

# The Coventry Development Plan 2001

The City of Coventry  
Unitary Development Plan  
1996-2011

Adopted as the Development Plan  
for Coventry on 9 December 2001,  
replacing the City of Coventry Unitary  
Development Plan 1993.

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## FOREWORD

The Coventry Development Plan (CDP) is the second Unitary Development Plan for the City of Coventry and the first of the new round of replacement Unitary Plans in the country to be completed. Even so, this replacement Plan has taken over 5 years to prepare.

The CDP is one of the growing list of policy documents and programmes of action in which the City Council is involved. In the Foreword to the previous Plan, great emphasis was laid on preparing the Plan with the people of Coventry by the City Council. That philosophy has been continued this time round. Further, the Coventry Development Plan was drafted in parallel with preparation of the Coventry Community Plan. This is a ground-breaking exercise that has anticipated the national Local Strategic Partnership process which will be required by all local authorities in the future. It formalises the principle of partnership between the City Council and all the other major organised sources of opinion and action in the City.

The implementation period for the previous Plan expired earlier in 2001, and I am glad to report that we have succeeded in the ambition set out in its very first policy:

"...to meet the employment and housing needs of a City of approximately 301,000 by the year 2001 in a manner which maximises opportunities for all sections of the community, while improving the overall physical environment".

The City's population has broadly stabilised just above that level over the past 10 years and Coventry has turned the corner decisively from the huge difficulties created by the partial collapse of local manufacturing 20 years or so ago. The CDP moves on from there. Coventry is now looking to turn this into modest population growth accompanied by continued economic growth.

This changing up of gears is part of a wider partnership between the City and its two strategic planning authority neighbours, Solihull and Warwickshire, together with our District Council neighbours in Warwickshire. All are committed to plan on the basis of mutual needs, interests and aspirations. As a group of independent authorities, it will mean breaking down barriers to co-operation, respecting the differing needs of each locality and maintaining strong links with the rest of the West Midlands Region's Local Authorities. This is a long term commitment on the part of all of us to planning for the needs of the present without compromising the ability of future generations of people to meet their own needs.

Councillor Dave Batten  
Cabinet Member  
(Development and Renewal)  
Coventry City Council  
December 2001

## MULTI - LANGUAGE STATEMENT

This document is the Coventry Development Plan (CDP), the statutory land-use Plan for the City of Coventry. It is the second Unitary Development Plan for the City and it covers the period from 1996 to 2011.

The Plan has been prepared in consultation with communities throughout the City. It recognises and builds into its policies the needs of the community for housing, employment, shopping, access and movement, green space, social, community and leisure facilities, and a high quality environment.

The Plan was drafted in parallel with the preparation of the Coventry Community Plan, formalising the principle of partnership between the City Council and all the other major organised sources of opinion and action in the City.

The Plan provides the framework for change and development in the City. It comprises the policies by which proposals for physical development will be decided. In considering such proposals the varied needs of disadvantaged groups of people will be carefully assessed and taken into account.

### HINDI

यह डाक्युमेंट (दस्तावेज़) कावेंट्री डेवेलपमेंट प्लान (कावेंट्री विकास योजना) है जो कि कावेंट्री सिटी के लिए सरकारी भूमि-इस्तेमाल करने संबन्धी है। यह सिटी के लिए द्वितीय एकात्मक डेवेलपमेंट प्लान है जो कि 1996 से लेकर 2011 तक के समय के लिए बनाया गया है।

यह प्लान समूची सिटी की विभिन्न कम्युनिटीज़ (समुदायों) के साथ विचार विमर्श करके बनाया गया है। यह कम्युनिटी की हाऊसिंग, रोज़गार, शापिंग, पहुँच तथा गतिविधि, हरित क्षेत्र, सामाजिक, कम्युनिटी और लेज़र (फुरसत के समय) सुविधाओं तथा उच्च स्तरीय वातावरण की जरूरतों को पहचानकर अपनी पालिसिज़ (नितियाँ) बनाता है।

इस प्लान की रूपरेखा को कावेंट्री कम्युनिटी प्लान की तैयारी के समांतर बना कर सिटी काऊंसिल और सिटी के अन्य सभी मुख्य संगठित विचार तथा एक्शन के संसाधनों के बीच भागीदारी के सिद्धांतों को औपचारिक बनाया गया है।

प्लान, सिटी के विकास तथा परिवर्तन का ढाँचा प्रदान करता है। इसमें वह नितियाँ शामिल हैं जिससे वास्तविक विकास के प्रस्तावों का निर्णय किया जायेगा। इन प्रस्तावों पर विचार करते समय लोगों के पिछड़े गुणों की विभिन्न जरूरतों को ध्यानपूर्वक मूल्यांकित किया जायेगा।

## PUNJABI

ਇਹ ਦਸਤਾਵੇਜ਼ (ਡਾਕੂਮੈਂਟ) ਕਵੈਂਟਰੀ ਡਿਵੈਲਪਮੈਂਟ ਪਲੈਨ (ਕਵੈਂਟਰੀ ਸ਼ਹਿਰ ਦੇ ਵਿਕਾਸ ਲਈ ਯੋਜਨਾ CDP), ਕਵੈਂਟਰੀ ਸ਼ਹਿਰ ਲਈ ਸਟੈਚੂਟਰੀ ਲੈਂਡ ਯੂਜ਼ ਪਲੈਨ (ਸਰਕਾਰੀ ਜ਼ਮੀਨ ਨੂੰ ਵਰਤਣ ਲਈ ਯੋਜਨਾ) ਸੰਬੰਧੀ ਹੈ। ਇਹ ਕਵੈਂਟਰੀ ਸ਼ਹਿਰ ਲਈ ਇਸ ਕਿਸਮ ਦਾ ਦੂਸਰਾ ਡਿਵੈਲਪਮੈਂਟ ਪਲੈਨ (ਵਿਕਾਸ ਯੋਜਨਾ) ਹੈ ਅਤੇ ਇਹ 1996 ਤੋਂ ਲੈ ਕੇ 2011 ਤੱਕ ਦੇ ਸਮੇਂ ਲਈ ਬਣਾਇਆ ਗਿਆ ਹੈ।

ਇਹ ਯੋਜਨਾ ਸ਼ਹਿਰ ਦੀਆਂ ਸਾਰੀਆਂ ਕਮਿਊਨਿਟੀਜ਼ (ਭਾਈਚਾਰਿਆਂ/ਗਰੁੱਪਾਂ) ਦੇ ਨਾਲ ਸਲਾਹ-ਮਸ਼ਵਰਾ ਕਰਕੇ ਤਿਆਰ ਕੀਤੀ ਗਈ ਹੈ। ਇਹ ਕਮਿਊਨਿਟੀ ਦੀਆਂ ਰਹਾਇਸ਼ (ਹਾਉਸਿੰਗ), ਰੁਜ਼ਗਾਰ, ਸ਼ੌਪਿੰਗ (ਖਰੀਦਾਰੀ), ਪਹੁੰਚ ਅਤੇ ਗਤੀਸ਼ੀਲਤਾ (ਐਕਸਸ ਐਂਡ ਮੂਵਮੈਂਟ), ਹਰਿਆਲੀ ਵਾਲੀ ਜਗ੍ਹਾ, ਸਮਾਜਕ, ਕਮਿਊਨਿਟੀ ਅਤੇ ਮਨਪ੍ਰਚਾਵੇ ਦੀ ਸਹੂਲਤ ਅਤੇ ਬਹੁਤ ਉੱਚੇ ਪੱਧਰ ਦਾ ਵਾਤਾਵਰਣ ਨਾਲ ਸੰਬੰਧਤ ਲੋੜਾਂ ਦੀ ਪਹਿਚਾਣ ਕਰਦਾ ਹੈ ਅਤੇ ਉਨ੍ਹਾਂ ਨੂੰ ਧਿਆਨ ਵਿੱਚ ਰੱਖਕੇ ਨੀਤੀਆਂ ਬਣਾਉਂਦਾ ਹੈ।

ਇਸ ਪਲੈਨ ਦੀ ਰੂਪਰੇਖਾ ਨੂੰ ਕਵੈਂਟਰੀ ਕਮਿਊਨਿਟੀ ਪਲੈਨ ਦੀ ਤਿਆਰੀ ਦੇ ਨਾਲ ਨਾਲ ਤਿਆਰ ਕੀਤਾ ਗਿਆ ਜੋ ਕਿ ਕਵੈਂਟਰੀ ਸਿਟੀ ਕੌਂਸਲ ਅਤੇ ਮੁੱਖ ਸੰਗਠਿਤ ਗਰੁੱਪਾਂ ਅਤੇ ਕਵੈਂਟਰੀ ਵਿੱਚ ਜੋ ਵੀ ਹੋ ਰਿਹਾ ਹੈ, ਉਨ੍ਹਾਂ ਵਿਚਕਾਰ ਭਾਈਵਾਲੀ ਦੇ ਨਿਯਮ ਨੂੰ ਸਥਾਪਤ ਕਰਦਾ ਹੈ।

ਇਹ ਪਲੈਨ ਕਵੈਂਟਰੀ ਸ਼ਹਿਰ ਵਿੱਚ ਹੋਣ ਵਾਲੀ ਤਬਦੀਲੀ ਅਤੇ ਵਿਕਾਸ ਲਈ ਢਾਂਚਾ ਪ੍ਰਦਾਨ ਕਰਦਾ ਹੈ। ਇਸ ਵਿੱਚ ਉਹ ਸਭ ਨੀਤੀਆਂ (ਪਾਲਸੀਆਂ) ਸ਼ਾਮਲ ਹਨ ਜਿਨ੍ਹਾਂ ਰਾਹੀਂ ਵਾਸਤਵਿਕ ਤਬਦੀਲੀ ਲਈ ਪੇਸ਼ ਕੀਤੇ ਪ੍ਰਸਤਾਵਾਂ ਦਾ ਫੈਸਲਾ ਕੀਤਾ ਜਾਵੇਗਾ। ਇਨ੍ਹਾਂ ਪ੍ਰਸਤਾਵਾਂ ਤੇ ਵਿਚਾਰ ਕਰਦੇ ਸਮੇਂ ਪਿੱਛੜੇ ਵਰਗ ਦੇ ਲੋਕਾਂ ਦੀਆਂ ਵਿਭਿੰਨ ਲੋੜਾਂ ਨੂੰ ਬਹੁਤ ਧਿਆਨ ਨਾਲ ਜਾਂਚਿਆ ਜਾਵੇਗਾ ਅਤੇ ਉਨ੍ਹਾਂ ਨੂੰ ਧਿਆਨ ਵਿੱਚ ਰੱਖਿਆ ਜਾਵੇਗਾ।

## URDU

یہ دستاویز، کاؤنٹری کاڈیولپمنٹ پلان (ترقیاتی منصوبہ) ہے، جو کہ کاؤنٹری شہر میں سرکاری زمین کے استعمال کے بارے میں ہے۔ یہ کاؤنٹری کیلئے خاص طور پر تیار کیا گیا دوسرا ڈیولپمنٹ پلان یعنی ترقیاتی منصوبہ ہے، اور سن 1996 سے لیکر سن 2011 تک کے عرصہ کیلئے ہے۔

یہ پلان کاؤنٹری میں بسنے والی کمیونٹیوں کے ساتھ صلاح مشورہ کر کے تیار کیا گیا ہے، اور ہاؤسنگ (رہائش)، ایمپلائمنٹ یعنی روزگار، شاپنگ، نقل و حرکت اور رسائی، سبزہ زاروں کے متعلق، سماجی، کمیونٹی اور فرصت کے اوقات کیلئے سہولتوں نیز اعلیٰ معیاری ماحول سے متعلقہ، کمیونٹی کی ضرورتوں کو تسلیم کرتے ہوئے اور ان کے بارے میں پالیسیوں کو دھیان میں رکھ کر بنایا گیا ہے۔

اس پلان کا مسودہ، کاؤنٹری کمیونٹی پلان (کاؤنٹری کی کمیونٹی کیلئے ترقیاتی منصوبہ) کے ساتھ ساتھ ہی تیار کیا گیا تھا، جو کہ شہر میں، رائے دینے اور عملی قدم اٹھانے والی دوسری بڑی تنظیموں کیساتھ باضابطہ طور پر مل کر کام کرتے ہوئے بنایا گیا ہے۔

یہ پلان، شہر میں نمایاں تبدیلی لانے اور اسکی ترقی اور فروغ کیلئے ہے۔ اس میں وہ وہ پالیسیاں شامل ہیں جن کے تحت، عملی فروغ کے بارے میں تجاویز کا فیصلہ کیا جائے گا اور ان تجویزوں کے بارے میں غور کرتے ہوئے، پس ماندہ گروپوں کے لوگوں کی ضرورتوں کی، بڑی احتیاط اور غور کے ساتھ جانچ کی جائے گی اور انکو دھیان میں رکھا جائے گا۔

## BENGALI

এই দস্তাবেজটি হল “কভেন্টি ডেভলপমেন্ট প্ল্যান (সি.ডি.পি.)”, যা কভেন্টি শহরের পরিত্যক্ত জমি সন্থক্ষিয় একটি সরকারি প্ল্যান। এই শহরের জন্য তৈরী, এটা হল এই ধরনের ২য় প্ল্যান এবং এটা ১৯৯৬ সাল থেকে ২০১১ সাল পর্যন্ত সময়সীমার জন্য করা হয়েছে।

এই প্ল্যানটি তৈরী করার সময় সারা শহরের বিভিন্ন কম্যুনিটির লোকজনদের সঙ্গে বিস্তারিত পরামর্শ করা হয়েছে। কম্যুনিটির হার্ডসিং (বসতি), চাকরি-বাকরি, দোকান-পাট, যাতায়াত তথা চলাফেরা, খোলা সবুজ ক্ষেত্র, সামাজিক এবং কম্যুনিটির প্রয়োজনীয় সর্ব রকমের আমোদ-প্রমোদ এবং শহরের জন্য উচ্চ মানের বাতাবরনের প্রয়োজন ইত্যাদির কথা মনে রেখে এবং সাথে সাথে এই সন্থক্ষিয় সরকারি নীতিগুলোকে যথাযথ গুরুত্ব দেওয়ার পরই এই প্ল্যানটি তৈরী করা হয়েছে।

কভেন্টি সিটি কাউন্সিল এবং অন্যান্য মূখ্য সংস্থাগুলোর ভিন্ন ভিন্ন মতামত এবং কর্মধারার সঙ্গে হাতে হাত মিলিয়ে এগিয়ে চলার মূল আদর্শকে যথাযথ বাস্তব রূপ দেওয়ার উদ্দেশ্যেই এই প্ল্যানের খসড়াটি কভেন্টি কম্যুনিটি প্ল্যানের সঙ্গে মিল রেখে করা হয়েছে।

শহরের জন্য উন্নয়নমূলক পরিবর্তনের পরিকাঠামো তৈরী করাই এই প্ল্যানের উদ্দেশ্য। শহরের বাস্তব সম্মত উন্নয়ন করার ব্যাপারে নীতিগুলোও এই প্ল্যানের মধ্যে অন্তর্ভুক্ত করা হয়েছে, যেগুলোর সাহায্যে পরবর্তীকালে বিকাশ সন্থক্ষিয় স্বপারিশগুলোর ব্যাপারে সিদ্ধান্ত নেওয়া হবে। এই ধরনের স্বপারিশগুলো বিবেচনা করার সময় স্বযোগ-স্ববিধা থেকে বিশেষভাবে বঞ্চিত নাগরিকদের বিভিন্ন প্রয়োজনগুলোকে ভাল করে খতিয়ে দেখা হবে এবং সেগুলোর প্রতি বিশেষ দৃষ্টি রাখা হবে।

## GUJERATI

આ કોમ્યુનિટી (દેસ્તાવેજ) કોવેન્ટ્રી ડિવલપમેન્ટ પ્લાન (વિકાસને લગતી યોજના-CDP) છે, કે જે કોવેન્ટ્રી શહેરમાં સરકારી જમીનના ઉપયોગ સંબંધી પ્લાન છે. આ કોવેન્ટ્રી સિટિ માટે બ્રીજ એકાત્મક ડિવલપમેન્ટ પ્લાન છે અને જે ૧૯૯૭ થી ૨૦૧૧ સુધીનો સમય આવરી લે છે. આ પ્લાન આખા શહેરની બધી કમ્યુનિટી સાથે સલાહમસલાહથી તૈયાર કરવામાં આવ્યો છે. આ પ્લાન કમ્યુનિટીની હાઉસિંગ, એમ્પ્લોયમેન્ટ (રોજગાર), શોપિંગ, એક્સેસ(પ્રવેશ) અને ગતિવિધિ, ગ્રીન સ્પેસ (હરિયાળી જગ્યા), સામાજિક, કમ્યુનિટી અને લેઝર (કુરસદ)ની સુવિધાઓ અને ઉચ્ચ કક્ષાની વાતાવરણને લગતી જરૂરિયાતોને ધ્યાનમાં રાખીને પોલિસી (કાર્યનીતિ) બનાવે છે. આ પ્લાનની રૂપરેખાને કોવેન્ટ્રી કમ્યુનિટી પ્લાનની તૈયારીની સમાંતર બનાવીને સિટિ કાઉન્સિલ અને સિટિના બ્રીજ બધા મુખ્ય અભિપ્રાયો તથા કાર્યવાહીના સાધનોની વચ્ચે ભાગીદારીના સિદ્ધાંતોને ઔપચારિક બનાવવામાં આવ્યા છે.

પ્લાન, શહેરનો વિકાસ તથા માળખું પ્રદાન કરે છે. એમાં એ નીતિઓનો સમાવેશ છે, જેનાથી વાસ્તવિક વિકાસ માટેના પ્રસ્તાવનોનો નિર્ણય કરવામાં આવશે. આ બધા પ્રસ્તાવો ઉપર વિચાર કરતી વખતે લોકોના પછાત ગ્રુપોની વિવિધ જરૂરિયાતોનું ધ્યાનપૂર્વક મૂલ્યાંકન કરવામાં આવશે.

# PART ONE POLICIES

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- OS 2: Strategic Regeneration Sites
- OS 3: Local Area Regeneration
- OS 4: Creating a more Sustainable City
- OS 5: Achieving a High Quality City
- OS 6: Change of Land Use
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- OS 8: Equal Opportunity
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- EM 5: Pollution Protection Strategy
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- H 1: People and their Housing Needs
- H 2: Balancing New and Existing Housing
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- H 7: Housing Land Provision
  
- E 1: Overall Economy and Employment Strategy
  
- S 1: Shopping Strategy
  
- AM 1: An Integrated, Accessible and Sustainable Transport Strategy
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# PART ONE POLICIES

## Introduction

Section 12 of the Town and Country Planning Act 1990 requires that a Unitary Development Plan comprise two parts. Part 1 consists of the City Council's general policies in respect of the development and use of land in its area. Part 2 consists of the City Council's more detailed proposals for the development and use of land; the Proposals Map; a reasoned justification of the Part 1 policies and Part 2 proposals; and descriptive and explanatory text and illustrations.

The Part 1 policies are gathered together and set out on this and the following pages. They are also set out in each of the Chapters of the Plan to which they relate together with their justification and any appropriate explanations and descriptions. Where they are set out in a Chapter, they are accompanied by a notation identifying them as Part 1 policies.

### Chapter 2: OVERALL STRATEGY

#### OS 1: THE OBJECTIVES AND OUTCOMES OF THE PLAN

The objectives of Economic Regeneration, Social Equity and Environmental Quality in Coventry will be promoted in order to create a regenerated, sustainable and high quality City. These will be achieved by the Coventry Development Plan through:

- ✳ the promotion and encouragement of desirable change; and
- ✳ the control of development.

#### OS 2: STRATEGIC REGENERATION SITES

Strategic Regeneration Sites are shown on the Proposals Map at:

- 1 Foleshill Gasworks;
- 2 Keresley; and
- 3 Phoenix Initiative (Millennium Project).

A mixed-use approach will be taken to these sites in order to achieve the best development for the City within a reasonable timescale.

#### OS 3: LOCAL AREA REGENERATION

Local Area Regeneration initiatives will be promoted and encouraged throughout the City, but with particular emphasis on Priority Areas, in order to:

- ✳ help improve local economic conditions;
- ✳ create jobs for local people;
- ✳ encourage the redevelopment of previously-developed sites;
- ✳ remove dereliction and contamination;
- ✳ respond to the cultural and recreational needs of the local community;
- ✳ improve and protect the natural and built environment; and
- ✳ reverse the adverse impact of traffic on the environment.

Local people will be involved in their identification, design and implementation, through the preparation and adoption of Supplementary Planning Guidance where appropriate.

#### OS 4: CREATING A MORE SUSTAINABLE CITY

The developing concepts and techniques of sustainability will be applied through policies in this Plan to:

- ⊗ ensure the efficient use and re-use of land and buildings;
- ⊗ encourage rational modes and patterns of travel; and
- ⊗ promote the good stewardship of the natural and built environment.

Sustainability Assessments will be required in respect of large-scale or high impact development proposals in order to establish the best practicable mix of land uses and design of developments and relationship to the built and natural environment.

#### OS 5: ACHIEVING A HIGH QUALITY CITY

A higher quality of life and living environment will be promoted and encouraged. Measures will include:

- ⊗ meeting the overall Built Environment Strategy (BE 1);
- ⊗ design and protection of urban and rural Green Spaces for their recreational, amenity and natural history value (Policy GE 1);
- ⊗ design in the built environment generally (Policy BE 2);
- ⊗ personal security through good design of both public and private spaces (Policy BE 2 and BE 21)
- ⊗ creation of high quality urban public spaces (Policy BE 2);
- ⊗ introduction of public art into developments (Policy BE 19);
- ⊗ diversity and vitality through compatible mixtures of land uses (Policy OS 7);
- ⊗ lighting of buildings, spaces and routes (Policy BE 19);
- ⊗ equality of opportunity for all (Policy OS 8); and
- ⊗ access for disabled people (Policy OS 9).

#### OS 6: CHANGE OF LAND USE

Except where specific proposals are shown on the Proposals Map, the general policies of the Plan will apply and developments should be compatible with nearby uses.

#### OS 7: MIXED LAND USE

In order to encourage diversity and vitality within the City, and minimise the need to travel, a mix of uses will be encouraged in appropriate locations, provided that the amenities and functional needs of existing and nearby uses will be protected.

#### OS 8: EQUAL OPPORTUNITY

In all development proposals the specific needs of disadvantaged people will be considered in order to maximise equality of opportunity. Every practical effort will be made to ensure that these needs are taken into account sensitively in order to achieve social equity.

