

5.24 New development therefore will be expected to contribute to any additional infrastructure needs it generates with the level of contribution determined by the type and scale of development. Following the publication of the Planning Act 2008, it is expected that the City Council will consider introducing a Community Infrastructure Levy (CIL).

5.25 The Government has made provision for CIL and local authorities will be empowered to charge CIL on new developments to help finance the infrastructure needed to support growth. Regulations articulating the CIL powers are expected to come into effect in Autumn 2009. Local authorities are encouraged to continue to advance their infrastructure planning in order to ensure that there is clear evidence about planned infrastructure, its cost, timing and other likely sources of funding to underpin their development strategies. The use of agreements and undertakings made under section 106 of the Town and Country Planning Act 1990 (as amended) (Planning Obligations) is also still an option to the Council and can be used to achieve the same result.
Coventry Development Plan

Section 6

Delivering Sustainable Growth

Core Strategy Proposed Submission
Delivering Sustainable Growth

6.1 This chapter sets out the City Council’s strategy for delivering sustainable growth. Firstly, it looks at how sustainable development can be achieved. Then it considers the important elements of spatial growth, including housing, jobs and the City Centre.

Development

6.2 When considering any proposals there are fundamental principles that need to be considered. There is a need to balance the social, economic and environmental benefits of any particular development. Proposals that materially impact adversely on the amenity of a residential area should be resisted. Conversely, proposals that prejudice the continuing operation of an employment site should not be supported.

POLICY SG1: Development

Development proposals will be expected to demonstrate that:

- the health, safety and amenity of the users of the land and neighbouring land and the quality and enjoyment of the environment are assured;
- green infrastructure is not prejudiced;
- green infrastructure is incorporated;
- safe and convenient access is achieved;
- there is no conflict between uses;
- appropriate servicing, manoeuvring and car parking arrangements are incorporated;
- they are accessible by a choice of means of transport; and
- other policies of the Core Strategy are not prejudiced

Sustainable Development and Climate Change

Background

6.3 Climate change is an urgent and pressing issue at all spatial levels (global, national, regional and local). The City is fully committed to playing its part and a Climate Change Strategy for Coventry has been approved. As part of this work, the City Council is committed to reducing its carbon emissions by 70% (expected to increase to 80% in the coming months, in line with national policy) by 2050, based on 2003 levels, with an interim target of 40% by 2025. Greenhouse gas emissions and CO2 in particular, are believed to be the biggest cause of global climate change and are largely created by burning fossil fuels.

6.4 The City Council is also committed to ensure security of fuel supplies for Coventry by reducing energy demand and generating heat and power on a local basis and especially to reduce dependence on fossil fuel supplies. To ensure future sustainable development, consideration of dwindling natural resources is essential in new and refurbished buildings.

6.5 The core elements of a sustainable future for Coventry include:

- Planning for Climate Change;
- Air and Water Quality;
- Water Resources and Flood Risk;
- Renewable Energy; and
- Waste.
Section 6
Delivering Sustainable Growth

Existing Guidance

National Guidance

PPS 1 – Planning and Climate Change, 2007
PPS 25 – Development and Flood Risk, 2006
PPS 10 – Planning for Sustainable Waste Management, 2005
PPS 22 – Renewable Energy, 2004
MPS1 – Minerals and Planning, 2006

Regional Guidance

The RSS Preferred Option includes an overarching policy on Climate Change. The policy states that ‘…avoid development in flood zones, protect essential infrastructure against flooding, and promote the use of sustainable drainage techniques and natural flooding of land in appropriate locations. There are also policies to promote energy efficiency and renewable energy respectively (policies SR1, SR2, and SR3).

Relevant Evidence Base

Strategic Flood Risk Assessment (2008) – shows areas at risk of flooding from rivers on maps, and estimates the increase in flood risk as a result of climate change. It recommends the use of Sustainable Drainage Systems (or SuDS for short).

Water Resources Study – demonstrates that water supply treatment and disposal can be accommodated through existing infrastructure. In terms of water distribution and the disposal of sewerage, minor work may be required in the southern sector of the City.


6.6 The Core Strategy, will promote low and zero carbon developments, and recognise the contribution of two mechanisms:

- mitigation, including reducing greenhouse gas emission from energy, transport, waste, the built environment and development, and
- adaptation to the potential impacts of climate change such as increased flood risk.

6.7 Guidance and advice is provided in the Council’s adopted Supplementary Planning Document – Delivering a More Sustainable City (2009).

Carbon Emissions and Renewable Energy

6.8 Emissions from industry and road transport, in particular, are major causes of pollution. Under Section 82 of the Environment Act 1995, the City Council has carried out a review and assessment of air quality in the City, within the context of national air quality objectives. Areas where these are exceeded must be designated as Air Quality Management Areas (AQMAs) and the Council must produce an Air Quality Action Plan to achieve the objectives. There are areas of the City that exceed the UK air quality objective for annual mean NO2 (Nitrogen Dioxide) concentrations including:

- Foleshill Road;
- Stoney Stanton Road;
- Croft Road;
- Spon End and Hearsall Lane;
The junction of Beake Avenue and Radford Road; Tollbar End; London Road near the Ringway; Holyhead Road; and Fairfax Street.

The Council will be considering whether or not to designate further individual areas as an AQMA or follow the approach more common in the region and designate the whole city as an AQMA.

6.9 As required by policy SR3 of the RSS Preferred Option, an approach requiring that a proportion of overall energy needs in developments must be met by the provision of renewable energy sources on the site will be applied to developments of all kinds, including mixed used proposals above an appropriate size. This is to encourage energy saving and reduce overall reliance on energy supplies. If energy saving measures are introduced, the energy efficiency of a development will be improved and the sizing of systems generating a supply from renewable energy will be reduced, thereby resulting in lower overall costs. This may be subject to tests of viability and suitability.

6.10 New dwellings are likely to comprise the majority of new development in Coventry and the Code for Sustainable Homes (2007) is an environmental assessment method for new homes containing mandatory performance levels in 7 key areas to assess the sustainability rating of new dwellings. Particular ratings set out in the Code should be met to ensure that the housing requirement is provided in a sustainable manner. The Code looks at the construction methods and deals with energy efficiency, water consumption and surface water management, environmental impact of material used and waste management.

Water

6.11 Pollution of water can have a serious effect on drinking water supply and on industrial and agricultural practices. The general amenity, water-based recreation and conservation value of areas can also be reduced by water pollution. Flood plains perform the essential function of storing water during flood events. The effectiveness of rivers and flood plains to convey and store flood water and minimise flood risk can be adversely affected by development which physically changes the flood plain. As well as increasing the risk of flooding and impeding works to reduce flood risk, this can destroy the ecological and geological value of the land and break up linear habitats such as river corridors.

Sustainable Drainage Systems

6.12 Climate change projections suggest that more needs to be done in respect of development to achieve drainage levels equivalent to a 20% improvement on greenfield runoff rates. Sustainable Drainage Systems (or SuDS for short), which the Environment Agency recommends, should achieve drainage equivalent to greenfield. SuDS can improve the management of water by as much as 20% by measures including:

- reducing peak flows to watercourses or sewers and potentially reducing the risk of flooding downstream;
- improving water quality by removing pollutants;
- reducing potable water demand through rainwater harvesting;
- improving amenity through provision of green space and wildlife habitat; and
- replicating natural drainage patterns, including the recharge of groundwater so that base flows are maintained.

6.13 Given that hard surfacing resulting from development (including roofs) reduces the ability of the land to absorb and/or store water, it is important that SuDS and other methods such as capturing storm water (for grey water recycling and rainwater harvesting), reducing rate of run off (using flow attenuation with installation of features such as permeable paving and ‘green roofing’), temporary storage of rainwater (infiltration areas or soakaways) are used to mitigate against this flood risk. Developments and refurbishments will be expected to manage rainfall on site or at least to attenuate outflow where it can be demonstrated that this is not possible.

Policy SG 2: Sustainability

Planning for Climate Change

Development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, will be expected in the design of buildings and site layouts to use energy, water, materials and other natural resources appropriately, efficiently and take account of the effects of climate change (both in terms of mitigation and adaptation). Unless it can be demonstrated on technical or economic viability grounds to be unachievable, then the following will be required:

- All development will be expected to demonstrate that it has followed best practice through:
  - use of low water volume fittings and grey water systems
  - orientation to maximise solar gain
  - high levels of insulation
  - adequate provision for separation and storage of waste for recycling; and
  - use of materials from a sustainable source in new development

- All developments must maximise the use of energy efficiency and energy conservation measures in their design, layout and orientation to reduce overall energy demand;

- All developments of more than 50 dwellings are expected to explore the use of community heat and power systems.

- All developments of more than 100 units will be expected to adopt community heat and power systems.

- All developments of more than 10 dwellings or 1000m² floor space must incorporate on-site generation of energy from renewable sources and energy efficient design measures (including the use of district heat and power schemes where appropriate) to off-set at least 10% of predicted carbon dioxide emissions (both regulated and unregulated) from the estimated energy usage of the completed and occupied development;

- All developments are expected to be carbon neutral in terms of eliminating predicted carbon emissions (both regulated and unregulated).
**Section 6**

**Delivering Sustainable Growth**

<table>
<thead>
<tr>
<th><strong>Air And Water Quality</strong></th>
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<tbody>
<tr>
<td>Development that would adversely affect air or water quality and water efficiency will not be permitted unless mitigation measures are possible and are fully incorporated as part of the proposal.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Flood Risk</strong></th>
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<tbody>
<tr>
<td>Development proposals must wherever practical mitigate potential flood risk. Development will not be promoted or supported that has an adverse impact on floodplains. Development proposals must wherever practicable incorporate sustainable urban drainage facilities and techniques.</td>
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</table>

<table>
<thead>
<tr>
<th><strong>Water Resources</strong></th>
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<tbody>
<tr>
<td>All developments should reduce mains water use and demonstrate that water conservation measures are incorporated so that predicted consumption is minimised.</td>
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</table>

**Waste Management**

6.14 The RSS Preferred Option forecasts the minimum for the amount and distribution of waste from municipal, commercial, industrial, construction and demolition, and agricultural sources and identifies the need for significant numbers of new waste treatment facilities to manage this waste and acknowledges that local circumstances will provide local solutions.

6.15 The Council has published Coventry’s Municipal Waste Strategy in response to national policy and targets for waste management. Coventry’s Municipal Waste Strategy (2008-2020) puts plans in place for the city to increase waste minimisation and re-use unwanted goods, recycle and compost more waste, with the least amount of waste being sent to landfill as is possible. Between August and November 2008, the Council consulted on a draft version of Coventry’s Municipal Waste Strategy (2008-2020) and, following overwhelming support for the strategy’s aims and objectives, the final version was adopted by Council in February 2009.

6.16 Coventry is one of the highest performing authorities for diversion of municipal waste away from landfill. In 2007/08 less than 6% of household waste and less than 13% of municipal waste was landfilled. Of the remaining municipal waste, 21% was recycled or composted (25.83% of household waste) and 67% (68% of household waste) was used to generate electricity at the Energy from Waste Plant (EfW).

6.17 Coventry City Council is working in partnership with Solihull Metropolitan Borough Council and Warwickshire County Council to develop waste management infrastructure across the sub-region.

6.18 In order to achieve economies of scale and because of suitably available sites, some sharing of waste facilities across boundaries will be necessary. The principle of maximising self-sufficiency first by sub-region as far as possible (through the Coventry, Solihull, and Warwickshire Sub-regional Waste Framework) and then within the West Midlands Region, should be recognised and pursued.
Policy SG 3: Waste Management

The City Council’s waste management strategy will be supported through:

- encouraging less consumption of raw materials through the reduction and re-use of waste products;
- the allocation of waste handling sites and facilities, for the replacement of waste management facility at Bar Road;
- proposed new or expanded facilities will be assessed against the following criteria:
  - the type and volume of waste;
  - the extent to which the re-use and recycling of any waste is facilitated;
  - the use of raw materials;
  - the pollution potential of unavoidable waste;
  - the proposals for disposal of unavoidable waste in an environmentally acceptable manner; and
  - the implementation of lorry routes
- encouragement for new methods of processing and recycling on waste management sites; and
- a requirement for development proposals to incorporate storage and collection facilities for waste recycling.

Development should demonstrate measures to minimise the generation of waste in the construction, use and life of buildings and promote more sustainable approaches to waste management, including the reuse and recycling of construction waste and the promotion of layouts and designs that provide adequate space to facilitate waste storage, reuse, recycling and composting.

6.19 The current facility is due for replacement around 2015 – 2020. Extensive work has identified the most suitable location for this replacement as land adjacent to the existing facility. This does involve adjustments to Green Belt boundaries but work has demonstrated that very special circumstances exist to warrant the allocation.

6.20 There will still, however, be a need for landfill to deal with the final disposal of materials that are not suitable for recycling, composting or energy recovery. The alternative would be for the City Council to rely on adjoining districts providing sufficient replacement capacity but this would be less sustainable.

Policy SG4: Safeguarding Major Waste Facilities

To meet the City’s long-term requirements for waste management a site is allocated for an energy from waste plant

Minerals

6.21 Mineral Policy Statement 1 requires local planning authorities to define Mineral Safeguarding Areas (MSAs) in Local Development Documents, in order that proven resources are not needlessly sterilised by non-mineral development, although there is no presumption that resources defined in MSAs will be worked.

6.22 MSAs are required to identify what are considered to be economic deposits of mineral. The purpose of MSAs is to ensure that mineral resources are adequately taken into account in all spatial planning decisions. They do not automatically preclude
other forms of development taking place, but highlight the presence of economic mineral so that it is considered, and not unknowingly or needlessly sterilised.

6.23 In areas where extraction is permitted or is planned, Mineral Consultation Areas will be designated. This has been evidenced through the British Geological Society’s Mineral Safeguarding Project, which has been undertaken for the Coventry, Solihull and Warwickshire authorities. In Coventry, the predominant economic mineral resource is coal. MSAs for this mineral have been identified having had regard to advice in the ‘Guide for Mineral Safeguarding in England’ produced by the British Geological Society (BGS) in November 2007. The active underground coal mining site at Daw Mill (which lies outside Coventry’s boundaries) has a direct impact on the extensive concealed coal reserves that extend across the southern coalfield. These areas lie in the north western areas of Coventry’s administrative boundary.

**Policy SG5: Safeguarding Mineral Resources**

Mineral Safeguarding Areas are defined for mineral reserves that are considered to be of current or future economic importance. The extent of Mineral Safeguarding Areas and Mineral Consultation Areas are defined on the Proposals Map.

### Existing Guidance

**National Policy Guidance**

- PPS 3 – Housing (2006)
- Circular 01/06 – Gypsy and Traveller Sites

**Regional Policy Guidance**

- Communities for the Future Policies
- RSS Draft Preferred Option notes that Coventry’s ability to meet its required provision of 33,500 net dwellings unto 2026 is dependent on the City’s capacity and the outcome of further studies in a sub-regional context.

### A good choice of housing to meet needs and aspirations

#### Background

6.24 The provision of new dwellings has been in line with the requirements of the CDP and has accelerated in recent years. An average of just over 1,100 new dwellings per annum were completed between 2005 and 2008. There have however also been significant levels of demolitions arising from the regeneration areas. In addition, after a slow start, the provision of affordable housing has been increasing.

6.25 The housing market in Coventry generally has lower property prices in comparison with much of Warwickshire (and especially Warwick and Stratford Districts), yet still remains relatively un-affordable for many people on or below average incomes. Furthermore, for those who can exercise choice, there is a limited residential offer in terms of variety and quality, thus encouraging movement out of Coventry.

6.26 Consultation has shown a consensus on the need to provide a better housing mix in the City, including a range of types of housing and tenures. This includes both a need to provide more, and a broader variety of affordable housing and also to provide an increasing supply of “executive-type” houses for the higher end of the market.
### Relevant Evidence Base

- Strategic Housing Land Availability Assessment (2009)
- Gypsy and Traveller Assessment commissioned jointly with Solihull and Birmingham (2008);
- Coventry Housing Demand Study (2003)
- Coventry Older People’s Housing Strategy (2007)
- Student Accommodation Study (2005);
- Coventry Housing Strategy (2005); and
- Annual Monitoring Report: records housing land supply in Coventry on an annual basis (as at 31 March).

### Location and Scale of Housing Development

6.27 The 2004 RSS requires a minimum of 13,600 new dwellings to be developed within Coventry between 2001 and 2021. The first 7 years of this period has seen approximately 4,725 net completions leaving 8,875 to be identified. This requirement will however be superseded following the adoption of the RSS Preferred Option.

6.28 The RSS Preferred Option requires that sufficient land will be identified to meet the minimum net requirement of 33,500 new dwellings in or on the edge of the City up to 2026. If enough land cannot be found within the city’s boundaries, land may be identified on the edge of Coventry in the administrative areas of Warwick District Council and Nuneaton and Bedworth Borough Councils.

### Table 2: Components of housing supply 2006 to 2026

<table>
<thead>
<tr>
<th>Supply Category</th>
<th>Number of Net Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net Dwelling Completions April 2006 to March 2008</td>
<td>2,115</td>
</tr>
<tr>
<td>Full and Outline Permissions (April 2008)</td>
<td>2,560</td>
</tr>
<tr>
<td>Dwellings Under Construction (April 2008)</td>
<td>690</td>
</tr>
<tr>
<td>Net Capacity of Major Regeneration Schemes</td>
<td>6,245</td>
</tr>
<tr>
<td>Strategic Housing Allocations</td>
<td>3,675</td>
</tr>
<tr>
<td>Strategic Mixed Use Allocations</td>
<td>790</td>
</tr>
<tr>
<td>Capacity of SHLAA Sites within the Urban Area</td>
<td>1,470</td>
</tr>
<tr>
<td>City Centre Broad Location (excluding regeneration area and permissions)</td>
<td>3,055</td>
</tr>
<tr>
<td>Re-Use of Empty Homes</td>
<td>2,160</td>
</tr>
<tr>
<td><strong>Total Net Capacity within Urban Area</strong></td>
<td><strong>22,760</strong></td>
</tr>
<tr>
<td>Green Belt land Allocations</td>
<td></td>
</tr>
<tr>
<td>Duggins Lane</td>
<td>50</td>
</tr>
<tr>
<td>Gibbet Hill</td>
<td>55</td>
</tr>
<tr>
<td>Hawkesbury / Sutton Stop</td>
<td>95</td>
</tr>
<tr>
<td>Lenton Lane</td>
<td>160</td>
</tr>
<tr>
<td>Cromwell Lane</td>
<td>390</td>
</tr>
<tr>
<td>Keresley</td>
<td>3,000</td>
</tr>
<tr>
<td><strong>Total Housing Supply within Coventry</strong></td>
<td><strong>26,510</strong></td>
</tr>
</tbody>
</table>
Table 2 shows that recent completions and current commitments contribute a significant part of the housing supply. It also shows that, with further strategic housing sites, the existing built-up area can accommodate around 22,760 net additional dwellings. With the addition of the sustainable urban extension at Keresley and smaller Green Belt releases at Gibbet Hill, Duggins Lane, Cromwell Lane, Sutton Stop and Lentons Lane, the total capacity of land within the City boundary would be approximately 26,510 dwellings.

The main spatial priorities within the City will be:

- building new housing on previously developed sites and other clearance sites;
- redeveloping surplus vacant or under-used former industrial or commercial land where a satisfactory living environment can be created; and
- building new housing in the City Centre

In addition, smaller sites on previously developed land will also be a priority, providing that they are accessible and relate well to neighbouring development and existing communities. In these cases, higher densities will be encouraged although the buildings will usually need to be of a similar scale to those around them.

People’s need for housing is met from both the provision of new housing and, for the majority, through the existing stock. It is important that there is a balance between the maximum use of existing housing and the development of new housing. This may involve an improvement in the quality of homes, as well as the clearance and redevelopment of housing which has reached the end of its useful life. A key component of this approach will focus on the return of empty properties back into the market place. This will be carried out in line with paragraph 31 of PPS3 and the Council’s existing and future Empty Homes Strategies.

Where appropriate, existing housing will be renovated and improved, in association with the enhancement of the surrounding residential environment in order to meet local housing needs. Demolition and redevelopment schemes will be considered where the existing housing does not meet local housing market needs or is in a very poor state of repair. Regeneration will be undertaken so as to promote sustainable urban living, enhance the public realm, improve accessibility and address social deprivation.

There are, however, conflicting priorities in providing new housing. Higher density developments can be a way of reducing pressures for the development of open spaces, although they may be incompatible with the regeneration of some neighbourhoods. Furthermore, the whole market spectrum should be provided for including family houses, as well as the higher end of the market in order to stem the outflow of higher income groups.
### Policy SG 6: Location and Scale of Housing Development

Housing development will be promoted in the City through:

- Strategic Regeneration Areas
- Allocated land
- Smaller sites identified in the SHLAA
- Safeguarded land

The release of land for housing development will be managed to ensure that the step change that underpins regional policy is achieved, in line with the subregional approach.

In the first part of the plan period, unless a specific need is identified which cannot be met in any other way, residential development will be focussed on previously developed land and sites within the built-up area. Monitoring will ensure that a five-year supply of housing land suitable to meet the needs of the City can be provided and only when this cannot be achieved within the built up area of the City will safeguarded land be released.

The density and mix of residential development will take into account the need to use land as intensively as is compatible with the protection of the quality, character and amenity of the area. Higher densities will be expected in and around the City Centre.

Where appropriate, existing housing stock will be renovated and improved, in association with the enhancement of the surrounding residential environment and to meet local housing needs. Conversion from non residential to residential use will be supported providing a satisfactory residential environment is created.

Demolition and redevelopment schemes will be considered where the stock does not meet local housing market needs.

The loss of housing, especially affordable housing, will be resisted, without planned replacement at existing or higher densities.

### Provision of New Housing

**6.36** Sites where medium and large-scale development would meet the objectives of the strategy are listed in Policy SG 7 and shown on the draft Proposals Map.

### Policy SG 7: Provision of New Housing

In considering proposals for new residential development, it is expected that such development should provide a quality environment which assists in delivering urban regeneration and the building of sustainable communities.

Development will be:

- within 1km radius of a primary schools;
- within 2 km radius of local medical services;
- within 2 km of a district centres;
- within 400m of a bus route; and
- accessible to green space in accordance with the Council’s Green Environment Policies

Developer Contributions via Community Infrastructure Levy and/or Planning Obligations may be required to address any deficiency.

The sites identified in Table 3 will be allocated for residential development.
## Section 6

### Delivering Sustainable Growth

#### Table 3: Allocated Housing Sites

<table>
<thead>
<tr>
<th>Ref</th>
<th>Description</th>
<th>Greenfield or PDL*</th>
<th>Number of dwellings (net)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regeneration Areas</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Stoke Aldermoor / Peugeot</td>
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<td>2</td>
<td>Wood End / Henley Green Manor Farm New Deal for Communities</td>
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<td>3</td>
<td>Swanswell Regeneration Scheme</td>
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<td>4</td>
<td>Paragon Park, Foleshill Road</td>
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<td>5</td>
<td>Canley Regeneration Scheme</td>
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<td><strong>Urban Area Allocations</strong></td>
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<tr>
<td>6</td>
<td>Land west of Banner Lane and south of Broad Lane</td>
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<tr>
<td>7</td>
<td>Walsgrave Hill Farm</td>
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<tr>
<td>8</td>
<td>City College, Torrington Avenue &amp; Tile Hill Lane</td>
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<td>Part of Sphinx Sports Club, Siddeley Avenue</td>
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<td>17</td>
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<td>Part of Bishop Ullathorne School, Woodside Avenue South</td>
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<td>Former Dartmouth School, Tiverton Road</td>
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<td>21</td>
<td>Land off Windridge Close and Stretton Avenue Offices</td>
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<tr>
<td>22</td>
<td>Windmill Road Depot</td>
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<td><strong>Mixed Use Allocations (with a housing element)</strong></td>
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<td>26</td>
<td>Central City Industrial Estate</td>
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# Section 6

## Delivering Sustainable Growth

### Core Strategy Proposed Submission 45

<table>
<thead>
<tr>
<th>Ref</th>
<th>Description</th>
<th>Greenfield or PDL*</th>
<th>Number of dwellings (net)</th>
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<tr>
<td>27</td>
<td>Rivet, Waterman Road</td>
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<td>LTI, Holyhead Road</td>
<td>PDL</td>
<td>30</td>
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<td>29</td>
<td>Durbar Avenue Industrial Estate</td>
<td>PDL</td>
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<tr>
<td>30</td>
<td>Carlton Road / Old Church Road</td>
<td>PDL</td>
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<td>Land at Gibbet Hill</td>
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<tr>
<td>36</td>
<td>Land at Duggins Lane</td>
<td>Greenfield</td>
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</table>

### Map 3: Housing Allocations
Release of Housing Land

6.37 Sustainable regeneration underpins the strategy and it is important to ensure that green field land both within and outside the urban area is not released unless and until it can be demonstrated that an identified need for land for housing (or employment) cannot be met elsewhere. The Council will closely monitor the release of housing land in order to react to changing market conditions and thus make appropriate provision. Managing the release of housing land will depend on factors such as: the Council’s ability to demonstrate a five-year supply of housing land; the achievement of the housing trajectory; the remaining supply within the built-up area; and the provision of infrastructure. These indicators will be set out in the Annual Monitoring Report.