### OS 9: ACCESS BY DISABLED PEOPLE

Proposals for the development, extension, alteration or change of use of any building which may be used by the public should include adequate provision for access through and use by disabled people. Adequate provision should also be made in the design and laying out of all spaces around buildings.

Detailed guidance will be set out in Supplementary Planning Guidance.

### OS 10: PLANNING OBLIGATIONS

Planning obligations and other forms of legal agreement will be used to further the Plan policies to ensure that development contributes to a regenerated, sustainable and high quality City, and enable development to proceed which might otherwise be unacceptable.

Negotiations will be based on the general principles 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; and
- ⊗ the provision of features of development which are a material consideration in favour of granting planning permission is assured.

## Chapter 3: ENVIRONMENTAL MANAGEMENT

### EM 5: POLLUTION PROTECTION STRATEGY

Proposals which could result in pollution of water, air or ground or pollution through noise, dust, vibration, smell, light, heat or radiation will only be permitted if:

- ⊗ the health, safety and amenity of the users of the land and neighbouring land; and
- ⊗ the quality and enjoyment of the environment are assured.

Proposals for uses which are sensitive to pollution will not be permitted close to existing or proposed potentially polluting uses or in their areas of influence.

### EM 9: WASTE STRATEGY

The following hierarchy of waste handling methods will be promoted and encouraged:

- ⊗ waste reduction;
- ⊗ re-use;
- ⊗ recovery; and
- ⊗ safe disposal.

## Chapter 4: HOUSING

### H 1: PEOPLE AND THEIR HOUSING NEEDS

All existing and future citizens should have access to a range of housing that is of satisfactory size and condition and within a high quality residential environment.

## H 2: BALANCING NEW AND EXISTING HOUSING

The provision of new and replacement housing shall be promoted and encouraged to meet needs and provide choice in all housing sectors which cannot be satisfied by the optimum use of existing housing.

Subject to compatibility with other Plan policies, priority will be given to:

- ⊗ maintenance and improvement of the existing stock and the improvement of its environment;
- ⊗ the re-use of previously developed land and buildings;
- ⊗ the sub-division of large dwellings wherever this is consistent with the provision of a satisfactory residential environment; and
- ⊗ the clearance and redevelopment of housing which has reached the end of its useful life, helped by the proactive use of statutory powers where alternative action proves impractical.

## H 3: THE IMPROVEMENT OF THE HOUSING STOCK

The City Council will promote and encourage co-ordinated action with other agencies to improve sub-standard dwellings and carry out environmental improvements to assist area renewal.

## H 7: HOUSING LAND PROVISION

Provision will be made for the development of at least 8,945 additional dwellings between the years 1997 and 2011.

Components of this total comprise:

- ⊗ Principal Housing Sites (outside the City Centre)
- ⊗ Identified Housing Sites with a capacity under 25 dwellings (outside the City Centre)
- ⊗ City Centre Housing Sites
- ⊗ City Centre Sites and Areas with a Substantial Housing Element
- ⊗ Windfall Sites
- ⊗ Conversions
- ⊗ Clearance Sites

## Chapter 5: ECONOMY AND EMPLOYMENT

### E 1: OVERALL ECONOMY AND EMPLOYMENT STRATEGY

In order to:

- ⊗ consolidate, strengthen and diversify the economic base of the City within the sub-region, and
- ⊗ maximise employment and skill levels within the City, accessible particularly to areas with the highest unemployment levels,

the Plan allocates and seeks to retain a portfolio of sufficient employment land of appropriate size and quality, and provides a framework for investment and regeneration of the City's economy.

## Chapter 6: SHOPPING

### S 1: SHOPPING STRATEGY

The City Council will protect, maintain and enhance the hierarchy of Centres shown on the Proposals Map in order to provide access to a wide range of quality shops, services and other activities for all sections of the community in locations accessible by a choice of means of transport.

New shopping developments proposed in this Plan are focused on the Central Shopping Area, the Major District Centres, District Centres and Local Centres.

Further proposals for new shopping developments should be located within a defined Centre of appropriate scale and function. Elsewhere, the approach set out in Policy S 11 will be applied.

Proposals for new and existing local shops will be determined under Policy S 9.

## Chapter 7: ACCESS AND MOVEMENT

### AM 1: AN INTEGRATED, ACCESSIBLE AND SUSTAINABLE TRANSPORT STRATEGY

The safe, efficient and easy movement of people and goods throughout the City will be promoted and encouraged through an integrated and accessible network and in a sustainable way.

This will be achieved:

- ⊗ through planning developments in accessible locations;
- ⊗ by developing and co-ordinating transport facilities, in partnership with other transport planning bodies, service operators and the business community to provide a choice of accessible means of transport;
- ⊗ by promoting alternatives to the use of the private car; and
- ⊗ by assessing the effects of proposals on the safety, convenience and environmental quality of transport users and local communities.

Special attention must be paid to the needs of disabled people.

### AM 2: PUBLIC TRANSPORT

The development and co-ordination of the public transport system will be promoted and encouraged to:

- ⊗ meet the needs of people without access to private transport;
- ⊗ reduce car usage; and
- ⊗ enhance the environment.

Special attention must be paid to the needs of disabled people.

**AM 8: IMPROVING PEDESTRIAN ROUTES**

A network of convenient pedestrian routes, made safer by design, will be promoted and encouraged. Priority will be given to routes to defined Centres and Local Shopping Areas, schools, transport interchanges, local social, community, leisure and indoor sports facilities, employment sites and green space areas.

Special attention must be paid to the needs of disabled people.

**AM 11: IMPROVING CYCLING FACILITIES**

Cycling will be promoted and encouraged by the development of cycling facilities which are coherent, direct, attractive, safe and comfortable. Enhanced cycle parking, signing and information will be provided and encouraged.

More detailed advice will be adopted as Supplementary Planning Guidance.

Special attention must be paid to the needs of disabled people.

**AM 14: ROADS**

The City Council will promote and encourage new roads and road improvements where they will :

- ⊗ assist economic regeneration;
- ⊗ improve safety;
- ⊗ enhance transport efficiency; and
- ⊗ satisfactorily address environmental impacts.

**Chapter 8: BUILT ENVIRONMENT****BE 1: OVERALL BUILT ENVIRONMENT STRATEGY**

The City Council will promote and encourage improvement to the built environment throughout Coventry by setting out and applying:

- ⊗ the principles of urban design;
- ⊗ policies and proposals for the environmental enhancement of corridors and gateways;
- ⊗ policies for Conservation Areas;
- ⊗ policies for historic buildings and archaeology; and
- ⊗ policies for other specific design topics.

This will include working with all those involved in development processes as well as voluntary groups and local people.

## Chapter 9: GREEN ENVIRONMENT

### GE 1: GREEN ENVIRONMENT STRATEGY

In conjunction with other agencies and the local community, the City Council will:

- ⊗ protect Green Space;
- ⊗ enhance the provision and quality of Green Space;
- ⊗ make Green Space accessible to all sections of the community;
- ⊗ encourage the appropriate management of Green Space;
- ⊗ give protection to valuable wildlife, habitats and landscape features; and
- ⊗ maintain a Green Belt protecting the Green Wedges and the "Arden" countryside from inappropriate development.

The Coventry Green Space Standards are adopted as the measure of minimum provision for physically accessible and publicly available Green Space (see Table GE (1)).

## Chapter 10: SOCIAL, COMMUNITY AND LEISURE FACILITIES

### SCL 1: SOCIAL, COMMUNITY, LEISURE, AND INDOOR SPORTS FACILITIES

The City Council will promote and encourage the provision of social, community, leisure and indoor sports facilities in locations which are accessible to and meet the needs of the people of Coventry by a choice of means of transport.

### SCL 6: EDUCATION FACILITIES

The City Council will support new, expanded and improved education facilities in suitable locations where the environmental impact of the proposal is acceptable in the nearby area.

### SCL 10: HEALTH AND SOCIAL CARE

The City Council will support the development and the improvement of health care facilities well distributed to meet the needs of the people of Coventry.

## Chapter 11: CITY CENTRE

### CC 1: CITY CENTRE STRATEGY

The development of the City Centre will be promoted and encouraged as an attractive, vibrant and accessible focus to meet the needs of all the community and to fully develop its sub-regional role.

This will be achieved in partnership with a wide variety of public, private and voluntary agencies.

Special attention must be paid to the needs of disabled people.



## CHAPTER ONE INTRODUCTION

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#### **The Coventry Development Plan**

##### **Policy Background**

European, National and Regional Policy Context

Local Policy Context

People

##### **Managing Rapid Change**

Partnerships

##### **Preparing the Plan**

Main changes from the 1993 Plan





## INTRODUCTION

### The Coventry Development Plan

- 1.1 The Coventry Development Plan ("the Plan") is the second Unitary Development Plan for the City of Coventry Metropolitan District. It is a full replacement plan for the City of Coventry Unitary Development Plan 1993 ("the 1993 Plan"), rolling the end date forward from 2001 to 2011. Both have been prepared under Part II of the Town and Country Planning Act 1990 (as amended). The Plan consists of this document plus the Proposals Map, including the City Centre Inset Map.
- 1.2 The Plan contains policies and proposals for the physical development and use of land, including measures for the improvement of the environment and management of traffic, and takes social and economic factors into account. It is long term in nature but forms a basis for the consistent short term promotion of investment and job creation, environmental and social improvement and the day-to-day control of development under Part III of the 1990 Act. It relates to the boundary of the City as modified on 1 April 1994.
- 1.3 The Plan has been prepared for the whole Coventry community; all those who live, work and invest in or visit the City. It recognises and builds into its policies the needs of the community for housing, employment, shopping, access and movement, green space, social, community and leisure facilities, and a high quality environment.

### Policy Background

#### European, National and Regional Policy Context

- 1.4 European Union legislation, primarily expressed through national legislation, contains four broad aspects which affect urban areas like Coventry. These are the promotion of:
- ⊗ economic competitiveness and employment;
  - ⊗ social cohesion;
  - ⊗ connection of cities into the trans-European transport networks; and
  - ⊗ sustainable development and quality of life.

- 1.5 The Plan has been prepared in the light of national Planning Policy Guidance Notes (PPGs). In particular, PPG 1 "General Policies and Principles" 1997 emphasises a three-fold approach consisting of:

- ⊗ sustainable development;
- ⊗ mixed-use; and
- ⊗ good design.

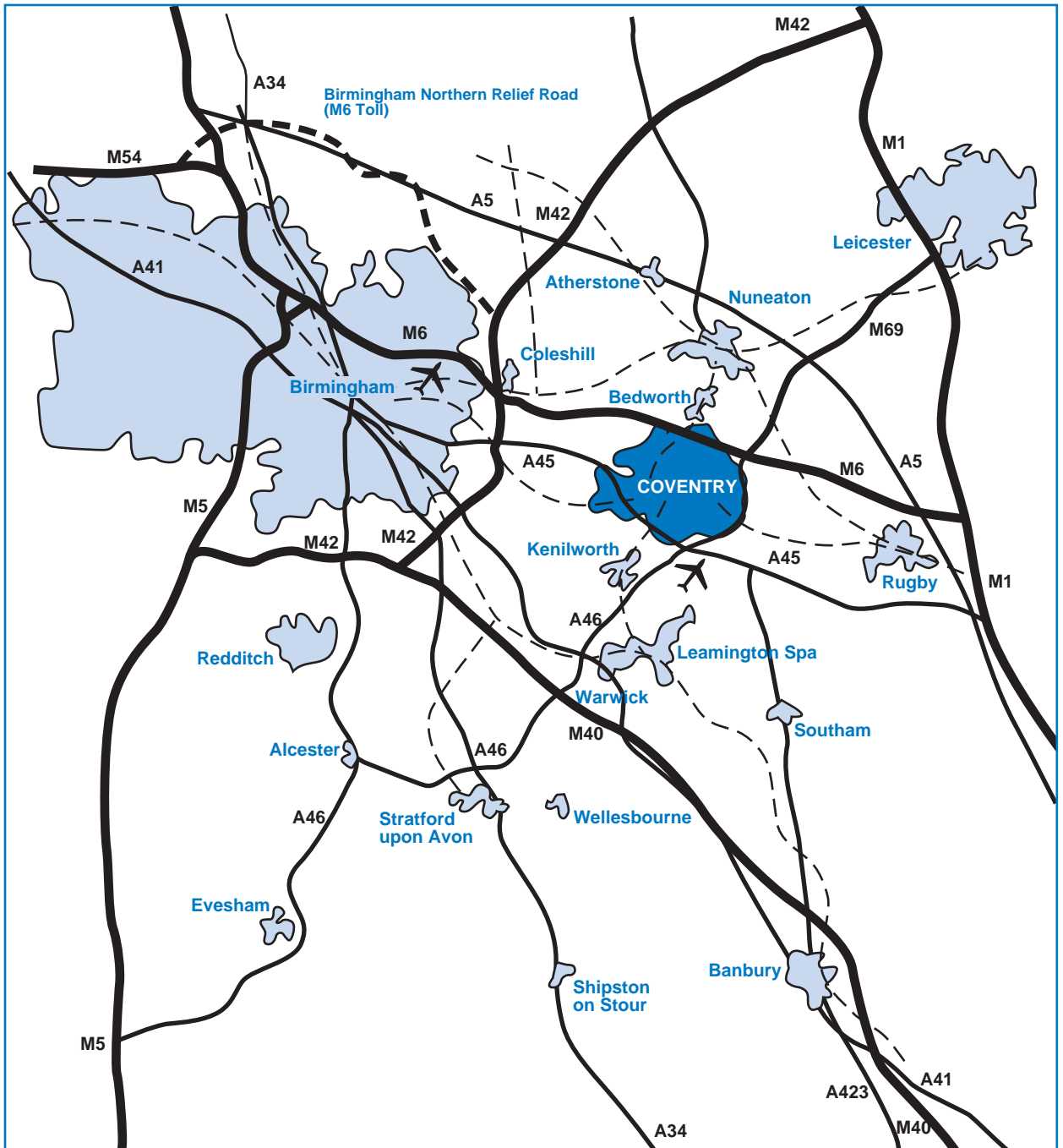
The approach to sustainable development is set out in "A Better Quality of Life: a Strategy for Sustainable Development in the UK, 1999". Mixed-use is intended to help create vitality and diversity and reduce the need to travel. Good design should be the aim of all those involved in the development process and should be encouraged everywhere.

- 1.6 The 21 PPGs are all brought into more local focus by Regional Planning Guidance Note 11 "Regional Planning Guidance for the West Midlands" 1998 (RPG 11). This is based on a shared vision for the West Midlands of an advanced and competitive manufacturing region and sets out development principles which the City Council has sought to reflect in the Plan of:

- ⊗ promoting economic growth;
- ⊗ supporting urban and rural regeneration;
- ⊗ promoting a sustainable pattern of development; and
- ⊗ maintaining and enhancing the environment.

- 1.7 There is a steadily developing process of co-operation with Warwickshire County Council, its constituent Districts and Solihull Metropolitan District Council in the pursuit of economic regeneration. The creation of Coventry, Solihull and Warwickshire Partnerships, which also involves trade union, business and academic interests and the submission of joint bids for grant aid, are part of this. The new Warwickshire Structure Plan has been prepared in parallel with this Plan following the issue of RPG 11. Joint public transport initiatives are also underway, of which the Bus Showcase scheme between Coventry and Nuneaton is the first major example.

Map 1 (1) Coventry in relation to the West Midlands and Warwickshire



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1.8 The Warwickshire County Structure Plan Review, 1996-2011, continues to make provision of housing land to accommodate population movement from Coventry, but at lower levels than in the earlier decades when the City's population was in actual decline. This level, like the level of housing provision for Coventry dealt with in the Housing Chapter, derives directly from RPG 11, which took an overall view on population and household growth, and therefore housing provision, firstly for the West Midlands Region as a whole and secondly for each strategic planning authority.

Local Policy Context

1.9 The [Coventry Community Plan](#) is the City Council's attempt to weld together the energy and initiative of local organisations around a set of common priorities. It is not the City Council's plan but "the City's plan and the people's plan". It arose from a simple concept: if all organisations in Coventry agreed on priorities to meet the City's needs, and if they agreed to tackle these priorities together, then they had the best possible chance of success. It was the result of a wide range of meetings, consultations and conferences held in 1997 and 1998 involving many organisations and people with a stake in Coventry's future.

1.10 The Community Plan regards the successful regeneration of Coventry as a long term and continuing project. It is the principal commitment of the City Council to the community across all its services as the leader and principal co-ordinator of initiatives in the City. It proceeds from a single underlying principle that Coventry is a multi-cultural, diverse community in which all organisations commit themselves to equality of opportunity and social justice for everyone. This means that the signatories will:

- ⊗ engage with all sections of society;
- ⊗ combat racism;
- ⊗ improve access for people with disabilities; and
- ⊗ celebrate diversity of culture.

1.11 The Community Plan contains six main priorities:

- ⊗ creating more jobs for Coventry people;
- ⊗ tackling crime and making communities safer;

- ⊗ tackling poverty;
- ⊗ investing in young people;
- ⊗ creating an exciting, vibrant City Centre; and
- ⊗ meeting the needs and aspirations of older people.

1.12 The Community Plan has an initial time horizon of 2003 for its targets and progress monitoring point, but is based around priorities that are intended to be relevant for a significantly longer period, a period broadly consistent with the Development Plan horizon of 2011. The Community Plan and the Development Plan processes have been parallel and connected. Formally the two Plans exist quite separately, but in practice the Development Plan provides a medium to long term land use context for action, while the Community Plan seeks to galvanise the whole community into creating and implementing projects and initiatives on the ground.

1.13 The City Council in its corporate role also maintains a substantial array of strategies and service plans which have provided an informative background to the Plan and which are referred to in later chapters of the Plan.

People

1.14 After 20 years of population decline in Coventry, the 1990s has seen a return to broad population stability which corresponds closely with the forecasts of the 1993 Plan.

Year	Census	Mid-Year Estimate
1901	70 000	-
1931	167 000	-
1951	258 000	-
1961	318 000	-
1971	336 000	-
1981	310 000	-
1990	-	303 700
1991	294 000	305 600
1992	-	304 600
1993	-	304 100
1994	-	302 500
1995	-	303 600
1996	-	306 500
1997	-	304 400
1998	-	304 300
1999	-	303 900
2000	-	301 900

(Source: Office of National Statistics publications)

1.15 About 12% of the City's population belongs to ethnic minority communities. Research carried out in 1996 by the University of Warwick on the ethnic minority communities showed that many concerns are shared with the wider community. However, it identified a number of particular issues for ethnic minority communities:

- ⊗ the need for a mixture of housing provision including larger dwellings for families, a supply of sheltered and smaller self-contained accommodation for older people, and starter homes for younger people;
- ⊗ the need to pay attention to certain aspects of design, such as larger rooms and space for children to play safely;
- ⊗ satisfaction with "mixed uses" of land and a requirement for local jobs to respond to unwillingness or inability to travel any great distance to work;
- ⊗ strong support for local shopping provision, although fear of crime is a serious constraint on trade;
- ⊗ public transport as a priority for most, although parking provision is a priority for ethnic minority traders;
- ⊗ inter-generation differences in access to and use of transport;
- ⊗ concern about the presence and condition of green areas and about "aesthetic" elements of local areas; and
- ⊗ demand for more provision for young people and children, and for more sports facilities in local areas.

1.16 The City very clearly forms part of a wider sub-region when it comes to both journey to work patterns and the overall social composition of the population. Available evidence appears to show that the commuting patterns between development either side of the City's southern boundary and the City and County are getting more complex as the gross flows become greater. The traditional approach of the County finding employment land for the City seems no longer to fit the facts on the ground and, therefore, no longer forms part of either the County's or the City's Development Plan thinking. Net migration into Warwickshire from Coventry is assumed to continue at a lower level than in recent decades. Assuming, therefore, that this Plan's much increased levels of housing provision are taken up, it is likely that the broadly stable population level of the mid-1990s will continue during the Plan period.

## Managing Rapid Change

1.17 In the past decade there has been an acceleration in the rate of technological change. Changes in lifestyles, the way we work, how we take our leisure, and how much education and when we undertake it in our lives - all these are likely to go on changing during the first decade of the new century. It is difficult to predict what their impact will be on the physical environment. The most appropriate Development Plan, therefore, is one that is predictable in its intentions and its thrust, but is flexible in its implementation details and techniques. With this in mind, the Plan develops the previous reliance on criteria-based policies, which avoid excessive fine detail or policies for every possible eventuality.

1.18 As well as rapid physical change there is likely to be a continued rapid development of public policy, especially spending programmes, as our understanding matures of how we can deliver sustainable cities and cope with the financial costs involved. The Plan, more clearly than its predecessor, is committed to the full utilisation of previously-developed ("brownfield") land, mainly for built development, but also for open space and to ensure the protection of nature conservation value. This approach is designed to minimise the loss of further open land in the built up area, but especially Green Belt on its periphery. However, the Plan accepts the overriding need to make selective release of greenfield Green Belt development sites to accommodate the job creation needs of the City.

## Partnerships

1.19 The combined public and private sector commitment to the Community Plan and voluntary joint working with neighbouring local authorities are examples of the developing partnerships which also include Central Government, the business community, local communities and the City Centre Company, "CVOne". These partnerships work for the common good of the City and the surrounding sub-region. To a large extent they all share a common economy, a common housing market and a common interest in speaking with one voice. The City Council and its local authority neighbours each function as the focus of co-ordination and accountability for these new initiatives in their respective areas.

## Preparing the Plan

1.20 The stages of the Plan-making process have been:

**September 1996:**

Publication of newspaper supplement "Your Street, Your Neighbourhood, Your City" – seeking initial views.

**September 1997:**

Publication of the "Coventry Development Plan Review Strategy".

**September 1998:**

Statutory deposit for Representations on "The Coventry Development Plan, 1998" commences.

**July 1999:**

Non-Statutory deposit for Representations on "The Coventry Development Plan Proposed Changes, July 1999".

**January-June 2000:**

Public Local Inquiry.

**October 2000:**

Publication of Inspector's Report of findings on the Public Local Inquiry.

**April 2001:**

Statutory deposit for Representations on Post-Inquiry Modifications to the Coventry Development Plan commences.

**November 2001:**

Notice of Intention to Adopt Plan published.

**9 December 2001:**

Notice of Adoption of Plan published. This Plan supersedes the City of Coventry Unitary Development Plan 1993 as the adopted Development Plan for the City of Coventry Metropolitan District.

## Main changes from the 1993 Plan

1.21 The 1993 Plan has been:

- ⊗ reviewed and replaced in its entirety, rather than amended selectively;
- ⊗ rolled forward from 1988-2001 to 1996-2011;
- ⊗ made to fit the City boundary from 1 April 1994;
- ⊗ shortened by the deletion of the Longford and Foleshill Chapters;
- ⊗ amplified by the addition of an Environmental Management Chapter.

1.22 The Plan's policy content has been varied, as follows:

- ⊗ the housing and employment land supplies have been replenished;
- ⊗ 3 Strategic Regeneration Sites have been identified for mixed use development;
- ⊗ new policies for the protection of the environment from pollution have been prepared;
- ⊗ new policies for the protection and management of the natural environment have also been prepared;
- ⊗ the waste policies have been rewritten in the light of new Government Guidance;
- ⊗ the shopping centre hierarchy below the City Centre has been revised and a new Major District Centre proposed in the north of the City;
- ⊗ shopping development sites have been allocated at the larger defined Centres;
- ⊗ road proposals have been cut back and public transport given greater emphasis;
- ⊗ a new emphasis on design policies for buildings and spaces has been incorporated;
- ⊗ the Green Belt boundary has been modified selectively in order to accommodate additional employment land provision;
- ⊗ many new nature conservation sites have been given planning protection;
- ⊗ City Centre policies have been comprehensively rewritten;
- ⊗ Supplementary Planning Guidance has been given a larger role in support of the Plan.



## CHAPTER TWO OVERALL STRATEGY

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## OVERALL STRATEGY

### Introduction and Policy Aims

#### Vision

#### 2.1 *The development of a prosperous, attractive and vibrant City providing for the needs of all individuals and communities in a civilised and sustainable manner.*

This is the Vision for Coventry contained within the Plan.

#### Strategic Objectives and Outcomes

##### OS 1: THE OBJECTIVES AND OUTCOMES OF THE PLAN

The objectives of Economic Regeneration, Social Equity and Environmental Quality in Coventry will be promoted in order to create a regenerated, sustainable and high quality City. These will be achieved by the Coventry Development Plan through:

- ⊗ the promotion and encouragement of desirable change; and
- ⊗ the control of development.

(Part 1 Policy)

#### 2.2 In the light of this Vision, the three strategic objectives from the 1993 Plan have been reformulated:

**Economic Regeneration:** to strengthen, diversify and consolidate the economic base of the City to maximise the benefits for its people and, above all, to create and sustain jobs;

**Social Equity:** to improve access for all of the City's people and communities to high quality services and facilities within the City;

**Environmental Quality:** to achieve and maintain a high quality environment throughout the City to sustain it as an attractive place in which to live, work, play and invest in and visit.

#### 2.3 The three strategic objectives should not be seen as mutually exclusive. In any given development the three relate to each other in different ways. The Plan is concerned with guiding development in the City in ways

which will give tangible improvements by using planning powers to influence how development takes place. The result will be a City which is different during and at the end of the Plan period from the way it is now, leading to three strategic outcomes:

**A Regenerated City:** promoting social, economic and environmental regeneration with particular regard to the more deprived parts of the City;

**A Sustainable City:** moving progressively towards a City that can meet today's needs without prejudicing the ability of future generations to meet their needs; and

**A High Quality City:** achieving a high quality appearance and functioning of the City by promoting proposals, setting standards, providing guidance and encouraging innovative design.

Each Chapter of the Plan contributes to the achievement of these outcomes through policies and proposals which use a mix of promotion, encouragement and control best suited to each development proposal. Some policies relate to particular types of development or specific locations. In such cases, unless a policy says otherwise, any other policy relevant to a proposal, or an aspect of it, will also apply. The general principle is that all relevant policies apply and that express cross references between policies are unnecessary. However, where a policy allocates or reserves sites for particular purposes that will prevail over any more general policy which might otherwise be taken to undermine the designation or point in a different direction.

### The Regenerated City

#### 2.4 Paragraph 1.14 and the accompanying table in the Introduction Chapter show that Coventry's population level has entered a period of broad stability having passed through a period of sharp decline. The Plan's assumption that this will continue in the period up to 2011 is critically related to the success of the City Council's commitment to regeneration of the more deprived areas of the City. Buoyant inner-city population levels and a significant increase in the City Centre population depend upon access to jobs. These, in turn, relate to education and training, accessibility by a choice of means of transport and a safe and attractive

physical environment. It is recognised that the complex series of challenges involving urban regeneration range far beyond the ability of town planning powers alone to meet.

- 2.5 The theme of regeneration within the Coventry Development Plan, therefore, is designed as a support for the wider work of the City Council and other agencies in the promotion of initiatives for change. These range from multi-million pound strategic regeneration projects to locally based initiatives and are all designed to restore the economic, social and environmental well-being of the most deprived areas of the City. The Plan provides a statutory context for the land use aspects of these regeneration projects, since conflicts will inevitably arise from time to time between economic, social and environmental impacts of regeneration schemes.

#### The North-South Regeneration Corridor

- 2.6 The concept of the North-South Regeneration Corridor flows from the Warwickshire Transport Corridors Study, carried out by the City Council, Warwickshire CC and Solihull MBC in response to a request in RPG 11. The Study identified a number of railway based corridors through the area, Corridor 6 running from Atherstone to Leamington through the City.

- 2.7 This North-South Regeneration Corridor is the current focus of transport infrastructure investment at the time of Plan preparation and is likely to remain so within the City during the earlier years of the Plan period. It features:

- ✳ Nuneaton/Coventry/Leamington railway line (see Policy AM 7);
- ✳ the first Bus Showcase route (B4113, Foleshill/Longford Road), recently completed;
- ✳ North-South Road Phases 1 and 2 (A444, Phoenix Way), recently completed;
- ✳ the Stivichall/Cheylesmore By-Pass (A444);
- ✳ Coventry Canal Corridor (see Policy BE 5);
- ✳ existing southern and new northern Park & Ride sites (see Policy AM 5); and
- ✳ promotion of rail freight at Keresley (see Policy AM 21).

- 2.8 Within the North-South Regeneration Corridor, the main area of physical change during the Plan period is intended to be the North of Coventry Regeneration Zone. During the preparation of the Review of the 1993 Plan it became clear that the two Strategic Regeneration Sites (see Policy OS 2) within the Zone, at the Foleshill Gasworks and at the former Coventry Colliery and adjacent Homefire Plant at Keresley, required careful integration. This was particularly important because the site at Keresley straddled the City boundary and therefore is also a matter for the parallel Reviews of the Development Plans for Warwickshire and Nuneaton & Bedworth.

- 2.9 The three local authorities jointly commissioned the consultants DTZ Piedad to review policy approaches to the Regeneration Zone to provide them with a co-ordinated approach to their redevelopment, by providing them with the implications of alternative redevelopment packages for both sites. DTZ's work has formed the basis of the three Plans' development proposals for the Gasworks and Keresley sites.

#### Strategic Regeneration Sites

- 2.10 Within this North-South Regeneration Corridor, the City Council proposes a fresh approach to three "Strategic Regeneration Sites". Successful redevelopment of these sites is considered to be crucial to generation of the new jobs and environmental improvement needed by Coventry as a whole and these local areas in particular.

#### OS 2: STRATEGIC REGENERATION SITES

Strategic Regeneration Sites are shown on the Proposals Map at:

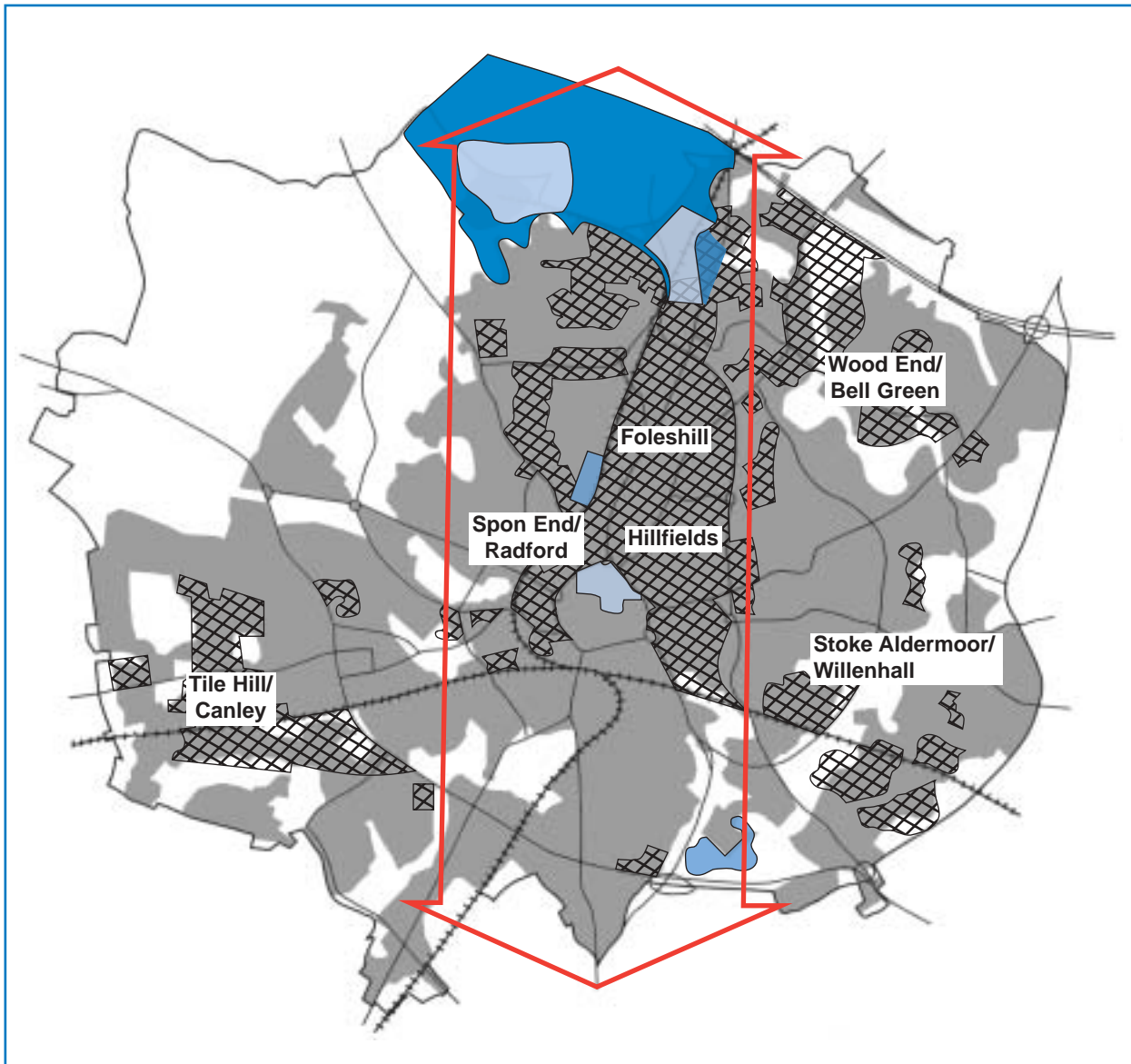
- 1 Foleshill Gasworks;
- 2 Keresley; and
- 3 Phoenix Initiative (Millennium Project).

A mixed-use approach will be taken to these sites in order to achieve the best development for the City within a reasonable timescale.

(Part 1 Policy)



Map OS (1) Regeneration Strategy - Policies OS 2 & OS 3



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-  North-South Regeneration Corridor
-  North of Coventry Regeneration Zone
-  Strategic Regeneration Sites
-  Other major development sites since 1993 UDP Adoption
-  Priority/High Priority Neighbourhood Areas

2.11 For the Foleshill Gasworks site, a possible mixed use approach would include a Major District Centre (see Policies S 1, S 2, S 3, SCL 1, and SCL 2) and:

- ⊗ a major Arena for sporting and other events including conferences and trade fairs;
- ⊗ associated leisure development.

2.12 For the Keresley site, the mixed-use approach includes:

- ⊗ major employment development (see Policy E 6) and
- ⊗ limited rail access based warehousing (see Policy AM 21).

2.13 For the Phoenix Initiative (Millennium Project), the mixed-use approach includes:

- ⊗ public spaces;
- ⊗ retail with residential or office space above; and
- ⊗ hotel extension.

This approach is dealt with in more detail in Policies CC 34 to 39.

2.14 In addition to the three Strategic Regeneration Sites, there are three other major development or redevelopment sites that have emerged since the 1993 Plan, all lying within the North-South Regeneration Corridor:

- ⊗ redevelopment of the Coventry & Warwickshire Hospital (see Policy SCL 11);
- ⊗ a business park on land adjoining the Jaguar Plant at Whitley (see Policy E 6-15); and
- ⊗ an "urban village" at the former Jaguar Plant in Radford (see Policy H 8-1).

### City Centre Regeneration

2.15 The Coventry Community Plan sets out a strategy for City Centre regeneration, dealt with in more detail in paragraph 11.23. The broad objectives are to:

- ⊗ make the City Centre accessible to everyone;
- ⊗ provide facilities that meet people's needs; and
- ⊗ create the right environment.

This is developed overall as the City Centre Strategy (see Policy CC 1) and amongst new policy areas is the Phoenix Initiative (Millennium Project).

### Local Area Regeneration

#### OS 3: LOCAL AREA REGENERATION

Local Area Regeneration initiatives will be promoted and encouraged throughout the City, but with particular emphasis on Priority Areas, in order to:

- ⊗ help improve local economic conditions;
- ⊗ create jobs for local people;
- ⊗ encourage the redevelopment of previously-developed sites;
- ⊗ remove dereliction and contamination;
- ⊗ respond to the cultural and recreational needs of the local community;
- ⊗ improve and protect the natural and built environment; and
- ⊗ reverse the adverse impact of traffic on the environment.

Local people will be involved in their identification, design and implementation, through the preparation and adoption of Supplementary Planning Guidance where appropriate.

(Part 1 Policy)

2.16 The 1993 Plan identified a "Priority Area" based on the area defined for the Urban Programme which covered about a quarter of the City. The Urban Programme has long since been wound up and the City Council's replacement expression of geographical priority corporately is the six areas initially targeted in its Area Co-ordination initiative. These following six Priority Areas were identified in the light of the 1991 Census data highlighting relatively high economic, social and environmental disadvantage in Coventry:

- ⊗ Foleshill;
- ⊗ Hillfields;
- ⊗ Spon End/Radford;
- ⊗ Stoke Aldermoor/Willenhall;
- ⊗ Tile Hill/Canley; and
- ⊗ Wood End/Bell Green.

The extension of Area Co-ordination to the whole of the City still retains the concept of "Priority Areas" which are shown on Map OS (1). It is recognised that the boundaries of these Areas may change during the Plan period in the light of changing circumstances and information.

**2.17** Tackling decay and dereliction, re-using land and buildings, and taking opportunities for inward investment are all-important actions. Specific sites within the Priority Areas cause problems, but provide opportunities for local area regeneration. During the Plan period, a continually evolving pattern of issues, together with a continually evolving pattern of shorter-term government/private sector-funded initiatives can be anticipated. Such issues will be identified and responded to through a range of initiatives, statutory and non-statutory, but not all necessarily using planning powers. Supplementary Planning Guidance will be used as part of area regeneration initiatives, and prepared in partnership with the local communities involved, when town planning issues appear to play a substantial role in working up a project.

**2.18** The defined Centres in these areas (see Chapter 6) provide a focus for local facilities and activities, but often experience problems of congestion, outworn infrastructure and a lack of investment. Action is therefore often needed to retain the viability and vitality of such Centres. Policies for regenerating these Centres are set out principally in the Shopping Chapter. For regeneration to be a complete success, there is a clear need to go beyond the enhancement of the shopping facilities and also provide a focus for the development of social, community and

leisure facilities. All of these should take advantage of the Centres' good accessibility by a choice of means of transport.

## The Sustainable City

**2.19** The Rio Earth Summit of 1992 marked the commitment from national governments to promote sustainability with the historic objective "to ensure that development meets the needs of the present without compromising the ability of future generations to meet their own needs". However, it has subsequently become widely recognised that this objective needs to take account of social and economic considerations as well as environmental ones. The Government's strategy is based on four broad objectives:

- ✦ social progress which recognises everyone's needs;
- ✦ effective protection of the environment;
- ✦ prudent use of natural resources; and
- ✦ maintenance of high and stable levels of economic growth and employment.

**2.20** The Agenda 21 agreement was signed at the Earth Summit based on a programme of local action throughout the world to work towards sustainability. Local authorities have a crucial role to play because of their range of functions and their ability to influence others, and all local authorities in the UK have been asked to produce a Local Agenda 21 Strategy. Coventry produced its first Agenda 21 Strategy in 2001 and the Agenda 21 Team has played a significant role in the evolution of this Plan from its predecessor, the 1993 Plan.



#### OS 4: CREATING A MORE SUSTAINABLE CITY

The developing concepts and techniques of sustainability will be applied through policies in this Plan to:

- ⊗ ensure the efficient use and re-use of land and buildings;
- ⊗ encourage rational modes and patterns of travel; and
- ⊗ promote the good stewardship of the natural and built environment.

Sustainability Assessments will be required in respect of large-scale or high impact development proposals in order to establish the best practicable mix of land uses and design of developments and relationship to the built and natural environment.

(Part 1 Policy)

2.21 Environmental, social and economic sustainability are interdependent. The efficient use of land requires the correct balance between satisfying today's needs and tomorrow's inheritance. The contribution that town planning can make to sustainability is in the promotion and control of types and patterns of development of land, to create a more sustainable City. The potential of the Plan to do this has been enhanced by the carrying out of a Sustainability Appraisal during its preparation. This document was published alongside the Deposit Draft and demonstrates that the recommendations of PPG 12 "Development Plans and Regional Planning Guidance" 1992 have been taken into account in seeking to ensure policies are formulated to recognise their sustainability implications. The Appraisal was designed to help understand the totality of the environmental, social and economic implications of the policies and proposals. The sustainability of individual planned developments will also arise and will need to be considered carefully. In the case of major developments, the submission of a Sustainability Assessment will be required. The function of such Assessments will be to identify how the negative impacts of development can be mitigated and how the more positive impacts can be encouraged. They will use similar criteria as the process by which the policies of this Plan were appraised, although the format of

Assessments will vary depending on the nature of the proposed development. The City Council will produce advice on Sustainability Assessments.

#### Efficient Use and Re-use of Land and Buildings

2.22 The Plan promotes the efficient use of land in a variety of ways. The recycling of obsolete buildings and of previously-developed land, in addition to maintaining or increasing redevelopment densities, can make a major contribution to sustainable development by helping to regenerate and diversify existing urban sites, while also minimising the need to use greenfield land. The continued improvement of Plan monitoring will also contribute to this focus on the successful re-use of previously-developed land. The Plan seeks to provide for the development needs of the City by carefully balancing its social, economic and environmental needs. The Plan places strong emphasis on urban regeneration schemes and working with the Regional Development Agency (Advantage West Midlands) and private developers to achieve its objectives.

#### Rational Modes and Patterns of Travel

2.23 The location and juxtaposition of specific land uses, such as different scales of shopping facilities in relation to where people live, can help to ensure that people's needs are met in a sustainable manner, minimising the need to make unnecessary or longer than necessary trips. This is also the case in relation to social, community and leisure facilities which, depending upon the scale and distribution of population served, need to be carefully located so as to minimise the need for and distance of travel.

2.24 The promotion of much better public transport, cycling and walking facilities is a major theme within the Plan, both City-wide in the form of networks and in terms of specific facilities to be provided within developments. While the private car will continue to play an important role in people's mobility, it is crucial that the car is used sensibly and with proper regard to its environmental consequences. Many journeys within the urban area are best made by these other means and yet the facilities are not always available or of the highest quality. It is for this reason that the Plan promotes the provision of these facilities.



## Stewardship of the Built and Natural Environment

2.25 Development plans have traditionally protected both the built and green environment, and this Plan does that. However, it also takes matters further for the first time in Coventry. In addition to giving protection to Listed Buildings and Conservation Areas, it also recognises the importance to people of other distinctive areas within the City. It promotes much higher standards of design in the built environment. Within the green environment there is strong recognition and protection of locally important landscapes and bio-diversity. Coventry Nature Conservation Sites are designated for the first time and given protection, and the creation of community pocket parks, nature reserves and community woodlands is promoted. Stewardship of the environment is also concerned with conserving and managing resources such as land, energy, water and waste. This includes the effective protection of the environment in dealing with those aspects of environmental management where the planning system has a part to play.

2.26 The achievement of the principles and provision for waste reduction, re-use and recycling of materials, together with the safe disposal of waste, are facilitated within the Plan. These functional aspects are important in helping to create a more sustainable City.

## The High Quality City

### Function and Design

2.27 The Plan ensures that major improvements to how the City functions will take place. These include more housing opportunities, new employment opportunities, better transport infrastructure, a new Major District Centre, greater protection of important nature conservation sites and major improvements in the City Centre. However, the Plan seeks to achieve, in addition to

development that creates an efficient City, development which lifts the human spirit and which meets the whole community's needs and aspirations. This will mean ensuring high quality development design by setting standards, providing guidance and promoting innovative design. The design of development can also discourage crime and help reassure people.

### OS 5: ACHIEVING A HIGH QUALITY CITY

A higher quality of life and living environment will be promoted and encouraged. Measures will include:

- ✳ meeting the overall Built Environment Strategy (BE 1);
- ✳ design and protection of urban and rural Green Spaces for their recreational, amenity and natural history value (Policy GE 1);
- ✳ design in the built environment generally (Policy BE 2);
- ✳ personal security through good design of both public and private spaces (Policy BE 2 and BE 21);
- ✳ creation of high quality urban public spaces (Policy BE 2);
- ✳ introduction of public art into developments (Policy BE 18);
- ✳ diversity and vitality through compatible mixtures of land uses (Policy OS 7);
- ✳ lighting of buildings, spaces and routes (Policy BE 19);
- ✳ equality of opportunity for all (Policy OS 8); and
- ✳ access for disabled people (Policy OS 9).

(Part 1 Policy)

2.28 In part, this process is about understanding the particular visual and other characteristics of different parts of the City. What is best about them needs to be protected and reflected in new developments, re-developments and the continuous process of adaptation of older buildings and the spaces between them. Particular attention will continue to be given to the entrances to, and main routes through and around the City, by which its principal visual image is formed for the resident and visitor alike. To assist in reviewing policy in this area, the City Council commissioned a City-wide [Urban Design Study](#), referred to in paragraphs 8.8 and 8.9 of the Built Environment Chapter.