Policy SG 8: Release of Housing Land

Housing land will be released and phased to ensure that the delivery of new housing is broadly in accordance with the requirements of the Regional Spatial Strategy and maintains a five-year supply of housing land.

Sites within the urban area will be phased early in the plan period, with priority given to those on previously developed land. Safeguarded sites will only be released when there are insufficient sites within the urban area to meet the five–year land supply.

Proposed Keresley Eco-suburb

6.38 The Government has recently launched an Eco-towns programme to provide sustainable locations for new homes and employment. While Eco-towns are free standing settlements, designed to meet the highest standards of sustainability, the Core Strategy promotes an exemplar ‘Eco-suburb’ within the northwest fringe of Coventry (see Key Diagram and Proposals Map).

6.39 The proposed urban extension at Keresley will be underpinned by extensive green infrastructure, including a new Country Park (see Green Belt Policy EQ 2). There is an expectation that the Country Park, incorporating existing woodland and ecological sites, will be funded by developer contributions and will include management regimes for the area.

6.40 The Eco-suburb will need to have regard to the Design Guidelines for Development in Coventry’s Ancient Arden and the principles outlined in the CLG Draft Planning Policy Statement for Eco Towns, making it easier for residents to adopt a more sustainable way of living. In particular:

Zero Carbon
Over a year, the net carbon dioxide emissions from all energy use within the buildings should be zero or below. The health and social care needs of residents, and the resulting energy demand, should also be taken into account.

Climate Change Adaptation
The Eco-suburb should be resilient to and appropriate for the climate change. It should be planned to minimise future vulnerability in a changing climate, and with both mitigation and adaptation in mind.
Homes
As well as being zero carbon, homes should as a minimum achieve Building for Life Silver Standard, and a minimum Level 4 Code for Sustainable Homes. Building for Life is the national standard for well-designed homes and neighbourhoods. They should also meet lifetime homes standards and English Partnership (now Homes and Communities Agency) space standards, demonstrating high levels of energy efficiency.

Employment
The Eco-suburb should be a genuine mixed-use community with unsustainable commuter trips kept to a minimum, including access to work. As a minimum, there should be access to one employment opportunity per dwelling that is easily reached by walking, cycling and/or public transport.

Transport
Transport infrastructure in the Eco-suburb should support people’s desire for mobility while achieving the goal of low carbon living. It should be designed so that access to it and through it gives priority to options such as walking, cycling, horse riding and public transport, thereby reducing residents’ reliance on private cars. To achieve this, homes should be within ten minutes’ walk of (a) frequent public transport and (b) neighbourhood services such as health and social care. Good design principles from the Department for Transport’s Manual for Streets, published in March 2007, CABE’s Building for Life Code and community travel planning principles should provide the opportunities for a minimum of 50% of all the trips originating from the Eco-suburb to be made by non-car means.

The Eco-suburb should be designed in a way that supports children walking or cycling to school safely and easily within a maximum walking distance of 800m from homes to the nearest school for children aged under 11.

Local Services
The area should include a good level of provision of services that is proportionate to the size of the development, including leisure, health and social care, education, shopping, community, sports and play facilities.

Green Infrastructure
A minimum of 40% of the total area should be allocated to public open space (excluding incidental open space and private gardens) and consist of a network of well managed, high quality green spaces which are linked to the wider countryside. It will include a new Country Park to enhance the Ancient Arden landscape, incorporating agricultural land, community woodlands and wildflower meadows, ponds, wetland areas and quiet lanes, linked to Coundon Hall Park and Community Woodland and the Holdsworth Crescent Green Wedge and Ash Green (Prologis) Country Park in Nuneaton and Bedworth. It should also include for the long-term management of the Ancient Woodlands and hedgerows, in partnership with the local community. The space should be multi-functional, e.g. accessible for natural play and recreation, walking, cycling and horse riding, while supporting wildlife, urban cooling and flood management. Consideration should also be given to land to allow for the local production of organic food from the community.
**Biodiversity**
There should be no net loss of biodiversity from the local area. Ancient Woodlands, existing and provisional Local Wildlife Sites, and ancient hedgerows will need to be protected. An approach to conserving and enhancing local biodiversity should include proposals for the management of local ecosystems, including, where appropriate, the restoration of degraded habitats or the creation of replacement habitats. It should set out the actions including appropriate mitigation and/or compensation measures, required to minimise adverse effects on individual species and habitats of principal importance and to enhance local biodiversity overall.

**Water**
The Eco-suburb should be ambitious in terms of transport infrastructure in the Eco-suburb should support people’s desire for mobility while achieving the efficiency in the use of water across the whole development. In particular, it should:
- set out measures which will limit additional water demand from both new housing and new non-domestic buildings;
- demonstrate that the development will not result in a deterioration in surface water or ground water;
- set out measures for improving water quality and avoiding surface water flooding; and
- incorporate sustainable drainage systems (SUDS), including a strategy for their long term maintenance, management and adoption, and avoiding connection of surface water run-off into sewers.

The aim should be water neutrality where the total water used after the development, is no more that the total water used before development. This requires a combination of measures including meeting the new demand through improving the efficiency of use of the existing water resources and recycling of grey water from developments.

**Flood Risk Management**
The location, layout and construction of the Eco-suburb should avoid flood risk. It should not increase the risk of flooding elsewhere and should use opportunities to address and reduce existing flooding problems. All built-up areas must be fully within Flood Zone 1 – the lowest risk. Flood Zones 2 and 3 should as far as possible be used for open spaces and informal recreation areas that can serve a multi-functional spaces, for example, those used for flood storage.

**Waste**
Principles for sustainable waste management, covering both domestic and non-domestic waste should be followed.

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**Policy SG 9: Keresley Eco-suburb**
The proposed urban extension at Keresley will be an exemplar Eco-suburb underpinned by extensive green infrastructure, including a new Green Belt Country Park (see Green Belt Policy EQ 2 and Proposals Map).

The Eco-suburb will have regard to the Design Guidelines for Development in Coventry’s Ancient Arden and the principles outlined in the CLG Draft Planning Policy Statement for Eco Towns, providing further employment opportunities and making it easier for residents to adopt a more sustainable way of living.
Housing Choice

6.41 Both existing and future housing should meet the needs of local people and families, and provide for their aspirations, as well as attracting people to live and work in Coventry.

6.42 New housing currently adds less than 1% to the City's housing stock each year. Making full use of the existing stock by improving, maintaining and adapting it helps to provide everyone with a decent home and minimises the need for new housing. Programmes for improvement and renewal are therefore important for achieving Core Strategy objectives. Bringing vacant properties back into use is also a clear part of the Housing Strategy.

6.43 An important message from consultation was that the key to ensuring that new homes meet the needs and demands of different households across the City is to construct homes of the appropriate type, size, value and affordability in the most suitable locations.

6.44 Choice is required in different parts of the housing market in the city. On the one hand, there is a need for higher-value homes, both to attract and retain higher-income/knowledge economy workers, and to create a better mix in areas where social renting is over-represented. On the other hand, the fluctuating private rented sector, acute reductions in the supply of social rented housing through Right to Buy, demolitions and the increasing costs of owner-occupation have increased the difficulties experienced by some households in gaining access to the housing market.

6.45 Paragraph 21 of PPS 3 says that local planning authorities should plan for a mix of housing on the basis of the different types of household that are likely to require housing over the plan period, having regard to regional and local strategies. Paragraph 22 says that local planning authorities should set out: the likely proportions of households requiring market or affordable housing; the likely profile of household types requiring market housing; and the size and type of affordable housing required.

6.46 A Strategic Housing Market Assessment has been carried out for the sub-region formed by Coventry, North Warwickshire, Nuneaton and Bedworth, and Rugby. It concludes that Coventry will see a sharp decline in the numbers of married couple households, which will not be compensated for by a growth in cohabiting households, and that the growth in household numbers in the City will be driven by the formation of one-person households. The same study does recommend however that there still remains a large need for 3 and 4 bedroom properties, especially within the affordable market throughout the City. For Coventry, it makes the following main recommendations.

- There is a need for more executive and family housing
- Existing housing policies and housing need targets should be robustly maintained and monitored
- In North Coventry, owner-occupation and the development of larger properties and family housing should be supported
- In South Coventry, the under-supply of social and other affordable housing should be addressed.
Future housing developments will be designed to create new and stable communities providing a mix and choice of housing types and tenures. Areas of new housing will also be created as part of mixed-use developments. There will in larger schemes be a requirement for executive housing as well as affordable housing. Affordable homes will be dispersed throughout the city, rather than concentrated in particular localities and policy will continue to address the current imbalance in geographical distribution. The Housing Market Assessment shows that between 18% and 29% of new housing should be affordable. There will be a requirement for new developments of 15 or more dwellings to comprise 25% affordable housing on a City wide basis in order to meet the affordability problems throughout the City. This approach is supported by preliminary viability assessments of various site examples, with costs and revenue based on stable market conditions. Although the viability assessment demonstrated the 25% requirement to be viable, this would place significant pressure on the City’s drive to achieving more sustainable homes. Details of specific tenure splits will be outlined within a proposed Supplementary Planning Document to allow greater flexibility in responding to changing market situations and local need.

The number of people over 60 is expected to increase from almost 59,000 in 2006 to almost 72,000 in 2026. The Council’s Older People’s Housing Strategy identified some key themes to improve the range and quality of housing available to this age group. These are to enable older people to maintain their independence and to make active and informed choices for suitable housing, care and support, while maximising independence and quality of life. The Council will therefore encourage various housing options for older people which may include the provision of new purpose built accommodation ranging from suitably designed and spacious bungalows to fully accessible apartment schemes and larger housing with appropriate levels of care, services and support.

There is an increasing variety of accommodation available to older people, both through the existing housing stock and through specialist accommodation. The Council encourages a diversity in provision through appropriate funding, the recycling of suitable council-owned sites and the use of planning powers.

The Council will also seek to improve upon and expand, where necessary its existing stock of housing aimed at supporting those groups with specific needs e.g. Learning Disabilities, PSI and other supported housing.

Building Regulations require all new dwellings to be accessible and useable. In general, new dwellings are constructed to mobility standards, having regard to the characteristics of each site, which enables anyone who has or develops impaired movement or a wheelchair user to have reasonable access to and within the dwelling. However, new dwellings should also be built to or be easily adaptable to Lifetime standards. Lifetime homes incorporate features, which make the dwellings easily adaptable to changing family needs, and enable everyone to live independently.

Through Policy SG2 and consistent with the RSS Preferred Option, the Council aims to ensure all new housing meets the most up to date Code for Sustainable Homes, level 3 as a minimum standard (rising to Level 4 by 2013 and Level 6 by 2016).
Policy SG 10: Housing Needs and Mix

All proposals for housing, including those affecting the existing housing stock, must be of a high quality and design and contribute to creating mixed communities. This will be achieved by providing dwellings of the right size, type, affordability and tenure to meet local needs as shown in the Strategic Housing Market Assessment and successor documents. Development proposals should ensure that they meet the requirements of different groups within the population, where there is a proven need and demand.

There will be a target requirement of 25% affordable homes on residential and mixed-use sites of 15 dwellings or more or more than 0.5 ha. Affordable housing units will be appropriately integrated within other development on the site.

On residential and mixed-use sites of more than 50 dwellings or more, or more than 2 ha there will be a target requirement of 10% executive homes.

Further details will be provided in a Supplementary Planning Document, which will build on the 2006 Affordable Housing SPG.

Gypsies and Travellers

6.53 There are two Gypsy and Traveller sites in Coventry. The site at Siskin Drive is owned by the City Council and managed on temporary contracts by a private company, whilst the site at Burbages Lane is owned by a specific extended family. Many Gypsy and Traveller households meet their accommodation needs in permanent dwellings: however, it is difficult to provide a reasonable estimate for the City.

6.54 A Gypsy and Traveller Accommodation Assessment was carried out in 2008, in conjunction with Birmingham and Solihull Councils. Based on an assumption that the Siskin Drive site would be refurbished and remodelled to provide fewer, larger pitches better meeting modern design standards, it concluded that there is no additional requirement for pitches in the City between 2007 and 2017. It also concluded that the City should identify land for temporary stopping places to avoid nuisance caused by uncontrolled encampments in unsuitable areas. The findings of the Assessment will contribute to a more strategic overview for the West Midlands Region to be undertaken as part of Phase 3 of the RSS Revision.

6.55 Circular 01/2006 provides national guidance on planning for Gypsy and Traveller caravan sites, in order to address shortfalls and under-provision. This national guidance requires that local authorities should plan for the provision of sites for Gypsies and Travellers in their Local Development Frameworks. It also states that a core strategy should set out criteria for the location of Gypsy and Traveller sites, which will be used to guide the allocation of sites. These are shown in Policy SG 11. Indeed, the provision of additional pitches (whether for permanent occupation or transit use) can also be achieved through the normal process of the submission of a planning application and the granting of planning permission.
Policy SG 11: Gypsy and Traveller Accommodation

Provision will be made for one transit site for Gypsies and Travellers through the re-modelling on the site at Siskin Drive, Coventry.

Proposals for Gypsy and Traveller caravan sites will be assessed against the following criteria:

(a). its use should not conflict with other development plan policies or national planning policy relating to issues such as risk from flooding, contamination or agricultural land quality;

(b). it should be located within reasonable travelling distance of local services and community facilities, including a primary school;

(c). it should enable safe and convenient pedestrian and vehicle access to and from the public highway, and adequate space for vehicle parking, turning and servicing;

(d). it should be served by adequate mains water and sewerage connections; power and waste facilities; and

(e). its use should not have an adverse impact on the amenities of occupiers of nearby properties or the appearance or character of the area in which it would be situated.

Residential Density

6.56 Appropriate residential densities are set out in national and regional guidance in order to achieve more sustainable forms of development and reduce the use of greenfield land. However, decisions regarding density levels on specific sites must take account of local circumstances and the need to provide for long term sustainability in line with Planning Policy Statements 1 and 3 and the Sustainable Communities Strategy. Higher densities should not compromise the quality of new development and, indeed, they can be achieved using a variety of building types in response to local character and context. The best locations for higher density development would be near to the City Centre, local centres or public transport routes.

6.57 However, the character of some parts of the City is formed by lower density development and such development plays a major role in providing a choice in housing and in contributing to the City’s diversity.

6.58 Thus, a design led approach is important in delivering both higher densities and in protecting local distinctiveness and ensuring an attractive environment for residents, businesses and investors.

Policy SG 12: Residential Density

Residential development will be expected to make the most efficient use of land whilst taking account of:

- the local context;
- existing density and building characteristics;
- the highway network and access arrangements;
- requirements for open space;
- accessibility to local centres and public transport routes;
- the impact of the amenities of occupiers of nearby properties; and
- the living conditions of future residents of the proposed development.
**Student Housing**

6.59 The City Council commissioned a Student Accommodation Study (Study) in 2005 in order to investigate a number of issues. Concerns had been expressed in some inner-city communities about high concentrations of student housing, which could upset the balance of the local area, jeopardising local services and causing problems for non-student residents (through a reduction in demand for schools and local services, noise, anti-social behaviour, demand for parking space and the poor management and maintenance of houses and gardens). However, there was also recognition of the positive benefits which the two universities and their students bring to the City as a whole.

6.60 The Study showed that there were approximately 24,500 full time students at the two Universities in the City, of whom approximately 10,500 were in managed accommodation. The most recent figure for students living in private rented accommodation in Coventry is around 11,700 from the 2001 Census.

6.61 The Study concluded that: there is sufficient private rented accommodation in the City to meet immediate student demand; new purpose-built accommodation is popular and the corporate sector is likely to pick up increased demand; and, although concentrations of student population are generally not as high as in some other cities, there is a balance to be struck in considering planning applications in areas where the student population is already high. It recommended that a positive approach to locating new student housing developments, combined with a tighter management and accreditation process for student housing in the older stock, could provide a more realistic way ahead.

6.62 In recent years, opportunities have been taken, especially on sites close to Coventry University, to provide purpose-built new student housing, which can often take pressure off the rented sector and help to free-up family housing. Advice from Coventry University indicates that, with trends towards more students studying locally, there is now sufficient supply. In respect of Warwick University, the University’s Masterplan provides for an increased number of student residences on the extended campus.

**Policy Area SG 13: Student Housing**

Purpose-built student accommodation will be encouraged in areas that are accessible from the universities and where such development can play a part in the regeneration of these neighbourhoods, without disadvantage to local services.

Additional numbers of student households will be discouraged in areas where there is a significant amount of new purpose-built student accommodation and where proposals would have an adverse impact on the amenities of occupiers of nearby properties and on the appearance or character of the area and threaten local services.
A prosperous Coventry with a good choice of jobs and business opportunities

Background

6.63 Coventry’s economic base has been shifting away from manufacturing (55% of jobs in the early 1970s, now 14%) and towards services and distribution. This trend has driven changing needs for employment land and premises. The City has already experienced considerable recycling of large former factories, notably car plants, and some of these have continued in employment use whilst others have been released in whole or part for housing. The City’s employment base now has a strong reliance on local government, the university hospital and the two universities. However, new employment resulting from new technology offers an opportunity to increase and diversify the City’s economic base in the future. A balanced, mixed economy will require the retention and expansion of a range and choice of sites and premises.

6.64 Consultation has discussed principles for economic development in Coventry, showing that an adequate supply of employment land is needed to prevent net out-migration and out-commuting. Research indicates that the supply of new jobs is expected to come from a number of sources, about half will be within the City Centre, a further quarter will be through expansion of the two Universities and University Hospital Walsgrave, with the remainder accommodated on ‘employment land’. It is important that existing headquarters operations within the City are retained, whether they are located within a defined centre or not.

Existing Guidance

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<tr>
<th>Regional Policy Guidance</th>
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<tr>
<td>Existing Regional Spatial Strategy (RSS) sets out key policies</td>
</tr>
<tr>
<td>• Coventry – Nuneaton Regeneration Zone and Coventry, Solihull &amp; Warwickshire High-Technology Corridor</td>
</tr>
<tr>
<td>• New Regional Investment Site (25 – 50 hectares) needed to serve Regeneration Zone;</td>
</tr>
<tr>
<td>• Major Investment Site (50+ hectares) for a single user identified at Ansty; and</td>
</tr>
<tr>
<td>• Regional Logistics Sites to be identified (50+ hectares) within the region</td>
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RSS Phase Two Revision (Preferred Option) sets out key policies and employment land requirements for Coventry between 2006 and 2026:

| – Coventry – Nuneaton Regeneration Zone (RZ), and Coventry, Solihull & Warwickshire High-Technology Corridor (HTC) are retained; |
| – Ansty site becomes Regional Investment Site; |
| – Coventry needs to ensure a supply of at least 82 hectares (203 acres) of readily-available employment land at any one time, but an unspecified amount of land at Ryton, in Rugby District contributes to this land supply; |
| – large scale B8 is encouraged to locate on identified Regional Logistics Sites in and around the region; and |
Section 6
Delivering Sustainable Growth

- Land unexpectedly becoming available as a result of large factory closures to be prevented from alternative re-use in advance of LDF revision

Economic Development Strategy (Innovative Coventry: A Strategy For Growth And Transformation)

The Economic Strategy sets out what needs to be done to create the jobs needed to achieve the growth of the City. Local partners should come together to set a direction and priorities for the growth and transformation of the City. The Economic Strategy is based on the central idea that uncertainty is a key feature of the emerging global economy and that our task, to be a successful City, is to adapt and respond quickly to the opportunities and challenges. The Economic Strategy explicitly endorses a pathway based on achieving transformational growth. Coventry should seek to achieve urban regeneration and improved quality of life for the benefit of everyone who lives, works and visits.

Relevant Evidence Base

- RELS (Regional Employment Land Study): Records employment land supply across the West Midlands region on an annual basis (as at 31st March).
- Regional Centres Study, part of the evidence base to RSS Phase Two Revision, sets out recommendations for distribution of office space requirements across the region.
- Employment Land Provision: WMRSS Phase Two Revision Draft Background Paper – Prosperity for All Policies (November 2008)

The Council’s Annual Monitoring Report records employment land supply in Coventry on an annual basis (as at 31st March).

Review of existing employment sites and premises, categorised sites according to their relative quality, and the RELS definitions.

Research & Strategy Team “Coventry’s Economy 1976 to 2026” study, looks back to 1976, and forward to 2026. Investigates trends and strategies, and estimates the quantum of ‘employment’ land (B1, B2, B8) that will be required to serve Coventry between 2006 and 2026.

Location and Provision of Employment Land

6.65 Coventry’s Economy 1976 to 2026 considered the likely numbers of economically active people and also the likely type of jobs. It estimated that around half of the new jobs will be within the City Centre, comprising 26,250 office jobs (35%); 7,820 retail jobs (10%); and another 3,700 (5% of jobs) in the leisure industry within the City Centre.

6.66 Outside the City Centre, office and related jobs, including the expansion of the University of Warwick and University Hospital Walsgrave, can be expected to provide about 30% of total jobs at about 22,000. The majority of the remainder of new jobs will be provided on ‘industrial land’ within Classes B1 (light industrial and R & D), B2 (general industrial), and B8 (storage and distribution) uses.
Section 6
Delivering Sustainable Growth

Skills

6.67 Coventry needs to maximise the opportunities for innovation, maintaining and strengthening links between the Universities and local businesses and business organisations, as well as the provision of a range and choice of employment sites and premises to enable businesses to remain in the City as they grow.

Policy SG 14: Overall Economy and Employment Strategy

In order to maintain a balanced local economy, maximise employment opportunities and skill levels, and ensure that businesses have a range and choice of sites and premises, the Core Strategy:

- Allocates land for employment and mixed-use development; and
- Focuses office, retail and leisure employment generating developments within the City Centre to provide 50% of new jobs in Coventry; and
- Supports the expansion of University of Warwick, Coventry University and University Hospital Walsgrave to provide 30% of new jobs in Coventry; and
- Maintains an 82 hectare ‘minimum reservoir’ of sites; and
- Protects strategic employment sites from redevelopment to other uses; and
- Directs large scale warehousing development to Regional Logistics Sites, in order that efficient use is made of employment land within the City.

6.68 In order that a balanced economy is maintained, with a diverse employment base, the priorities for Coventry are to:

- Ensure sufficient industrial land is available at all times;
- Ensure a range and choice of employment sites and premises is available at all times;
- Protect existing headquarters;
- Protect the best quality employment sites and premises from competing uses;
- Resist proposals for the release of existing sites in employment use unless it is demonstrated that their location is inappropriate to meet modern industrial needs and/or their continued use would result in adverse effects on amenity or highway considerations;
- Promote the City Centre as a major office and retail destination; and
- Direct large-scale warehousing (B8) uses towards Regional Logistics Sites.

6.69 The overall growth strategy is jobs-led, so it is important to plan for sufficient new employment opportunities to enable the housing growth to be achieved. The “Coventry’s Economy 1976 to 2026” study estimates that 75,000 new jobs will need to be provided between 2006 and 2026 to serve Coventry. Providing sufficient employment land to accommodate these additional jobs, plus jobs to replace those lost through local economic restructuring, as well as to achieve full employment will require the development for employment use of 268 hectares (about 662 acres) of land.
6.70 Employment land availability will be monitored so that the City Council can take action to ensure the reservoir is maintained.

6.71 The RSS Preferred Option sets out Coventry’s requirement to maintain a supply of readily-available (“minimum reservoir”) employment land of 82 hectares – about 203 acres (for those uses falling with use classes B1 B2 and B8) at all times. Research indicates this is of the right order. Policies will endeavour to maintain a range and choice of sites across the City.