## Change of Land Use

### OS 6: CHANGE OF LAND USE

Except where specific proposals are shown on the Proposals Map, the general policies of the Plan will apply and developments should be compatible with nearby uses.

(Part 1 Policy)

- 2.29 The Plan is not a land allocation plan for all parts of the City. Old style development plans did this, producing a degree of certainty for householders and potential developers but lacking flexibility to handle change. The City Council values a consistent long-term policy approach while retaining sufficient adaptability to deal with unforeseen aspects of developments or the emergence of fresh priorities. The Plan is, therefore, intended to offer both certainty in areas where this is important and flexibility where this is appropriate. To provide certainty, for instance for purchasers of residential properties, it is necessary to ensure that within areas where a particular land use predominates, other land uses which are not compatible with and will cause harm to amenity will not normally be permitted.

## Mixed Use

### OS 7: MIXED LAND USE

In order to encourage diversity and vitality within the City, and minimise the need to travel, a mix of uses will be encouraged in appropriate locations, provided that the amenities and functional needs of existing and nearby uses will be protected.

(Part 1 Policy)

- 2.30 The carefully considered introduction of mixed-use development (whether within a building, a street or an area) can add importantly to the vitality and diversity of parts of the City and to the reduction of the need to travel. This can be done by integrating home, workplace and leisure functions, especially in the City Centre and also in other key locations. Developments must be purposely designed or comprehensively adapted from the outset to take account of the complexities of

delivering successful multiple land use. The mixed uses must not cause problems for each other or for any surrounding developments.

## Equal Opportunity

### OS 8: EQUAL OPPORTUNITY

In all development proposals, the specific needs of disadvantaged people will be considered in order to maximise equality of opportunity. Every practical effort will be made to ensure that these needs are taken into account sensitively in order to achieve social equity.

(Part 1 Policy)

- 2.31 Equality of access to housing, employment, shopping, social, community and leisure facilities is important to people's well-being and most people take this for granted. If progress in achieving social equity is to be achieved, it is vital that the needs and problems of deprived groups in the community are explicitly acknowledged in the policies of the Plan. These needs vary considerably within and between such groups of people as ethnic minorities, the elderly, disabled people and women. As a result, these varied needs require to be carefully assessed and sensitively taken into account.

## Access to Buildings by Disabled People

### OS 9: ACCESS BY DISABLED PEOPLE

Proposals for the development, extension, alteration or change of use of any building which may be used by the public should include adequate provision for access through and use by disabled people. Adequate provision should also be made in the design and laying out of all spaces around buildings.

Detailed guidance will be set out in Supplementary Planning Guidance.

(Part 1 Policy)



**2.32** When the development of a new building is proposed or when planning permission is needed for the extension, alteration or change of use of an existing building, the needs of disabled people must be considered at an early stage in the design process. Buildings used for employment, shopping, social, leisure, community and recreation are all included. Disability can involve any combination of mobility, sensory or mental impairment and is not confined to those traditionally thought of as disabled. Elderly people, people with young children and people recovering from accidents can all be affected. Flexible and imaginative solutions will be encouraged depending on the circumstances of each case but an adequate means of access across any threshold and all through a building, including the upper floors, will be required. Other aspects of provision include toilets, door furniture and detailing and space for manoeuvring wheelchairs. Where the internal layout of a building and/or the means of access to it are covered by Part M of Schedule 1 of the Building Regulations, additional requirements will not be made. Part M now applies to private dwellings.

**2.33** The approaches to buildings are as important as the ability to move through them. Many general design points will be relevant here, including:

- ⊗ direct routes between parking areas and doorways;
- ⊗ dropped kerbs with tactile markings in appropriate places;
- ⊗ ramps of a suitable gradient;
- ⊗ steps with handrails for those who prefer them;
- ⊗ suitable materials for pedestrians and wheelchairs users; and
- ⊗ suitable lighting.

If the needs of disabled people are met, all other pedestrians' needs will also be met. Further specific details will be found in Supplementary Planning Guidance, apart from car parking standards for disabled people which are referred to in Policy AM 17. Policy OS 9 will apply throughout the City.

## Implementation

### Monitoring and Review

**2.34** Monitoring the Plan is a crucial component of Plan implementation, which is in accord with the Government's new plan, monitor and manage approach. Considerable monitoring of relevant subjects is in any case already required by Government. The development process will be monitored and the results published in an annual CDP Monitor document that will cover at least the Housing and Employment land supply. Other aspects of the Plan, including location-specific proposals and the contribution of policies to meeting sustainability objectives, will be monitored at longer intervals and the outcomes published in relevant annual Monitors. Monitoring serves to provide the main body of evidence on whether the Plan remains up to date. This applies:

- ⊗ at the very detailed level in regard to the need to prepare, revise or revoke Supplementary Planning Guidance (SPG) to the Plan; and
- ⊗ at the more general level in regard to policies and allocations, and the need (or not) to initiate a Review of the Plan, in part or in whole.

**2.35** In practice, it is intended that, at an early date following the publication of new regional guidance, the Plan will be reviewed. This review will consider, amongst other things, the options for longer-term development and the identification of safeguarded land.

**2.36** In this way, it will be possible to ensure that the City Council's Development Plan policies and proposals continue to be kept up to date.

## Supplementary Planning Guidance

2.37 Supplementary Planning Guidance will be prepared in the form of design guides, area development briefs, and as supplements to policies of the Plan in a form consistent with national and regional guidance, to make available appropriate extra detail to provide greater clarity and assistance in the application of specified policies. Consultation will take place with the general public, business and other interested parties and their views taken into account before new SPG is adopted. SPG prepared during the Plan period is expected to include:

- ⊗ more detailed guidance on specific issues, sites or topics as they arise;
- ⊗ development briefs in response to major planning applications; and
- ⊗ promotional development briefs, especially in the context of regeneration initiatives promoted by the City Council.

2.38 The following non-Conservation Area documents carried over from the 1993 Plan will form SPG to this Plan:

- ⊗ Care Homes for the Elderly and Homes for the Mentally Handicapped;
- ⊗ Houses in Multiple Occupation - Development Control Guidelines;
- ⊗ Car Parking Standards;
- ⊗ Planning Guidelines for Outdoor Poster Advertising in the City;
- ⊗ Planning Policy for the Location of Satellite Antennae; and
- ⊗ Canley Gardens Control Plan.

Conservation Area and related material carried forward from the 1993 Plan is listed separately in paragraph 8.58. For the avoidance of doubt, all SPG considered to be up to date and in force at the time of adoption of this Plan is listed in the Appendix at the end of this Plan. The SPG listed there does not form part of this Plan. Currently applicable SPG will be listed in each year's CDP Monitor.

2.39 SPG will be monitored, revised or revoked from time to time in response to changing circumstances.

## Planning Obligations

### OS 10: PLANNING OBLIGATIONS

Planning obligations and other forms of legal agreement will be used to further the Plan policies to ensure that development contributes to a regenerated, sustainable and high quality City, and enable development to proceed which might otherwise be unacceptable.

Negotiations will be based on the general principles 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; and
- ⊗ the provision of features of development which are a material consideration in favour of granting planning permission is assured.

(Part 1 Policy)

2.40 "Planning Obligations" are defined in Section 106 of the Town and Country Planning Act 1990 (as amended), as elaborated by Circular 1/97. These enable developers to give undertakings, or local authorities to agree with developers, that certain works are carried out in association with any proposed development.

2.41 Planning Obligations should be necessary, relevant to planning, directly related to the proposed development, and fairly and reasonably related in scale and kind to the proposed development. They may be required to:

- ⊗ enable the development to proceed;
- ⊗ contribute to the cost of related facilities;
- ⊗ secure the appropriate balance of uses, for instance within mixed-use developments;
- ⊗ offset or redress on- or off-site impacts of development; and
- ⊗ provide a means of securing higher quality development.



2.42 Where this Plan indicates that particular objectives or benefits are required or desirable, legal agreements will be used to secure them where conditions would not be adequate or lawful. Agreements are likely to prove of particular use where development will generate or exacerbate a need for additional infrastructure, facilities or services, including related or consequential traffic management schemes, or require public bodies to bring forward plans for improvements. In such cases, the development should ordinarily bear the full cost of doing that which would not otherwise have been necessary at the time. Exceptionally, a development which is in the public interest may not be feasible if it has to bear such costs and in such a case consideration may be given to the balance of advantage and the distribution of financial burdens.

## Relating the Overall Strategy to the Plan as a Whole

2.43 The strategic shape of the Plan is represented by the policies in this Chapter, taken together with the strategic ("Part 1") policies distributed through the remainder of the Plan as follows:

### Chapter 3 Environmental Management

EM 5: Pollution Protection Strategy  
EM 9: Waste Strategy

### Chapter 4 Housing

H 1: People and their Housing Needs  
H 2: Balancing New and Existing Housing  
H 3: The Improvement of the Housing Stock  
H 7: Housing Land Provision

### Chapter 5 Economy and Employment

E 1: Overall Economy and Employment Strategy

### Chapter 6 Shopping

S 1: Shopping Strategy

### Chapter 7 Access and Movement

AM 1: An Integrated, Accessible and Sustainable Transport Strategy  
AM 2: Public Transport  
AM 8: Improving Pedestrian Routes  
AM 11: Improving Cycling Facilities  
AM 14: Roads

### Chapter 8 Built Environment

BE 1: Overall Built Environment Strategy

### Chapter 9 Green Environment

GE 1: Green Environment Strategy

### Chapter 10 Social, Community and Leisure Facilities

SCL 1: Social, Community, Leisure and Indoor Sports Facilities  
SCL 6: Education Facilities  
SCL 10: Health and Social Care

### Chapter 11 City Centre

CC 1: City Centre Strategy

2.44 Part 1 and Part 2 Policies are clearly distinguished from one another in the Appendix at the end of this Plan document. All Part 1 Policies, including their full texts, are set out at the beginning of this document.



## CHAPTER THREE ENVIRONMENTAL MANAGEMENT

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**Introduction and Policy Aim**

**Energy Resources**

**Air Quality**

**Water Resources and Quality**

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**Light Pollution**

**Waste**

Waste Strategy

Waste Reduction

Re-use and Recovery

Safe Disposal of Waste



## Introduction and Policy Aim

3.1 Since the 1993 Plan was prepared, the creation of a high quality clean and healthy environment and conserving and managing resources, both for the present and the future, have become a higher priority of government guidance. The policies in this Chapter flow directly from Policy OS 4 in the Overall Strategy Chapter "Creating a more Sustainable City". Accordingly, this Chapter deals with those aspects of environmental management where the planning system has a part to play. This involves conserving and managing resources such as energy, land, water and waste and the effective protection of the environment from a variety of potential sources of pollution. This includes working with other agencies with responsibilities for environmental protection. The Chapter refers to the following:

- ⊗ energy resources;
- ⊗ air quality;
- ⊗ water resources, quality and flood defence;
- ⊗ pollution control;
- ⊗ contaminated land;
- ⊗ hazardous installations;
- ⊗ light pollution; and
- ⊗ the management and disposal of waste.

3.2 The policy aim of the Environmental Management Chapter is ***the creation of a clean and healthy environment and to promote the conservation and recycling of resources.***

## Energy Resources

3.3 Energy resources are a key issue in promoting sustainable development. Energy resources need to be effectively used and alternative renewable sources need to be developed. This can reduce carbon dioxide emissions which cause global warming. The reduction of energy consumption needs to be tackled on a wide front and includes improvements to existing and new buildings, reducing the use of vehicles and locating developments where the need to travel is minimised.

3.4 The conservation and efficient use of energy will be promoted by the location of development and the siting and design of

buildings. Land use planning has an important role to play in encouraging energy efficiency by guiding and controlling the location and form of development. New developments should be in locations which reduce the need for car journeys, the distances being driven and be accessible to public transport. For these reasons, the policies throughout this Plan steer development towards sustainable locations and promote accessibility by a choice of means of transport.

3.5 Policies in the Plan such as Policy BE 2 and H 12 also aim to ensure that developments are sustainable in terms of their layout, scale and density. These factors can enhance sustainability by reducing demand for land, increasing energy efficiency and reducing resource consumption (see para 8.29). This approach will consider the orientation of buildings to maximise the use of solar potential and to reduce exposure to wind and frost. Where possible, buildings should follow slope contours of land as this minimises cut and fill and uses natural gravity for flow drainage. The scale of buildings influences the need to allow for natural light and ventilation with shallower buildings having more advantages. Higher densities can reduce demand for land, encourage positive social interaction, provide economies of infrastructure, support public transport and reduce car travel and parking levels.

3.6 Buildings are major energy consumers and are thus responsible for a large proportion of the UK's emissions of "greenhouse gases". While Building Regulations deal with detailed specifications on energy conservation measures, the local planning authority will seek to encourage through negotiation the consideration of the conservation and efficient use of energy. This will include the use of reclaimed materials, recycling "grey" and rain water, reducing infrastructure requirements, providing combined heat and power and waste minimisation and recycling, the use of renewable resources such as the sun and making use of the wind for ventilation. These features should be incorporated into the design and layout of buildings but they should not detract from the achievement of a good quality of design in keeping with their surroundings.

### EM 1: ALTERNATIVE ENERGY RESOURCES

The extent to which alternative energy sources serve important community interests will be recognised and taken into account when considering proposals for such development.

- 3.7 Planning Policy Guidance Note 22 "Renewable Energy" 1993 explains the role of renewable energy in reducing greenhouse gas emissions and expects local authorities to consider the contribution their area can make to reduce the consumption of energy on a local, regional and national basis. Government guidance favours the development of renewable energy sources which are economically attractive and environmentally acceptable. Some renewable energy sources such as wind and solar power neither create pollution nor use finite resources. One way Coventry currently contributes to using alternative energy resources is by means of energy from waste combustion. The Waste to Energy Plant at Bar Road uses heat to provide energy for industrial premises and to supply power to the National Grid. Other ways in which Coventry might contribute in future could include active solar systems and combined heat and power. Whenever making planning decisions balances have to be struck between competing interests. When balancing such interests in considering planning applications for the development of renewable energy sources, due weight will be given to the wider community benefits arising from such schemes.



## Air Quality

### EM 2: AIR QUALITY

Where likely damage to air quality cannot be satisfactorily mitigated, development will not be permitted.

- 3.8 Air pollution is the subject of the Environmental Protection Act 1990 and the Clean Air Act 1993 and is an important element of the Road Traffic Reduction Act 1997. In 1996 the Government launched its National Air Quality Strategy setting out a new set of eight air quality standards which are to be complied with by 2005. Air quality, therefore, will be monitored in line with national standards and, if parts of the City breach these, an air quality management area will be identified and an action plan produced to reduce levels of air pollution. It is the duty of local authorities through their non-planning powers to manage air quality improvements and every local authority has to review the present air quality and compare this with the standards and objectives laid out within the Strategy. The location of development so as to minimise the need to travel, as well as any on-site threat to air quality, will be taken into account. As to whether material damage is likely, and whether mitigation is satisfactory, these are judgements which will need to be made with regard to all the circumstances and emerging national approaches and guidance.

## Water Resources and Quality

- 3.9 Coventry is supplied with water from a variety of sources. The main source (around 60%) is water pumped from the River Severn at Upton to treated water reservoirs at Meriden. Around 24% of Coventry's supplies is abstracted from local boreholes, some 12% comes from the Elan Valley reservoirs in mid-Wales via Birmingham and the remaining 4% comes from Draycote reservoir.

### EM 3: WATER RESOURCES AND QUALITY

Proposals which appear capable of:

- ❗ reducing the quantity of water in watercourses and ponds to such an extent that it is harmful to the ecology;
- ❗ damaging the quality and ecology of the water environment;
- ❗ compromising the achievement of water quality objectives; or
- ❗ causing damage to, or preventing use of, groundwater resources;

will be permitted only if it is certain that such risk will be kept to an acceptable level.

3.10 Ground water and surface water need to be managed as a whole, paying equal attention to both quantity and quality aspects. Groundwater is formed when rain soaks away underground into water-bearing rocks or aquifers. Since 24% of Coventry's water supply is pumped from the aquifer beneath the City and surrounding area, it is very important that groundwater quantity and quality are maintained and, where the causes of specific impacts have been identified, possible improvements implemented. In terms of quantity, the water table supports surface water flows during dry weather, since lowered groundwater levels can exacerbate low flows in rivers. Changes within the surface flow regime, brought about by lowered groundwater levels, can affect the surface ecology of wetland habitats such as ponds, marshes and watercourses. In terms of quality, contamination of groundwater may be virtually impossible to clean up (regardless of cost), and the contamination can remain over timescales measured in generations. Polluted groundwater will also inevitably pollute surface watercourses. For these reasons any development that threatens the quantity or quality of groundwater resources will be prevented.

3.11 Rivers and minor watercourses in the City are important for ecology, public health and drainage. Water quality in the Rivers Sherbourne, Sowe and Avon below their confluence at Stoneleigh is significantly affected by surface water drainage and treated sewage from Coventry. Water quality objectives set by the Environment

Agency form the basis for water quality management decisions and are based on a scheme known as the River Ecosystem Classification. It is important that the quality of the water environment is maintained as an important and essential resource, both in terms of water supply and wildlife habitat. Changes can occur quickly both to improve and exacerbate a problem of water quality simply by changes in direct discharges or in nearby land use patterns. Proposals which could change the quality and ecology of water courses, or compromise statutory quality objectives, will not be permitted unless it can be shown that appropriate preventative measures, acceptable to both the Environment Agency and the City Council, have been incorporated.



### Flood Defence

#### EM 4: FLOOD RISK AND DEVELOPMENT

Development should be designed and located to minimise the risk of flooding and to maximise the absorption of surface water run-off by the ground.

3.12 Certain areas within Coventry are prone to flooding. Development both within and outside the floodplain can increase this risk by reducing the storage capacity of the floodplain and/or impeding the flow of flood water. The raising of ground levels in the floodplain may have a similar effect and is of particular concern. The City Council must be satisfied that development proposals within flood risk areas are not at risk from flooding nor likely to increase the risk of flooding elsewhere or prevent maintenance or flood control work. PPG 25

"Development and Flood Risk" 2001 gives further advice to local planning authorities to apply the risk-based approach in flood risk areas. This involves a sequential test which allows certain developments in areas depending on the particular level of risk. The full details are given in paragraph 30 of the Guidance. Developers should also have regard to this test. Advice from the Environment Agency will be required for the test on the distribution of flood risk, the availability of flood defences and the resulting level of actual risk.

- 3.13 The City Council, in conjunction with the Environment Agency, will promote the conservation of open watercourses as this allows for both flood defence maintenance and the provision of environmental corridors. If there is a potential risk of flooding, the applicant will need to incorporate appropriate mitigation measures which are themselves environmentally acceptable.
- 3.14 Disposal of surface water run-off from development requires careful consideration in order to minimise its adverse environmental impacts. The traditional practice for the disposal of surface water is to pipe the water away to the nearest watercourse to ensure rapid disposal. This can lead to increased risk of flooding, aquifers not being recharged and water retention in subsoil being reduced leading to increased use of treated water and an increase in the risk of transmission of pollutants in water courses.
- 3.15 Recently, the emphasis has changed towards controlling the release of rainwater as close as possible to its point of fall in order to minimise these negative environmental impacts. This is known as "source control". It includes a variety of techniques including "Sustainable Urban Drainage Systems." The City Council supports the Environment Agency's approach to source control in the majority of cases but where the developer cannot incorporate this approach, an alternative will need to be agreed with the City Council and the Environment Agency.

## Pollution Control

- 3.16 PPG 23 "Planning and Pollution Control" 1994 sets the national framework for taking

into account the possibility of the release of polluting substances into the air, water, or land, or any combination of them, as part of the national commitment to sustainable development. The Environment Agency was created in order to promote the integrated control of pollution at national level. PPG 24 "Planning and Noise" 1994 gives guidance on the use of planning powers to minimise the adverse impacts of noise for both noise-sensitive developments and for those activities which will generate noise.

- 3.17 The aim of policies dealing with potentially polluting uses is to protect people from risks to their health and safety and damage to their amenity and to safeguard the natural environment. Policies need to ensure that uses with the potential to cause pollution are properly sited and controlled and that uses that may be affected by pollution are either kept away from its sources or protected by other means.

### EM 5: POLLUTION PROTECTION STRATEGY

Proposals which could result in the pollution of water, air or ground or pollution through noise, dust, vibration, smell, light, heat or radiation will only be permitted if:

- ⊗ the health, safety and amenity of the users of the land and neighbouring land; and
- ⊗ the quality and enjoyment of the environment

are assured.

Proposals for uses which are sensitive to pollution will not be permitted close to existing or proposed potentially polluting uses or in their areas of influence.

(Part 1 Policy)

- 3.18 Pollution may be caused by the release of substances into the air, ground or water or by excessive noise, smell, dust, vibration, light, heat or radiation. Planning is concerned with the land use aspects of pollution, and should avoid the unnecessary duplication of other statutory regimes for the control of pollution. There are some uses which require licences under pollution control legislation such as mobile plant for

treating waste. Other forms of pollution like noise or odours can be controlled through legal agreements and planning conditions. Where development proposals present a risk of pollution, an assessment of the environmental implications will be required in order to achieve a basis for a clear understanding of pollution potential and the appropriate way forward in dealing with associated risks.

- 3.19** Pollution sensitive developments such as housing, schools, hospitals and some high technology industries should not be located where they may be detrimentally affected by existing or proposed polluting uses. In the case of potentially polluting development, permission will only be granted when it can be shown that there would be no material impact on the health, safety or amenity of existing and future occupiers that cannot be managed successfully by legal agreements or planning conditions.



## Contaminated Land and Hazardous Installations

### EM 6: CONTAMINATED LAND

Development on or adjacent to contaminated land will be permitted only if any measures for remediation and protection required to ensure the health and safety of the development proposed and its users are identified and implemented.