6.72 It is not intended that land will be allocated or safeguarded by the Core Strategy to meet the entire indicative longer term requirement for employment land to 2026. This is to avoid large areas of allocated or safeguarded land remaining undeveloped for substantial periods. Policies will allocate sufficient land to meet the City’s ‘minimum reservoir’, and monitor the take-up of readily available sites. As ‘minimum reservoir’ sites are developed, it may be necessary to allocate and/or safeguard additional land to maintain the reservoir of readily-available sites in the City or to request to the districts of Rugby, Nuneaton and Bedworth and/or Warwick to consider making further provision on the edge of Coventry in their Core Strategies.

6.73 Where possible, within the reservoir, priority will be given to previously-developed land in, or accessible by public transport, walking and cycling to, the Regeneration Zone and High Technology corridor. It should be noted that, given the range and choice of readily-available sites that will be maintained, it will not always be possible to prioritise brown field sites.

6.74 The RSS Preferred Option figure is a challenging target and will necessitate the allocation of a number of sites to meet this need and as the RSS Preferred Option acknowledges may necessitate Green Belt release within and beyond the City’s boundaries. The policy below indicates the Council’s broad approach to ensuring an adequate supply of readily available employment land.

Protection of the best quality employment sites and premises from competing uses

6.75 With an employment led growth strategy it is critical that we retain the better quality employment sites in employment use. The Council has undertaken a review of employment sites and premises in Coventry and categorised them in order to provide information about their relative quality. Based on this work, a geographical spread of sites exists which will continue to provide jobs in accessible locations close to where people live. The location of sites in relation to the strategic highway network is an important element to their relative quality. To assist the vitality of redevelopment an element of residential will be supported.
Table 4: Employment and Mixed-Use Allocations

<table>
<thead>
<tr>
<th>Employment Allocations</th>
<th>Area (Hectares)</th>
<th>Minimum of which B1/B2/B8</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. East of Orchard Retail Park</td>
<td>2.74</td>
<td>2.74</td>
</tr>
<tr>
<td>2. Land at Willenhall Triangle</td>
<td>4.67</td>
<td>4.67</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td><strong>7.41</strong></td>
<td><strong>7.41</strong></td>
</tr>
<tr>
<td><strong>Mixed-Use Allocations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Acordis</td>
<td>9.34</td>
<td>7.47</td>
</tr>
<tr>
<td>4. Carlton Road / Old Church Road</td>
<td>1.78</td>
<td>1.42</td>
</tr>
<tr>
<td>5. Central City Industrial Estate</td>
<td>6.88</td>
<td>5.50</td>
</tr>
<tr>
<td>6. Durbac Avenue Industrial Estate</td>
<td>2.42</td>
<td>1.94</td>
</tr>
<tr>
<td>7. Jaguar Browns Lane</td>
<td>28.64</td>
<td>23.18</td>
</tr>
<tr>
<td>8. LTI, Holyhead Road</td>
<td>2.96</td>
<td>2.37</td>
</tr>
<tr>
<td>9. New Century Park</td>
<td>20.50</td>
<td>9.01</td>
</tr>
<tr>
<td>10. Paragon Park</td>
<td>22.24</td>
<td>7.50</td>
</tr>
<tr>
<td>11. Rivet, Waterman Road</td>
<td>6.25</td>
<td>5.0</td>
</tr>
<tr>
<td>12. Three Spires Industrial Estate</td>
<td>4.62</td>
<td>3.70</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td><strong>105.63</strong></td>
<td><strong>67.09</strong></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>113.04</strong></td>
<td><strong>74.50</strong></td>
</tr>
</tbody>
</table>

Map 4: Employment and Mixed Use Allocations
Policy SG 15: Provision of Employment Land and Premises

To meet RSS long term aspirations existing employment sites will be protected. The RSS sets out a minimum supply of new employment land on a 5 year rolling cycle of 82 hectares that is required to be available at all times in Coventry (the “Minimum Reservoir”). This will be achieved by using recycled land and by allocating specific sites. A balanced portfolio of employment land supply offering a choice of sites will be maintained, with details of need and supply set out in the Annual Monitoring Report. The sites identified in Table 4 will be allocated for employment development including mixed use.

Policy SG 16: Protection of best quality Employment land

With the exception of the Mixed Use Allocations set out in Table 4 and Strategic sites, as shown on the Proposals Map, and headquarters, proposals for redevelopment to other uses of other employment sites will be assessed using the criteria enshrined in RSS Policy PA6B.

The loss of entire strategic sites or headquarters to other uses will not be permitted. In the event that a headquarters operation closes, or the business is subject to a takeover or amalgamation, the site will not be permitted to transfer to non-employment (B1/B2/B8) use or uses.

Policy SG 17: Mixed use redevelopment of employment land

Other than strategic sites, redevelopment of existing employment sites to a mix of uses will require the applicant to demonstrate that an element of other use or uses of the land is necessary in order that the redevelopment as a whole is viable. In the event that employment sites come forward for redevelopment normally no more than 20% of the site area shall be for residential use. Planning Obligations will require the jobs to remain within the Coventry Travel To Work Area (TTWA).

6.76 Strategic sites are those employing 50 or more, are required to be retained in employment use for the overall growth strategy of Coventry to succeed. The strategic sites are shown on Map 5 below:
Map 5: Strategic Employment Allocations

01. Albion Industrial Estate, Endermere Road; 30. Land adjacent Homebase, Fletchamstead Highway;
02. Aldermans Green Industrial Estate; 31. Land adjacent to Listers Vans, Longford Road;
03. Alpha Business Park; 32. Land at Coventry Railway Station;
04. Arches Industrial Estate; 33. Leofric Business Park, Progress Way;
05. Bilton Industrial Estate; 34. Little Heath Industrial Estate;
06. Binley Park Industrial Estate; 35. Livingstone Road / Foleshill Road;
07. Binley Industrial Estate; 36. Lower Ford Street / Sky Blue Way / Hood Street;
08. Bishopgotype Business Park; 37. Lythalls Lane Industrial Estate;
09. Burnsall Road Industrial Estate; 38. Melbourne Road / Broomfield Road;
11. Central City Industrial Estate; 40. New Inn Bridge Estate;
12. Charter Avenue Industrial Estate; 41. Parkside;
13. Courtaulds Site 2, Kingfield Road; 42. Peugeot HQ & Technical Building, Humber Road;
14. Coventry Business Park; 43. Prologis Park, Keresley;
15. Cross Point Business Park; 44. Rowleys Green Industrial Estate;
16. Dane Road Industrial Estate; 45. Sandy Lane Business Park;
17. Earlparside; 46. Seven Stars Trading Estate;
18. East Street / Day’s Lane; 47. Stag Industrial Estate;
19. Edgwick Park Industrial Estate; 48. Station Street West Business Park;
20. Foleshill Enterprise Park; 49. Stonebridge Trading Estate;
21. Hales Industrial Estate, Judds Lane; 50. Stonebrook Way;
22. Hanford Close Industrial Estate; 51. Torrington Avenue Industrial Area;
23. Harper Road Industrial Estate; 52. University of Warwick Science Park;
24. Henley Park Industrial Estate; 53. Walsgrave Triangle Business Park;
25. Holbrook Lane / Jackson Road / Newport Road; 54. Westwood Business Park;
26. Holbrook Park / Kingswood Close Industrial Estate; 55. Whitemore Park;
27. Jaguar, Brown’s Lane; 56. Wickmans Drive;
28. Jaguar, Whitley; 57. Wilsons Lane Industrial Estate;
29. Kingfield Road Industrial Estate; 58. Yelverton Road Industrial Estate.
Headquarters operations would normally be expected to employ 50 or more FTE staff, and serve a regional, national or international market and include:
- Axa, City Centre;
- Camping and Caravanning Club, Westwood Business Park;
- Jaguar, Whitley;
- LT1 / Carbodies, Holyhead Road;
- Peugeot, Humber Road;
- Qualifications and Curriculum Authority, City Centre;
- RICS (Royal Institute of Chartered Surveyors), Westwood Business Park; and
- Severn Trent Water, City Centre

Promote the City Centre as a major office [and retail] destination

Large scale office development falling within Use Classes A2 and B1a of the Town and Country Planning Use Classes Order 1987 (as amended) will generally be permitted within the City Centre. Large scale office development is defined in RSS Preferred Option Policy PA13B as 5,000 square metres gross floorspace. Proposals for smaller scale office development will be considered in accordance with RSS Preferred Option Policy PA13B.

Direct large-scale storage and distribution (B8) uses towards Regional Logistics Sites

RSS Preferred Option identifies a number of Regional Logistics Sites (RLS) and policy PA9 directs large scale warehousing to RLS locations. B8 uses require regular trips to and from the site by large goods vehicles, using urban and suburban roads which may not be well suited to such traffic. Large scale warehousing is currently defined as being in excess of 4000m² and is best located on RLS or other sites that are accessible by rail. It is therefore to be discouraged within the urban area of Coventry. The definition of warehousing includes open storage.

Policy SG 18: Warehousing (B8)

Proposals for large scale storage and distribution in Coventry will not be permitted unless each of the criteria below are satisfied:
- The site is served, or capable of being served through the development, by rail freight; and
- It is essential and ancillary to an existing manufacturing or retailing operation that has its base located within the City; and
- The employment generated by the development will be at least 1 FTE per 80 square metres gross floorspace; and
- There are no appropriate sites readily available within RLS within a reasonable timescale; and
- The site is located on a primary route; and
- The site is easily accessible by public transport, walking and cycling

Small scale warehousing development will be permitted, provided all of the criteria below are satisfied:
- The site is located on a primary route; and
- The development is essential and ancillary to an existing manufacturing or retailing operation located within the City; and
- The site is easily accessible by public transport, walking and cycling; and
- The employment generated by the development will be at least 1 FTE per 50 square metres gross floorspace.
The City Centre

Background

6.80 The City Centre has traditionally been the centre of the Coventry and Warwickshire sub-region for a wide range of employment, shopping, civic and business uses, transport connections, social and cultural facilities, education opportunities and housing. Concerted and coordinated efforts are needed to ensure that it will be better placed to serve as the focus of the sub-region in future.

6.81 The Core Strategy provides an overall framework for a transformational change to achieve a mixed-use City Centre that includes shopping, offices, housing, leisure, education and cultural uses and is moving towards being a 24-hour place. The main priorities are an improved environment, improved shopping and significant growth in office employment.

6.82 The Core Strategy also provides a framework for the City Centre Area Action Plan (AAP). This document will identify more detailed approaches to specific areas and sites to guide and promote their overall development. In addition, the City Council will prepare an Urban Design Framework for the City Centre.

Existing Guidance

<table>
<thead>
<tr>
<th>National Policy Guidance</th>
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<tr>
<td>PPS 6 – Planning for Town Centres (2005)</td>
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<th>Regional Guidance</th>
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<tr>
<td>Regional Spatial Strategy (RSS) – Policy PA 11</td>
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<tr>
<td>Regional Spatial Strategy Phase Two Revision (RSS Preferred Option) – Policies PA11, PA12A and PA13A</td>
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<tr>
<th>Relevant Evidence Base</th>
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<tbody>
<tr>
<td>The Coventry Shopping and Centres Study 2006 (SCS), carried out by Nathanial Lichfield &amp; Partners for the City Council, considers the health of the City Centre as well as capacity and qualitative need for further shopping floorspace to 2016. The capacity element of the Study was updated to 2026 in October 2008 (SCS 2008 Update).</td>
</tr>
<tr>
<td>Coventry’s Economy 1976-2026 includes reference to the office market.</td>
</tr>
</tbody>
</table>
6.83 RSS Policy PA11 is revised in the RSS Preferred Option and now identifies Coventry as a “Tier 2” Centre within the network of 25 Strategic Centres in the West Midlands. RSS Preferred Option Policy PA12A, promotes a target of 95,000m² gross comparison shopping floorspace for the Strategic (City) Centre between 2006 and 2021 and a further 55,000m² gross between 2021 and 2026. New development by IKEA and the reoccupation of vacant premises by Primark since the Study which underlay this figure was produced mean that its prediction to 2021 will be reduced to around 60,000m² gross.

6.84 RSS Preferred Option Policy PA13A indicates that the Strategic (City) Centre should provide for a minimum of 250,000m² gross new office floorspace between 2006 and 2026. Together, these requirements point the way to a stronger sub-regional City Centre in both shopping and employment terms.

6.85 The SCS 2008 Update is based on more detailed local information and more recent data on expenditure growth. It predicts comparison floorspace capacity across the City, over and above 2008 commitments:

- for the period 2006 and 2016 – around 43,600m² gross (around 32,700m² net);
- for the period 2016 to 2021 – around a further 46,800m² gross (around 35,100m² net); and
- for the period 2021 to 2026 – around a further 54,800m² gross (around 41,100m² net).

Altogether this produces a capacity figure of 90,400m² gross up to 2021, over and above 2008 commitments. This is higher than the RSS Preferred Option figure (as adjusted to take account of post-study commitments) as it is a City-wide figure rather than just for the Strategic (City) Centre.

6.86 Of the 43,600m² gross indicated capacity up to 2016, around 27,000m² gross has been committed to the development of the Cannon Park and Brandon Road Centres. The balance of around 17,000m² gross, together with an amount of vacant floorspace in retail warehouses that is unlikely to be re-occupied, means that around 25,400m² gross comparison floorspace will be available to grow and strengthen the City Centre’s sub-regional role up to 2016.

6.87 The SCS 2008 Update also identified capacity for around 2,200m² net (trading) convenience shopping floorspace across the City as a whole up to 2016 with a further 4,000m² net up to 2021 and 4,600m² net up to 2026. It concluded that the closure of the Central Midlands Co-op had created a deficiency in food superstore provision in the City Centre which could be a priority to replace.

6.88 The Core Strategy sets a target of 6,000 new houses within the extended City Centre on the basis of the numbers that have already been built, current permissions and the land that will become available mainly within the Swanswell Quarter.
### City Centre Strategy

**6.89** A number of general principles have emerged from the various consultation exercises which have been undertaken to seek the community’s views on the Core Strategy approach to the City Centre. The key messages are shown below and are reflected in the overarching policy.

#### Key messages from city centre consultation

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<tbody>
<tr>
<td>1.</td>
<td>Build on the existing strength and character of Coventry to ensure that future development reflects the pride of its people alongside its unique heritage and history</td>
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<tr>
<td>2.</td>
<td>Define the ‘Coventry experience’, to encourage participation by all to develop a new city centre that meets the true physical and emotional needs of the community</td>
</tr>
<tr>
<td>3.</td>
<td>Be more than just a retail centre, telling the story of Coventry that speaks of its unique qualities and virtues</td>
</tr>
<tr>
<td>4.</td>
<td>Make a true city centre for the 21st century that can accommodate the radical changes demanded from its retail, employment and residential markets as the city adapts to a global web-based society</td>
</tr>
<tr>
<td>5.</td>
<td>Provide a successful mixed-use development that provides something for everyone</td>
</tr>
<tr>
<td>6.</td>
<td>Recreate Coventry as a unique destination, a hub for the whole sub-region, and as a regional, national and international place of interest</td>
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<tr>
<td>7.</td>
<td>Enhance both the natural and urban environment of Coventry and its surroundings, raising the quality of life for existing and future citizens. The urban plan should emphasise public parks and plazas, legibility and connectivity, quality, scale and character</td>
</tr>
<tr>
<td>8.</td>
<td>Develop and reinforce sustainable concepts that will ensure the commercial, social and environmental longevity of the city</td>
</tr>
<tr>
<td>9.</td>
<td>Provide a city centre that is focused on the pedestrian to ensure a safer and invigorating urban environment</td>
</tr>
<tr>
<td>10.</td>
<td>Design a flexible framework to adapt and accommodate future demands and to create a world class city for the 21st century</td>
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</table>

#### Policy SG 19: City Centre Strategy

The City Centre should be developed to make it a more attractive place for the City-wide community and the wider Sub-region. This means promoting, encouraging and supporting:

- high quality, legible environments and designs;
- recognition, preservation and enhancement of heritage and protection of key views of the three spires;
- vital, viable and growing shops, services and leisure attractions;
- central employment locations;
- a variety of places to live;
- accessibility for all; and
- activities around the clock.
The City Centre Boundary, Quarters and Links

6.90 The boundary of the City Centre has been expanded to reflect its evolving role and function. This takes account of development pressures, proposals coming forward and, not least, the need to ensure that that the Ring Road is not a barrier to expansion. The revised boundary is shown on the Key Diagram, the Proposals Map and the City Centre Inset Plan (Map 6).

6.91 The CDP concept of recognising different areas within the City Centre is to be retained. Ten “Quarters” will give physical expression to the seven elements of the City Centre Strategy. They will also reflect the “Masterplans” and “Frameworks” which have been prepared for a number of parts of the City Centre including Swanswell and the Jerde work on the Precinct/shopping area. Detailed boundaries of the Quarters will be defined in the AAP although the Primary Shopping Area (required by PPS 6) is shown on the Proposals Map. This area has been expanded from that shown in the CDP by the inclusion of the IKEA, Spon Street and Corporation Street areas to the west and the Christchurch and Spire House site to the south-east. This reflects actual patterns of development as well as sites for potential expansion. Shopping Expansion Areas are also shown.

6.92 Improved links within and between these areas and into the surrounding areas of the City for pedestrians and cyclists are important as many people come into the City Centre this way. To help this, traffic within the Ring Road will generally be restricted to 20mph and this approach may be extended into new development areas. It will also mean that further improvements to the Ring Road crossings will be promoted.

Policy SG 20: City Centre Quarters

A

Predominant uses or activities will be identified for Quarters in the Area Action Plan although an overall mix of appropriate and compatible uses will be maintained and sought within individual Quarters.

B

Pedestrian links within and between the Quarters will be developed and improved as well as pedestrian and cycle links to the wider City areas surrounding the City Centre.

C

The ten identified Quarters are:
- The Precinct;
- Swanswell;
- Far Gosford;
- Whitefriars;
- Cathedrals;
- Civic;
- Parkside;
- Greyfriars;
- Butts;
- Nauls Mill and Spon End.

D

The Primary Shopping Area and the Shopping Expansion Areas are defined on the City Centre Inset Plan.
The Precinct

6.93 The Precinct was one the main focuses of the post-war reconstruction of the City Centre and set new international standards for shopping developments. It has now been overtaken by other approaches and styles and has been slow to react. Within the Precinct Quarter, as the principal focus for new shopping developments, proposals for redevelopment, refurbishment, extension or conversion for shopping uses will be promoted, encouraged and supported so as to meet the comparison shopping floorspace target in the RSS Preferred Option.

6.94 The challenge for this Quarter will be to achieve this in a way that reflects the overall City Centre Strategy. The City Centre AAP will provide more detailed guidance on sites and the phasing of development to achieve transformational change.

6.95 If any further sites beyond the Primary Shopping Area are required, the most suitable directions for further major comparison shopping developments would be to the north along Upper Well Street and around Bishop Street and, to the east, between High Street and New Union Street. These Shopping Expansion Sites are shown on the Proposals Map. These longer-term sites (between 2021 and 2026) could be brought forward earlier if they were able to accommodate a type of shopping development that:

- could not be provided elsewhere within the City Centre eg a large single level floorplate; and
- would not impede the development of schemes within the Precinct Quarter.
Section 6
Delivering Sustainable Growth

6.96 This Quarter may also include the smaller residential areas around Croft Road and Lower Holyhead Road/Hill Street and the leisure uses at Skydome, Belgrade Plaza and the Belgrade Theatre.

Swanswell

6.97 Swanswell is a large area including a mix of existing uses and some substantial vacant or partially vacant sites. It has already begun to change significantly through the development of City College and will continue to do so. Ideas for much of this change have been developed through the discussion process for the Swanswell Initiative Area and expressed in its Masterplan.

6.98 The challenge for this Quarter will be to provide major areas of new residential development together with health and education facilities, major new greenspace links and other ancillary uses.

Far Gosford

6.99 Far Gosford Street provides day-to-day shops and services for the local residential area, including some targeted at the student community, as well as some shops with a City-wide catchment. Many of the buildings are listed and the street has been a focus for environmental improvements. The surrounding areas are mainly residential but also include employment and a school.

6.100 The challenge for this Quarter will be to develop its historic character, reflect its location on the periphery of the main City Centre adjacent to Coventry University for uses like creative industries and continue to serve the local communities.

Whitefriars

6.101 The Whitefriars area is predominantly occupied by Coventry University, which already spreads under the Ring Road for key campus elements. The Quarter will be the principal focus for the University’s further development, which has already begun on a number of key sites.

6.102 The challenges for this Quarter will be to integrate University developments into the rest of the City Centre and ensure that it remains active during the parts of the year when the student population is away. This will require a variety of secondary activities and land uses, including residential, that will appeal to the general population.

Cathedrals

6.103 The Cathedrals Quarter is the main heritage area and includes the three Cathedrals in the historic heart of the City, other historic buildings including Holy Trinity church, St Mary’s Hall, Drapers Hall, County Hall and the Council House and the recently extended Herbert Art Gallery and Museum. The Cathedrals still attract many visitors although some of the other historic elements are less known and appreciated.

6.104 The challenge for this Quarter will be to develop its tourism role and facilities, in conjunction with the Motor Museum, so that more people are encouraged to come to the City and, once here, to stay longer. Improvements to the historic environment, streetscape and cultural offer to do this will be promoted, encouraged and supported.
Section 6  Delivering Sustainable Growth

**Civic**

6.105 The Civic Quarter includes a mix of many of the main Council offices, other public services, small-scale shops, services and offices and residential; this pattern is expected to continue. The Quarter will be a secondary focus for new office and residential developments and proposals for these uses will be encouraged and supported.

6.106 The challenges for this Quarter will be to maintain a suitable balance between office and residential use and to manage any impacts on the small shops and services.

**Parkside**

6.107 Parkside has developed as a general office area as well as a major expansion area for Coventry University with University related research and development schemes. It will be the principal focus for research and development uses in the City Centre and a secondary focus for general office developments. Proposals for further developments along these lines will be encouraged and supported.

6.108 The challenge for this Quarter will be to complete the redevelopment process through developments along the strip of land fronting onto the Ring Road between Quarryfield Road and Mile Lane.

**Greyfriars**

6.109 This Quarter includes the railway station and its surroundings, extending towards the City Centre through Greyfriars Green and the areas around. It will be the principal focus for new office development in the City Centre to meet the RSS Preferred Option requirement. It will also include major improvements to the station as a transport interchange, new residential development and ancillary uses.

6.110 The challenges for this Quarter will be to implement the new office developments around the station and the transport interchange, integrate the new developments with the rest of the City Centre by significantly improving the pedestrian and cycle links across the Ring Road and integrate the new developments with the surrounding area.

**Butts**

6.111 This Quarter includes a mix of smaller commercial offices, a significant area of social, community and leisure uses along the Ring Road and Butts Road frontages including the Ramada Hotel and Coventry Rugby Club ground and residential. The former City College site is now part of a major mixed-use development for offices and residential use that retains the former College Theatre and also provides ancillary uses. This pattern is expected to continue and proposals to maintain it will be encouraged and supported.

6.112 The challenge for this Quarter will be to maintain an appropriate balance between the social, community and leisure uses and a growing residential element.

**Nauls Mill and Spon End**

6.113 This Quarter consists mainly of residential areas, both private and Housing Association, with a mix of other smaller ancillary uses. This is not expected to change significantly and proposals for further developments along these lines will be encouraged and supported.
Section 7
Protecting and Improving Environmental Quality
This chapter sets out the City Council’s strategy to deliver environmental quality within the city. It establishes the approach to how our varied built, historic and natural environment will be maintained, protected and enhanced, while presenting opportunities to create more sustainable development and patterns of growth that will help the city to adapt to climate change.

Addressing Environmental Quality

A high quality environment is essential to achieving sustainable growth and contributes to the economic life of a city as an essential part of any successful regeneration strategy. As towns and cities increasingly compete to attract investment, the presence of a high quality built, historic and natural environment is a vital business and marketing tool. Discerning companies are increasingly attracted to locations that offer well-designed, well-managed public places and these in turn attract customers, employees, services and residents.

Environmental quality is an integral part of the public realm and a measure of civic pride. Improving environmental quality helps to shape the cultural identity of an area, exploiting its unique character and providing a sense of place for local communities.