- 3.20** Where there is reason for concern that a source of contamination on or near the development site will, having regard to the nature of the development proposed, threaten health and safety the applicant will be responsible for the carrying out of an investigation of conditions by a competent body. The results must be submitted with the planning application, together with recommendations as to remediation and protection. Where the measures which can be taken reasonably on the application site will not provide adequate safeguards against contamination from adjacent land, measures may be required on that land to the extent necessary to enable the development to proceed. If the contamination is severe, planning permission may be refused. In other cases, an assessment must be made to determine what, if any, protective or remedial measures are required to eliminate risk or minimise it to an acceptable level. In the interests of sustainability, the preferred solution will always be in situ treatment where practicable, followed by removal from the site as the next best solution. Measures to be taken must ensure that pollution does not enter any adjacent watercourses or groundwater either in the short- or long-term. Developers of sites found to be contaminated will be required to seal the site adequately against leakage of any polluted matter, and to divert surface water drainage away from any source of contamination. In implementing this Policy the City Council will consult the statutory agencies responsible for applying the standards set by legislation.



**EM 7: HAZARDOUS INSTALLATIONS AND NEARBY DEVELOPMENT**

Proposals for the use or storage of hazardous substances will not be permitted if there would be unacceptable risk to the health or safety of users of the land or neighbouring land or to the environment.

Proposals for development in the vicinity of a site known to be used for the storage, use or transport of hazardous substances will not be permitted if there would be an unacceptable risk to the health or safety of its users.

3.21 Certain sites and pipelines are designated as notifiable installations by virtue of their quantities of hazardous substance present. The Planning Controls for Hazardous Substances Circular 04/00 gives guidance on how the consent procedure operates for hazardous substances. The role of the Health and Safety Executive (HSE) is to provide advice on the nature and severity of the risks presented by major hazards to people in the surrounding area so that those risks can be given due weight when balanced against other relevant planning considerations in making planning decisions. Local planning authorities are required to consult with the HSE, the Environment Agency and in appropriate cases English Nature. This includes consulting on the siting of new establishments, the modification of existing ones, transport links, locations frequented by the public and residential areas in the vicinity of existing establishments. The aim is to keep installations separated from housing and other land uses with which they might be incompatible from the safety viewpoint. Where other development is under consideration the objective will be to avoid the generation of hazards.

**Light Pollution**

**EM 8: LIGHT POLLUTION**

Development proposals which incorporate external lighting will be considered having regard to:

- ⊗ nuisance to road users;
- ⊗ harm to the amenity of residents;
- ⊗ detriment to the rural character or local distinctiveness of an area ; and
- ⊗ compatibility with other Plan policies.

3.22 Lighting is essential in many circumstances for security reasons and pedestrian and traffic safety: it is also important for recreation and for enhancing important buildings and features. However, poor or insensitively designed schemes can result in light pollution. Where there is a danger of light pollution, lighting should be kept to the minimum standard required for security and operational purposes and be designed to minimise glare and spillage. Consideration will also need to be given to screening the lighting installation from neighbouring roads and residential areas. The visual impact of lighting apparatus on daytime views is also to be minimised through the design and painting of apparatus.

3.23 Particular attention will be given to proposals in the Green Belt and on the edge of the City’s built-up area, where development might be resisted if, despite efforts to minimise light pollution, the effect is unacceptable.

**Waste**

**Waste Strategy**

**EM 9: WASTE STRATEGY**

The following hierarchy of waste handling methods will be promoted and encouraged:

- ⊗ waste reduction;
- ⊗ re-use;
- ⊗ recovery; and
- ⊗ safe disposal.

(Part 1 Policy)



3.24 PPG10 "Planning and Waste Management" states that the land use system has an important role to play in achieving sustainable waste management and has seven objectives:

- ⊗ making a framework to provide facilities for re-use, recovery and disposal of waste, taking account of the potential for waste minimisation and the needs of special waste;
- ⊗ helping business;
- ⊗ encouraging sensitive waste management practices to achieve a high quality environment and avoid risks to human health;
- ⊗ protecting designated areas;
- ⊗ minimising the environmental impacts of the waste processes;
- ⊗ considering the requirements of new facilities; and
- ⊗ ensuring re-use/recycling facilities are considered in new developments.

3.25 Four principles of waste management are set out:

- ⊗ consideration of the Best Practicable Environmental Option (BPEO) for each waste stream. The BPEO identifies the option that provides the most benefits for the least environmental damage at acceptable cost;
- ⊗ the proximity principle: aiming to handle waste close to where it arises because transporting it has an environmental impact;
- ⊗ regional self sufficiency: waste should ideally be disposed of in the same region as it occurs; and
- ⊗ a waste hierarchy, which is the conceptual framework for the waste management options and which should be considered with the BPEO.

The last three principles all need to be taken into account in identifying the combination of facilities and other waste management options which give the best balance between environmental, social and economic needs.

3.26 The waste hierarchy, as set out in Policy EM 9, suggests that the most effective environmental solution may often be to reduce the generation of waste. If this is not

practicable, products and materials can sometimes be re-used. Failing that, value should be recovered from waste through recycling, composting or energy recovery from waste. Only if none of these are appropriate should waste be disposed.

3.27 In the White Paper "Making Waste Work" 1995 and latest draft guidance "A Way with Waste" 1999, the Government sets targets for reducing municipal waste (i.e. household, commercial and industrial wastes), recycling, composting and for amounts of waste going to landfill. Existing government recycling targets are to recycle or compost 25% of household waste and to have easily accessible recycling facilities for 80% of households by 2000 and to recover 40% of municipal waste by 2005. RPG 11 indicates that development plans should identify sites for recycling, treatment and disposal to meet demand and requires the monitoring of waste disposal especially across boundaries.

3.28 The City Council is in the course of reviewing its Waste Management Strategy. The Strategy will consider developments in the industry and how best they can be managed in Coventry in the light of national and regional policy guidance.

### Waste Reduction

3.29 The promotion of reduction in the quantities of waste produced by the public and by industry is dealt with by the City Council outside of its local planning authority role. Reduction in the physical bulk of waste collected will continue to be dealt with primarily by incineration. Incineration at the Waste to Energy Plant at Whitley will continue to make this main contribution, pursued actively since the 1970s. This process has reduced the volume of tipped waste by 90% and its weight by 60%, with huge cumulative benefits over time in the reduction of landfill activity levels, mainly in Warwickshire. Energy recovery has been an additional gain, with surplus heat from the Plant being used to generate electricity and to provide heating for industrial premises. Other wastes requiring specialist treatment are disposed of at sites outside Coventry.

Re-use and Recovery

3.30 The recovery of waste takes place through recycling, composting, and energy recovery. Re-use mainly involves using re-usable products whereas recycling involves the processing of waste materials to produce a usable raw material or product.



EM 10: RE-USE AND RECYCLING

Facilities for the re-use and recycling of waste materials will be promoted and encouraged provided that they are:

- ⊗ located so as to be accessible for people by a choice of means of transport;
- ⊗ designed to a high standard within the context of the local setting; and
- ⊗ compatible with nearby uses.

3.31 Recycling facilities for glass, paper, metals, batteries, textiles, oil and chlorofluorocarbons are provided at a variety of locations in the City. A flexible approach will be maintained over the Plan period to accommodate new disposal pressures as they arise, based around maintaining a range of facilities ranging from public waste disposal sites, material recycling facilities and composting, to more local facilities at supermarkets and bus stops. Container banks will need to be located in places which are convenient for the public, either close to their homes and accessible by cycle or on foot, or else by car in a location designed to encourage a journey combined with other purposes.

EM 11: MATERIALS RECYCLING FACILITIES

Sites for materials recycling facilities should be located within areas used or allocated for industrial purposes.

3.32 Materials recycling facilities sort mixed household waste or mixed recyclable materials and usually require high numbers of deliveries and collections and involve mechanical or hand sorting, preferably in a closed building. They have similar requirements to the criteria for the location of industrial employment sites. The scale of lorry movements resulting may have highways implications. The sorted materials are transferred to re-processors or the Waste to Energy Plant.

EM 12: COMPOSTING

Proposals for the composting of suitable waste will be required to meet the following criteria:

- ⊗ site size of at least 2.5 hectares;
- ⊗ no composting taking place within 400 metres from the curtilage of a dwelling; and
- ⊗ compatibility with other Plan policies.

3.33 Composting is the breakdown of plant matter by the action of micro-organisms into usable end products. The City Council recognises the importance of separating out suitable wastes like green wastes from food wastes, and for providing for their biodegradation rather than incineration. Existing targets for composting include the recycling or composting of 25% of household waste and encouraging 40% of domestic properties with a garden to carry out home composting by the year 2000. By 2005 the target is to recycle 40% of household waste and this includes composting initiatives. All of this should help to concentrate composting at source except where large quantities are involved and therefore reduce the need to travel and the need to provide additional composting sites.

## Safe Disposal of Waste

### EM 13: LANDFILL

Where landfill proposals are necessary they will be considered on the basis of:

- ⊗ suitability of the landfill to restore the site to the appropriate after-use;
- ⊗ imposition of conditions to mitigate the impact;
- ⊗ compatibility with nearby uses; and
- ⊗ compatibility with other Plan policies.

3.34 The City Council continues to anticipate few applications for landfill. Landfill remains the waste disposal technique of last resort; the purposes of the preceding policies have been to minimise landfill in a variety of different ways and, therefore, to reduce export of waste beyond the City's boundary. However, if landfill operations are unavoidable then conditions will be imposed so as to minimise the impact of the operations.



## CHAPTER FOUR HOUSING

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## HOUSING

### Introduction and Policy Aim

4.1 The reduction of the City's population over 20 years (see paragraph 1.14), mainly because of outward migration, ceased in the early 1990s. The 1993 Plan anticipated broad population stability and this Plan assumes that this situation will continue.

4.2 However, this broad population stability has been accompanied by an increase in the number of households due to changes in the way people live. In particular, there has been an increase in the number of single person households due to:

- young people forming their own households;
- more divorced people;
- more single parents; and
- more pensioners living by themselves.

4.3 The rate of dwelling unfitness has remained static since the late 1980s, although improvement action has seen a change in priorities from inner city dwellings and the private rented sector to the inter-war housing stock and some outer areas of the City.

4.4 The policy aim for the Housing Chapter is ***to promote the provision of the right quantity and quality of housing to meet the needs of a population broadly the same size as at present, whether by providing market or 'social' housing.***

### National and Regional Planning Guidance

4.5 Planning Policy Guidance Note (PPG) 3 "Housing" (2000) and Regional Planning Guidance for the West Midlands (RPG 11), which was first issued in 1995 and subsequently reissued with a revised housing section in 1998, forms the key Government advice on housing provision.

4.6 The main concerns of RPG 11 are:

- ⊗ ensuring that a five year supply of land is genuinely available for housing development at all times;
- ⊗ counteracting decentralisation and the process of environmental, social and economic decline through regeneration;
- ⊗ promoting a sustainable pattern of development;

- ⊗ making best possible use of previously-developed land and existing buildings;
- ⊗ achieving 61% of new build on previously-developed sites;
- ⊗ making full use of the existing housing stock through improvement and repair;
- ⊗ adding to the housing stock by bringing vacant housing units back into use, subdividing larger dwellings, taking a more flexible approach to the re-use of vacant sites and converting property over shops or former office buildings;
- ⊗ providing a mixture of house types, catering for the needs of all sections of the community;
- ⊗ providing for affordable and social housing;
- ⊗ phasing the provision of development on greenfield sites where appropriate; and
- ⊗ making adequate provision of sites for travellers.

4.7 PPG 3 confirmed the Government's intention to end the "predict and provide" approach to the allocation of land for house-building and to replace it with the "plan, monitor and manage" approach. It indicates that local authorities should:

- ⊗ plan to meet the housing requirements of the whole community;
- ⊗ provide housing opportunity and choice;
- ⊗ promote sustainable patterns of development;
- ⊗ provide sufficient land for housing by maximising the re-use of previously-developed land;
- ⊗ make more efficient use of land;
- ⊗ place the needs of people before ease of traffic movement;
- ⊗ seek to reduce car dependence; and
- ⊗ promote good design.

4.8 Government Circular 6/98 "Planning and Affordable Housing" states that a community's need for affordable housing is a material consideration for development plans. RPG 11 makes it clear that affordable housing includes social housing.

4.9 PPG 2 "Green Belts" 1995 confirms that Green Belts should be protected as far as can be seen ahead, normally for a longer time-scale than for other aspects of a plan, and refers to the identification of safeguarded land which may be required to serve development needs in the longer term.

## Local Policy Context

4.10 The Coventry Community Plan (see Overall Strategy Chapter) includes housing matters under its priorities to:

- ⊗ tackle poverty;
- ⊗ create an exciting and vibrant City Centre; and
- ⊗ meet the needs and aspirations of older people.

It refers to the needs to direct investment into housing, provide housing for all ages within the City Centre and enable people to live longer in their own homes.

4.11 The City Council's Housing Strategy provides the basis for co-ordinating housing activity in the City. It is based around key themes of:

- ⊗ dealing with the housing needs of the City and condition of its housing stock;
- ⊗ focusing on disadvantaged groups; and
- ⊗ working in partnership with housing providers and agencies.

4.12 In order to assist in the delivery of the Housing Strategy, Coventry Housing Action Partnership was established in 1996. This draws together the City Council, local experts, private sector agencies and voluntary sector organisations through a structured partnership in the form of a company limited by guarantee. It aims to assist in identifying strategic housing needs and in developing and implementing actions to meet these needs.

4.13 The City Council's Environmental Strategy provides a framework for environmental action in key policy areas, of which health and the built environment have particular implications for housing. Its Anti-Poverty Strategy deals with certain aspects of housing, such as tenants' issues, homelessness and housing benefits.

4.14 The 1992 household projections for the West Midlands show that the number of households in the Region will increase by 295,000 between 1991 and 2011. Taking account of factors such as vacancies and demolition rates, RPG 11 states that

housing provision in the West Midlands should rise by 335,000 dwellings and that 11,100 dwellings are to be provided in Coventry between 1991 and 2011. RPG 11 (paragraph 9.3) also states that the latest information on unmet need, demolitions, conversions and vacancies should be taken into account in the review of development plans.

## Overall Housing Strategy

### H 1: PEOPLE AND THEIR HOUSING NEEDS

All existing and future citizens should have access to a range of housing that is of satisfactory size and condition and within a high quality residential environment.

(Part 1 Policy)

4.15 In considering housing across the City, the needs of the various sections of the population will be taken into account, particularly in terms of forecast changes in the age structure, household size and other characteristics of the City's population. Such groups include single-person households, elderly people, people with disabilities, students, people in need of affordable housing and others for whom the housing market may have provided poorly.



## Household Change and Housing Provision

### H 2: BALANCING NEW AND EXISTING HOUSING

The provision of new and replacement housing shall be promoted and encouraged to meet needs and provide choice in all housing sectors which cannot be satisfied by the optimum use of existing housing.

Subject to compatibility with other Plan policies, priority will be given to:

- ⊗ maintenance and improvement of the existing stock and the improvement of its environment;
- ⊗ the re-use of previously-developed land and buildings;
- ⊗ the sub-division of large dwellings wherever this is consistent with the provision of a satisfactory residential environment; and
- ⊗ the clearance and redevelopment of housing which has reached the end of its useful life, helped by the proactive use of statutory powers where alternative action proves impractical.

(Part 1 Policy)

4.16 People's need for housing is met from both the existing stock and from the use of development land for new housing. Thus, although the household projections indicate significant increases amongst particular types of household, the provision of land for new housing should be at a level which caters for the demand for the types and tenures of housing that cannot be satisfactorily provided through the maximum use of the existing stock.

4.17 PPG 3 states that local authorities should provide sufficient housing land, but also give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings in preference to the development of greenfield sites. This can be helped by identifying such sites, assembling land, resolving infrastructure problems, promoting appropriate development, taking measures to bring vacant dwellings back into use through measures in the Housing Strategy (such as the Void Reduction Initiative) and

minimising the use of greenfield sites. The less suitable alternative is the outward expansion of the built-up area and possible increased dereliction in the inner areas. The quantity of accommodation that previously-developed sites can deliver will be affected by detailed design considerations and the need to protect and provide green space within and adjacent to previously-developed housing sites. This will create a high quality environment and avoid "town cramming".



## The Existing Housing Stock

### Improvement of Existing Housing

### H 3: THE IMPROVEMENT OF THE HOUSING STOCK

The City Council will promote and encourage co-ordinated action with other agencies to improve sub-standard dwellings and carry out environmental improvements to assist area renewal.

(Part 1 Policy)

4.18 The needs of those living in existing housing are as important as those seeking new housing - and the City has an ageing housing stock. About 85% of the City's housing stock was built before the mid 1960s and 60% was built before the Second World War.

4.19 A House Condition and Housing Needs Survey was carried out across the City in 1995 and covered a sample of 2,700 private and housing association dwellings and 500 council dwellings. The Survey found that:

- ⊗ 19.5% of the City's private and housing association dwellings are unsatisfactory through unfitness or poor repair, comprising
- ⊗ 9.1% unfit and 10.4% in poor repair but not unfit.

The level of unfitness has remained static since the 1988 House Condition Survey. It is significantly higher than both the average national rate of 7.6% from the English House Condition Survey 1991 and the rate for the West Midlands Region of 5.6%.

4.20 The 1995 Survey also found that:

- ⊗ poor condition dwellings are concentrated in particular areas and sectors, especially older properties, the private-rented sector and inner city areas;
- ⊗ recent trends show a spread of poor condition into the owner-occupied stock, inter-war housing and the inner suburbs;
- ⊗ there is a high concentration of economically disadvantaged households living in poor condition dwellings, including the elderly, the unemployed, those on low incomes and those from ethnic minority communities.

4.21 The Survey recommended that action on unfit dwellings should be orientated towards repair and improvement. Out of the City-wide total of 9,100 unfit dwellings, 95% were suitable for individual repair or improvement and 4% were recommended as suitable for repair on a group or block basis. The Survey recommended only 1% (just under 100 dwellings) for individual closure or demolition.

4.22 A new Housing Needs Survey (published in 1999) was commissioned by Coventry Housing Action Partnership, in association with the City Development Directorate and the Foleshill Regeneration Board.

4.23 The Plan cannot directly influence the non-planning policies of other agencies for the improvement of poor housing. However, the replacement of mandatory grants by discretionary grants enables a greater focus on area renewal and the Plan can be a part of a framework for action, especially taking into account priorities in specific areas, including environmental improvements, the application of design standards and land assembly.

## Residential Areas

4.24 There are areas of the City, both in private and City Council ownership, where poor housing is matched by a poor environment. Inadequate street lighting, poor maintenance, threatening traffic conditions and a lack of landscape features all contribute to this. Support will be given to schemes which improve environmental conditions, as well as the creation of safer and healthier neighbourhoods.

### H 4: RESIDENTIAL EXTENSIONS

Extensions or other alterations to residential properties should respect the local character and street-scene of the area.

4.25 It is important that extensions to domestic properties are in keeping with the scale and character of the surrounding area. They should not restrict the amenity, privacy and daylight of adjoining properties and they should not exacerbate parking problems in an area. The City Council has produced Supplementary Planning Guidance on this subject.

## Conversions

4.26 Conversions can result from either the subdivision of residential properties or the change of use of buildings. Conversions of property into residential use contribute towards the overall supply of housing in the City. Between 1993 and 1996 a net increase of 73 dwellings occurred as a result of conversions (of the types referred to in both Policies H 5 and H 6). There is potential to increase this contribution and, indeed, conversions can assist the diversity, vitality and security of an area.





#### H 5: CONVERSION FROM NON-RESIDENTIAL TO RESIDENTIAL USE

Proposals for the conversion of non-residential buildings to residential use will be permitted subject to:

- ⊗ the creation of satisfactory living accommodation;
- ⊗ the character and quality of the resulting residential environment;
- ⊗ compatibility with nearby uses; and
- ⊗ compatibility with other Plan policies.

4.27 Within the City Centre, there will be opportunities for the conversion or redevelopment of sites and buildings to create new dwellings. Such opportunities could include office blocks which have become redundant as the result of changing space or technical requirements, or space above shops and other commercial premises. The conversion of local shops, where there is a long-term over-supply of them, to residential use will be supported. There is also potential for "living over the shop" schemes in defined Centres and for the conversion of office blocks and other comparable buildings, within the limits set by Policy E 8, which seeks to avoid the loss of commercially viable employment sites.

#### H 6: CONVERSION TO MULTIPLE OCCUPATION

Proposals for conversion to, enlargement or alteration of houses in multiple occupation will be considered on the basis of:

- ⊗ the size and character of the property;
- ⊗ the facilities available for car parking;
- ⊗ the impact on the amenities of adjoining properties; and
- ⊗ the cumulative impact on the amenities and character of the surrounding area.

4.28 Houses in multiple occupation (HIMOs) can include self-contained flats, bed-sits and shared houses. They are occupied by a number of people who do not live together as a single household. Although such accommodation plays an important role in the overall supply of housing, its uncontrolled build-up can also present problems in a particular street or area. Large numbers of residents in any one dwelling can adversely affect the amenities of adjoining occupiers, for example because of increased noise and on-street parking. The use of small terraced, narrow fronted or semi-detached houses as HIMOs will commonly cause disturbance to neighbours and will be resisted unless these issues are adequately addressed. The cumulative impact of such changes can harm the character of an area which has dwellings mainly designed for one household.

4.29 In considering proposals, it is important to protect the character and amenity of local neighbourhoods and to ensure that over-intensive use of properties does not occur. Existing Supplementary Planning Guidance includes a section referring to HIMOs. This will be reviewed during the early part of the Plan period to introduce guidance on the circumstances in which the cumulative impact of HIMOs on an area is likely to be unacceptable.

## Land for New Housing

### Scale of Provision for New Housing

4.30 RPG 11 requires land to be identified in Coventry for the provision of 11,100 dwellings during the period 1991 to 2011, but the Plan period is likely to see 675 more properties demolished than predicted, thereby increasing this requirement to 11,775. There were 2,830 dwelling completions between 1991 and 1997 leaving a requirement of 8,945 dwellings for the remaining fourteen years of the Plan period. This will be met through a combination of identified sites, windfalls, conversions and cleared sites and sites in the City Centre.



## H 7: HOUSING LAND PROVISION

Provision will be made for the development of at least 8,945 additional dwellings between the years 1997 and 2011.

Components of this total comprise:

- ⊗ Principal Housing Sites (outside the City Centre)
- ⊗ Identified Housing Sites with a capacity under 25 dwellings (outside the City Centre)
- ⊗ City Centre Housing Sites
- ⊗ City Centre Sites and Areas with a Substantial Housing Element
- ⊗ Windfall Sites
- ⊗ Conversions
- ⊗ Clearance Sites.