Access to good-quality, well-maintained public spaces, can help to improve our physical and mental health by encouraging us to walk more, to play sport, or simply to enjoy an attractive green and natural environment. Successful places have well-designed green spaces that people want to use and respect, while better management, maintenance and supervision of public spaces help to allay fears of crime and anti-social behaviour.

Similarly, well-designed streets and public spaces encourage walking, cycling and movement between spaces. Urban greening, street trees, living walls, green roofs and other types of green infrastructure enhance the recreational, landscape and ecological quality of the city, and increasingly contribute to the image and liveability of the city, the local economy and to urban renaissance.

The different ways in which environmental quality contributes to sustainable development are considered in the following policy areas:

- Ensuring High Quality Design
- Green Belt
- Green Infrastructure
- Open Space, Outdoor Sports and Recreation Facilities
- Biodiversity, Geological, Landscape and Archaeological Conservation

Quality Design

Background

The quality of people’s lives is greatly affected by the quality of our environment, both in terms of the buildings that we use and live in and the spaces we use between buildings, including streets, squares, parks and other public and private spaces. Good design is also about creating spaces and buildings that are safe to use and move through, as well as being easy and convenient to use by all members of the community, including people with restricted mobility. National policy stresses the need to protect and create quality environments that can be achieved through following the principles of good urban design.
### Existing Guidance

#### National Policy Guidance
- PPS1 – Delivering Sustainable Development (2005)
- PPS6 – Planning for Town Centres (2005)
- PPS9 – Biodiversity and Geological Conservation (2005)
- PPG15 – Planning and the Historic Environment (1994)
- PPG16 – Archaeology and Planning (1990)
- PPG17 – Planning for Open Space, Sport and Recreation (2002)
- BREEAM Environmental Assessment Method
- Building for Life – Delivering Great Places to Live (CABE/HBF 2008)
- By Design – Better places to live (DETR/CABE 2001)
- By Design – Urban design in the planning system: towards better practice (DETR/CABE 2000)
- Manual for Streets (CLG & DFT 2007)
- Natural Environment and Rural Communities Act (2007)
- Save our Streets (English Heritage 2004)

#### Regional Policy Guidance
- RSS Policies QE1 – QE7
- Policy SR3 of the RSS Phase Two Revision (Preferred Option) refers to the CABE/HBF Building for Life guidance

#### Relevant Evidence Base
- Coventry Urban Design Study (1999)
- Coventry Green Infrastructure Study (2008)
7.7 The City Council has developed advice to influence the built environment. This includes general guidance; advice on specific geographical areas; and on particular aspects of design. Within the Core Strategy, development is proposed at a variety of geographical scales, including infill within existing urban areas, regeneration of deprived neighbourhoods, redevelopment of employment sites no longer suitable for employment use, and urban extensions into Green Belt. The implications for the design of such areas will be an important consideration on a more detailed or site specific basis. Supplementary Planning Documents will continue to provide best practice policy guidance.

7.8 The City Council wants to significantly raise the standard of the built and green environment and developments will have to contribute towards the enhancement of living conditions in the city. The following objectives will underpin decisions about urban design:

- adaptability – ensuring developments can adapt to change;
- character – local identity;
- continuity and enclosure – defining the enclosure of spaces and public/private spaces;
- diversity – mix of uses and developments, including building types;
- ease of movement – good permeability and connectivity;
- legibility – recognisable routes and landmarks;
- quality of the public realm – attractive, safe, useable public spaces and routes; and
- sustainability – design and layout.

7.9 Good design assists in the creation of sustainable and inclusive communities and affects people’s quality of life. Good design can help to reduce some of the environmental inequalities between the more deprived neighbourhoods and the rest of the city. In particular, good design can ensure that green space is integrated into development so as to enhance the local area, helping to make Coventry a much greener and attractive city. Key design methods to reduce crime can also help improve community safety through, for example, careful consideration of landscape design and attractive lighting.

7.10 All development proposals will be expected to achieve a high quality of design as a result of a fully considered and inclusive design process. Design of a contemporary nature will be supported in an appropriate context. In essence, the quality of development must always be ‘good enough to approve’ and this is true for small householder proposals and major schemes.

7.11 The City Council will use a variety of guidance that promotes excellence, including the CABE “Building for Life” criteria; a Government-endorsed benchmarking scheme, to assess the quality of new housing development.

7.12 This strategy will ensure that development follows an effective design process, which assesses the physical, social and economic context, evaluates options and involves affected groups of people. Significant emphasis will be placed on how green space is created, integrated and connected, and how it will be used. Quality green space will make Coventry more attractive as well as a healthier place to live, work and enjoy. Green space will, therefore, be protected and promoted as an integral part of all development.
Protecting our Heritage

7.13 Coventry dates back at least 1,000 years and as a consequence has considerable heritage above and below ground and unique features relating to its history such as the three cathedrals and three spires. It also has many Conservation Areas and buildings of historic and architectural interest, of national and local significance. Development affecting Conservation Areas and Listed Buildings will only be permitted if it preserves or enhances their character, appearance or setting. There will also be a presumption in favour of preserving archaeological remains of national and local importance. There are many archaeological sites, however, now identified and recorded on the City Council’s computerised Historic Environment Record, that can be preserved by excavation and recording before development takes place.

7.14 There are over 400 statutorily Listed Buildings, over 550 Locally Listed Buildings; 15 Conservation Areas; 20 Scheduled Monuments; and 3 Registered Gardens in the city. This constitutes a rich and visible heritage, which needs to be protected, enhanced and interpreted. In many cases, this obvious backbone of the historic environment contributes significantly to a sense of place, most prominently in the three cathedrals area of the city centre. On a smaller scale, Allesley Village and Ivy Farm Lane derive their character principally from groupings of statutory and locally listed buildings. The long and grand tree-lined approach to the city along the Kenilworth Road and Joseph Paxton’s London Road Cemetery, demonstrate the contribution that nationally important historic landscapes make to the city. This built heritage is valued by the community, which expects the Council to play the role of principal custodian. This is best undertaken in partnership with the many private owners of historic buildings in the city.

7.15 Apart from nationally recognised landscapes, there is a growing realisation that the historic landscape can survive in open areas of the city, such as in the Green Belt and in more built-up areas along river valleys. Coventry also contains a wealth of archaeological sites ranging from a prehistoric village at Canley, to the extensive urban remains of one of Britain’s principal medieval cities. Twentieth century events have dramatically altered the city’s above ground appearance, but much of the historic medieval city still survives, buried below ground. Archaeological investigations are a source of major public interest and civic pride, showing them to be a rich cultural resource for learning, for recreation and enjoyment, and a generator of tourism and inward investment for Coventry.
Policy EQ 1: Ensuring High Quality Design

All development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area. Statutory Conservation Areas, and buildings and sites of local and national architectural, archaeological or historic interest will also be protected.

All development will be expected to meet the following key principles:
- respond to the local physical, economic and social context, reflecting local distinctiveness and identity, including, where appropriate, the protection of important views, including key views of the three spires;
- preserve or enhance the character and setting of the historic built, landscape and where appropriate archaeological environment;
- preserve and enhance the character and setting of major road, rail and canal corridors;
- clearly define the boundaries between public and private spaces and enclosure of space;
- provide attractive, safe, uncluttered, active and easily identifiable, high quality public spaces;
- make places that inter-connect and are easy to move through;
- ensure they are easily understood by users, with clear routes and distinct physical features;
- seek high quality design and attention to detail in the layout of developments, individual buildings and infrastructure in terms of function and impact, not just for the short term, but over the lifetime of the development;
- be adaptable to changing climate, social, technological, economic and market conditions;
- promote diversity through mixes of uses within a site or building, which work together to create vital and viable places;
- adopt sustainable and low carbon construction principles in terms of the design, layout and density, including developing buildings which are adaptable to a variety of uses and ensure that developments maximise the use of the site;
- consider green infrastructure at the earliest stage in the design process, to ensure that it is well planned, designed, managed and maintained as an integrated, multidisciplinary and continuous requirement;
- minimise adverse impact on important natural resources;
- conserve and enhance biodiversity; and
- respect and enhance landscape quality.

Supplementary Planning Documents will be prepared to promote best practice.
Green Environment

Background

7.16 A sustainable growth strategy relies on protecting and improving the quality of our green environment. Future development must be located to maximise the efficient use of land, well integrated with existing development, and well related to public transport and other existing and planned infrastructure, so promoting sustainable development.

7.17 High quality and well connected green infrastructure has the potential to make Coventry a much more attractive and prosperous city, and a healthier place to live, work and enjoy, with multiple benefits for the economy, the environment and people. Local networks of high-quality and well-managed open spaces help to create urban environments that are attractive, clean and safe, and can play a major part in improving people’s sense of well-being. In order to underpin the overall quality of life in all areas and support wider social and economic objectives, the development and maintenance, to a high standard, of a well-connected and multi-functional green infrastructure network, is essential. Part of the challenge will be to identify and secure funding to ensure that the investment and improvements made to the city’s green infrastructure have a lasting impact and generate optimum value for public and private money. This high quality of design is crucial in encouraging people to continue to live in the city and to attract others to want to move to, visit and invest in the city.

7.18 Green infrastructure will also have an important role to play in helping the city adapt to climate change. This will include moderating urban temperatures, storing excess rainfall, increasing surface porosity to ease drainage, providing shade via tree canopies, and providing green oases in urban areas. Essentially, the city’s green infrastructure is a visual expression of how we see ourselves as a society and the environment in which we choose to live.
Section 7
Protecting and Improving Environmental Quality

Existing Guidance

National Policy Guidance
Sustainable Communities Plan, 2003
Natural Environment and Rural Communities Act, 2006
PPS 1 – Delivering Sustainable Development, 2005
PPG 2 – Green Belts
PPS 9 – Biodiversity and Geological Conservation, 2005
PPG 17 – Planning for Open Space, Sport and Recreation, 2002

Regional Policy Guidance
It is regional policy that environmental improvement is a key component of the Spatial Strategy, in order to underpin the overall quality of life in all areas and support wider economic and social objectives.

Relevant Evidence Base
Agricultural Land Classification Survey of Green Belt Land (2008)
Coventry & Warwickshire sub-regional Green Belt Study (2009)
Coventry Green Infrastructure Study (2008)
Coventry Joint Green Belt Study (2009)
Coventry Urban Fringe Landscape Assessment & Guidance (2007)
Habitat Biodiversity Audit – Phase 1 & 2 (2007-2009)
Habitat Biodiversity Audit of Green Belt Land (2008)
Habitats Appropriate Assessment Screening Statement (2009)
PPG 17 Open Spaces Audit and Coventry Green Space Strategy (2008)
Protected Species Audit (2008)
Strategic Flood Risk Assessments (2007)

Green Belt

7.19 The most important attribute of Green Belts is their openness. In Coventry, the Green Belt has four main purposes:

- to check the unrestricted sprawl of the city;
- to prevent Coventry from merging with the neighbouring towns of Birmingham (including the Meriden Gap), Kenilworth, Bedworth and Rugby;
- to assist in safeguarding the city’s Ancient Arden countryside and green wedges from encroachment; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other previously-developed urban land.

7.20 The use of land in Coventry’s Green Belt also has a positive role to play in fulfilling the following objectives, through active Countryside Project management:

- retaining land in agriculture, forestry and related open uses;
- providing access to the open countryside and green wedges for the urban population, linked to the surrounding countryside of Warwickshire and Solihull;
- providing opportunities for outdoor sport and outdoor recreation near urban areas;
- protecting and enhancing attractive landscapes, including the Ancient Arden landscape and green wedges, and landscapes near to where people live;
- securing biodiversity and nature conservation interests; and
- improving damaged and despoiled land.
7.21 The city has two distinctive types of Green Belt – the open countryside of Ancient Arden on its western boundary, predominantly used for agriculture and quiet, passive leisure; and green wedges, which are extensive and continuous tracts of open land that extend through the built-up area of the city, to and from the countryside beyond. The City Council’s Ancient Arden Design Guidelines will be applied in order to protect the visual amenities, local distinctiveness, openness and rural character of the Green Belt. The Green Wedges have particular value in maintaining the openness and environmental quality of urban areas, assisting nature conservation and providing people with access to the open countryside around the city by walking and cycling.

7.22 Historically, the development of Coventry has occasionally led to industrial and commercial buildings being constructed within areas now designated as Green Belt. Although it may be preferable, it is normally unrealistic to expect such sites to be redeveloped for more appropriate Green Belt uses. Rather than seeing them become neglected, and to protect the employment land portfolio, the opportunity will be taken to improve their impact on the Green Belt.

7.23 Two independent and comprehensive local and sub-regional studies of the Green Belt in Coventry have been undertaken by specialist planning consultants in 2007-2009. In addition, a Green Belt Ecological Review has been carried out by the Habitat Biodiversity Audit (HBA) and Warwickshire County Council’s Biological Records Centre; an Urban Fringe Landscape Assessment by the Landscape Mapping Group at the University of Reading; and the Agricultural Land Classification of Allesley & Keresley by specialists Soil Environment Services. Assessment of employment and housing land requirements have demonstrated that very special circumstances exist that necessitate revisions to the Green Belt boundary. These studies have helped to inform the City Council in determining broad strategic locations within the city boundary to meet longer term housing and employment needs in a sustainable manner, consistent with the RSS Preferred Option that minimises the impact on the purposes and integrity of the Green Belt. These are identified on the Core Strategy Proposals Map.

7.24 Areas identified as potential urban extensions will be considered as ‘Safeguarded Land’ as defined in PPG2 ‘Green Belts’, unless and until it can be shown that development cannot be accommodated within the existing built-up area of the city. Following further analysis of the parcels recommended by the Joint Green Belt Study, six areas have been identified at: Cromwell Lane; Duggin’s Lane; Gibbet Hill; Hawkesbury/Sutton Stop; Keresley; and Lenton’s Lane. They are in locations well integrated with existing development, public transport and other existing and planned infrastructure, so promoting sustainable development. They have also been identified so as to minimise the impact on the integrity of the Green Belt. The land is not allocated for development at the present time and will be kept free to fulfil its purpose of meeting possible longer-term development needs. No development which would prejudice later comprehensive development will be permitted, and valuable landscape and wildlife features, and existing access for outdoor recreation, will continue to be protected.
The urban extension at Keresley is proposed as an exemplar Eco-suburb demonstrating how we can live in a low carbon future. It will be underpinned by extensive green infrastructure including a new Green Belt Country Park, linked to Coundon Hall Park and Community Woodland, and Ash Green (Prologis) Country Park in Nuneaton and Bedworth Borough. It will be designed to help the development integrate into the agricultural landscape and facilitate significant improvements in connectivity and public access, biodiversity, landscape conservation, recreation and long-term conservation management of the retained Green Belt land and Ancient Arden landscape. Parcels are identified that are proposed to be removed from the Green Belt and regarded as Safeguarded Land. These have been defined having regard to the maintenance of green linkages and protecting sites of conservation value, including Ancient Woodlands and historic landscapes.

Adjustments to the Green Belt boundary have been made to accommodate the proposed new Energy from Waste Plant at Whitley, and the Wood End, Manor Farm and Henley Green New Deal for Communities regeneration programme. Similarly, adjustments to the boundary have also been made to accommodate essential rebuilding and/or long-term expansion at some schools whose grounds are included within the Green Belt, while maintaining the integrity and continuity of green wedges through the city.

Energy from Waste Site – Whitley

Policy W3 of the West Midlands Regional Spatial Strategy – Phase 2 Revision (Preferred Options – December 2007) identifies a waste treatment gap in the Coventry-Solihull-Warwickshire sub-region within the plan period and requires that local authorities make provision in their Local Development Documents for new and enhanced waste management facilities. Coventry’s draft Municipal Waste Management Strategy (August 2008) confirms that the existing Energy from Waste [EfW] plant at Bar Road will be an integral element of any future strategy and that consideration needs to be given to its replacement adopting a sub-regional approach.

For phasing and operational reasons, any enhanced replacement on the existing site would be problematical and therefore a sub-regional site search was undertaken and site selection guided by national, regional and local planning policy. This has identified the Green Belt land adjacent to the existing EfW plant as being the preferred site, which in principle accords with PPS10 encouraging co-located facilities with complementary activities (e.g. Coventry’s main household waste re-cycling centre). Very special circumstances, therefore, demonstrate the need for this amendment to the Green Belt and that the detailed boundaries will retain the integrity of the Sherbourne Valley Green Wedge.

Wood End, Manor Farm and Henley Green – NDC Area

The New Deal for Communities (NDC) programme is a Government flagship project set up to tackle multiple deprivation in the most deprived neighbourhoods in the country, through regeneration of the housing stock and tenure/income mix, improvements to the environment and action to reduce crime, with the implementation process lead by the community.
The Coventry NDC Partnership was set up in April 2000 to improve the environment and social infrastructure of the Wood End, Henley Green, Manor Farm and Deedmore (WEHM). The masterplan for regeneration, which has been developed over seven years of consultation in the community, extends the proposed new housing area into part of the Green Belt in order that the critical scale of development is achieved, which provides for financial viability, the transformational change in housing mix and tenure, and a high quality urban environment. In this location, there is no other land available within the immediate area that is not designated either a statutory Local Nature Reserve, operational flood plain, existing employment land or planned for community facilities. Thus, the requirement for encroachment of development into the Green Belt is very special circumstances, to maintain the viability of this high priority urban regeneration project and to enable effective phasing and decanting to minimise disruption of residents. The proposals will also include enhancement of the remaining River Sowe Green Belt corridor as mitigation to enhance its visual amenity, recreational value and biodiversity.

### School Sites

Where school sites (primary or secondary) are currently washed over by Green Belt designation that will hamper their long term future development, the built area and appropriate expansion area have been removed from the Green Belt as very special circumstances. In this way, there will be greater certainty about the perpetuity of the Green Belt and the ability to plan for the long term educational needs of the city without conflict. The principles for making adjustments to the Green Belt boundary around a school site include:

- minimising the land to be removed from the Green Belt, consistent with achieving the long term needs of the school, to avoid future “tinkering” with boundaries;
- ensuring that the visual amenity of the remaining Green Belt is not significantly damaged, or the continuity and integrity of green wedges compromised, by using logical boundaries (such as hedges, roads, etc.);
- maintaining the overall amenity in the surrounding area, particularly in relation to existing housing; and
- where feasible, placing back into the Green Belt land which is not needed for built development by virtue of its detailed position within the school site.

### Hungerley Hall Farm

Hungerley Hall Farm is located immediately to the west of the A46 on land rising up from the River Sowe to the east of Clifford Park housing area, and south of the University Hospital of Coventry & Warwickshire and the proposed housing at Walsgrave Hill Farm. As part of the development and expansion of the University Hospital, a second access will be required to serve the hospital. If this cannot be accessed directly from the A46, the only other alternative will be a route from the link road between the A46 and Clifford Bridge Road through the Green Belt land at Hungerley Hall Farm. The land, however, will remain in the Green Belt and any proposals treated as exceptional circumstances, with comprehensive and significant landscape and biodiversity measures included as an integral part of the scheme.
Areas where Green Belt is proposed

The Green Belt Review has highlighted that changes to the Green Belt should take place exceptionally, both in terms of exclusions and inclusions. Anomalies, where parts of the Green Wedges are not designated as Green Belt, undermine the strategic approach and it is, therefore, proposed that amendments be made. These include the following locations:

- Grade 3a agricultural land to the north of the former Jaguar factory off Browns Lane that forms part of the Coundon Wedge Green Belt and Ancient Arden landscape.
- Eastern Green Corridor that comprises all the characteristics of the other green wedges in the city, which are designated Green Belt, linked to the open countryside.
- Potters Green Corridor that possesses many of the same characteristics as the green wedges in the city, incorporating a Local Wildlife Site, a Village Green and linked to the Sowe Valley Green Wedge.
- Keresley Green Corridor (Prologis) to link with the proposed Keresley Eco-suburb and Country Park.

Policy EQ 2: Green Belt

Inappropriate development will not be permitted in the Green Belt and the visual amenities must not be harmed by reason of siting, materials or design.

Land in the following locations will be removed from the Green Belt and protected in the interim as ‘Safeguarded Land’ as defined in PPG2 ‘Green Belts’:

- Cromwell Lane
- Duggin’s Lane
- Gibbet Hill
- Hawkesbury/Sutton Stop
- Keresley
- Lenton’s Lane

The Safeguarded Land, defined on the Proposals Map, will be required to serve local development in the long term. This land will not be released unless it is demonstrated that no more suitable sites are available within the built-up area to meet an identified need. In the intervening period, protective Green Belt policies will continue to be applied to this land and valuable landscape and wildlife features, and existing access for outdoor recreation, will continue to be protected.

As with all developments, urban extensions will be underpinned by green infrastructure to help development integrate into the landscape and facilitate significant improvements in connectivity and public access, biodiversity, landscape conservation, archaeology and recreation. Land at Keresley will form an Eco-suburb and will include an extensive Country Park, defined on the Proposals Map, to improve the quality, accessibility and long-term conservation management of the retained Green Belt and Ancient Arden landscape.
The Green Belt boundary will be realigned at the following major urban development sites:

- Energy from Waste Plant, London Road
- Wood End, Manor Farm and Henley Green NDC area

The Green Belt boundary will be realigned at the following schools to accommodate essential rebuilding and/or long-term expansion:

- Cardinal Newman School
- Coundon Court School
- Ernesford Grange Community School
- Finham Park Primary School
- Finham Park School
- Hollyfast Primary Schools
- Pearl Hyde Primary School
- President Kennedy School
- St Andrews Primary School
- St Peter & St Paul Primary School
- Tile Hill Wood Primary School
- Westwood Primary School
- Woodlands School

Areas where Green Belt designation is proposed:

- Coundon Wedge land north of the former Jaguar factory, Browns Lane
- Eastern Green Corridor
- Keresley Green Corridor (Prologis)
- Potters Green Corridor

**Industrial or Commercial Buildings**

The redevelopment, extension, or other alteration of existing industrial or commercial buildings in the Green Belt for industrial or commercial uses, may be appropriate development if the overall impact of the development on the openness, appearance and character of the Green Belt is improved. A proposal will not be regarded as appropriate if:

- the area occupied by built development is enlarged;
- the height of existing buildings is exceeded;
- the use and associated activities are materially intensified;
- the total gross floorspace is significantly increased; or
- a high quality of design, materials and landscaping is not achieved.

**Green Infrastructure (in Urban Green Space and Green Belt)**

7.34 The Green Infrastructure Prospectus for the West Midlands (West Midlands Regional Assembly, 2007) defines green infrastructure as the network of green spaces and natural elements that intersperse and connect our cities, towns and villages. It is the open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage, and open countryside. Green infrastructure provides multiple benefits for the economy, the environment and people.
7.35 Green infrastructure may also be seen as part of the life-support system of an area: providing functions and environmental services to a community, such as employment, recreation, physical health and mental well-being, social inclusion, contact with nature, drainage and flood management, climate change adaptation and pollution control. It may be considered the essence of local character and sense of place, the very heart of a community, or dear to the hearts of those some distance away.

7.36 It spans administrative and political boundaries; it is publicly and privately owned, and it may be semi-natural or man-made in its origins. In urban situations it complements and balances the built environment; in rural settings it provides a framework for sustainable economies and biodiversity; in-between it links town and country and interconnects wider environmental processes.

7.37 The long-term vision for green infrastructure in Coventry, outlined in the Green Infrastructure Study, is the provision of a city-wide network of high quality, well-managed and well-connected, multi-functional green space, delivering a wide range of benefits to those living, working and visiting the city, and improving the attractiveness of the city as a whole. A typology of green infrastructure assets includes:

- Parks and gardens – urban parks, country and regional parks, formal and private gardens, and institutional grounds (for example schools and hospitals).

- Amenity green space – informal recreation spaces, play areas, outdoor sport facilities, housing green spaces, domestic gardens, village greens, urban commons, other incidental space, green roofs, hedges, civic squares and spaces, and highway trees and verges.

- Allotments, community gardens, city farms, orchards, roof gardens, and urban edge farmland.

- Cemeteries and churchyards.

- Natural and semi-natural rural, peri-urban and urban green spaces, including woodlands, hedgerows, scrub, meadows, wetlands, open and running water, brownfield sites, bare rock habitats, and community woodlands.

- Green corridors – river and canals including their banks, road and rail corridors and verges, cycling routes, and rights of way.

- Existing national and local nature reserves and locally designated sites for nature conservation (for example, Sites of Special Scientific Interest and Local Wildlife Sites, etc.)

- Historic landscapes, archaeological and historic sites.