(Part 1 Policy)

4.31 Draft PPG 11: Regional Planning and PPG 3 confirmed the Government's intention to replace the "predict and provide" approach to the allocation of housing land with the "plan, monitor and manage" approach. The fundamental point about the latter is that the distribution and assessment of housing requirements should be kept under review. The City Council's approach is to reiterate its commitment to annual monitoring of housing activity and to undertake an urban housing capacity study, enabling a review of the housing land supply in time to make and adopt any necessary alterations to this Plan within five years of its adoption.

4.32 Table H (1) below sets out the components of land supply to meet the target of 8,945 dwellings, derived from Regional Planning Guidance for the West Midlands (1998).

**Table H (1)**  
**Components of Housing Land Supply**

Principal Housing Sites (Policy H 8)	3,780
Identified housing sites under 25 dwellings capacity (outside the City Centre)	735
City Centre housing sites and areas with a substantial housing element (Policies CC 4 & 5)	1,080
Windfall Sites	2,520
Conversions	420
Clearance Sites	350
<b>Total Supply 1997-2011</b>	<b>8,885</b>

*Note – all figures are rounded to nearest 5*

4.33 In April 1997, identified sites had a capacity of 5,595 dwellings. This comprised:

- ⊗ 3,780 dwellings from the Principal Housing Sites identified in Policy H 8, after making a 10% deduction to allow for potential under-performance;
- ⊗ 735 dwellings from sites outside the City Centre where the capacity is under 25 dwellings (see para 4.40); and
- ⊗ 1,080 dwellings on sites in the City Centre (see Policies CC 4 and 5), after making a 20% deduction to allow for potential under-performance on sites where development had not started in January 2000.

4.34 A feature of the Plan is the promotion of residential development in the City Centre. Government guidance aims to promote mixed uses and one of the priorities of the Coventry Community Plan is to create an exciting and vibrant City Centre. The Coventry Shopping Study work by consultants Donaldsons has shown that one of the reasons for the poor overall performance of the City Centre is its lack of housing.

4.35 1,000 dwelling units are expected to be provided in the City Centre during the Plan Period. There will be two main elements in the achievement of more housing in the City Centre:

- ⊗ new residential sites; and
- ⊗ development sites and areas with a substantial housing element.

This subject is dealt with in more detail in the City Centre Chapter and Policies CC 4 and 5, where the capacities of specific sites are identified.

4.36 'Windfall' sites are those which become available during the Plan period which have not been identified in Policies H 8, CC 4 and CC 5 or the City Council's 1997 UDP Monitor. The average trend rate of (UDP) windfall completions in the period 1994-99 was 210 per annum. On this basis, windfall sites are expected to provide 2,520 units (both inside and outside the City Centre) over 14 years. The equivalent of two year's windfall completions have been deducted to allow for the gradual return to trend levels following the allocation in this Plan of the windfall capacity existing in 1997. This is a cautious assumption which may well be over-achieved on past trends.

4.37 PPG 3 intends the release of greenfield sites to be strictly controlled to maximise the use of previously-developed sites. To this end, the release for development of larger greenfield sites will be managed in the light of monitoring of the Plan. RPG 11 expects each planning authority to ensure that a five-year supply of land, genuinely available for

development, exists at all times. Therefore, the release for development of larger windfall greenfield sites and of the allocated greenfield sites without planning permission will only be permitted if shown to be necessary to meet the dwelling requirement for the following five years.

4.38 On the basis of the changing emphasis of Government guidance reflected in the policies of the Plan, an important source of housing over the Plan period comes from conversions of buildings such as shops and offices inside and outside the City Centre to residential use. Such conversions can provide approximately 420 dwellings over 14 years. More flexible policies may lead to an increase in this number.

4.39 The RPG 11 housing target of 11,100 takes account of estimates supplied by the former West Midlands Forum of Local Authorities of the number of residential demolitions. Recent evidence shows that it would be reasonable to assume some 800 demolitions from 1999 which, added to demolitions which have already taken place suggests a total of some 1,250 dwellings, 650 greater than previously assumed by the Forum. Because this assumed increase is likely to be due to the clearance of large areas of housing, which will subsequently provide new dwellings, clearance sites will provide a new source of land supply. The Plan period is likely to see 700 demolitions in excess of past trends, against which replacement dwellings on cleared housing sites is expected to provide 350 dwellings on the assumption of a 50% replacement rate.



## New Housing Development

## H 8: PRINCIPAL HOUSING SITES

Principal housing sites are those with capacity for at least 25 dwellings available at April 1997. They are reserved for residential development and are shown on the Proposals Map at:

		Indicative Minimum Capacity	Net Density Category	Previously- Developed or Greenfield
1	Jaguar Radford	600	B	PD
2	Westwood Heath	335	C	G
3	Foxford School	319	B	PD
4	Oak Farm	243	B	G
5	Lyng Hall School	185 *	B	PD
6	Chace Avenue	181	B	PD
7	Highfield Road	175 *	B	PD
8	Houldsworth Crescent	174	B	PD
9	Banner Lane (west)	168 *	B	PD
10	Mount Pleasant	167	B	G
11	Narberth Way	90 *	B	G
12	Potters Green Road	71	B	PD
13	Midlands Sports Centre	70 *	B	PD
14	Woodway Lane	67	A	PD
15	John Shelton School	66 *	B	PD
16	Hereward/Tile Hill Colleges	58	B	PD
17	Remembrance Road	57 *	A	PD
18	Templars School, Tile Hill Lane	49	C	PD
19	Halford Lane	43	B	G
20	Baginton Fields	40	B	G
21	Windridge Close	40 *	A	PD
22	Cryfield	36	C	G
23	Grindle Road	35	B	PD
24	Aldermans Green Primary School	35	B	PD
25	Stoke Heath Primary School	35	B	PD
26	Banner Lane	33	C	G
27	Widdrington Road	27 *	A	PD
28	Watery Lane Depot	27 *	B	PD
29	Windmill Road Depot	25 *	B	PD
30	Carney's, Longford Road	25 *	B	PD
31	Cromwell Street	25	B	PD
32	Lockhurst Lane/Foleshill Road	25 *	B	PD

In addition, residential development shall comprise part of an employment/housing mixed-use redevelopment of the Websters/EMR site shown on the Proposals Map (see Policy E 6):

33	Websters/EMR	105 *	B	PD
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The following greenfield housing sites will be released at such time as the housing land supply as set out in subsequent Plan Monitors falls below the five year dwelling requirement:

34	Walsgrave Hill Farm	500*	B	G
35	Elms Farm	70	B	G

**TOTAL** **4,200**

\*new Coventry Development Plan allocations (i.e. not listed in UDP Policy H 10 or the UDP Monitor 1997)

Map H (1) Principal Housing Sites - Policy H 8



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PRINCIPAL HOUSING SITES

- |                           |                                    |                                   |
|---------------------------|------------------------------------|-----------------------------------|
| 1. Jaguar Radford         | 14. Woodway Lane                   | 26. Banner Lane                   |
| 2. Westwood Heath         | 15. John Shelton School            | 27. Widdrington Road              |
| 3. Foxford School         | 16. Hereward/Tile Hill Colleges    | 28. Watery Lane Depot             |
| 4. Oak Farm               | 17. Remembrance Road               | 29. Windmill Road Depot           |
| 5. Lyng Hall School       | 18. Templars School Tile Hill      | 30. Carney's Longford Road        |
| 6. Chace Avenue           | 19. Halford Lane                   | 31. Cromwell Street               |
| 7. Highfield Road         | 20. Baginton Fields                | 32. Lockhurst Lane/Foleshill Road |
| 8. Houldsworth Crescent   | 21. Windridge Close                | 33. Websters/EMR                  |
| 9. Banner Lane (west)     | 22. Cryfield                       | 34. Walsgrave Hill Farm           |
| 10. Mount Pleasant        | 23. Grindle Road                   | 35. Elms Farm                     |
| 11. Narberth Way          | 24. Aldermans Green Primary School |                                   |
| 12. Potters Green Road    | 25. Stoke Heath Primary School     |                                   |
| 13. Midlands Sport Centre |                                    |                                   |

4.40 The above sites are shown on the Proposals Map and on Text Map H (1). In addition to these, a further 735 dwellings can be provided on sites with capacity for under 25 dwellings. The sites in Policy H 8 have indicative capacities shown against them which are derived either from existing planning permissions or from individually estimated capacity based on their particular locational and site characteristics and the likely market for development on the site. Against each of the sites a density categorisation is shown in order to indicate the net density range considered appropriate. These categories are as follows:

- A Higher density sites (>50 dwellings/ha) with good public transport accessibility;
- B Medium density sites (30-50 dwellings/ha);
- C Exceptional, lower density sites (15-29 dwellings/ha), which are already committed for development.

The indicative capacities will be regarded as a minimum, as will the indicative total. These figures are thus for guidance, with the eventual capacity depending on site by site analysis, in accordance with the principles of efficiency, design, quality and range set out in Policy H 12. These principles, as well as the site density categorisation, will be applied where planning permission is renewed for allocated sites. Policy H 8 also provides for a wide range of choice by size, type and location. Previously-developed sites make up 79% of total identified indicative capacity.

4.41 The allocations which are new at, or subsequent to, the base date of this Plan are indicated by asterisks in Policy H 8. They are:

**(5) Lyng Hall School** – a previously-developed site resulting from the remodelling of the school buildings and the release of surplus land following assessments of school numbers. Through the preparation of a Planning Brief adoptable as SPG, the following will be provided by the developer: a) within the development the provision of 1 hectare of Public Open Space

including an equipped children's play area, and b) the provision of funding for off-site improvements to local Council-owned playing fields, in order to compensate through an improvement in range and quality of provision for the loss of quantity resulting from this development.

**(7) Highfield Road** – a previously-developed site which will become available when Coventry City Football Club transfers to its approved new site at the former Foleshill Gasworks;

**(9) Banner Lane (west)** – a former manufacturing site on the edge of the Green Belt, forming the larger part of an approved mixed-use redevelopment scheme;

**(11) Narberth Way** – an urban greenfield site requiring comprehensive development including laying out and providing for the maintenance of approximately 1.7 ha of open space as a public park;

**(13) Midlands Sports Centre for the Disabled** – previously-developed site dependent on the relocation of the Sports Centre. The City Council expects innovative development which exploits the advantages of the site in terms of accessibility to Tile Hill Railway Station. The existing station car park and bus turn-round in the Green Belt are to be retained;

**(15) John Shelton School** - a previously-developed site resulting from the remodelling of the school buildings and the release of surplus land following assessments of school numbers;

**(17) Remembrance Road** – a previously-developed site which will help the continuing regeneration of Willenhall;

**(21) Windridge Close** - a previously-developed site which will help the continuing regeneration of Willenhall and where appropriate open space provision will be expected;

**(27) Widdrington Road** – an in-fill site in a densely developed residential area which can exploit its canal-side location;

**(28) Watery Lane Depot** – a former bus depot where sensitivity will be required to its location bounded on three sides by the Green Belt;

**(29) Windmill Road Depot** – a previously-developed site whose precise boundaries are dependent on rationalisation of a Council-owned depot;

**(30) Carney's, Longford Road** – a former public house in a location alongside Coventry Canal;

**(32) Lockhurst Lane / Foleshill Road** – an obsolete industrial site released for housing due to its detailed relationship with existing housing. Every effort is to be made to retain and convert the frontage building to residential use;

**(33) Websters / EMR** - a medium/high density residential element of an employment/housing mixed-use redevelopment of a current scrap yard and brickworks;

**(34) Walsgrave Hill Farm** – a greenfield site, the release of which will be allowed when the annually monitored land supply falls below five years. Detailed consideration will need to include improved means of vehicular access including public transport, A46 noise attenuation measures, flood prevention measures, and the extension of the Sowe Valley Park along the Withybrook northward to the City boundary. Should opportunities arise for co-ordination of infrastructure provision, in particular access provision, for this housing development and the redevelopment of Walsgrave Hospital, the City Council may consider favourably the earlier release of a part of the site as a departure from the Plan.

The development of Baginton Fields will involve compensation measures to establish an area of potentially equivalent nature conservation value. These sites will be the subject of development briefs, as noted in paragraph 4.60.

4.42 There are significant links in the operation of the housing market between inner and outer areas. Paragraph 9.6 of RPG 11 indicates that authorities may choose to phase the provision of housing development on greenfield sites, which might otherwise be developed too quickly. The City Council has considered opportunities to phase greenfield development and has concluded that the most appropriate phasing arrangement for the release of Walsgrave Hill Farm and Elms Farm (as well as any greenfield windfall housing sites over 1 hectare) will be to release them when the annually monitored available land level falls below five years.

4.43 The City Council has considered paragraph 2.12 of PPG 2 and has concluded that it is not necessary or appropriate in this Plan to "safeguard" additional peripheral areas of land. However, it recognises the need to consider development needs after the end of the Plan period. Therefore, the Plan will be reviewed at an early date following the publication of new regional guidance. This review will consider the options for longer-term development and the identification of safeguarded land which may be required in accordance with policy guidance in force. Any such land will then become the subject of strong protection policies to be operated until a further review of the Plan releases that land on the basis of overriding need for greenfield land having been satisfactorily demonstrated.

4.44 At the time of Plan preparation there are a number of sites that may come forward for residential development which will be considered under Policy H 9. An example of this is the surplus hospital land related to prospective Hospital redevelopment. Coventry City Football Club at Highfield Road is reserved for residential redevelopment in Policy H 8, although planning permission is subject to the availability of the Arena proposal at Foleshill Gasworks. A similar approach is likely to be taken at the Coventry Rugby Football Club ground at Coundon Road/Barker's Butts Lane where residential redevelopment would be acceptable under Policy H 9 if the requirements of other Plan policies are met, such as the need for a suitable replacement facility in accordance with Policy GE 4.



## Additional Housing Land

### H 9: WINDFALL ADDITIONS TO HOUSING LAND SUPPLY

Proposals for housing development on sites not identified in either Policy H 8 or in the City Council's 1997 Unitary Development Plan Monitor will be permitted subject to:

- ⊗ compatibility with nearby uses;
- ⊗ the provision of an attractive residential environment;
- ⊗ convenient pedestrian access to local facilities;
- ⊗ being well served by public transport; and
- ⊗ compatibility with other Plan policies.

The release for development of greenfield sites exceeding 1 hectare will only be permitted if shown to be necessary to meet the dwelling requirement for the following five years.

- 4.45 As well as sites identified in Policy H 8, proposals will come forward for development or redevelopment on sites not currently identified. "Windfall" sites can play a significant part in the process of supplying housing land and so the calculations on overall housing supply set out in paragraph 4.32 include an assumption that such "windfalls" will account for some 2,520 dwellings between 1997 and 2011. Other Plan policies which protect Green Space will help ensure that a very high proportion of windfall sites will continue to be previously-developed. Proposals for the development of greenfield "windfall" sites over 1 hectare will not be permitted unless the annually monitored available land level falls below five years. Favourable consideration may be given, however, to earlier release of a site as a departure from this Policy where inclusion within a comprehensive scheme incorporating other land will bring about an overall gain in urban regeneration promoting sustainable patterns of development.

## Affordable Housing

- 4.46 The decline of low-cost private rented housing, the loss of social rented housing and the increasing cost of owner-occupation have increased the difficulties experienced by some households in gaining access to the housing market.

- 4.47 A Housing Needs Survey carried out in late 1998 estimated that 7,970 households are in housing need: this comprises households in unsuitable housing unable to afford market housing, concealed households and homeless households. The Survey also forecasts that, up to 2006, the Council will face needs arising from 34,060 households (existing need and new households coming into need), compared to an expected supply of 22,750 dwellings from new lettings and transfers, giving a net figure for future need of 11,310 households. The Survey states that, in order to meet these needs in full, between 2,000 and 4,000 additional affordable dwellings would be required up to 2006. However, the Survey recognises that the required level of resources is unlikely to be available.

### H 10: AFFORDABLE HOUSING

In order to meet demonstrable housing needs across the City, planning permission (or its renewal) for residential development in the following categories will, if the sites are suitable for affordable housing, be conditional upon negotiation of an appropriate element of affordable housing:

- ⊗ development of residential sites allocated in Policy H 8; and
- ⊗ other development of residential sites of 1 or more hectares or of 25 or more dwellings.

In such cases, an element comprising at least 25% of the proposed number of dwellings will normally be sought.

Sites will be considered suitable for such an element of affordable housing unless:

- ⊗ the proposal is wholly for private sheltered housing on a site of not more than 1 hectare;
- ⊗ there is already a high concentration of such dwellings in the nearby area;
- ⊗ the site is inaccessible by a choice of means of transport; or
- ⊗ there are abnormal development costs such that the economic viability of the proposal would be prejudiced.



- 4.48 On the basis of an assessment of the amount and type of affordable housing which can reasonably be expected from the components of housing land supply listed in paragraph 4.32, the City Council anticipates that 1,700 social and 930 low-cost market dwellings will be constructed, giving a total of 2,630 affordable dwellings across the City, between 1997 and 2011. So far as can be seen, funding for social housing will be sufficient to meet this level. This total, added to that for 1991 – 1997 (916 social + 515 low-cost market = 1,431 affordable dwellings), is closely consistent with the Affordable Housing targets set out in the document "Review of Housing Provision in the West Midlands Region, 1996". However, this rate of provision will not be sufficient to eliminate the housing need predicted by the Housing Needs Survey by 2006.
- 4.49 Affordable housing will be welcomed in the City Centre, but a requirement will not be imposed on sites within the Ring Road.
- 4.50 Affordable housing is defined as:
- A. Housing provided by an organisation – such as a registered social landlord or local authority - allocating on the basis of need. While such dwellings will normally be made available for rent, they may also include subsidised home ownership, such as shared ownership, where a registered social landlord or local authority retain a continuing interest; and
  - B. Low-cost market housing, helping to meet the needs of first time buyers, single people, the elderly and other low income households, who cannot afford to rent or buy houses generally available on the open market.
- 4.51 New affordable housing may take the form of:
- ⊗ housing developed by, or transferred to, a housing association or other similar social landlord;
  - ⊗ housing reserved (preferably in perpetuity) for occupation or ownership by those people identified as unable to compete successfully in the general housing market; or
  - ⊗ housing otherwise available at low cost.
- Affordable housing will be sought not only where an application is made for permission for the first time but also where application is made to renew (or extend) an existing permission.
- 4.52 The Housing Needs Survey's policy analysis indicates that the majority of the City's need must be met through social rented housing: most of those in housing need cannot afford any ownership option. The Survey suggests that low-cost market options are of little use in meeting housing need as the existing private stock is able to provide sufficient starter homes at an affordable price. The City Council takes the view that low-cost market housing has a lesser role to play in Coventry in meeting affordable housing requirements than social housing.
- 4.53 In Coventry, the City Council regards social housing owned and managed by a social landlord as the most effective and reliable means of meeting the need for affordable housing. Other mechanisms will be considered but would need to be clearly justified as providing an equivalent degree of accessibility and permanence. Exceptionally, the payment of a contribution to the cost of providing affordable housing at another location may be considered if that would better meet identified needs for affordable housing and not compromise the acceptability of the development proposed.
- 4.54 A particular advantage of the involvement of housing associations and similar bodies will be to help secure the benefits of affordability for future occupiers and not just to the first purchaser. However, where they are not involved, the City Council will seek arrangements to ensure permanent affordability through the use of both planning conditions and planning obligations.
- 4.55 Failure to meet needs for affordable housing would not only mean that a significant element of overall need would not be translated into effective demand but the housing aspirations of many vulnerable households would be unfulfilled. Indeed, restricted provision of social housing is likely to mean a less rapid household growth combined with greater rates of sharing and more 'concealed' households.
- 4.56 Decisions about what types of affordable housing to build will reflect local housing need as identified through the Housing Needs Surveys and the suitability of individual sites. Both planning conditions and planning obligations will be used to secure the provision of affordable housing.

## Housing for People with Special Needs

### H 11: HOUSING FOR PEOPLE WITH SPECIAL NEEDS

Housing for people with special needs will be integrated within residential areas subject to:

- ⊗ the creation of mixed and balanced communities; and
- ⊗ the location being suitable for any special requirements of the proposed occupiers.

4.57 The City Council has a responsibility to cater for both housing needs and demands. It is the City Council's role to ensure that sufficient land is made available to meet identified needs, while demand is expressed principally through the private housing market.

4.58 Particular forms of housing provision are being developed to meet the needs of specific groups within the community. Such groups can include:

- ⊗ disabled people;
- ⊗ people with mental health problems;
- ⊗ people with learning disabilities;
- ⊗ people who misuse alcohol or drugs;
- ⊗ old and young people with housing problems; and
- ⊗ women and children subject to domestic violence.

Whilst there are aspects of such accommodation which will not be relevant to the City Council's role as planning authority, it is important that the City Council as a whole works in partnership with other organisations and agencies to ensure that this accommodation is integrated with other types of development throughout the City's residential areas. The specific issue of access to housing by disabled people is included in Policy OS 9.

4.59 The provision of such housing accommodation can require sensitive and appropriate planning and design. The City Council has produced SPG and further guidance, including development briefs, may be produced for individual developments. It is important that special needs housing is integrated with other types of development.

## Residential Site Development

### H 12: DESIGN AND DENSITY OF HOUSING DEVELOPMENT

A high standard of design will be required for new housing development in the City. The density of development should represent the most efficient use of sites consistent with the principles of good design and the creation of a sufficient range of high quality residential environments.

Proposals will be considered on the basis of:

- ⊗ the recognition of existing site features;
- ⊗ the relationship between buildings and spaces;
- ⊗ building details, such as proportion, massing and materials;
- ⊗ convenient and safe pedestrian and cycle access;
- ⊗ an appropriate level of car parking;
- ⊗ durable landscaping treatment;
- ⊗ the efficient use of energy; and
- ⊗ the enhancement of the character and quality of the local environment.

Where a mix of tenures is involved, strong overall design proposals which achieve full visual integration of the development as a whole will be required.



4.60 New housing should make a positive contribution to the urban environment. Careful attention to detail and design is important, as is the relationship of the scheme to the surrounding area. The promotion of good design in residential layouts will be achieved through SPG, the negotiation process and the preparation of development briefs. Particular care will be required where developments are in the higher density category and/or contain a mix of uses to ensure that a high quality

residential environment will be created through good design. The main issues relating to design are referred to in the Built and Green Environment Chapters, especially Policies BE 1 and BE 2, whilst appropriate levels of car parking are dealt with in Policy AM 17 and in SPG.

4.61 Average densities have fallen in recent decades, nationally, contributing towards the expansion of urban areas, the inefficient use of land and buildings, and also to the increased difficulties for some people in getting access to local services. The City Council is seeking net densities in excess of 30 dwellings/ha. Density will be determined on a site by site basis, employing the categories set out in paragraph 4.40. The City Council expects housing developments to increase or maintain the density of the locality, but greater efficiency in the use of land will be achieved without compromising the quality of design or the distinctive character of the surrounding environment. In order to make Coventry an attractive home for all sections of the community, it is also important to provide variety and choice. For these reasons, certain previously-approved low density sites have been retained in Policy H 8 which have been developed or are in the course of construction. Higher density developments will be appropriate in locations near to existing centres and near to public transport routes, subject to the ability to create a high quality environment in which to live.

4.62 In considering applications for the development of housing sites, the City Council will have particular regard to the following:

**Townscape and Landscape:** The appearance and treatment of the spaces around buildings are as important as the buildings themselves. The City Council will require a high standard of landscaping in new housing developments, with particular reference to durability where higher densities are proposed. (See Policy BE 20).

**Energy Efficiency:** With the global need to save energy, it makes sense to ensure that new houses are well-insulated and designed to minimise fuel consumption. The City

Council will encourage developers to consider siting and other means of improving energy efficiency in the design of housing schemes.

**Community Facilities:** On larger schemes, the City Council will assess the extent to which the new influx of population affects the need for community facilities and will consider what further provision is needed. Planning obligations and other legal agreements may be used to secure appropriate provision (see Policies SCL 13 and OS 10).

**Innovation:** The development of larger schemes offers opportunities for innovative ways of dealing with sustainability issues. The City Council will particularly welcome proposals to provide healthier environments, to reduce the effect of local traffic in housing schemes and to make fuller use of cycle and pedestrian journeys.

**Crime and Personal Security:** Proposals to create safe and secure environments will be encouraged (see Policy BE 21).

## Other Housing Topics

### Care Homes and Nursing Homes

#### H 13: CARE HOMES AND NURSING HOMES

Proposals for care homes and nursing homes will be permitted subject to:

- ⊗ compatibility with nearby uses;
- ⊗ the suitability of the site or building;
- ⊗ the character and quality of the resulting residential environment;
- ⊗ accessibility by a choice of means of transport;
- ⊗ proximity to local facilities; and
- ⊗ compatibility with other Plan policies.

More detailed guidance, based upon the above criteria, is set out in Supplementary Planning Guidance.



4.63 Various kinds of residential accommodation with care cater for significant numbers of the elderly, disabled people, people with mental health problems and those with drug or alcohol dependency. Locations within or near housing areas, and close to facilities, are appropriate, although attention must be paid to avoiding harm to the amenity and character of local areas, especially through increased levels of activity. Proposals may be discouraged in other locations.

4.64 RPG 11 states that planning authorities should include locational and/or criteria-based policies to make adequate provision for gypsy/travellers' sites in line with Department of the Environment Circular 1/94 "Gypsy Sites and Planning".

4.65 In 1998, there was no local authority-managed travellers' site in Coventry. There was a private site at Siskin Drive, on land leased from the City Council, which comprised 22 pitches and which was frequently occupied on a long-stay basis. The then Department of the Environment, Transport and the Regions Count of Gypsy Caravans has shown the regular presence of unauthorised encampments in the City, suggesting a need for additional provision. A site identification exercise was carried out in 1996, but this did not identify a suitable location. In the light of the identified need, the City Council will now identify and develop a short-stay site for travellers, as early as practicable within the Plan period. The site will be selected, and any other proposals considered, in accordance with the criteria set out in this Policy.

## Gypsies and Travellers

### H 14: GYPSIES AND TRAVELLERS

Proposals for sites for Gypsies and Travellers must meet the following criteria:

- ⊗ compatibility with nearby uses;
- ⊗ avoiding adverse visual impact;
- ⊗ suitability for their commercial activities;
- ⊗ good access to the public highway, with sufficient space on-site for parking and turning;
- ⊗ reasonable accessibility to local services and facilities;
- ⊗ provision of defined boundaries with embankments and/or extensive landscaping and planting; and
- ⊗ compatibility with other Plan policies.

The City Council will carry out a study to identify a site for Gypsies and Travellers.

4.66 Locations will be considered which are within a reasonable distance of local services and facilities, for example shops and schools. Sites on the outskirts of built-up areas may be appropriate, provided that they do not encroach onto open countryside. They will not be located in Urban Green Space, Green Belt or on sites of nature conservation significance.

4.67 Uses on adjoining sites will be considered in the course of site selection. The sites may be used for work by travellers and there could be noise disturbance from activities and vehicle movements so that sites adjacent to residential use are not likely to prove suitable. Similarly, the visual impact on principal employment sites, transport corridors and gateways will need to be considered.

4.68 A site for gypsies and travellers requires good vehicular access to the public highway to allow the movement of heavy vehicles and caravans on and off the site. There also needs to be sufficient space on site for the movement of large vehicles. It is desirable for the site to contain a drained and stable surface and it would be best for much of the site to have a hard surface. There should be well defined boundaries, which can be natural or man-made, giving structure, privacy and maintaining visual amenity for users and any neighbours alike.

#### Footnote – Policy H 14

*In line with Coventry City Council practice, this section refers to Gypsies and Travellers interchangeably.*



## CHAPTER FIVE ECONOMY AND EMPLOYMENT

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## ECONOMY AND EMPLOYMENT

### Introduction and Policy Aim

- 5.1 The severe recessions in the 1980s and early 1990s had a profound effect on the national economy and on the local economy in particular. Coventry suffered substantial job losses, particularly in the manufacturing and motor vehicles sector on which much of its employment has traditionally relied. The mid-and late-1990s has seen a gradual recovery in both the national and local economy. The City has not only retained many of its existing employers but succeeded in attracting new investors into the area, particularly in financial and professional services. More recently, new investment in automotive components and manufacturing has reinforced its position as the manufacturing centre of the sub-region. This investment has been influenced by a variety of factors including the City's excellent central location, the availability of high quality employment land and the presence of a skilled local workforce.
- 5.2 Although unemployment declined from its peak of over 15% in 1993 to around 6% in 1998, there remain concentrations of unemployment and associated multiple deprivation in parts of the City, such as the inner areas of Hillfields and Foleshill, and peripheral Council estates like Wood End and Willenhall. In general terms, the northern part of Coventry has not benefited from recent investment to the same extent as other parts of the City. The North of Coventry Regeneration Zone referred to in paragraphs 2.8-2.9 and the Strategic Regeneration Sites identified in Policy OS 2 are intended to spread market confidence and investment northwards. The regeneration of the City's economy therefore needs to continue and it remains one of the three strategic objectives of the Plan.
- 5.3 There is a high degree of interdependence between the economies of Coventry and Warwickshire. This is recognised in "Regional Planning Guidance for the West Midlands" 1998 (RPG 11) which treats Coventry and North-East Warwickshire as one economic sub-region. Employment

sites within Warwickshire provide jobs for Coventry residents and vice versa on a significant scale. Whilst both this Plan and the Warwickshire Structure Plan identify employment land for each area's own needs, the City Council continues to support provision close to Coventry within Warwickshire in line with the aim of regenerating the metropolitan area stated in RPG 11.

- 5.4 The policy aim of the Economy and Employment Chapter is **to provide sufficient land of a range of quality and size to strengthen and diversify the economic base of the City, in order to maximise employment and minimise economic disadvantage.**
- 5.5 The future impact of technological changes is considered in the Introduction to the Plan. Whilst continuing developments in telecommunications and information technology will increase the possibility for people to work from home, the degree to which this will affect the way people live and work and the demand for office space is yet to be fully understood. However, within the context of the policies within the Plan, the City Council will seek to embrace the opportunities created by technological change.

### National and Regional Policy Context

- 5.6 National planning guidance is set out in Planning Policy Guidance Note (PPG) 4 "Industrial and Commercial Development and Small Firms" 1992. This seeks to balance the need for development plans to take account of the locational demands of business with other objectives such as the re-use of vacant land and limiting the need to travel.
- 5.7 RPG 11 stresses the need to regenerate the metropolitan area in order to support the economic heartland of the region and to avoid further decentralisation into the shires. It also:
- ⊗ emphasises the need to diversify the economy through encouragement of growth industries, the service sector, high technology activity and inward investment;

- ⊗ advises that a range of employment sites should be offered "to reflect the differing development needs of businesses and to give a choice in terms of size and quality";
- ⊗ states that, in the interests of reducing car travel, urban regeneration and town centres, "greenfield sites should be considered only if there are insufficient alternatives within the urban fabric"; and
- ⊗ locations should minimise reliance on the car for access and should provide for the juxtaposition of employment and residential uses.

**Local Policy Context**

5.8 One of six priorities of the Coventry Community Plan is to create more jobs for Coventry people. The specific targets are, by 2003, to:

- ⊗ create an additional 5,000 jobs (net);
- ⊗ reduce the average rate of unemployment to below the West Midlands Regional rate;
- ⊗ reduce the average rate of unemployment in any ward to below 10%; and
- ⊗ reduce the number of people unemployed for one year or more by half.

5.9 To achieve these targets will require a wide range of economic development activities, co-ordinated through the City Council's annual Economic Development Plan, and carried out in partnership with a wide variety of organisations. An example of this partnership approach is the creation in 1994 of Coventry and Warwickshire Partnerships (CWP), which Solihull MBC has since joined. CSWP is a partnership of local authorities and other economic development agencies which recognises the interdependence of the Coventry and Warwickshire economies and aims to create a lasting prosperity to

which every local person will have the opportunity to contribute and benefit. In 1998, the then CWP published its strategy document "Regeneration Beyond 2000", providing a context for economic programmes and activities in the area into the next Millennium.

5.10 The role of this Plan in achieving economic prosperity is complementary to many of these economic development activities by providing sufficient land of appropriate quality, and encouraging appropriate development to meet the employment needs of the City.

**Economy and Employment Strategy**

**E 1: OVERALL ECONOMY AND EMPLOYMENT STRATEGY**

In order to:

- ⊗ consolidate, strengthen and diversify the economic base of the City within the sub-region and
- ⊗ maximise employment and skill levels within the City, accessible particularly to areas with the highest unemployment levels,

the Plan allocates and seeks to retain a portfolio of sufficient employment land of appropriate size and quality, and provides a framework for investment and regeneration of the City's economy.

(Part 1 Policy)





- 5.11 Within this Chapter, the terms employment land, employment uses and employment sites refer to business uses and general industrial uses and those storage and distribution uses which satisfy Policy E 12. These uses are found in Classes B1, B2 and B8 of the Town and Country Planning (Use Classes Order) 1987 (UCO). Many economic activities and jobs are located on land not identified in planning terms as employment land. These activities are covered in other chapters of the Plan: retailing is covered in Chapter 6, and leisure, health and education are covered in Chapter 10.
- 5.12 Policy E 1 summarises the overall role that the Plan has in achieving the economic prosperity and regeneration of the local economy. It provides the land use framework to facilitate regional, sub-regional and City Council economic objectives of achieving economic prosperity and regeneration of the local economy. The identified land portfolio ensures that a balance is achieved between economic development and environmental and social demands.
- 5.13 It is important that a sufficient range of jobs of appropriate quality is available for the City's workforce throughout the Plan period. These jobs should be more stable and recession-proof than they have been in the past. To achieve this, a more diversified economic base is required, taking advantage of opportunities for new economic growth. At the same time, it is important that appropriate measures are taken to assist existing industries and firms within Coventry.
- 5.14 In the early 1980s, manufacturing accounted for almost half of the City's 146,000 employees. The Annual Employment Survey 1995 showed that manufacturing had fallen to 28% of its 123,000 employees. Current indications are that this trend has stabilised and it is evident that existing manufacturing industry will continue to provide a significant share of employment in the City for the foreseeable future. It is important to try to consolidate this existing economic base, in order to ensure that "traditional" jobs and skills are not lost, whilst also making a wider range of employment opportunities available for the City's workforce. Policy E 6 not only allocates land suitable for inward investment but also of varying size and quality to meet the modernisation, expansion and relocation needs of existing employers. This will help maintain a more stable balance between the industrial sector and the growing service sector.
- 5.15 To encourage the growth and modernisation of existing companies, the City Council will support redevelopment, refurbishment or expansion on their present sites where this does not perpetuate or create unacceptable environmental problems. It will also help local firms to relocate to better sites within Coventry when existing sites become inadequate or inappropriate to changing needs. When there are opportunities to attract new, modern manufacturing firms to Coventry, the City Council will work with landowners and developers to make appropriate sites available.

### Consolidating, Strengthening and Diversifying the City's Economic Base

#### E 2: CONSOLIDATING AND STRENGTHENING THE CITY'S EXISTING ECONOMIC BASE

The modernisation, expansion and relocation of existing employers in Coventry, particularly manufacturers, will be encouraged and enabled through the allocation and retention of sufficient employment land of appropriate size and quality.



### E 3: DIVERSIFICATION OF THE LOCAL ECONOMY

The establishment of economic activities in sectors which help to strengthen and diversify the City's economic base will be supported. In addition to office and service uses, and new industries and manufacturing not currently represented in Coventry, favourable consideration will be given to proposals which foster or reinforce clusters of expertise and production in which new technologies are developed and exploited.



5.16 Alongside the reinforcement of traditional industries, the diversification of the local economy is one of the keys to providing an improved range of well paid and secure jobs and to achieving a healthier economic future for Coventry. The establishment of economic activities in sectors which help to strengthen and diversify the City's economic base will be supported in appropriate locations. These will include hotels, conference and training accommodation in the context of Policy E 4; business office developments in the context of Policy E 5; and recreation, leisure and tourism facilities in the context of Policies SCL 2 and SCL 3).

5.17 Throughout the 1990s Coventry was successful in attracting investment in new technology industries, partly as a result of the allocation of significant amounts of high quality employment land in the 1993 Plan. The City's further and higher education institutions have played an important role in the development of new technology industries.

The University of Warwick Science Park, now virtually completed, has become a great success and Coventry University, with its strength in science and engineering, is currently developing a technology park at Parkside, referred to in Policies E 6 and CC 28. The City Council will continue to encourage such developments in Coventry, both by seeking to attract new companies to the City and by encouraging existing firms to develop their new technology facilities, including research and development, in appropriate locations. Working closely with Advantage West Midlands, one of the most significant new policy concepts supported by this Policy will be a series of initiatives to promote the creation and expansion of clusters or networks of knowledge driven companies. These will build upon the established research and commercial successes of the Coventry area (notably the two universities, Jaguar and Marconi) and will seek to ensure that new developments broaden and diversify the economic opportunities within Coventry for the benefit of all.

5.18 Policies E 6 to E 8 safeguard existing and allocated employment land for employment uses.

### E 4: HOTELS, CONFERENCE AND TRAINING ACCOMMODATION

Proposals for the development or expansion of hotels, conference and training accommodation will be permitted subject to:

- ⊗ compatibility with nearby uses;
- ⊗ accessibility by a choice of means of transport; and
- ⊗ compatibility with other Plan policies with particular regard to the loss of existing or allocated residential or employment land.

Locations within or immediately adjacent to the City Centre and the Major District Centres are most likely to fulfil the criterion for good accessibility by a choice of means of transport.

5.19 Coventry is well located nationally and regionally for conference and training activity. An expanding hotel sector in the City is important to meet these demands and the demands for business and leisure tourism in the Coventry/Solihull/Warwickshire sub-region and to diversify the City's economy. Specialist training facilities are also an important element. Locations will be permitted subject to the criteria set out in the Policy. On the principal employment sites identified in Policy E 6 and on existing employment sites, hotels will only be supported if they provide permanent training accommodation, are integrated with the development and are necessary to the overall viability of the development. This is in order to maximise the continuing availability of quality employment land for employment uses.

5.20 Hotel developments will be encouraged principally within the City Centre and the Major District Centres identified in Policy S 2, particularly those hotels with substantial indoor leisure facilities. This will enable them to take full advantage of their excellent accessibility by a choice of means of transport and the immediate availability of a range of adjacent leisure facilities. Larger hotels will be encouraged to incorporate conference and training accommodation.

#### E 5: OFFICE DEVELOPMENT

Proposals for the development or expansion of business offices will be permitted subject to:

- ⊗ compatibility with nearby uses;
- ⊗ accessibility by a choice of means of transport; and
- ⊗ compatibility with other Plan policies.

Proposals will be encouraged within or immediately adjacent to the City Centre, the Major District Centres or sites which are or can be made highly accessible by public transport.

5.21 Business office uses are any of those defined in Class B1(a) of the UCO but specifically exclude those financial and professional services found in Class A2 of the UCO.

5.22 The 1990s has seen some decentralisation of Coventry's business office market, resulting from developments at Westwood Business Park and Binley Business Park. Although these developments have been successful in attracting and retaining firms within Coventry, they are peripheral and heavily reliant on the private car. The focus of attention has therefore now switched to the City Centre. The City Centre is accessible to the majority of the City's workforce and is at the hub of the public transport system. Focusing office development within the City Centre, Major District Centres and other locations highly accessible by public transport will therefore minimise travel demand, congestion and energy consumption.

5.23 In order to reduce further reliance on a few large firms, the City Council will encourage the development of small- and medium-sized business and community enterprises. These include a wide range of initiatives including self-employment, co-operative development and homeworking. Partnerships will be promoted with landowners and developers to make available suitable land and premises and encourage mixed-use developments. Particular attention will be given to businesses which are aimed at improving the employment position of disadvantaged groups.

5.24 The land and premises requirements of small businesses are usually small scale, but they are often needed in areas where they will have some environmental impact, or may come into conflict with other uses. It is important to ensure that the creation of such employment opportunities takes into account environmental and amenity issues. The City Council will work with other landowners and developers to identify suitable sites for the relocation and expansion of small businesses. Mixed-use developments, for example, predominantly residential based schemes, can provide an opportunity for the incorporation of small units for "starter" companies where a suitable environment for both residential and employment is feasible. It is particularly important that mixed-use proposals do not curtail normal business activities.

## Employment Land

### Principal Employment Sites

**5.25** Policy E 1 states that the Plan will allocate and seek to retain a portfolio of sufficient employment land of appropriate size and quality. There are a number of ways of determining employment land requirements in development plans, none of which is without its critics. The 1993 Plan took a "jobs gap" approach whereby the amount of employment land for the Plan period was determined on the basis of providing for the difference between full employment (assumed to be 4%) and actual unemployment. Whilst the objective of full employment is obviously highly desirable and remains the underlying intention of this Plan, this unemployment target approach is based on several sensitive assumptions and factors outside the influence of a land use plan. This Plan therefore adopts an approach to employment land provision relying more strongly on known factors.

**5.26** Within the constraints of local land availability, a demand based approach to employment land provision has been adopted taking account of:

- ⊗ past rates of development as an indicator of future trends; and
- ⊗ the demand for sites of different types and quality.

This approach is summarised below and was set out more fully in an Economy and Employment Background Paper (November 1999), jointly prepared by the City Council and Innes England, a local firm of chartered surveyors. Innes England have provided an independent private sector view which supports the modified approach to the provision of employment land.

**5.27** Analysis of long term average rates of employment land take-up can provide reliable local indicators of levels of demand. Although the pattern is uneven, the 1990s have seen an average development rate of greenfield and redeveloped employment land of approximately 16 ha per year within the Plan area (the current City boundary). Fluctuations occur over time due to periods of boom and recession and the availability of new sites, particularly large sites. If this

average were to continue over the period from 1998 (the base date for the employment land figures) to 2011, it would suggest that the Plan should ensure a supply of at least 208 ha of employment land over the Plan period.

**5.28** Employment sites over 1 ha at April 1998 total 83.8 ha. Taken together with an additional allowance of 45 ha of recycled employment land and 9 ha of other commitments (principally sites under 1 hectare), the total employment land at April 1998 was 137.8 ha, equating to approximately 10.6 ha supply per year over the remaining part of the Plan period. In addition, there are a number of existing small sites in the City Centre identified for UCO Class B1(a) (business office use) only which are the subject of specific policies in the City Centre Chapter. The majority of the employment land greater than 1 ha comprises the remaining undeveloped areas of sites allocated in the 1993 Plan. Of the 83.8 ha of existing Principal Employment Sites listed in Policy E 6, approximately 16 ha is land already under construction at April 1998. Of the remaining 67.8 ha, a further 8 ha is land not readily available at April 1998.

**5.29** This land supply is considered to be insufficient to meet the employment needs of the City and not capable of providing for a continuous supply of readily available employment land, especially over the later years of the Plan period. Therefore, in order to replenish the employment land portfolio, an additional 74.5 ha of employment land on three additional employment sites is proposed at Jaguar Whitley, Keresley and Websters.

**5.30** The total provision of all sites listed in Policy E 6 is 155.8 ha, of which previously-developed sites comprise approximately 58%. Taken together with the 45 ha of recycled employment land and 9 ha of smaller sites, they provide an employment land portfolio of approximately 16 ha per year over the Plan period. Potential allocations of employment land beyond this total are limited by a lack of suitable unconstrained land. In order to help maintain the employment land portfolio, Policy E 8 seeks to resist the loss of viable employment land to alternative uses.

## E 6: PRINCIPAL EMPLOYMENT SITES

Principal employment sites are over 1 ha and the situation relating to land available at April 1998 is identified below. They are reserved for employment uses and are shown on the Proposals Map at:

International/ National Sector	Hectares (ha.)	
1 Coventry Business Park	20.7	PD
2 Cross Point Business Park	8.7	G
3 Westwood Business Park	7.4	G
4 Parkside 2	4.5	PD
5 Parkside 1	4.0	PD
6 University of Warwick Science Park	1.2	G
<b>Regional Sector</b>		
7 Binley Business Park	10.7	PD
8 Matrix Churchill	2.8	PD
<b>Local Sector</b>		
9 Wickmans	6.1	PD
10 New Century Park	5.9	PD
11 Leofric Business Park	4.0	G
12 Aldermans Green Phase 2	3.8	G
13 Foleshill Enterprise Park	1.5	PD

In addition, at least 2.5 ha of the Websters/EMR site shown on the Proposals Map shall be developed for employment as part of an employment housing/ mixed-use redevelopment (see Policy H 8):

14 Websters / EMR, Stoney Stanton Road	2.5	PD
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**SUB-TOTAL 83.8**

Additional sites in the international/national sector are shown on the Proposals Map and reserved for employment uses at:

15 Jaguar Whitley	32.0	G
Keresley (Policy OS 2-2)	40.0	PD/G

**TOTAL 155.8**

G = Greenfield sites  
PD=Previously-developed sites

*NOTE: The total of small sites (i.e. less than 1 ha) and the Keelavite site = 9.1 ha, which is referred to in paragraphs 5.28 and 5.30.*



5.31 In order to achieve a balanced portfolio of employment land, it is as important to consider qualitative aspects of land supply as well as quantitative aspects. A range of sites of differing size and quality is required not only to attract inward investment, but also to meet the needs of local companies expanding and relocating within the City. The potential market sector of sites, based on characteristics such as size and position, is shown in Policy E 6. The definition of the sectors is based on the West Midlands Regional Industrial Land Study (RILS) which includes the following characteristics for the three sectors:

- ⊗ the international/national sector : prestigious location, large sites, good accessibility by road and/or rail and readily available;
- ⊗ the regional sector : as for the international/national sector, but mainly for existing firms in the region seeking relocation and requiring smaller sites; and
- ⊗ the local sector : where requirements range from science park start-up locations, through traditional industrial estates to small urban mixed-use sites, particularly requiring cheaper, possibly subsidised, sites.