- Functional green space such as sustainable urban drainage schemes and flood storage areas.
7.38 Green infrastructure is considered equal to all other forms of infrastructure and will be viewed as a critical element in the determination of planning applications. All outline and detailed planning applications will need to demonstrate consideration of the development’s potential impact upon the existing green infrastructure network. Any development of the proposed urban extensions will inevitably involve a net loss of green space. However, opportunities to maximise green infrastructure potential and benefits will be a prerequisite of development.

7.39 Design of developments will need to respect their relation to the city’s green infrastructure network and opportunities sought wherever possible to improve the network, including the installation of features such as urban trees and green roofs. Where open space is created within developments, it will be of a high and lasting design quality and its efficiency will be maximised through the designing in of multiple functions, including visual amenity, biodiversity, sustainable drainage, natural shading, informal recreation, adventure play, art appreciation and organised sports. The layout of this open space will also support the existing green infrastructure network.

7.40 Above all, the green infrastructure network will be accessible, useable and useful for both people and wildlife. It will be a key contributor to Coventry’s aim to be a sustainable city and its actions against climate change, and help the city to project a positive and attractive image forwards into the 21st Century. In the next two decades, the City Council, in partnership with the local community, will help to plan, deliver and manage green infrastructure to maintain and develop a high quality environment, which makes Coventry attractive, vibrant, prosperous and sustainable. Priorities for investment will be in those areas where net gains in the range of functions can be most effective and in particular, where it improves public accessibility and local deficiencies in multi-functional green space provision, quality, biodiversity and connectivity.
Protecting and Improving Environmental Quality

Policy EQ 3: Green Infrastructure

Development proposals will provide and safeguard green infrastructure based on an analysis of existing assets, informed by the Green Infrastructure Study, Green Space Strategy, including the Council’s Green Space Standards, and characterisation assessments.

Development must enable the conservation, improvement and management of green infrastructure in order to complement and balance the built environment and to deliver a high quality of life, health and well-being for all. A strategic network of green infrastructure already exists in the city, connecting natural heritage, green space, biodiversity, historic landscapes or other environmental assets, together with links to adjacent districts in Warwickshire and Solihull. This strategic network will be safeguarded and enhanced by:

- Not permitting development that compromises its integrity and that of the overall green infrastructure framework (including the Coventry/Oxford Canal);
- Using developer contributions to facilitate improvements to its quality, connectivity, multi-functionality and robustness; and
- Investing in enhancement and restoration where opportunities exist, and the creation of new resources where necessary, such as linking green infrastructure to other forms of infrastructure.

Parks, Open Space, Outdoor Sports and Recreational Facilities

7.41 In order to address health deficiencies and to promote healthier lifestyles, people need to have good access to a range of parks, open spaces, outdoor sports and recreational facilities. These spaces also add to the quality of the environment. This includes formal sports provision such as playing fields and play areas, as well as more informal areas of open space suitable for general relaxation, children’s play, walking and cycling.

7.42 An extensive audit and needs assessment of recreational open spaces and outdoor sports facilities in the city was undertaken in consultation with the local community during 2007 (PPG17 Audit), which will be monitored and kept up-to-date during the plan period. This audit has informed the review and replacement of the Coventry Green Space Strategy and examines the quantity, quality and accessibility of green space provision within the city.

7.43 The City Council has adopted a Green Space Strategy, which sets out minimum local standards for green space provision, based on a PPG17 Audit. It sets out the provision standards for the various categories of open space looking at quantity, quality and accessibility. There is also a set of quality standards for each of the provision standard categories. The standards reflect the information received from the various need surveys and audit information and any new development will be required to meet these minimum standards in accordance with Policy SG1. The extent and variety of green space within the city makes it impractical to identify it all on the Proposals Map, as even the smallest area of green space within the city, such as a pocket park,
can contribute to the character and amenity of an area and will be protected. Local deficiencies in green space and accessibility will be addressed wherever possible.

**Parks and Open Spaces**

7.44 The city has identified a hierarchy of provision for its parks and open spaces. Within that hierarchy the sites defined as parks and open space (Premier Park, Area Park, Neighbourhood Park, Country Park, Principal Open Space, Incidental Open Space and Ornamental Areas) are important elements of the city’s green space and are shown on the Proposals Map. They provide a sense of place for the local community and provide landscape quality to particular densely populated urban areas of the city.

The recommended minimum standards are:

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Quality</th>
<th>Accessibility</th>
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<tr>
<td><strong>Standard for Parks</strong></td>
<td>The appropriate quality score for the Premier and Country Park should be to Green Flag Award Standard.</td>
<td>Parks above 20ha in size within a travel distance threshold of 2000m.</td>
</tr>
<tr>
<td>The quantity standard for parks should be 0.69 hectares per 1000 population</td>
<td>Five other parks should also meet Green Flag Award Standard.</td>
<td>Area Parks 2 – 20 ha in size within a travel distance threshold of 800m.</td>
</tr>
<tr>
<td><strong>Standard for Open Space (Principal Open Space, Incidental Open Space, Ornamental Areas):</strong></td>
<td>The appropriate quality score for Area Parks and Neighbourhood Parks should be 50% and a quality rating of Good.</td>
<td>Neighbourhood parks and Principal Open Space within a travel distance threshold of 400m.</td>
</tr>
<tr>
<td>The combined quantity standard should be 2.44 hectares per 1000 population</td>
<td>The standard for Open Space should be between 46%-60%</td>
<td>Incidental Open Space or an Ornamental Area within a travel distance threshold of 400m.</td>
</tr>
<tr>
<td>Broken down as:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>● Principal Open Space Provision standards should be 0.69 hectares per 1000 population</td>
<td></td>
<td>The standard has identified deficiencies of parks in the North West and South Neighbourhood Areas and deficiencies of principal open space and incidental open space in the North East and North West Areas. The deficiencies are most marked in the more rural North West Neighbourhood Area</td>
</tr>
<tr>
<td>● Incidental Open Space standards should be 1.79 hectare per 1000 population</td>
<td></td>
<td></td>
</tr>
<tr>
<td>● Ornamental Areas standards should be 0.01 hectares per 1000 population</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The standard has identified deficiencies of parks in the North West and South Neighbourhood Areas and deficiencies of principal open space and incidental open space in the North East and North West Areas. The deficiencies are most marked in the more rural North West Neighbourhood Area.
### Accessible Natural Green Space

**7.45** It is widely understood that sites of natural or semi-natural nature that are accessible, enhance the quality of life for people. The wildlife and biodiversity benefits that these sites also contribute are often neglected. Biodiversity is important to the quality of the air that people breathe, to the richness in variety of species in an area and as an indicator of the health and quality of a local environment. These areas not only have benefits in terms of biodiversity, they can also be valuable to local economies and as a tourist asset.

**The recommended minimum standards are:**

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Quality</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.75 hectares per 1000 population of accessible natural green space according to a system of tiers into which the different sizes will fit.</td>
<td>The standard for designated Local Nature Reserves should be between 46%-60% or Good.</td>
<td>No Person should live more than 300 metres from their nearest natural green space.</td>
</tr>
<tr>
<td>A natural green space within 300 metres of home.</td>
<td>The standard for accessible natural green space should be between 46%-60% or Good.</td>
<td>One accessible 20 hectares site within 2 kilometres of home.</td>
</tr>
<tr>
<td>One accessible 20 hectares site within 2 kilometres of home.</td>
<td></td>
<td>One 100 hectares site within 5 kilometres of home.</td>
</tr>
<tr>
<td>One 100 hectares site within 5 kilometres of home.</td>
<td></td>
<td>One 500 hectares site within 10 kilometres of home.</td>
</tr>
<tr>
<td>One 500 hectares site within 10 kilometres of home.</td>
<td></td>
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</tr>
</tbody>
</table>

The standard has identified deficiencies of accessible natural green space in the North East and North West Neighbourhood Areas and a significant surplus in the South Neighbourhood Area. The deficiencies are most marked in the more rural North East Neighbourhood Area. However, it is important to recognise that the public rights of way network may serve to provide people in the area with access to wider countryside.
Section 7

Protecting and Improving Environmental Quality

Provision for Children and Young People

7.46 For the purposes of developing the Green Space Strategy, provision for children and young people has concentrated the research on the fixed play provision within the city and consists of equipped play areas and other specialist provision, such as multi-use games areas and wheeled play provision or skate parks. This section examines space designated for children’s play, but recognises that children play in a wide variety of other places as well.

The recommended minimum standards are:

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Quality</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.10 hectares per 1000 population of fixed and natural play provision.</td>
<td>Reasonably close to home and within sight of main travel routes across site. Located with informal surveillance from surrounding property or other well used facilities or public spaces. Sited in places identified in agreement with local children and young people. Be seen as part of the local community infrastructure. Provide the opportunity for risk through design and choice of equipment and landscaping. Provide opportunities for children of all abilities. In addition all equipment should comply with recognised European standards BSEN 1176 for fixed equipment and BS EN 177 for Impact absorbing surfacing. Provision for teenagers should provide variety of expectation and enable young people to sit or take exercise in a safe and clean environment. All sites to be maintained to a good standard of 60% or above.</td>
<td>No child or young person should live more than 400 metres from space provided for informal play. A Neighbourhood Equipped Area for Play (NEAP) standard play area within 1000 metres of home.</td>
</tr>
</tbody>
</table>

The standard has identified deficiencies of fixed play provision in all three Neighbourhood Areas. However, it is recognised there are opportunities for natural play.
Outdoor Sports

Outdoor sports provision across the city includes specific sites developed within the hierarchy to focus resources and to promote sport and recreation, these are the sports grounds. It considers grass pitch provision across the city, both public and private on dedicated sites or in other open spaces such as parks. It also considers other sports provision such as bowls, tennis and athletics that may also be on specific sites or in other spaces.

The recommended minimum standards are:

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Quality</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>The standard for outdoor sport is 1.36 hectares per 1000 population. With 0.26 hectares provided as sports grounds; and 1.1 hectares per 1000 population as outdoor sport.</td>
<td>Grass pitches to achieve a minimum standard of 66% or Good. This needs further consideration to incorporate the presence of changing and showering facilities. Sport Grounds need to adhere to the above.</td>
<td>No Person should live more than 1200 metres from their nearest outdoor sports facility. Based on the quantitative standards for sports grounds, the main deficiency is in the North West Neighbourhood Area. There is a good distribution of sports pitches across the city and the level of community use needs to be established to enable accurate supply and demand calculations to be established.</td>
</tr>
</tbody>
</table>
Allotments

7.48 This section considers the provision of both public and private allotments across the city. The accessibility of green space varies greatly dependent upon the type of provision, and it is by their very nature that allotments are only accessible with restrictions in that you must be a tenant or plot holder. Allotments provide a key type of provision within the overall portfolio of open space, sport and recreation facilities. The value of allotments is significant, providing facilities for physical activity in addition to the promotion of health eating and educational value. The provision of allotments is a statutory function for local authorities under a number of legislative acts including the 1950 Allotment Act.

The recommended minimum standards are:

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Quality</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>The standard for allotments is 0.38 hectares per 1000 population.</td>
<td>The proposed standard for allotment is 60% minimum quality rating.</td>
<td>No Person should live more than 1200 metres from their nearest allotment site.</td>
</tr>
</tbody>
</table>

Based on the quantitative standard for allotments there are deficiencies in the North West and South Neighbourhood Areas. This needs to be considered with caution as from the audit a number of sites have vacant plots, some more than others that need to be brought back into use before new sites are established. Further discussion with private allotment sites need to be undertaken to identify the number of vacant plots.

Churchyards and Cemeteries

7.49 Cemeteries and closed churchyards can provide a valuable contribution to the portfolio of open space provision within an area. For many, they can provide a place for quiet contemplation in addition to their primary purpose as a final resting place. They often have wildlife conservation and biodiversity value.

The recommended minimum standards are:

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Quality</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>No quantitative standard set.</td>
<td>The proposed standard for Cemeteries is 76% plus or to an excellent standard.</td>
<td>No standard set.</td>
</tr>
</tbody>
</table>
Coventry also has a Play Strategy to improve play opportunities for children and young people entitled 'Something to do' developed by a range of Council services in partnership with the voluntary sector. The Play Strategy will be used to help Coventry City Council and its partners:

- Develop more and better local and inclusive play spaces and opportunities;
- Create a more child-friendly public realm;
- Improve understanding of the importance of children's play across the range of policy areas that have an impact on children's lives;
- Embed play within key strategic plans and initiatives; and
- Make effective use of funding.

The Play Strategy will be updated annually in the light of any changes in policy, funding, legislation, other strategies or plans. Local consultation with communities will also be fed back into the Strategy. The Strategy will be used to help inform planning decisions about play, including developer contributions, with particular reference to natural and informal play opportunities for children and young people. The City Council will seek to protect open space of value to the community and provide accessibility to a sufficient quantity and quality, including the provision of parks and open spaces, natural green space, provision for children and young people, outdoor sports and allotments. In order to achieve this, the City Council will seek to enhance and improve areas of existing open space, and to provide new types of open space where there is a deficiency in quantity, quality or accessibility. In seeking to improve play opportunities for children and young people, the Coventry Play Strategy 'Something to do' will be supported, with particular reference to promoting natural and informal play opportunities.

### Policy EQ 4: Parks, Open Space, Outdoor Sports and Recreation Facilities

Strategic sites defined as parks and open spaces are an important element of the city’s green space network and shown on the Proposals Map. A proposed new Area Park at the Sphinx site to serve the south-east part of the city is also shown on the Proposals Map.

The extent and variety of green spaces within the city, makes it impractical to identify them all on the Proposals Map. Development involving the loss of any green space that is of value for amenity, recreational, outdoor sports and/or community use will be not be permitted unless specifically identified as part of a strategic land use allocation, or it can be demonstrated that:

- there is no longer a demand, or prospect of demand, for the recreational use of the site or any other green space use; and
- a deficiency would not be created through its loss, measured against the Coventry Green Space Standards.

Exceptionally, where the provision of green space is not considered appropriate on a development site, suitable replacement provision within an area of deficiency and accessible location could be appropriate and/or a contribution, in lieu of green space provision and commensurate with the commercial value of the site, to enhance the quality and accessibility of green space within the locality.
Biodiversity, Geological, Landscape and Archaeological Conservation

7.52 Biodiversity is a contraction of the phrase «biological diversity.» In popular usage, the word biodiversity is often used to describe all the species living in a particular area. However, scientists use a broader definition of biodiversity that reflects the variety of life on earth at all its levels, from genes to ecosystems, and the ecological and evolutionary processes that sustain it. Biodiversity and the natural environment have a vital role to play in enhancing well-being and quality of life. Protecting the variety of life around us is increasingly important, not just for the intrinsic worth of plants and animals themselves, but for human needs. Biodiversity affects our quality of life, physical and mental well-being, by encouraging outdoor recreation, exercise and relaxation. It boosts local economies and, across the earth, there are many species upon which we depend. In short, biodiversity ensures our survival. Biodiversity should not be seen as an obstruction to growth, but an essential component in the economic, social and environmental well-being of our community, with an important role to play in tackling climate change, delivering clean air and water, and flood management.

7.53 Planning legislation places a biodiversity duty of care on all local and public authorities, emphasising that development plan policies and planning decisions should be based upon up-to-date information about the environmental characteristics of their area. These characteristics include the relevant biodiversity and geological resources of the area. In reviewing environmental characteristics, the City Council will continue to assess the potential to sustain and enhance these resources.

7.54 Connectivity between sites and buildings, and resilient and robust ecosystems, which are adaptable to change, are essential to ensure retention of existing levels of biodiversity and to enable these to be enhanced wherever possible. Resilient and functioning ecosystems support a range of human population needs, including flood management, control of atmospheric pollution, and access to green space.

7.55 In order to restore good levels of biodiversity across the Warwickshire, Coventry and Solihull sub-region, it is important to have urban areas that are permeable for wildlife, with havens for wildlife through the conurbation and connected corridors linking sites. Adaptation to climate change will require opportunities for wildlife to move in response to climate change impact and strengthen biodiversity levels through reducing the risk of extinction of isolated populations. Green infrastructure planning and implementation can contribute strongly to fulfilling this. Biodiversity will be promoted as a core component of sustainable development and landscapes for living, underpinning social, health, environmental and economic benefits, together with community well-being and local quality of life.

7.56 In 1995, the six local authorities within the County of Warwickshire, plus Solihull and Coventry unitary authorities, English Nature (Natural England) and the Environment Agency established the Habitat Biodiversity Audit Partnership (HBA) under the management of Warwickshire Wildlife Trust. The HBA’s remit was to survey every field and boundary in the sub-region to provide up-to-date biodiversity data primarily for spatial planning purposes. To date, the HBA is the only recognised best practice model for monitoring and auditing biodiversity by the European Union Committee of Regions.
In 2001, this survey was completed and the results entered into a Geographic Information System (GIS). Since then, a robust mechanism has been established to update the HBA on an annual basis and also to recommend Local Wildlife Sites.

Linked to this partnership, the Warwickshire Biological Record Centre (WBRC), run by Warwickshire County Council, maintains the most comprehensive set of data on habitats, sites and species in Warwickshire. The recording area for the Records Centre also includes Coventry and Solihull, and the WBRC acts as an umbrella body for recording in the sub-region and maintaining the relevant data. The Ecology Unit within Warwickshire County Council has a Service Level Agreement with the City Council, to advise the planning authority on all relevant planning applications and ecological matters.

Local Biodiversity Action Plan (LBAP)

The UK Biodiversity Action Plan provides the Government's targets for the conservation and enhancement of biodiversity, and Local Biodiversity Action Plans are the local manifestations of this in each county or sub-region. The Warwickshire, Coventry and Solihull Local Biodiversity Action Plan (LBAP) was compiled between 1998 and 2006 and outlines how landowners, land managers and policy makers will protect the characteristic wildlife and landscapes of our sub-region. The plan currently contains 26 Species Action Plans for our threatened plants and animals. There are 24 Habitat Action Plans covering our farmland, woodlands, wetlands, grasslands, urban areas and post-industrial land. Coventry is home to a number of European and national protected species including the otter, water vole, great crested newt and bat species.

Local authorities throughout the region have signed up to the LBAP through their County Strategic Partnership Plan and Community Strategies. A Steering Group comprising of officers from local authorities, together with representatives from the Wildlife Trust, Natural England, the Environment Agency, and the RSPB currently oversee the plan. The information has also helped to inform a Climate Change Strategy for Coventry adopted by the City Council in 2008.

The LBAP for Warwickshire, Coventry and Solihull provides a local response to the UK's National Biodiversity Action plan for priority species and habitats, i.e. those that are in urgent need of protection. It outlines how the county's landowners, land managers and policy makers will seek to achieve this and establishes hard targets to work towards. The City Council has an agreement with the Warwickshire Biological Record Centre within Warwickshire County Council to computerise, validate and maintain Coventry's Protected and LBAP species records.

The Warwickshire, Coventry & Solihull Parish BAP – A Biodiversity Action Plan for Local Communities is an adaptation of the county's LBAP and the first of its kind in the country. Completed in July 2006, its 24 action plans for habitats and 26 for species outline how wildlife and wild spaces can be conserved for the future. It has been designed to translate these conservation priorities into practical action for biodiversity on the ground. It contains those action plans most relevant to small communities, adapted to encourage the involvement of people at a local level in improving their environment.

As part of the HBA Partnership, the City Council will strengthen its programme during the plan period to protect, manage and designate further Local Nature Reserves and Local Wildlife and Geological Sites.
within the city. (Provisional Local Wildlife Sites are included on the Proposals Map.) It will continue to support the West Midlands Biodiversity Partnership, including its ambitious 50 year biodiversity Landscapes for Living initiative, which seeks to relate biodiversity opportunities to landscape, heritage and socio-economic elements. It will also ensure that biodiversity is a core component of sustainable development, underpinning economic development, community well-being and local quality of life.

7.64 In addition to the range of sites with biodiversity and geological value, there is a rich mosaic of associated landscape and archaeological features within the city, including mature woodlands, trees, hedgerows, ridge and furrow meadows and ponds, which have conservation value in their own right. They often contribute to the distinctive local character of an area, as well as being part of the historic fabric of the landscape and valued by the local community.

7.65 The Coventry Historic Environment Record (CHER) and the Historic Landscape Characterisation project (HLC), which covers Coventry and Warwickshire, aim to enhance and synthesise the understanding of the historic and cultural origins and development of the present day landscape. The objectives are to promote better management and understanding of the historic landscape resource; of the accommodation of continued change within it; and to establish an integrated approach to its sustainable management in partnership with other organisations.

7.66 An integrated approach will be taken to planning for biodiversity, geodiversity, landscape and archaeological conservation within the city.

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### Policy Area EQ 5: Biodiversity, Geological, Landscape and Archaeological Conservation

The biodiversity and geological resources of the city, including Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), existing and provisional Local Wildlife and Geological Sites, and strategic areas of Ancient Arden, will be safeguarded and enhanced.

Proposals for development on other sites, having biodiversity or geological conservation value, will be permitted only if the benefits of the development clearly outweigh the extent of harm likely to be caused. In such cases, developers will be required to reduce, offset or compensate for such harm to the fullest practicable extent, with all decisions based on sound analysis.

Biodiversity will be encouraged particularly in areas of deficiency, in areas of development and urban extensions, and along wildlife corridors. Opportunities will be sought to restore or recreate habitats, or enhance the linkages between them, as part of the strategic framework for green infrastructure.

Protected Species, and species and habitats identified in the Local Biodiversity Action Plan (LBAP), will be protected and conserved.

Identified important landscape features, including Historic Environment assets and archaeological remains of value to the locality, will be protected against unnecessary loss or damage and all practical measures must be taken for their assessment and recording.
Section 7
Protecting and Improving Environmental Quality

Map 7: The Warwickshire, Coventry & Solihull Habitat Biodiversity Audit (HBA) Partnership Area
Creating an Accessible City

8.1 This chapter sets out how the City Council's Transport Strategy assists in delivering the Core Strategy and supports the challenges of growth.

Background

8.2 The City is well connected to international, national and regional transport networks. Internationally, it has convenient access to nearby airports serving a wide range of international destinations. Nationally and regionally it sits on main north-south road and rail routes between London, the Northwest and Scotland and also has convenient links to the South coast, the East Midlands and the East coast ports. The Highways Agency is promoting improvements to the Toll Bar End junction on the A45/A46, shown on the Proposals Map.

8.3 Sub-regionally the City sits at the centre of an important north-south movement corridor but the north-south rail corridor in particular needs significant service improvements. Ensuring that there are efficient public transport links to meet aspirations is an important part of the Core Strategy.

8.4 Locally there is an extensive road network which enables good bus penetration and radial links although orbital bus links are more limited. The City's existing “Park and Ride” site serves the south/west of the City, there is a developing cycle network and generally good pedestrian links.

8.5 The growth of the City Centre is an important part of the Core Strategy and this will require local improvements to the City’s transport networks for both passenger and freight. Matters which relate to the City Centre will be detailed in the City Centre Area Action Plan.

Existing Guidance

National Policy Guidance
PPS 1 – Delivering Sustainable Developments
PPG 13 – Transport

Regional Guidance
Regional Spatial Strategy (RSS) – Transport & Accessibility Policies
Regional Spatial Strategy Phase Two Revision (RSS Preferred Option) – Transport & Accessibility Policies
West Midlands Local Transport Plan (LTP)

Relevant Evidence Base
The LTP provides research into needs and travel patterns in the City.

Approach

8.6 The general framework is set by PPG 13 and the LTP. Locating developments alongside the existing transport networks or requiring developments to provide new or extended links will maximise opportunities to travel by public transport, walking and cycling and reduce the need to travel by private car in the longer term. Existing developments which are not in an accessible location need measures to ensure they are accessible by a choice of means of transport.
8.7 The LTP sets out a vision and strategy for transport in the West Midlands Metropolitan Area, including Coventry, which:

- makes best use of the existing transport network;
- enhances the quality of public transport; and
- targets investment in infrastructure to support regeneration.

It also promotes other measures such as car-sharing and personal transport planning.

8.8 Although making the best use of existing transport network and infrastructure will be the main priority, patterns of growth for the City may require new transport infrastructure and service patterns. Not all of these requirements will be capable of being publicly funded and developer contributions may be required to achieve them. Not all of these will be within the City Council’s administrative area (see paragraph 8.16) and discussions will be needed with adjoining authorities, the Highways Agency and service providers.

8.9 Making best use of the road network will include significant traffic management measures such as the development of an orbital “red route” some distance outside the Ring Road, in order that congestion on the Ring Road itself is reduced. It would also include smaller scale measures such as changes to the junctions of the radial routes with the A45 so that the long-distance through-route role of the A45 is given less priority.

8.10 Overall, the Core Strategy promotes:

- efficient and integrated networks where routes and services are available where and when people need them, linking housing to employment areas and neighbourhood services and facilities, and where pedestrian and cycle routes complement each other as well as other public transport networks;
- sustainable networks which promote alternatives to private car use such as public transport, walking, cycling, taxi and private hire vehicles, car-share and similar schemes; and
- safe and secure networks where careful design of all elements of the network has ensured that risks to users are minimised.

8.11 The RSS Preferred Option promotes the development of the existing north-south movement corridor for substantial growth and highlights the need for the improvement of the transport network along this corridor. This involves complementary roles for expanded and improved rail, bus rapid transport, conventional bus systems and Park & Ride.

8.12 The development of rail facilities was highlighted in the consultation exercises with the principle ambition being a railway station on the Coventry to Nuneaton line that would serve the Ricoh Arena and Arena Park Major District Centre, shown on the Proposals Map. This can be provided within the existing service pattern but, if improvements to the frequency of services are to be made, changes and improvements are required in Coventry station, principally the construction of a bay platform.
8.13 Between Coventry and Leamington, Cross-Country services are available and, in the longer term, it may be possible for these services to stop at a re-opened Kenilworth station as well as a station on the southern edge of the City to serve the expanding University of Warwick.

8.14 A bus rapid transit project known as “Sprint” is proposed to link the City Centre and the University of Warwick and may be extended north as far as the Ricoh Arena and Keresley later. Its route is not finalised and will be the subject of separate consultation.

8.15 The “Primelines” quality bus project has created a network of routes which benefit from bus priority measures along existing roads. These measures have reduced journey times, improved reliability and punctuality, and encouraged more bus use. Future strategic routes, shown on the Proposals Map, are:

- City Centre to Wheelwright Lane, upgrading and extending;
- City Centre to Holbrooks via Jubilee Crescent;
- City Centre to Allesley; and
- City Centre to Eastern Green and Broad Lane.

Minor extensions and links will also be added.

8.16 Some road improvements outside the City boundary may be needed to develop the north-south corridor and aid regeneration. To the north, M6 Junction 3 needs to provide a straight through north-south link on the A444. To the south, a new link to the A46 at the existing Stoneleigh Road junction which runs south of the University of Warwick before joining Westwood Heath Road would help to access the Westwood Business Park and reduce traffic impacts on the University site.

8.17 Creating an environment that encourages walking and cycling involves the promotion and integration of new links into and through developments as well as improving the existing network through road safety schemes. Local safety schemes, “Safer Routes to School” and similar projects will continue to help achieve this.

8.18 In the north of the City, relocating the former Park and Ride site to the Ricoh Arena will intercept traffic from Nuneaton, Bedworth and other northerly locations more effectively and this is shown on the Proposals Map. In the north-east of the City, a new site is required to intercept traffic from the M6 and M69. The best site is within Rugby Borough Council’s administrative area and would also need joint working with the Highways Agency. A site in the west of the City to intercept traffic coming from Birmingham and Solihull will be sought.

8.19 RSS Preferred Option Policy T 7: Car Parking Standards and Management requires the production of car parking standards on a sub-regional basis; this would become a Supplementary Planning Document.

8.20 Road freight movements around the City, although essential to support growth, can create environmental problems for residents. The lack of adequate overnight facilities means that lorry parking is also an issue in some parts of the City, particularly close to motorway junctions. A Freight Strategy for the West Midlands is included in the LTP and covers these areas.
### Policy AC 1: Transport

#### A

Efficient and integrated, sustainable, and safe and secure transport networks will be promoted and encouraged in order to improve accessibility for all and support growth and regeneration areas in and around the City.

Priority will be given to:
- improving public transport across the City but particularly along the north-south corridor;
- improving facilities for walking and cycling;
- new and improved “Park and Ride” facilities.

#### B

The City Council will seek the construction of a new railway station to serve the Ricoh Arena and Arena Park Major District Centre as well as associated improvements elsewhere.

#### C

Sub-regional car parking standards will be the subject of a Supplementary Planning Document.
This chapter outlines the City Council’s strategy for developing sustainable, mixed and lively neighbourhoods and communities.

**Background**

The City has a wide range of neighbourhoods and communities and the City Council has a key role to play in ensuring that there is a comprehensive and accessible network of facilities and services available to serve them. It will need to co-ordinate the development of a wide range of public, private and community bodies as well as providing some of these facilities and services itself.

The Core Strategy aims to ensure that neighbourhoods will be balanced communities that can support a range of facilities locally and will therefore be more sustainable. This will mean:

- providing appropriate shops, facilities and services in sustainable locations; and
- creating and maintaining attractive neighbourhoods.

It also looks to narrow the gap between the more disadvantaged neighbourhoods and the rest of the City and this is discussed in the section on Neighbourhood Regeneration.

Appropriate facilities and services for neighbourhoods should include:

- a variety of shops and services;
- community services such as education, training, libraries, health and the police;
- social facilities such as community centres, halls and clubs; and
- recreational provision such as sports halls, playing fields, parks and play areas and informal open space.

These should be provided at an appropriate level, within the network of Centres as far as possible, so that people can choose to walk, cycle or use public transport for day-to-day activities instead of driving.

**Existing Guidance**

<table>
<thead>
<tr>
<th>National Policy Guidance</th>
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<tbody>
<tr>
<td>PPS 1 – Delivering Sustainable Development</td>
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<td>PPS 6 – Planning for Town Centres</td>
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<tr>
<th>Regional Guidance</th>
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<tbody>
<tr>
<td>Regional Spatial Strategy (RSS) – Policies UR3 and UR4</td>
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<tr>
<td>Regional Spatial Strategy Phase Two Revision (RSS Preferred Option) – Policies SR2, UR3, UR4 and PA12B</td>
</tr>
</tbody>
</table>

**Relevant Evidence Base**

The Coventry Shopping and Centres Study 2006 (SCS), carried out by Nathanial Lichfield & Partners for the City Council, considers the general approach to Centres, including the City Centre, their health and their possible future roles as well as capacity and qualitative need for further shopping floorspace to 2016. The capacity element of the Study was updated to 2026 in October 2008 (SCS 2008 Update).

Coventry Teaching PCT Strategic Services Development Plan (June 2008) and Estates Strategy (December 2008)
Shopping

9.5 RSS Policy UR3: Enhancing the role of City, Town and District Centres is supplemented in the RSS Preferred Option by Policy PA12B: Non-Strategic Centres which promotes a positive approach to shopping in these locations. RSS Policy UR4: Social Infrastructure is supplemented by RSS Preferred Option Policy SR2: Creating Sustainable Communities. The RSS Preferred Option also includes target figures for new comparison shopping floorspace within the Strategic (City) Centre only.

9.6 The SCS shows that the City Centre’s primary shopping catchment area for comparison goods extends well beyond the City boundary. Within the City, there are only small areas that are not within the catchment of a Major District (3km radius), District (2km radius) or Local (1km radius) Centre.

9.7 The SCS 2008 update is based on more detailed local information and more recent data on expenditure growth. It predicts capacity across the City, over and above 2008 commitments, for the period 2006 to 2016:
- around 2,200m² net (trading) convenience shopping floorspace; and
- around 32,700m² net (trading) comparison shopping floorspace (around 43,600m² gross).

For the period between 2016 and 2021, the SCS 2008 Update predicts capacity for:
- around a further 4,000m² net (trading) convenience shopping floorspace; and
- 35,100m² net (46,800m² gross) comparison shopping floorspace.

For the period between 2021 and 2026, the 2008 Update predicts capacity for:
- around a further 4,600m² net (trading) convenience shopping floorspace; and
- around a further 41,100m² net (54,800m² gross) comparison shopping floorspace.

Commitments in the Major District and District Centres approved since the SCS 2008 Update need to be deducted from these figures.

The Network of Centres

9.8 In order to meet the RSS Preferred Option comparison shopping floorspace target for the Strategic (City) Centre, the Core Strategy will adopt a sequential approach which seeks to locate major comparison shops and other facilities and services that are likely to draw customers from a City-wide and beyond catchment within that area. The Primary Shopping Area and Shopping Expansion Areas are defined in the City Centre Inset Plan to achieve this. Comparison and convenience shops, facilities and services which serve suburbs but do not have a City-wide catchment will be appropriate in the Major District and District Centres. This may include branches of national multiple shops, libraries and sports centres but no significant expansion of these Centres beyond existing commitments is envisaged. Below this, Local Centres will include mainly convenience shops and other day-to-day facilities and services.
Centres will be the preferred locations for a wide variety of uses including the “food and drink” uses in Classes A3, A4 and A5. These will normally be supported on the basis of the reduced impact upon residential amenity and the good accessibility of Centres. A balance will, however, always be sought that retains a Centre’s key role for convenience and comparison shopping. Centres should include a residential element, either through “over the shop” conversions or new build and be a focus for further improvements to public transport services, walking and cycling to ensure their sustainability. Finally they should be a focus for environmental improvements to ensure that they are attractive locations for their neighbourhoods.

The Major District and District Centres are shown on the Key Diagram and the Proposals Map. The boundaries of all the Centres have been reviewed and include space for further development to widen their role in accordance with PPS 6. There have been significant development commitments within a number of these Centres since the SCS 2008 Update and further developments beyond these are not considered appropriate as the main priority will be the City Centre.

It will be important to ensure that proposals for development in these Centres are appropriate to their defined function and catchment areas and, in particular, do not divert investment from the City Centre. The challenge for some of these Centres, particularly the Major District Centres, will be to move beyond being merely shopping centres to developing the wider role sought in PPS 6 through the inclusion of social, community and leisure uses, office employment and a residential element so that they can meet wider aspirations for these services and facilities.

Major District Centres

Centres change over time and, in the CDP, Ball Hill is defined as the Major District Centre to serve the eastern side of the City. It has been declining as a result of limited opportunities to adapt to meet the changing requirements of both shoppers and traders, its proximity to the City Centre and continues to be seriously affected by heavy through traffic. As a result, it will be redefined as a District Centre.

District Centres

The District Centres, including Ball Hill, continue to provide a generally good service to their parts of the City. However, Bell Green would benefit from environmental and other improvements to continue to serve its catchment and Brade Drive would benefit from developments to widen its role, particularly service uses.

Local Centres

The existing Local Centres generally provide a suitable and accessible range of day-to-day shops and services although there are some locations where the market has moved on and some locations where the growth in the City’s population requires new facilities. Although a role for these Centres has been identified, they are not strategic and are not shown on the Key Diagram or Proposals Map.
### Policy SC 1: The Network of Centres

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>Outside the City Centre, the City Council will designate, enhance, maintain and protect a network of Centres consisting of Major District Centres, District Centres and Local Centres. These Centres will be the preferred locations for new shops, services and other uses which do not serve a City-wide catchment and are not more appropriate in the City Centre.</td>
</tr>
</tbody>
</table>
| **B**   | In all these Centres:  
- an appropriate balance will be sought between shops (Class A1), services and other uses including Financial & Professional services (Class A2), Restaurants and Cafes (Class A3), Drinking Establishments (Class A4), Hot food takeaways (Class A5), Non-residential Institutions (Class D1) and Assembly and Leisure (Class D2). This will seek to protect the vitality and viability of the Centre as a whole; and  
- including a residential element will be promoted and encouraged, subject to the creation of a satisfactory residential environment; and  
- improvements to the environment and accessibility will be promoted and encouraged.  
Supplementary Planning Documents may be prepared to guide development proposals or development management as appropriate. |
| **C**   | Major District Centres are shown on the Key Diagram at:  
- Arena Park;  
- Cannon Park;  
They will complement but not compete with the City Centre and will contain an appropriate scale of development for their part of the City (around a 3km radius) for:  
- a mix of bulk convenience and comparison shopping as well as service and catering uses;  
- social, community and leisure uses including hotels; and  
- offices. |
| **D**   | District Centres are shown on the Key Diagram at:  
- Ball Hill;  
- Bell Green;  
- Brade Drive;  
- Brandon Road;  
- Daventry Road;  
- Earlsdon;  
- Foleshill;  
- Jardine Crescent;  
- Jubilee Crescent.  
They will contain an appropriate scale of development for their district of the City (around a 2km radius) for:  
- bulk convenience shopping as well as an element of comparison shopping, service and catering uses:  
- social, community and leisure uses; and  
- offices. |
| **E**   | Local Centres will contain an appropriate scale of development for their immediate locality (around a 1km radius) for:  
- day-to-day convenience shopping and also some service and catering uses; and  
- social, community and leisure uses. |
Outside Centres

9.15 Outside the defined Centres existing shops range from:
- large, free-standing food superstores and retail warehouses as well as retail warehouse parks of a variety of shapes and sizes;
- groups of smaller shops and services which do not function as Centres; and
- free-standing “corner” shops.

9.16 Proposals which would apply to or create shops of over around 200m² gross floorspace, whether selling convenience goods, comparison goods or other services, would be considered on the basis of the approach set out in PPS 6. Shops and services of this size should normally be accommodated within an appropriate Centre depending on their catchment area. PPS 6 requires assessments of a range of impacts with local issues and other material considerations also to be taken into account.

9.17 Proposals for new smaller shops, extensions and changes of use to service uses of under around 200m² gross floorspace will be considered primarily in terms of whether there is a demonstrable need for the proposal and whether they are seeking to do could be accommodated within a nearby defined Centre. This is so that the defined Centres are supported unless there is good reason not to. There will also be a requirement to ensure that design, highways and parking matters are considered.

9.18 Food and drink uses in Classes A3, A4 and A5 have the potential to cause significant problems with impact upon residential amenity, highways and parking. For a combination of these reasons, they will normally only be supported within defined Centres (including Local Centres) and employment areas where residential amenity is less likely to be an issue and will be resisted elsewhere.

Policy SC 2: Shops Outside Centres

Outside the network of Centres:
- any proposal for new floorspace over 200m² gross will be expected to demonstrate that:
  - the development would not put at risk the policies of the Core Strategy;
  - the impact of the proposed development on the vitality and viability of existing centres would not be harmful
  - the development could not be accommodated in an existing centre of appropriate scale
  - the likely effect of public or private sector investment needed to safeguard the vitality and viability of existing centres
- any proposal relating to local shops below 200m² gross will be permitted provided that a need for the proposal is identified and that a sequential approach to location has been followed;
- proposals for uses within Use Classes A3, A4 and A5 will normally be resisted except in employment areas.
Local Community Facilities

9.19 The City Council has a key role to play in:

- ensuring that there is a comprehensive network of its own facilities and services available to meet the needs of all members of the community, including the elderly, families with young children and persons with disabilities; and

- encouraging and supporting initiatives from the private sector and voluntary bodies or developing partnership arrangements where appropriate.

9.20 There is a very wide range of ‘local’ community facilities to which people can easily access through walking. This may include doctors’ and dentists’ surgeries, community halls including those at places of worship, crèches and day nurseries, pubs and a wide variety of other facilities. Availability of these facilities helps to meet the diverse needs of existing and future residents and contribute to the development of sustainable neighbourhoods and communities. However, the scale of some facilities or the nature of their catchments, e.g. doctor’s surgeries is such that they would be best provided within the network of Centres and their inclusion in schemes for Centres will be supported.

9.21 It is important to retain these sorts of facilities and services to maintain the attractiveness and sustainability of neighbourhoods and communities. Their loss will be resisted and any proposal will be considered on the basis of the criteria below.

Policy SC 3: Local Community Facilities

Community facilities that serve local needs should be located within or immediately adjacent to a defined Centre. Where this is not possible, a location easily accessible to the local community by walking, cycling or public transport will be acceptable.

Development proposals that would result in the loss of sites and premises currently or last used for the provision of community facilities or services will be resisted. Their loss will only be accepted if:

- it can be demonstrated that the community use is no longer needed; or
- the type and level of provision is relocated within around 1km; or
- the development proposes the enhancement of existing community facilities within around 0.5km.

Neighbourhood Regeneration

9.23 Local area regeneration initiatives have continued to take place in the City over recent years. In addition to large-scale proposals such as the former Foleshill Gasworks site, there has also been smaller scale work in Centres, local areas, gateways and along corridors. Consultation resulted in significant support for further regeneration work, noting that it would provide opportunities to revitalise housing markets and to improve the function and environment of relevant areas. The long-term sustainability of such areas was also seen as an important consideration.
The Council’s future approach is expressed in its economic development strategy, where the goal of building new homes and transforming communities and neighbourhoods comprises:

- working with private sector house-builders to transform and renew communities that people no longer choose to live in;
- creating more mixed communities;
- linking the provision of new housing to the creation of job opportunities;
- securing affordable social housing provision from new developments; and
- ensuring that major physical change is accompanied by investment in the social and economic needs of community life.

A great deal of work still needs to be done over the Plan period and this will involve delivering the vision of “sustainable communities with a sense of place”, whilst meeting targets for market and social housing provision and enabling integrated community-led initiatives. There are practical challenges that need to be addressed including flooding, contaminated land, traffic congestion and the provision of open space.

In particular, the City Council aims to reduce the inequalities between local neighbourhoods through measures such as:

- housing renewal and development;
- improving the environment;
- providing suitable health and community facilities;
- better transport provision linked to leisure, jobs and training opportunities; and
- providing local shopping and leisure facilities.

The redevelopment of the Peugeot Stoke site has already led to improvements in and around the Stoke Aldermoor area. Redevelopment of obsolete housing is committed on the Wood End/Henley Green/Manor Farm New Deal for Communities (NDC) area through the preparation and planning approval of a Masterplan. Work in Swanswell is underway in the form of the relocation of City College and will focus on significant new housing development on former industrial and service sites. Work in Canley is emerging through the submission of an outline planning application which provides for new residential and employment developments on former school sites. Paragon Park is a privately promoted development on a number of under-used sites in Foleshill for a mix of residential and employment uses with planning permission.

In all these areas the design and scale of development will need to be sympathetic to the character of the area and enhance historic buildings and features. Developments will also need to address local constraints, including flooding and contaminated land. Regeneration developments should contribute toward a mix of housing, employment and social and community facilities.

Local people will be involved in the design and implementation of such schemes through masterplans, Area Action Plans, development briefs and Supplementary Planning Documents as appropriate.
**Policy SC 4: Neighbourhood Regeneration**

**A**
The City Council is committed to the regeneration of neighbourhoods and deprived communities. Regeneration will be undertaken through redevelopments that promote sustainable urban living, enhance the public realm, improve accessibility and address social deprivation.

**B**
The Council and its public and private sector partners will focus on the following strategic regeneration areas in the first half of the Plan Period (with others being identified in the future):

- Wood End/Henley Green/Manor Farm New Deal for Communities (NDC) Area;
- Swanswell (City Centre);
- Canley;
- Paragon Park; and
- Stoke Aldermoor / Peugeot.

**C**
Where appropriate Supplementary Planning Documents will be produced.
Section 10
Implementation and Monitoring Framework
Introduction

10.1 This chapter identifies the processes by which the infrastructure necessary to support development within Coventry City will be secured and delivered. It links to other Core Strategy policies and supporting text to identify key strategic infrastructure as well as summarising broad requirements throughout the City.

Infrastructure Delivery

10.2 The need for infrastructure to support housing growth is a key requirement of PPS12 and PPS3. Its role in providing sustainable communities (PPS1) also makes it a key consideration in all other forms of development throughout Coventry. In order to deliver sustainable growth and development in line with both adopted and emerging RSS requirements, the timely delivery of supporting infrastructure is a necessity that must be considered alongside all forms of development.

10.3 The infrastructure necessary to support the proposed growth and expansion of the City can be identified under 3 different headings, as identified in PPS12. These include Physical, Social and Green Infrastructure. These 3 headings cover broad areas of services and facilities (as identified below), which are vital to delivering sustainable growth. Their importance to the City is also a key strand within all 10 themes of the Sustainable Community Strategy.

- physical infrastructure covers: transportation networks (roads, public transport, footpaths and cycle ways); water; drainage; flood prevention; and utility services such as electricity, gas and telecommunications.
- social infrastructure covers: education (primary, secondary, higher and special needs); health facilities (hospitals and primary care providers); social services; emergency services (police, fire and ambulance); and other community facilities, such as libraries, cemeteries and community halls.
- green infrastructure covers: parks; allotments; footpaths; cycle paths; natural spaces; sports and cultural facilities; and play areas.

10.4 This list of specific infrastructure facilities has been developed through evidence documents, joint working and focused consultation. However, the examples should not be considered exhaustive, as future monitoring of the Core Strategy and subsequent DPDs may highlight further needs within the City that require attention and investment.

Existing Guidance

National Policy Guidance

- PPS1: Sustainable Communities (2005)
- PPS12: Local Spatial Planning (2008)
- Circular 05/05 – Planning Obligations
- DCLG Supporting Guidance for Community Infrastructure Levy (August 2008)

Regional Guidance

- Emerging RSS – Urban Renaissance, Quality of the Environment and Transport & Accessibility Policies (Preferred Option 2008)
Relevant Evidence Base

The 2008 Green Space Strategy and Green Infrastructure Study identify standards for Parks, Allotments, Play Areas and all other forms of Open Space.

The 2008 Strategic Flood Risk Assessment highlights areas in need of flood elevation measures.

The 2008 Water Resources Study highlights key pressures within the sewage and water treatment network of the City.

Ongoing assessment of community and social services alongside relevant departments of the City Council and LSP.

Ongoing Evaluation of School Capacity in partnership with the Local Education Authority (LEA)

Location analysis of GP surgeries and other health facilities in partnership with the Primary Care trust (PCT)

GIS mapping and assessment of Gas and Electricity supply lines and buffer zones to identify constraints to development.

Funding mechanisms

10.5 Infrastructure is provided by a variety of public and commercial bodies through a range of different funding and delivery mechanisms. These will all contribute to how Coventry develops over the next twenty years and be crucial to help deliver sustainable growth.

10.6 Significant funding will be channelled largely through the utility and transport companies such as Severn Trent Water, BT and Centro. The Council and its partners however may also consider ways of promoting the City to additional commercial operations such as High Street opticians and private health care companies (e.g. BUPA) in order to meet longer-term shortfalls in provision or changing market requirements.

10.7 The provision of infrastructure will also be dependant on significant levels of mainstream public sector funding sources (e.g. Transportation Capital Programme and Building Schools for the Future) as well as Growth Area Funding (GAF) and Community Infrastructure Funding (CIF). In addition to the Council’s own capital plans, the Regional Development Agency (RDA), and Homes and Community Agency (HCA) will also be key partners in helping to deliver the infrastructure necessary to achieve the objectives of this Spatial Plan.

10.8 In addition, it is acceptable practice under circular 05/05 to request contributions from developers, as any form of development can place additional demands upon all types of services and facilities, as well as having impacts upon the environment. Planning obligations will therefore be required to ensure provision is made for the necessary improvements to services and facilities or to secure compensatory provision for any loss or damage arising from, for instance the loss of open space. Obligations may also be necessary to help achieve Core Strategy policies, such as the provision of affordable housing or contributions towards reducing Coventry’s carbon footprint.

10.9 The detailed framework for calculating and negotiating obligations will be set out in a separate Supplementary Planning Document, which will be updated on a regular basis in order to take account of national policy alterations, changing economic pressures and City requirements.
10.10 The Planning Act 2008 offers a prime example for the need for such flexibility as it makes allowance for authorities to develop a Community Infrastructure Levy (CIL). Any council wishing to adopt a CIL approach to developer contributions must issue a ‘charging schedule’, which sets the rate at which CIL will be charged for different forms of development. At this stage the Council considers CIL as a possible tool for working with developers to help deliver the infrastructure necessary to successfully fulfil the objectives of the Core Strategy, particularly in the Eco suburb.

**Infrastructure Requirements**

10.11 The Core Strategy has been developed alongside continued consultation with the bodies responsible for infrastructure delivery. The views of these bodies have been used in testing and underpinning the strategy, although there remain some areas, which will require ongoing consultation with the responsible bodies and agencies to identify future, unforeseen constraints. Infrastructure providers have been kept fully informed of, and involved with, the Core Strategy, in order to ensure that required infrastructure will be delivered in a timely manner. No show-stoppers have been identified to date and it would be expected that as developments come forward they would fund infrastructure requirements.

10.12 Initial consultation and evidence gathering has suggested Coventry has sufficient gas and electricity provisions already in place to cope with the envisaged growth within the urban area. In terms of urban extensions, however, there are some concerns over high-tension power lines. These will either need to be placed under ground or development will have to respect the required buffer zones to ensure public safety. There is not expected to be significant problems ‘tapping’ into existing gas mains and the electricity network as a whole. Coventry City Council will continue to engage with the providers of these utilities to ensure appropriate steps are incorporated into their future plans and development is not unduly restricted.

10.13 In June 2008 JE Jacobs, on behalf of Severn Trent Water (STW), undertook a Water Resources Study for the City to consider the impact of proposed development on the water system and sewage network. In terms of water supply, the proposed level of development is expected to result in a 3.5% rise in daily demand, which can be accommodated through existing sources. The existing distribution system, however, is unsuitable for increased flows under peak conditions and will require the removal of a Pressure Reducing Valve from the system (via re-valving) in the Stoke Aldermoor area of the City.

10.14 With regards sewage treatment, the existing STW facility at Finham can accommodate the proposed level of growth, which is estimated to equate to a 14% increase in flow to the works. The foul and surface water flow system however fairs less favourably, with existing flood issues already identified within some parts of the urban area. Extra flows from new developments are expected to exacerbate these issues and potentially create new concerns. Consultation with STW has identified a need within their next planning cycle to resolve these issues and create additional capacity to serve the expected level of growth. The cost of such solutions is expected to be in the region of £4-5m, but this is not expected to delay any development activity within the City. In addition, however,
all new developments will be required to conform to Policies SG1 and SG2 and this will require developers, where necessary, to provide flood prevention / mitigation infrastructure specific to the development site.

10.15 As well as utility supplies, other critical relationships between development and infrastructure arise in transport, accessibility, green space and community provisions. These key requirements and their importance to delivering the spatial strategy are summarised below.

10.16 Although making the best use of existing transport infrastructure will be the main priority, patterns of growth for the City may require new transport infrastructure and service patterns. Although congestion is generally not as significant a problem in Coventry as it is in other parts of the West Midlands, there are areas and times where it does create significant issues with regards air quality and road safety. To alleviate these pressures a number of proposals have been identified within Chapter 8 of the Core Strategy with specific reference to policy AC1.

10.17 The overall long-term vision for green infrastructure in Coventry, outlined in the Green Infrastructure Study and in Chapter 7, is the provision of a city-wide network of high quality, well-managed and well-connected, multi-functional green space, delivering a wide range of benefits to those living, working and visiting the city, and improving the attractiveness of the city as a whole.

10.18 In order to address health inequalities and to promote healthier lifestyles, the population of Coventry needs to have good access to a full range of Green Infrastructure facilities. Through the City’s Green Infrastructure Study and Green Space Strategy, green space standards were identified for different parts of the City. All developments will therefore be expected to contribute to improving the quality of existing provision or, where possible, make available additional facilities. As part of the eco-suburb at Keresley a new accessible country park will be provided, whilst the regeneration scheme at Wood End/Henley Green/Manor Farm NDC will be focused around new and improved open space provision.

10.19 With development primarily being focused within the existing urban area, the demand and need for social, community and leisure facilities will grow significantly. Theme 8 of the Sustainable Community Strategy (set out in chapter 4 of this Core Strategy) identifies these facilities as essential for achieving a creative, active and vibrant City. Therefore, in order to achieve adequate provision, new or expanded community and leisure centres will be required to meet the needs of the City’s population. Contributions from all developments within the existing urban area will be sought to help fund the expansion and improved quality of existing provision within the locality. This will also help meet the needs generated by the residents and/or workforce associated with the new development. The eco-suburb at Keresley will be expected to incorporate where necessary new local facilities for top up shopping, community and leisure uses.

10.20 Although there is very limited spare capacity within the City’s existing school network, appropriate contributions or provision will be required in conjunction with new housing, which include 2 or more bedrooms. This will help to ensure adequate proximity and promote opportunities for children to reach school by foot or cycle. Contributions will also be used toward school expansions and meeting the demand for increased
Section 10

Implementation and Monitoring Framework

Educational resources. Development of the eco-suburb at Keresley, for example, will require either a new primary school within its site boundary or make provisions to expand the existing primary schools at Keresley Grange, Parkgate, Holy Family and Keresley Newland. The Building Schools for the Future programme will see all secondary schools in the City either rebuilt or refurbished creating additional capacity. However this will only cover the first 10 years of the plan period, which may create pressures towards the end of the Core Strategy timeframe. In relation to the eco-suburb, both President Kennedy and Cardinal Newman Secondary Schools and Community Colleges will be redeveloped. However if this development proceeds in line with planned phasing policies, there may need to be further investment in these schools at a later date.

10.21 There are 4 Fire Stations and 3 Police Stations located within the Coventry urban area. Both services have a central presence within the City Centre with satellite facilities to the southeast and northeast. There is an out of centre fire service located in Canley to the southwest of the City but no police presence. Initial evidence suggests fire station provision will be adequate to serve an increased population. However, ongoing consultation will be required through the Coventry Partnership to identify future funding requirements to provide an adequate service. Increased development pressures in the west of the City, however, suggest a further police presence may be required, potentially as part of the eco-village. Contributions will therefore be sought from developers through policy IM1 to help ensure theme 3 of the Sustainable Community Strategy and its corresponding Core Strategy objectives are achieved. Consultation will continue with the Police Authority to identify specific sites and areas for service expansion.

10.22 Coventry Primary Care Trust (PCT) is responsible for the overall commissioning of health care services throughout the City. The Council has worked in partnership with the PCT to identify areas of the City that will require investment to support the proposed level of housing. This has identified a need for approximately 27 additional GP’s throughout the City in order to serve an increased population of approximately 50,000 people. In the first instance, funding will be prioritised to improve existing premises where these are suitable for long-term development. In areas where higher levels of new development are expected however, such as the eco-suburb at Keresley, additional new facilities will be required to support an improved level of GP care, as well as serving the need of the expanding population. The PCT has identified limited resources of capital and revenue funding for health infrastructure throughout the City. Contributions from new developments through providing land and/or contributions will be required however in order to help meet the identified need and therefore theme 2 of the Sustainable Community Strategy and its accompanying Core Strategy objectives. It is also likely that new facilities built within the City will follow national requirements and be allocated as health centres rather than just surgeries. This will allow for a greater range of services such as dental, optometry and physiotherapy to be offered from a single centre. Such provision would also allow for greater value for money and an improved service to the community.
Co-ordinating Delivery and Implementation

10.23 The City Council has endeavored to consider the implications of known infrastructure requirements in devising the Core Strategy. There is however the risk of delay or non-delivery of major infrastructure projects which may be deemed crucial to delivering specific development sites. This may include setbacks in the upgrading of the sewage network throughout the City, which could add to developer’s costs. Monitoring will maintain the 5-year supply of housing.

10.24 Multiple land ownership may also prevent additional obstacles in identifying land for Green Infrastructure or public transport improvements. In this instance, the Council may be required to use its Compulsory Purchase powers to aid in the delivery of key infrastructure.

10.25 In order to ensure infrastructure is delivered in a timely and appropriate manner, the Council will maintain continued communication with all relevant public and private sector service providers. Where possible this will be maintained through the Coventry Partnership theme groups, whilst the Council will also submit recommendations to private sector companies as they develop and review their capital investment plans.

10.26 The detailed timetable of infrastructure requirements is set out in the accompanying delivery framework, with supplementary information available in chapters 7 and 8. Affordable Housing policy is also identified in chapter 6. In order to detail the Council’s infrastructure calculations and charging methodology, a Supplementary Planning Document will be developed following the submission of the Core Strategy. This will be produced in consultation with key stakeholders and service providers and will be reviewed on a regular basis. This will also examine the possibility of adopting the Community Infrastructure Levy for the eco suburb.

10.27 When considering the type and level of any contribution, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. This process will require an ‘open-book’ approach on behalf of the developer in order to justify any reduced level of infrastructure contribution.
Policy IM 1: Developer Contributions for Infrastructure

Planning obligations and other forms of legal agreement will be used to further the Core Strategy policies and enable development to proceed that might otherwise be unacceptable.

Negotiations will be based on the general principle that developers should ordinarily provide or fund additional or improved social, transport and other communal infrastructure, facilities and services in fair and reasonable proportion to the demands arising from the proposed development.

Where suitable and appropriate contributions will be sought ‘on-site’. However where this is not possible a commuted payment will be requested to accommodate ‘off-site’ provision. In some circumstances, especially within the eco-suburb at Keresley, the Council will consider ‘in-kind’ contributions where this offers greater value for money and is in the best interests of the existing and future community for which it will serve.

Obligations may require contributions towards, and/or provision of:

- Affordable and key worker housing;
- Executive housing;
- Open space, recreation (including leisure and sports facilities) and other green infrastructure;
- Transport (including footpaths, cycleways, highways, public transport, and travel planning);
- Community facilities (including meeting halls, youth activities, play facilities, library and information services, cultural facilities and places of worship);
- Education;
- Health and social care and community safety;
- Utilities infrastructure and renewable energy;
- Emergency and essential services; and
- Environmental improvements.

Table 5: Implementation Plan

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Outcome/Impact</th>
<th>Estimated Cost (£m)</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td></td>
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<tr>
<td>Kenilworth Road/ Gibbet Hill junction</td>
<td>Reduce delay on a key access route to the University of Warwick crossing a key radial route in an environmentally sensitive location</td>
<td>£3M capital</td>
<td>Developer contribution</td>
</tr>
<tr>
<td>A46/Hospital Link</td>
<td>Provide a direct link to a major sub-regional hospital from the trunk road network</td>
<td>£20M+ capital</td>
<td>Developer contribution</td>
</tr>
<tr>
<td>Red Routes:</td>
<td>Make best use of highway capacity</td>
<td>£4M capital</td>
<td>LTP</td>
</tr>
</tbody>
</table>
## Implementation and Monitoring Framework

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Outcome/Impact</th>
<th>Estimated Cost (£m)</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rail</strong></td>
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<tr>
<td>Coventry Station Interchange</td>
<td>Improve interchange between rail, BRT, bus and taxi and general accessibility by a choice of means of transport. Improvements to built environment, air quality, social inclusion and job opportunities</td>
<td>£17M</td>
<td>LTP/ Developer contribution/ Network Rail</td>
</tr>
<tr>
<td>North-South Rail Corridor Phase 1: Coventry-Nuneaton service improvements (NUCKLE 1)</td>
<td>Encourage modal shift, reduce road congestion and support growth</td>
<td></td>
<td>RFA/TOC/ Network Rail/ Developer contribution</td>
</tr>
<tr>
<td>New station at Ricoh Arena</td>
<td>Improve access to key regional/sub-regional facility by alternatives to the private car, encourage modal shift and reduce road congestion. Also benefits defined Major District Centre.</td>
<td>£7M+ capital</td>
<td>RFA/TOC/ Developer contribution/ Network Rail</td>
</tr>
<tr>
<td>North-South Rail Corridor Phase 2: Coventry-Leamington service improvements, doubling and signalling enhancement (NUCKLE2)</td>
<td>Encourage modal shift, reduce road congestion and support growth</td>
<td></td>
<td>RFA/TOC/ Network Rail/ Developer contribution</td>
</tr>
<tr>
<td><strong>Bus</strong></td>
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<td></td>
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<tr>
<td>North-south express bus service (SPRINT)</td>
<td>Encourage modal shift and reduce road congestion in north south corridor.</td>
<td>£77M+ revenue</td>
<td>RFA/LTP/ developer contribution</td>
</tr>
</tbody>
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Implementation and Monitoring Framework

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</thead>
<tbody>
<tr>
<td>Coventry Bus Showcase</td>
<td>Encourage modal shift and reduce road congestion. Implementation by partnership between City Council (road and footway infrastructure, Centro (shelters and information) and bus operators (vehicles)</td>
<td>£10M</td>
<td>LTP/developer contribution</td>
</tr>
<tr>
<td>Coventry Park and Ride (North site relocated, west and east site to be identified)</td>
<td>Encourage modal shift and reduce road congestion</td>
<td>£5M capital per site</td>
<td>LTP/developer contribution</td>
</tr>
</tbody>
</table>

Education

| New/improved schools | Appropriate level of and accessibility to provision                                                                                                    | CCC BSF Developer contribution |

Green Infrastructure

| New/Improved provision | Appropriate level of and accessibility to provision                                                                                                    | Developer contribution         |

Social Infrastructure

| New/Improved provision | Appropriate level of and accessibility to provision                                                                                                    | Developer contribution         |

Monitoring

10.28 Section 35 of the Planning and Compulsory Purchase Act 2004 and Regulation 48 of the Town and Country Planning (Local Development) (England) Regulations 2004 (Regulations) require local planning authorities to submit an Annual Monitoring Report to the Secretary of State containing information on the implementation of the local development scheme and on the extent to which policies set out in local development documents are being achieved. Further guidance indicates that the development of a monitoring framework will be gradual and evolving, as the new approach to development planning takes shape. The package of indicators and targets should be kept short, whilst providing robust measurement of the plan's performance.
10.29 Detailed monitoring of successive development plans within Coventry has taken place for many years, including the preparation of annual reports setting out progress on the implementation of policies. In addition, the City contributes to the monitoring of the West Midlands Regional Spatial Strategy. The following builds on that practice.

10.30 Table 6 below shows a set of indicators related to the policies of the Proposed Core Strategy Submission Document, as well as targets to measure performance. Further development plan documents will contain their own indicators and targets and the results will be brought together in the Annual Monitoring Report.

### Table 6: Indicators and Targets

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy SG 1 Development</strong></td>
<td></td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Policy SG 2 Sustainability</strong></td>
<td></td>
</tr>
<tr>
<td>Percentage of new development built to energy efficiency standards (code for sustainable homes / BREEAM / Ecohomes very good or excellent standard)</td>
<td>10% renewable or low carbon decentralised energy for high impact or large scale development during the plan period</td>
</tr>
<tr>
<td>Number of planning permissions granted against Environment Agency Advice</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Policy SG 3 Waste Management</strong></td>
<td></td>
</tr>
<tr>
<td>Number of new waste management facilities by type</td>
<td>To be agreed through the emerging waste management strategy for Coventry</td>
</tr>
<tr>
<td>Number of new residential dwellings with space for waste storage, refuse, recycling and composting</td>
<td></td>
</tr>
<tr>
<td>Amount of waste sent to landfill (tonnes)</td>
<td></td>
</tr>
<tr>
<td>% of total waste recycled</td>
<td></td>
</tr>
<tr>
<td><strong>Policy SG4 Safeguarding Major Waste Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>Number of new waste management facilities by type</td>
<td>To be agreed through the emerging waste management strategy for Coventry</td>
</tr>
<tr>
<td><strong>Policy SG 5 Safeguarding Mineral Resources</strong></td>
<td></td>
</tr>
<tr>
<td>Number of planning permissions granted in mineral safeguarded areas</td>
<td>To avoid unnecessary sterilisation of mineral safeguarded sites</td>
</tr>
</tbody>
</table>
### Section 10

**Implementation and Monitoring Framework**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy SG 6 Location and Scale of Housing Development</strong></td>
<td></td>
</tr>
<tr>
<td>Provision of houses built on previously developed land</td>
<td>RSS Preferred Options Target 33,500 (1650 dwellings per year) with 85% on PDL between 2006 and 2016</td>
</tr>
<tr>
<td><strong>Policy SG 7 Provision of New Housing</strong></td>
<td></td>
</tr>
<tr>
<td>Net additional dwellings (National Indicator 154)</td>
<td>Five year land supply</td>
</tr>
<tr>
<td>Supply of ready to develop housing sites (National Indicator 159)</td>
<td></td>
</tr>
<tr>
<td><strong>Policy SG 8 Release of Housing Land</strong></td>
<td></td>
</tr>
<tr>
<td>Supply of ready to develop housing sites (National Indicator 159)</td>
<td>Five year land supply</td>
</tr>
<tr>
<td><strong>Policy SG 10 Housing Needs and Mix</strong></td>
<td></td>
</tr>
<tr>
<td>Completions of affordable housing (National Indicator 155) and executive Housing</td>
<td>25% of new developments over 15 dwellings in size should be affordable 10% of new developments over 50 dwellings in size should provide 10% executive housing</td>
</tr>
<tr>
<td><strong>Policy SG 11 Gypsy and Traveller Accommodation</strong></td>
<td></td>
</tr>
<tr>
<td>Number of Gypsy and Traveller Sites identified</td>
<td>To provide one site in accordance with GTAA</td>
</tr>
<tr>
<td><strong>Policy SG 12 Residential Density</strong></td>
<td></td>
</tr>
<tr>
<td>Average net density of housing development</td>
<td>All sites should normally be at least 30 dwellings per hectare</td>
</tr>
<tr>
<td><strong>Policy SG 13 Student Housing</strong></td>
<td></td>
</tr>
<tr>
<td>Number of new beds provided in purpose built student accommodation.</td>
<td>To increase purpose built provision</td>
</tr>
<tr>
<td>Number of houses recorded as being for student accommodation</td>
<td>To reduce residential properties occupied by students</td>
</tr>
<tr>
<td>Indicator</td>
<td>Target</td>
</tr>
<tr>
<td>-----------</td>
<td>--------</td>
</tr>
<tr>
<td><strong>Policy SG 14 Overall Economy and Employment Strategy</strong></td>
<td></td>
</tr>
<tr>
<td>Number of years rolling employment land provision</td>
<td>Maintaining a reservoir of at least 82 hectares of employment land, including extant planning permissions, to serve the city at all times</td>
</tr>
<tr>
<td><strong>Policy SG 15 Provision of Employment Land and Premises</strong></td>
<td></td>
</tr>
<tr>
<td>Amount of employment land permitted in hectares</td>
<td></td>
</tr>
<tr>
<td><strong>Policy SG 16 Protection of Best Quality Employment Land</strong></td>
<td></td>
</tr>
<tr>
<td>“Loss” (in ha) of high or above average overall quality employment land to other uses</td>
<td>Zero employment land of high or above average overall quality ‘lost’ to other uses</td>
</tr>
<tr>
<td><strong>Policy SG 17 Mixed Use Redevelopment of Employment Land</strong></td>
<td></td>
</tr>
<tr>
<td>Ha of mixed use allocated sites developed for each relevant use class</td>
<td>Not to permit in excess of 20% of total site area to be developed for non ‘B’ use (Use Class Classification)</td>
</tr>
<tr>
<td>% of total site area of mixed use allocations developed for use class other than ‘B’ use.</td>
<td></td>
</tr>
<tr>
<td><strong>Policy SG 18 Warehousing (B8)</strong></td>
<td></td>
</tr>
<tr>
<td>Number of B8 units permitted over 4,000m² and with an identified job provision of 1 employee per 80m² of floor space</td>
<td>Provided sufficient space remains on at least one nearby RLS (either allocated, reserved or with planning permission), zero large scale warehousing development completed in the city</td>
</tr>
<tr>
<td>Number of B8 units permitted below 4,000Sq.M and with an identified job provision of 1 employee per 50Sq.M of floor space</td>
<td></td>
</tr>
<tr>
<td>Indicator</td>
<td>Target</td>
</tr>
<tr>
<td>-----------</td>
<td>--------</td>
</tr>
<tr>
<td><strong>Policy SG 19 City Centre Strategy</strong></td>
<td></td>
</tr>
<tr>
<td>PPS 6 Indicators</td>
<td>No specific target</td>
</tr>
<tr>
<td><strong>Policy SG 20 City Centre Quarters</strong></td>
<td></td>
</tr>
<tr>
<td>Amount and type of new development in ha and m² within each quarter and the City Centre as a whole</td>
<td>Between 2006 and 2026 to develop 150,000 m² gross comparison shopping floor space, 250,000 m² of B1 use and 6,000 dwellings</td>
</tr>
<tr>
<td><strong>Policy EQ 1 Ensuring High Quality Design</strong></td>
<td></td>
</tr>
<tr>
<td>% of new developments built to a ‘very good’ standard against the CABE ‘Building for Life’ Assessment</td>
<td>To achieve a continual increase year on year, reaching 100% by the 2026</td>
</tr>
<tr>
<td><strong>Policy EQ 2 Green Belt</strong></td>
<td></td>
</tr>
<tr>
<td>Number of major applications in the Green Belt and Safeguarded Land release areas</td>
<td>Specification consistent with RSS Green Belt Monitoring</td>
</tr>
<tr>
<td><strong>Policy EQ 3 Green Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>Net loss of Green Infrastructure provisions</td>
<td>Agreed through Green Infrastructure Study</td>
</tr>
<tr>
<td>Amount of new green Infrastructure provided or regenerated as a result of new development</td>
<td></td>
</tr>
<tr>
<td><strong>Policy EQ 4 Open Space, Outdoor Sports and Recreation Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>Net loss to other uses of open space, outdoor sports and recreation facilities (in ha)</td>
<td>Agreed through PPG17 Audit and Green Space Strategy</td>
</tr>
<tr>
<td>Amount of new open space, outdoor sports and recreation facilities (in ha) provided or regenerated as a result of new development</td>
<td></td>
</tr>
<tr>
<td><strong>Policy EQ 5 Biodiversity, Geological, Landscape and Archaeological Conservation</strong></td>
<td></td>
</tr>
<tr>
<td>% change in protected Species, and species and habitats identified in the Local Biodiversity Action Plan (LBAP)</td>
<td>To be agreed through the HBA Partnership but to aim to increase species population annually</td>
</tr>
</tbody>
</table>
### Section 10

**Implementation and Monitoring Framework**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy AC 1 Transport</strong></td>
<td></td>
</tr>
<tr>
<td>Number of trains per day going from Coventry Station to Nuneaton and from Coventry Station to Leamington Spa</td>
<td>To increase the frequency of train journeys and passenger numbers</td>
</tr>
<tr>
<td>Access to services and facilities by public transport, walking and cycling (National Indicator 175)</td>
<td>To make all key services more accessible by foot, cycle and public transport</td>
</tr>
<tr>
<td>Number and size of new and improved “Park and Ride” facilities</td>
<td>To provide 3 new park and ride facilities in the north, northeast and west of the City</td>
</tr>
<tr>
<td>Number of Travel Plans granted annually</td>
<td>To increase car sharing and green travel patterns particularly as part of new developments</td>
</tr>
<tr>
<td>% of new developments meeting the minimum standards for cycle parking</td>
<td>To achieve 100% by 2026</td>
</tr>
<tr>
<td>% of new developments meeting the maximum standards for car parking</td>
<td>0% of applications approved that exceed the maximum levels</td>
</tr>
<tr>
<td><strong>Policy SC 1 The Network of Centres</strong></td>
<td></td>
</tr>
<tr>
<td>PPS 6 indicators</td>
<td>Increase the focus of new retail provision to the City Centre and accordingly through the sequential approach</td>
</tr>
<tr>
<td></td>
<td>To reduce shop vacancy rates within identified centres</td>
</tr>
<tr>
<td><strong>Policy SC 2 Shops Outside Centres</strong></td>
<td></td>
</tr>
<tr>
<td>Amount of retail floor space developed outside of designated centres</td>
<td>To minimise the development of retail units over 200m² outside of designated centres</td>
</tr>
<tr>
<td>Number of retail units permitted outside of designated centres</td>
<td></td>
</tr>
<tr>
<td><strong>Policy SC 3 Local Community Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>% of new community facilities located in a designated centre or within close proximity of public transport</td>
<td>100% of facilities to be located in centres or within close proximity of public transport</td>
</tr>
<tr>
<td>Indicator</td>
<td>Target</td>
</tr>
<tr>
<td>-----------</td>
<td>--------</td>
</tr>
<tr>
<td>Number of community facilities lost to other use classes</td>
<td>To minimise the loss of facilities unless replaced or proved to be redundant</td>
</tr>
</tbody>
</table>

**Policy SC 4 Neighbourhood Regeneration**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of net dwellings built within designated regeneration areas</td>
<td>Between 2008 and 2026 to deliver a minimum of 1,465 net dwellings in the NDC, 1,400 in Swanswell and 700 in Canley</td>
</tr>
<tr>
<td>Amount of floor space (in m²) developed for A, B and D use (from the use class order) within the designated regeneration areas</td>
<td>To meet the requirements and targets of planning permissions and master plans</td>
</tr>
</tbody>
</table>

**Policy IM 1 Developer Contributions for Infrastructure**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of key schemes developed using contributions for infrastructure</td>
<td>To deliver all key infrastructure projects within the timeframe identified</td>
</tr>
<tr>
<td>% of new permissions, which make an infrastructure contribution</td>
<td>To increase the % of developments contributing towards infrastructure development</td>
</tr>
</tbody>
</table>
Appendix 1

Replacement of Coventry Development Plan Saved Policies by Core Strategy
# Coventry Development Plan List of Saved Policies

Part 1 (Strategic) Policies are shown in Upper Case
Part 2 (Detailed) Policies are shown in Lower Case

<table>
<thead>
<tr>
<th>Policy</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overall Strategy</strong></td>
<td></td>
</tr>
<tr>
<td>OS 1</td>
<td>THE OBJECTIVES AND OUTCOMES OF THE PLAN</td>
</tr>
<tr>
<td>OS 2</td>
<td>STRATEGIC REGENERATION SITES</td>
</tr>
<tr>
<td>OS 3</td>
<td>LOCAL AREA REGENERATION</td>
</tr>
<tr>
<td>OS 4</td>
<td>CREATING A MORE SUSTAINABLE CITY</td>
</tr>
<tr>
<td>OS 5</td>
<td>ACHIEVING A HIGH QUALITY CITY</td>
</tr>
<tr>
<td>OS 6</td>
<td>CHANGE OF LAND USE</td>
</tr>
<tr>
<td>OS 7</td>
<td>MIXED LAND USE</td>
</tr>
<tr>
<td>OS 8</td>
<td>EQUAL OPPORTUNITY</td>
</tr>
<tr>
<td>OS 9</td>
<td>ACCESS BY DISABLED PEOPLE</td>
</tr>
<tr>
<td>OS 10</td>
<td>PLANNING OBLIGATIONS</td>
</tr>
</tbody>
</table>

| **Environmental Management** | |
| EM 2  | Air Quality | SG2 |
| EM 3  | Water Resources and Quality | SG2 |
| EM 4  | Flood Risk and Development | SG2 |
| EM 5  | POLLUTION PROTECTION STRATEGY | SG1 |
| EM 6  | Contaminated Land | X |
| EM 7  | Hazardous Installations and Nearby Development | X |
| EM 8  | Light Pollution | X |
| EM 9  | WASTE STRATEGY | SG3 |
| EM 10 | Re-use and Recycling | SG3 |
| EM 11 | Materials Recycling Facilities | SG3 |
| EM 12 | Composting | X |
| EM 13 | Landfill | X |

| **Housing** | |
| H 1  | PEOPLE AND THEIR HOUSING NEEDS | SG10 |
| H 2  | BALANCING NEW AND EXISTING HOUSING | SG6 |
| H 3  | THE IMPROVEMENT OF THE HOUSING STOCK | SG6 |
## Appendix 1

### Replacement of Coventry Development Plan Saved Policies by Core Strategy

<table>
<thead>
<tr>
<th>Policy</th>
<th>Title</th>
<th>Superseded by</th>
<th>Saved</th>
</tr>
</thead>
<tbody>
<tr>
<td>H 4</td>
<td>Residential Extensions</td>
<td>SG9</td>
<td></td>
</tr>
<tr>
<td>H 5</td>
<td>Conversion from Non-residential to Residential use</td>
<td>SG5</td>
<td></td>
</tr>
<tr>
<td>H 6</td>
<td>Conversion to Multiple Occupation</td>
<td>SG12</td>
<td></td>
</tr>
<tr>
<td>H 8</td>
<td>Principal Housing Sites</td>
<td>SG7</td>
<td></td>
</tr>
<tr>
<td>H 9</td>
<td>Windfall Additions to Housing Land Supply</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>H 10</td>
<td>Affordable Housing</td>
<td>SG10</td>
<td></td>
</tr>
<tr>
<td>H 11</td>
<td>Housing for People with Special Needs</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>H 12</td>
<td>Design and Density of Housing Development</td>
<td>SG12</td>
<td></td>
</tr>
<tr>
<td>H 13</td>
<td>Care Homes and Nursing Homes</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

### Economy and Employment

<table>
<thead>
<tr>
<th>Policy</th>
<th>Title</th>
<th>Superseded by</th>
<th>Saved</th>
</tr>
</thead>
<tbody>
<tr>
<td>E 1</td>
<td>OVERALL ECONOMY AND EMPLOYMENT STRATEGY</td>
<td>SG14</td>
<td></td>
</tr>
<tr>
<td>E 2</td>
<td>Consolidating and Strengthening the City’s Existing Economic Base</td>
<td>SG14</td>
<td></td>
</tr>
<tr>
<td>E 3</td>
<td>Diversification of the Local Economy</td>
<td>SG14</td>
<td></td>
</tr>
<tr>
<td>E 4</td>
<td>Hotels, Conference and Training Accommodation</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>E 5</td>
<td>Office Development</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>E 6</td>
<td>Principal Employment Sites</td>
<td>SG15</td>
<td></td>
</tr>
<tr>
<td>E 7</td>
<td>Site Reserved for the Expansion of Jaguar/Ford Cars</td>
<td>EQ2</td>
<td></td>
</tr>
<tr>
<td>E 8</td>
<td>Redevelopment of Existing Employment Sites</td>
<td>SG 16 &amp; 17</td>
<td></td>
</tr>
<tr>
<td>E 9</td>
<td>Windfall Additions to Employment Land Supply</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>E 10</td>
<td>Accessibility to Job Opportunities</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>E 11</td>
<td>Employment and Training Initiatives to Assist the Priority Areas</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>E 12</td>
<td>Warehousing Development</td>
<td>SG18</td>
<td></td>
</tr>
<tr>
<td>E 13</td>
<td>General Industrial Development (B2) in Residential Areas</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

### Shopping

<table>
<thead>
<tr>
<th>Policy</th>
<th>Title</th>
<th>Superseded by</th>
<th>Saved</th>
</tr>
</thead>
<tbody>
<tr>
<td>S 1</td>
<td>SHOPPING STRATEGY</td>
<td>SC1</td>
<td></td>
</tr>
<tr>
<td>S 2</td>
<td>Major District Centres</td>
<td>SC1</td>
<td></td>
</tr>
<tr>
<td>S 3</td>
<td>Foleshill Gasworks Major District Centre</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>S 4</td>
<td>District Centres</td>
<td>SC1</td>
<td></td>
</tr>
<tr>
<td>S 5</td>
<td>Local Centres</td>
<td>SC1</td>
<td></td>
</tr>
<tr>
<td>S 6</td>
<td>Ground Floor Units in Defined Centres</td>
<td>SC1</td>
<td></td>
</tr>
</tbody>
</table>
# Appendix 1

## Replacement of Coventry Development Plan Saved Policies by Core Strategy

<table>
<thead>
<tr>
<th>Policy</th>
<th>Title</th>
<th>Superseded by</th>
<th>Saved</th>
</tr>
</thead>
<tbody>
<tr>
<td>S 9</td>
<td>Local Shops</td>
<td></td>
<td>SC2</td>
</tr>
<tr>
<td>S 10</td>
<td>Catering Outlets</td>
<td></td>
<td>SC2</td>
</tr>
<tr>
<td>S 11</td>
<td>Edge-of-Centre and Out-of-Centre Retailing</td>
<td></td>
<td>SC2</td>
</tr>
</tbody>
</table>

### Access and Movement

| AM 1   | AN INTEGRATED, ACCESSIBLE AND SUSTAINABLE TRANSPORT STRATEGY         | AC1           |       |
| AM 2   | PUBLIC TRANSPORT                                                     | AC1           |       |
| AM 3   | Bus Provision in Major New Developments                              | IM1           |       |
| AM 4   | Bus Priority Measures                                                | AC1           |       |
| AM 5   | Bus Park and Ride                                                    | AC1           |       |
| AM 6   | Hackney Carriage Ranks                                               | AC1           |       |
| AM 7   | Rail Services                                                        | AC1           |       |
| AM 8   | IMPROVING PEDESTRIAN ROUTINES                                        | AC1           |       |
| AM 9   | Pedestrians in New Developments                                      | AC1           |       |
| AM 10  | Traffic Calming                                                      | IM1           |       |
| AM 11  | IMPROVING CYCLING FACILITIES                                         | AC1           |       |
| AM 12  | Cycling in New Developments                                          | AC1           |       |
| AM 13  | Cycle Routes                                                         | SPG/SPD       |       |
| AM 14  | ROADS                                                                 | AC1           |       |
| AM 15  | Highway Authority Road Schemes                                       | Spent         |       |
| AM 16  | Other Road Schemes                                                   | Spent         |       |
| AM 19  | Off-Street Car Parking Areas                                         |               | X     |
| AM 20  | Road Freight                                                         | Spent         |       |
| AM 22  | Road Safety in New Developments                                      | SG1           |       |

### Built Environment

| BE 1   | OVERALL BUILT ENVIRONMENT STRATEGY                                   | EQ1           |       |
| BE 2   | The Principles of Urban Design                                       | EQ1           |       |
| BE 4   | Road Corridors                                                       | EQ1           |       |
| BE 5   | The Canal Corridor                                                   | EQ3           |       |
| BE 6   | The West Coast Main Line Railway Corridor                            | EQ1           |       |
| BE 7   | Gateways                                                             | EQ1           |       |
| BE 8   | Conservation Areas                                                   | EQ1           |       |
## Appendix 1

### Replacement of Coventry Development Plan Saved Policies by Core Strategy

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</tr>
</thead>
<tbody>
<tr>
<td>BE 9</td>
<td>Development in Conservation Areas</td>
<td>EQ1</td>
<td></td>
</tr>
<tr>
<td>BE 10</td>
<td>The Retention of Buildings in Conservation Areas</td>
<td>EQ1</td>
<td></td>
</tr>
<tr>
<td>BE 11</td>
<td>Alteration or Extension of Listed Buildings</td>
<td>EQ1</td>
<td></td>
</tr>
<tr>
<td>BE 12</td>
<td>Changes of Use to Listed Buildings</td>
<td>EQ1</td>
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<td>BE 21</td>
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**Green Environment**

| GE 1   | GREEN ENVIRONMENT STRATEGY                                            | EQ 3 & 4      |       |
| GE 2   | Green Space Enhancement Sites                                          | EQ 4           |       |
| GE 3   | Green Space Corridors                                                  | EQ 4           |       |
| GE 4   | Protection of Outdoor Sports Facilities                                | EQ 4           |       |
| GE 5   | Protection of Allotment Gardens                                        | EQ 3 & 4      |       |
| GE 6   | Control over Development in the Green Belt                             | EQ 2           |       |
| GE 7   | Industrial or Commercial Buildings in the Green Belt                   | EQ 2           |       |
| GE 8   | Control over Development in Urban Green Space                          | EQ 3 & 4      |       |
| GE 9   | Green Space Provision in New Housing Developments outside the City Centre | EQ 4       |       |
| GE 10  | Proposals for New Outdoor Sport or Recreation Facilities in Urban Green Space | EQ 4      |       |
| GE 11  | Protection of Sites of Special Scientific Interest, Local Nature Reserves and Coventry Nature Conservation Sites | EQ 5 |       |
| GE 12  | Protection of Other Sites of Nature Conservation Value                 | EQ 5           |       |
| GE 14  | Protection of Landscape Features                                       | EQ 5           |       |
| GE 15  | Designing New Development to Accommodate Wildlife                      | EQ 3 & 5      |       |
## Replacement of Coventry Development Plan Saved Policies by Core Strategy

<table>
<thead>
<tr>
<th>Policy</th>
<th>Title</th>
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<td>Re-use or Redevelopment of Facilities</td>
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## Appendix 1

### Replacement of Coventry Development Plan Saved Policies by Core Strategy

<table>
<thead>
<tr>
<th>Policy</th>
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<td>The Parkside Area</td>
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<td>The Cathedral Area</td>
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<td>The Coventry and Warwickshire Hospital Site</td>
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*To be reviewed in area action plan*
Supplementary Planning Guidance / Documents

Supplementary Planning Documents (SPD) form part of the Local Development Framework, expanding or adding detail to policies in Development Plan Documents or to a saved policy from the existing Development Plan. Supplementary Planning Guidance (SPG) is no longer produced but can still be relevant as a material consideration if related to a “saved” policy or a policy in a Development Plan Document. Eventually SPG will be replaced by an appropriate SPD.

### Supplementary Planning Guidance relating to Coventry Development Plan Saved Policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
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<tbody>
<tr>
<td>Policy H 4</td>
<td>Extending Your Home, A Design Guide</td>
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<tr>
<td>Policy H 6</td>
<td>Houses in Multiple Occupation – Development Control Guidelines</td>
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<tr>
<td>Policy BE 5</td>
<td>Canal Corridor Study</td>
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<td>Policy BE 8</td>
<td>Stoke Green Conservation Area Control Plan</td>
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<td>Chapelfields Conservation Area Control Plan</td>
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<td>Kenilworth Road Control Plan</td>
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<td>Spon Street Townscape Scheme – Control Policy for Signs and Advertisement Displays</td>
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<td>Policy BE 17</td>
<td>Planning Guidelines for Outdoor Poster Advertising in the City</td>
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### Supplementary Planning Guidance listed in the CDP but now relating to Core Strategy Policies

<table>
<thead>
<tr>
<th>Policy</th>
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<tbody>
<tr>
<td>Policy SG 10</td>
<td>Affordable Housing</td>
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<tr>
<td>Policy SG 12, EQ 1</td>
<td>Extending Your Home A Design Guide</td>
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<tr>
<td>Policy SG 12, EQ 1</td>
<td>Design Guidance for New Residential Development</td>
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<td>Policy EQ 2</td>
<td>Design Guidelines for Development in Coventry’s Ancient Arden</td>
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<td>Spon End and Naul’s Mill Area of Local Distinctiveness</td>
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<td>Urban Design Guidance</td>
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### Supplementary Planning Document relating to Core Strategy Policies

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<th>Policy</th>
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<tbody>
<tr>
<td>Policy SG 2</td>
<td>Delivering a More Sustainable City</td>
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</table>
Appendix 2

Glossary

AAP
Area Action Plan – A Development Plan
Document which focuses upon a specific location or an area subject to significant change.

Affordable
Housing, including social rented and intermediate housing, for people whose needs are not met by the housing market.

AMR
Annual Monitoring Report – Report published once a year and submitted to the Government by local planning authorities or regional planning bodies assessing progress with and the effectiveness of policies.

AQMA
Air Quality Management Areas – Designation made by Local Authority where assessment of air quality requires action plan to improve the air quality.

Area of Local Distinctiveness
Area of local historic and architectural significance which, although not important enough to be declared as a Conservation Area, has sufficient distinctiveness and character to merit preservation.

AWM
Advantage West Midlands – The name of the Regional Development Agency for the West Midlands Area.

BAP
Biodiversity Action Plan – A strategy prepared for a local area aimed at conserving and enhancing biological diversity.

BREEAM
Building Research Establishment Environmental Assessment Method – Widely used environmental assessment method for buildings, which sets the standard for best practice.

Brownfield Land
Previously developed land occupied by a permanent structure and associated development, such as car parking, which can be re-developed for other uses.

BSF
Building Schools for the Future – This is a national programme, which aims to rebuild or renew every secondary school in England over a 10-15 year period.

CDP
Coventry Development Plan 2001 – The existing statutory land use Plan for the city which the LDF will supersede. It comprises the policies against which proposals for physical development are currently evaluated and provides the framework for change and development in the city.

Circular
Non statutory advice and guidance on particular issues which expands and clarifies subjects which are referred to in national legislation.

Comparison Shopping
Items not bought on an everyday basis, but after comparison of alternatives from various sources such as clothes, shoes and electrical items.

Conservation Area
Area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
Convenience Goods
Items bought on an everyday basis such as food-shopping

Core Strategy
Development Plan Document setting out the spatial vision and strategic objectives of planning framework for an area

CPO
Compulsory Purchase Order – An order issued by the government or a local authority to acquire land or buildings for public interest purposes. (e.g. Land for new roads).

CSA
Central Shopping Area – The main retail area within the city centre. It meets the convenience and comparison shopping needs of the city's population and also acts as a sub-regional retail centre to some degree. It contains local needs shops, national comparison multiples and a range of small independent specialist shops.

CSWF
Coventry, Solihull & Warwickshire Forum – Forum comprising Councillors from local authorities in the area. It shares information on common issues that face the sub region and identifies and develops common sub regional approaches.

DCLG
Department of Communities and Local Government

Density
In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare

Development
Development is defined under the Town and Country Planning Act 1990 as “the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land”.

DIRFT
Daventry International Rail Freight Terminal

District Centre
Significant group of shops serving a large part of the City including both comparison and convenience shopping, as well as other commercial and public services and facilities

DPD
Development Plan Document – One of a family of documents which sets out the land allocations and spatial planning policies for all or specific parts of the local authority area. When approved or adopted, DPDs will form part of the Development Plan. Some DPDs may refer to areas outside a local authority boundary as there may be issues of shared interest with other local authorities.

GIS
Geographical Information System – A computer based mapping system for the capture, storage, retrieval, analysis and display of spatial information.

Green Belt
National policy designation that helps to contain development, protect the countryside and promote brownfield development and assists in the urban renaissance. There is a general presumption against inappropriate development in the Green Belt.

Green Wedge
An open green space corridor which penetrates the built up area of a settlement.
Appendix 2

Glossary

HA
Housing Association – Independent, non-profit association that provides rented or shared ownership (intermediate) housing to people unable to afford to buy their own homes on the open market, or to special groups, such as older people or the homeless.

HBA
Habitat Biodiversity Audit – This provides the underlying baseline evidence of the type of habitats and their condition based on recognised national survey methodology.

HMA
Housing Market Area – Provides information on the level of need and demand for housing and the opportunities that exist to meet it across a defined area.

HTC
High Technology Corridors – Established in the RSS to accelerate modernisation and diversification of the region's economy, stimulate new enterprise and attract new investment.

LBAP
Local Biodiversity Action Plan – This outlines how landowners, land-managers and policy makers will protect the characteristic wildlife and landscapes of an area.

LDD
Local Development Document – This includes two types of documents: Development Plan Documents (DPD), and Supplementary Planning Documents (SPD).

LDF
Local Development Framework – Comprises a portfolio of documents, including a core strategy, proposals and a series of Area Action Plans, which collectively will deliver the spatial planning strategy of a local planning authority.

LDS
The Local Development Scheme is a public statement of the Council's 3 year programme for the preparation of Local Development Documents which will form the Local Development Framework (LDF).

LEGI
Local Enterprise Growth Initiative – Local/ sub-regional/ regional strategy promoted by Government which aims to release the economic and productivity potential of the most deprived local areas across the country through enterprise and investment.

LNR
Local Nature Reserve – Places with wildlife or geological features that are of special interest locally. LNR is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949.

LTP
Local Transport Plan – Local Authority Transport strategy.

MIS
Major Investment Site – Regionally identified site with a minimum size of 50ha for new industrial/commercial investment by a single large multi-national corporation, rather than for a variety of smaller users, to the benefit of the regional economy.
MUA
Major Urban Area, as set out in RSS. In the West Midlands, there are 3 MUA’s: Coventry, Solihull, Birmingham; The Black Country; and North Staffordshire.

NDC
New Deal for Communities – Government strategy to tackle multiple deprivation in the most deprived neighbourhoods in the country.

NERC Act
The Natural Environment & Rural Communities Act 2006 – Designed to help achieve a rich and diverse natural environment as well as thriving rural communities through modernised and simplified arrangements for delivering Government policy.

NLP Study
Nathaniel Lichfield and Partners Retail Study – This study provides assessments of the Coventry City Centre’s shopping role and predictions for growth in capacity.

NRF
Neighbourhood Renewal Fund – Grant available to Local Authorities in England’s most deprived areas to improve services and reduce the gap with better off areas.

Park and Ride
Facility, which provides parking for cars, and an Interchange for transferring passengers onto public transport, particularly at approaches to or outskirts of a city.

PDL
Previously Developed Land – See Brownfield.

Planning Obligation
Legal agreements between a planning authority and a developer to ensure that certain works which are necessary and relevant to a development are undertaken or financial contributions made to facilitate associated infrastructure works and development.

PPS
Planning Policy Statements – National policy statements, which will eventually replace Planning Policy Guidance Notes (PPGs).

RA
Regional Assembly – Regional body consisting of elected members, business leaders and other stakeholders. Their work falls into the following three areas: Regional Planning; Advocacy and Policy Development (which includes representing the region to Whitehall and European institutions); and Accountability which involves scrutinizing the work of relevant Regional Development Agency.

RCS
Regional Centres Study – Undertaken by Regional Assembly as part of the Phase 2 Revision of the RSS with recommendations for the definition of Centres and targets for comparison shopping, office, commercial & leisure floorspace across the region.

RDA
Regional Development Agency – Public body which encourages economic development in a region. AWM are the RDA for the West Midlands Region.

RELS
Regional Employment Land Study – Annually updated database which assesses the quantity and quality of existing B1, B2 and B8 employment land in the West Midlands.
RIS
Regional Investment Site – A site of between 25 and 50 hectares in size which principally serve Regeneration Zones and/or High-Technology Corridors.

RLS
Regional Logistics Sites – Regionally identified sites of 50 ha or more, for concentrated development for large scale warehousing and distribution (B8 uses)

RSPB
Royal Society for the Protection of Birds – Charity which promotes the conservation of birds and other wildlife through the protection and re-creation of habitats

RSS
Regional Spatial Strategy – Prepared by Regional Assemblies and approved by Government and forms part of the Development Plan. It sets out how a region should develop in spatial terms over a long-term time frame.

RZ
Regeneration Zones – Areas identified at regional or sub regional level to reduce disparities within the sub region to ensure opportunities to all communities.

Saved Policies
The City Council ‘saved’ most of its policies from the Coventry Development Plan 2001. These will remain in force until they are replaced by policies within the LDF.

Sequential Approach
Planning principle that seeks to identify, allocate or develop certain types of locations of land before others (eg development in CSA sites before out-of-centre sites etc.).

SHLAA
Strategic Housing Land Availability Assessment – Replaces the Urban Capacity Studies and makes an assessment of the amount of land that is available for housing development.

SPD
Supplementary Planning Document – These are LDD documents (Local Development Document) that provides further detail of policies and proposals in a ‘parent’ Development Plan Document. Not subject to external scrutiny and without the status of DPDs, but are a material consideration in the evaluation of planning applications. They will replace Supplementary Planning Guidance (SPGs).

SCS
Sustainable Community Strategy – Sets out the strategic vision for an area; identifies priorities for action; identifies how agencies and organisations are addressing the issues and may identify additional initiatives to be undertaken.

SSSI
Sites of Special Scientific Interest – An area of land identified and protected by Natural England as being of special nature conservation interest nationally.

SuDS
Sustainable Drainage Systems – Absorb rainfall and release it gradually, improving drainage and reducing the risk of flash flooding.

Sustainable Development
Development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.
**Sustainable Transport**
Modes of transport which are less damaging to the environment than the private car including public transport, walking and cycling.

**Trunk Road**
Motorway or other major road providing a long-distance through route between the main urban areas and other major destinations.

**Urban Capacity Study**
Study undertaken to establish how much additional housing and other development can be accommodated within an urban area.

**Windfall Site**
Site not specifically allocated for development in a Development Plan, but which unexpectedly becomes available for development during the lifetime of a plan.

**WMRA**
West Midlands Regional Assembly. See RA (above).

**WBRC**
Warwickshire Biological Records Centre – Source of information on species distribution and ecological sites in Warwickshire, Coventry and Solihull.

**ZIP**
Zone Implementation Plan – The preparation of a ZIP is a regularly reviewed process designed to develop and implement a balanced portfolio of economic development and regeneration activity in collaboration with delivery partners. A ZIP sets out the funding and output targets against which performance is monitored and evaluated.

**Other**

**Use Classes Order 1987**
The Town and Country Planning (Use Classes) Order 1987 (amended) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same Use Class.

**Use Classes**

**A1** Shops
**A2** Financial & Professional Services
**A3** Restaurants & Cafes
**A4** Drinking Establishments
**A5** Hot Food Takeaway
**B1** Business (can be subdivided into B1a: Offices, B1b: Research and Development and B1c: Light Industry)
**B2** General Industrial
**B8** Storage & distribution
**C1** Hotels
**C2** Residential Institutions
**C3** Houses and flats
**D1** Non-residential institutions
**D2** Assembly & Leisure
**Sui Generis**
A use, which is not within any specific Use Class and for which any change of use, will require planning permission