There is a strong demand in Coventry in all the sectors identified in the Policy and therefore it is critically important to retain these sites for employment purposes.



Map E (1) Principal Employment Sites - Policy E 6



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### PRINCIPAL EMPLOYMENT SITES

- |                                       |                               |
|---------------------------------------|-------------------------------|
| 1. Coventry Business Park             | 9. Wickmans                   |
| 2. Cross Point Business Park          | 10. New Century Park          |
| 3. Westwood Business Park             | 11. Leofric Business Park     |
| 4. Parkside 2                         | 12. Aldermans Green Phase 2   |
| 5. Parkside 1                         | 13. Foleshill Enterprise Park |
| 6. University of Warwick Science Park | 14. Websters/EMR              |
| 7. Binley Business Park               | 15. Jaguar Whitley            |
| 8. Matrix Churchill                   |                               |

- 5.32** Many of the high quality sites allocated in the 1993 Plan, such as Westwood Business Park, the University of Warwick Science Park and the Coventry Business Park are now nearing completion. Experience of the redevelopment at the Coventry Business Park, allocated in the 1993 Plan, shows that there is continuing strong demand for high quality industrial land and that previously-developed sites are critically important to employment land availability in the City. Given the need to provide attractive, well located and readily available sites to attract inward investment and enhance the health of the local economy, the Plan proposes two major new employment sites at both ends of the North-South Regeneration Corridor (see paragraphs 2.6-2.8). Locating major employment development within this corridor will provide a practical link between jobs, many of the most deprived residential areas of the City and major infrastructure improvements. Both the proposed new sites are considered capable of attracting international and national sector companies.
- 5.33 Adjacent to Jaguar's plant at Whitley.** In the south of the City, a site adjacent to the Jaguar Whitley plant is identified. Ten hectares of this site was reserved in the 1993 Plan for the expansion of Jaguar Cars plc. The Plan proposes redefining and extending the allocation to a gross total of 32 ha. The new site will wrap around the existing Jaguar employment site and will provide a high quality business park incorporating and building upon research and development elements. The site, which lies only 2-3 km from the City's highest unemployment area, will create the opportunity for a high quality flagship development and help attract continued inward investment into the City. A small part of the employment land allocation is included within a much larger Site of Importance for Nature Conservation (SINC). Some other parts of the site have a lesser nature conservation interest. The nature conservation importance of this site is outweighed by the benefits of allocation for employment use and the prospective developer has demonstrated that satisfactory mitigation and compensation measures can be achieved.
- 5.34 Keresley.** The closure and clearance of Coventry Colliery, together with the adjacent Homefire Plant produces a very large redevelopment site (see Policy OS 2) which straddles the City/County boundary. None of this site was identified for development in the 1993 Plan although an access road to serve the Colliery was promoted. The redevelopment of the site will require substantial road and rail infrastructure in order to avoid accessibility problems and to tie it effectively into the North-South Regeneration Corridor. In accordance with Policy E 12, any large-scale warehousing will need to be strictly rail-based. Through the incorporation of Green Belt land to the east of the former operational land, a commercially viable redevelopment of around 40 ha of employment land can be achieved within the City.
- 5.35** The North of Coventry Regeneration Study makes it clear that the regeneration potential of the Zone is great, being particularly accessible to the inhabitants of the former mining village of Keresley and the wider area of North Coventry and Bedworth. A mixed-use approach to future development will be adopted in order to achieve the best practicable development for the local area within a reasonable timescale. However, any mixed-use development will be expected to be predominantly employment based. The site's redevelopment will result in a significant visual benefit to the surrounding area.
- 5.36** Coventry is part of a sub-regional economy and residents of Coventry commute to jobs in Warwickshire, just as residents of Warwickshire commute to Coventry. In view of this interdependence, it is important that Coventry (through the CDP) and Warwickshire (through its Structure Plan) adopt complementary approaches to the provision of employment land. The resulting Sub-Regional approach is that each authority will seek to ensure that there is sufficient employment land to meet the demands arising within its area. Given the complementary approaches adopted by Coventry and Warwickshire, there is no reason to expect the demand for employment land located in Coventry to diminish from that experienced between 1988-98 and therefore the employment land portfolio is designed to meet similar rates of take-up.

- 5.37 The City Council supports the reallocation of a 40 ha Premium Employment Site at Ansty (introduced in PPG 10 "Strategic Guidance for the West Midlands" 1988) to a 50 ha Major Investment Site in RPG 11. The site lies within Rugby Borough, approximately 1 km from the City's boundary.

#### E 7: SITE RESERVED FOR THE EXPANSION OF JAGUAR/FORD CARS

Land shown on the Proposals Map at Browns Lane will be reserved for the reasonable expansion of Jaguar/Ford Cars. Proposals will only be permitted where it can be demonstrated they are directly related to the continued long term operation of Jaguar/Ford Cars at that location.

- 5.38 Land within Coundon Wedge has been identified for Jaguar's expansion at Browns Lane since 1975 and the site is reserved for the reasonable expansion of this large established manufacturing firm. The expansion area is not considered as being generally available for employment or other forms of development and will be regarded as Urban Green Space, and protected by Policy GE 8, until required by Jaguar/Ford Cars. Any development will require sensitive treatment, particularly along its frontage, in view of its proximity to the Green Belt and the residential area on Browns Lane.



### Redevelopment of Existing Employment Sites

#### E 8: REDEVELOPMENT OF EXISTING EMPLOYMENT SITES

Proposals for the redevelopment of employment sites for non-employment uses will not be permitted, unless substantial evidence demonstrates that re-use for employment purposes is not realistic or would produce unacceptable environmental, amenity or traffic problems.

In such cases, "quasi-employment" uses may be introduced but only to the extent necessary to bring about the redevelopment of the site for employment uses.

Where the introduction of "quasi-employment" uses will not bring about redevelopment, proposals for mixed-uses including a predominance of employment uses will be considered, but only to the extent necessary to bring about redevelopment.

Only where redevelopment cannot be brought about by these means will proposals for residential, open space or other appropriate uses be permitted, subject to other Plan policies.

An applicant will be required to demonstrate the necessity for non-employment uses and justify their extent. This will usually involve submission of an economic, environmental or traffic assessment, particularly in the case of sites exceeding 1 hectare in size.

A comprehensive masterplan may be required.

- 5.39 This policy aims to avoid the loss of commercially viable employment sites in all sectors where they come up for redevelopment, through a sequential assessment. The retention of such sites is a vital policy approach complementary to the provision of new employment sites set out in Policy E 6 and is designed to minimise the amount of greenfield land released by that Policy. Policy E 8 has been applied to existing employment sites listed in Policy E 6 and the policies together maintain a portfolio of land that is balanced geographically to the advantage of the City's Priority Areas as well helping to maintain a range of quality and size of sites.



5.40 It is recognised that, due to their high cost of redevelopment for employment purposes, some existing sites require the incorporation of "quasi-employment" uses to make them viable. Such uses comprise car dealerships and workshops, hotels and conference or training facilities. These uses will be limited to the minimum necessary to ensure that as much of the site as possible is redeveloped for employment uses and in any event to no more than 10% of the developable site area. This limit may be relaxed on sites of less than 1 ha in size.

5.41 Where the introduction of quasi-employment uses alone will not bring about redevelopment, then mixed-use redevelopments with a predominance of employment use will be considered only to the extent necessary to bring about redevelopment. In this instance the term "predominance" means at least 65%. Although this limit may be relaxed on sites of less than 1 hectare the employment use should be a least 50% of the site area.

5.42 In exceptional cases, a complete change of use may prove to be the only practicable outcome where environmental, amenity or highway problems cannot otherwise be overcome. Where this is unequivocally demonstrated, consideration will be given to residential and open space use or other appropriate uses in accordance with policies in the Plan. Allowing residential use on former employment sites can facilitate effective redevelopment of the area, providing a choice of new homes in close proximity to local facilities and the public transport network.

5.43 Any justification for the introduction of non-employment uses on grounds of commercial viability, should usually be supported by evidence of unsuccessful marketing of a nature and duration which shows that redevelopment for employment uses, or for a greater extent of employment uses, is not realistic. Such evidence should be accompanied by an analysis which explains and demonstrates why the site is not likely to become viable in the future. The extent and depth of evidence and analysis will depend on the size, importance and other circumstances of the site, but a

professionally prepared economic assessment will usually be expected where a site exceeds 1 ha in size. Exceptionally, an assessment might be able to demonstrate non-viability convincingly before marketing has taken place. In such a case, permission may be granted so as to facilitate a rapid, beneficial re-use of a site which would otherwise lie vacant.

#### Additional Employment Sites

##### E 9: WINDFALL ADDITIONS TO EMPLOYMENT LAND SUPPLY

Proposals for additional employment sites will be determined on the basis of:

- ⊗ compatibility with nearby uses;
- ⊗ accessibility by a choice of means of transport;
- ⊗ accessibility from the Priority Areas; and
- ⊗ compatibility with other Plan policies.

5.44 Occasionally, potential new employment sites become available through unforeseen circumstances. Whenever such windfall sites become available, proposals for employment uses will be considered with reference to other Plan policies.

5.45 Increasing transport access to employment for those whose personal mobility is limited is an important part of the regeneration process. In many areas of the City, particularly the Priority Areas described in paragraph 2.16 of the Overall Strategy Chapter, car ownership is low and residents are restricted in their ability to travel to take advantage of employment opportunities. New employment developments must therefore ensure that layouts integrate with pedestrian and cycle routes in the vicinity of the site. Additionally, the Access and Movement Chapter of the Plan refers to the requirement for the needs of public transport users to be taken into account, together with the negotiation with employers of Green Travel Plans.

5.46 Proposals for office development will be determined on the basis of Policy E 5.

## Other Employment Policies

### Accessibility to Job Opportunities

#### E 10: ACCESSIBILITY TO JOB OPPORTUNITIES

When considering proposals for employment development, the provision of job opportunities for Coventry's residents will be sought and promoted. The City Council will seek the provision of training and retraining schemes, working in partnership with other organisations and negotiating with developers. The training schemes should offer help particularly to disadvantaged groups, so that they may obtain the necessary skills to increase their access to job opportunities.

5.47 In attracting new employers to Coventry, it is recognised that some of the new jobs will be taken by people commuting from the rest of the sub-region. It is important, however, that the jobs created in the new and existing sectors of the economy are made available to all of the City's workforce. This will also include recognition of the employment needs of disabled people. The City Council will therefore seek the provision of training and retraining schemes for local people, working in partnership with other organisations and achieved through negotiation and, where appropriate, legal agreements with developers.

#### E 11: EMPLOYMENT AND TRAINING INITIATIVES TO ASSIST THE PRIORITY AREAS

Promotion of employment and training initiatives will focus on:

- ⊗ the availability of employment opportunities throughout the City for residents of the Priority Areas; and
- ⊗ the use of appropriate sites and premises within, or with easy access to, the Priority Areas for the provision of employment and training initiatives specifically aimed at relieving local economic disadvantages.

5.48 The restructuring of Coventry's manufacturing economy particularly affected those industries which were dominated by male full-time employment. The consequence of this restructuring is reflected in unemployment in the City, where over three quarters of claimants in the City in 1998 were men, with approximately 30% of claimants having been unemployed for more than a year. These problems are particularly concentrated within the City's Priority Areas. Although employment generating opportunities arise throughout the City, Coventry is compact and residents of Priority Areas are within reach of jobs created in new developments. The Plan promotes the development of an integrated transport system, which will progressively assist residents of the Priority Areas to gain easier access to jobs created throughout the City. Achieving this will, however, take several years. Therefore, as large employment sites come forward for development, every practicable effort will be made to ensure good transport links with Priority Areas, so that people who live in these areas have the opportunity to benefit from these developments.

5.49 The City Council will encourage the development of employment and training initiatives specifically aimed at relieving economic disadvantages within the Priority Areas. In addition, the provision of appropriate sites and premises with easy access from the Priority Areas is another way in which assistance can be given.

### Warehousing

#### E 12: WAREHOUSING DEVELOPMENT

Proposals for large-scale warehousing will only be permitted if the applicant demonstrates one or more of the following:

- ⊗ it is essential and ancillary to local manufacturing or retailing;
- ⊗ the level of employment generated is similar to that which could be expected to result from other forms of employment development; or
- ⊗ the site is accessible by rail freight.

5.50 Warehousing (including wholesale cash and carry uses) means those storage and distribution uses in Class B8 of the UCO.

5.51 Warehousing requires a considerable amount of land but usually provides fewer job opportunities. In accordance with RPG 11, provision for large-scale warehousing and distribution has been made at Hams Hall, Crick, Magna Park and Bermuda Park. The City Council therefore believes that Coventry, being an urban area with limited employment land, is not generally an appropriate location for such large scale B8 uses. The City Council will interpret large-scale warehousing as being in excess of a 4,000 sq m gross internal floorspace threshold. This limits large-scale warehousing development to more appropriate sub-regional sites. The Keresley site is dealt with in Policy AM 21 in the context of rail freight.

5.52 It is recognised that warehousing may be complementary to manufacturing industries in Coventry and, therefore, large-scale warehousing may be acceptable if it can be demonstrated that it is essential to the efficient functioning of these local industries. Cash and carry warehouses are considered to be ancillary to the efficient operation of shops within the City and their development on employment land may be supported.

5.53 Exceptionally, large scale warehousing may be acceptable if the resultant job creation can be shown to be similar to that which might reasonably be expected to result from other forms of employment use (Classes B1 and B2 of the UCO). For example, where it would not be detrimental to residential amenity, twenty-four hour continuous working of a distribution building might result in total numbers of employees similar to the number that might reasonably be expected to be employed if the building was used for "traditional" day shift industrial working.

## General Industrial Development in Residential Areas

### E 13: GENERAL INDUSTRIAL DEVELOPMENT (B2) IN RESIDENTIAL AREAS

Proposals for the development of new general industrial uses in residential areas will not be permitted.

Permission will not be granted for the improvement or expansion of existing general industrial sites in or adjacent to residential areas unless :

- ⊗ job opportunities would be enhanced or protected; and
- ⊗ environmental improvements would result (including the reduction of noise and other pollution, and the alleviation of traffic, access, parking and visual problems).

5.54 General industrial use falls within Class B2 of the UCO and by definition is likely to be detrimental to the amenity of a residential area.

5.55 To avoid introducing new environmental problems, the City Council is concerned that the development of new general industrial uses in residential areas should be resisted. If the impact of the development can be reduced, by location, design and operation to render it an acceptable use in a residential area, then environmental objections may be capable of being met. Proposals for the improvement or expansion of existing general industrial premises will be considered in terms of how far the use helps to improve employment opportunities, and the potential for improving existing environmental conditions. Environmental improvements may include measures which reduce visual intrusion, and reduce pollution in terms of noise, impact on air, water or land. Other functional improvements may include traffic management measures and improved access, servicing and parking provision.

5.56 Proposals for other forms of employment development within residential areas will be considered against the criteria set out in Policy E 9.



## CHAPTER SIX SHOPPING

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Local Policy Context - The Coventry Shopping Study 1998

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The CDP Inspector supported the City Council's shopping strategy but found that insufficient comparison shopping floorspace had been identified to meet the predicted capacity over the Plan period. The Inspector therefore recommended that the City Council identify how the additional requirement would be met within the City Centre and other defined Centres. The City Council will propose Alterations to the Plan for this purpose as soon as practicable and in anticipation of this the Shopping Chapter was not modified in response to the Inspector's findings and recommendations.

Following a legal challenge, in a Consent Order dated 11 April 2002, the High Court quashed Policy S3 save for the following words: "FOLESHILL GASWORKS MAJOR DISTRICT CENTRE ... any proposal for further shopping development beyond 20,430 square metres will be considered against Policy S 11". The consequential amendments to supporting text will be sought through the above Alterations process.

## SHOPPING

### Introduction and Policy Aim

- 6.1 Shopping is a key part of people's lives, enabling them to buy food to eat, clothes to wear and fulfil a wide range of other requirements.
- 6.2 The policy aim of the Shopping Chapter is **to develop and maintain a range of defined Centres across the City to provide the highest possible quality shopping and other services and meet the needs of the whole community in locations accessible by a choice of means of transport.** There is also a need to focus office employment and social, community and leisure provision in these locations to move towards the "Sustainable City" (see Overall Strategy Chapter). The range of locations goes from the City Centre down to the other defined Centres, to local parades and even individual corner shops.

### National and Regional Policy Context

- 6.3 The main Government guidance is in Planning Policy Guidance Note (PPG) 6 "Town Centres and Retail Development" 1996. As the title implies, this deals with these two linked aspects but principally stresses an approach where the free market operates within a plan-led environment. It does not, however, seek to restrict competition, preserve existing commercial interests or prevent innovation. The guidance therefore focuses on:
- ⊗ an emphasis on a plan-led approach to promoting development in town and district centres;
  - ⊗ an emphasis on the sequential approach to selecting sites for retail development; and
  - ⊗ support for local centres.
- 6.4 In assessing retail proposals, the Guidance explains:
- ⊗ the three key tests - impact on vitality and viability - accessibility by a choice of means of transport - impact on overall travel and car use;
  - ⊗ how to assess out-of-centre developments; and
  - ⊗ how certain new types of retail development should be assessed.
- 6.5 In February 1999, a Government Statement confirmed that need should be a consideration both in the preparation of Development Plans and in the consideration of proposals for edge-of-Centre and out-of-Centre developments.
- 6.6 "Regional Planning Guidance for the West Midlands" 1998 (RPG 11) identifies Coventry as an important centre within the region.

### Local Policy Context - The Coventry Shopping Study 1998

- 6.7 Retailing in Coventry has changed significantly since the 1990 Shopping Study and the resulting policies in the 1993 Plan. Out-of-centre superstores and retail warehouse parks have been developed which have taken trade away from some of the traditional centres although planning policies have succeeded in limiting the damage in most cases. A new [Coventry Shopping Study](#) has been undertaken by consultants Donaldsons which includes surveys of people's shopping habits and discussion with retailers and investors covering the City Centre, the District and Local Centres and the free-standing shops.
- 6.8 The overall shopping catchment population for the City has increased to around 460,000 people. The primary catchment area is still only the City area and Binley Woods but the secondary area has expanded and now includes Nuneaton and Bedworth to the north, Brinklow and Wolston to the east, Kenilworth and Stoneleigh to the south and Balsall Common, Meriden and Fillongley to the west. These are shown on Text Map S(1).
- 6.9 The City Centre is the most important location for clothing and footwear with around 83% of the survey population going to it. Birmingham is the next most popular destination. The City Centre is also still the most important destination for furniture and carpets, the Alvis Retail Park being the next most important location for these goods. Alvis Retail Park is the most popular location for DIY and electrical goods. Other retail warehouse locations do not feature with any prominence.
- 6.10 For food shopping, most people do a single weekly trip to their nearest superstore by car although, after Tesco at Cannon Park and Sainsburys at Fletchamstead Highway, small local shops are the most popular.

Nearly a third of the survey population say they do no "top-up" shopping at all.

6.11 Three of the existing District Centres have emerged as performing a wider role than just serving their district with bulk convenience shopping and a full range of goods and services. Cannon Park serves a very extensive area across the south and west of the City, including some of the inner city area. Ball Hill serves a lot of the east and north of the City as well as some of the inner city area. Bell Green also serves people from the north and north-east of the City but there is a very significant gap in quality provision in this part of the City.

6.12 Four of the remaining six District Centres are performing their defined role well but both Walsgrave (Brade Drive) and Jardine Crescent continue to provide only a limited shopping offer.

6.13 The Local Centres continue to provide for day-to-day shopping needs with greater or lesser success. Winsford Avenue continues to trade well but most of the other Centres have struggled to compete and Radford Road and Stoney Stanton Road have virtually lost their day-to-day shopping role.

6.14 The food superstores are experiencing mixed fortunes. Tesco at Cannon Park, Sainsburys at Fletchamstead Highway and Trinity Street and Morrisons all appear to be trading above their company averages. Conversely, Sainsburys at Austin Drive, Asda at Brade Drive and Tesco at Dorchester Way are all trading below their company averages.

6.15 By assessing the growth in population within the catchment areas and the increase in their spending power, it has been possible to assess additional expenditure over the Plan period. For convenience goods, a 7% increase in expenditure over the Plan period is predicted. Assuming typical turnover rates, the capacity for additional convenience shopping floorspace can be predicted as:

1996-2001	1,200 sq m gross
2001-2006	2,100 sq m gross
2006-2011	1,900 sq m gross
<b>1996-2011 Total</b>	<b>6,200 sq m gross</b>

6.16 Developments have taken place and commitments to provide additional convenience shopping floorspace have been made at:

Dorchester Way (Tesco)	1,024 sq m gross
Radford Road (Aldi)	1,250 sq m gross
Brade Drive (Asda)	2,768 sq m gross
Foleshill Gasworks	6,805 sq m gross
<b>Commitments Total</b>	<b>11,847 sq m gross</b>

The figures for the Dorchester Way Tesco and the Brade Drive Asda above represent the overall increase in floorspace from the construction of new stores replacing the previous buildings. The Aldi site is an appeal decision. The figure for Foleshill Gasworks is the convenience shopping element of the Tesco Extra development which has planning permission. These commitments and proposals will absorb all the predicted convenience shopping capacity and it is accepted that, as a result of these developments, there will be continued pressure on smaller convenience retailers.

6.17 For comparison goods, a 79% increase in expenditure over the Plan period is predicted. The Coventry Shopping Study identified that 70% of this expenditure took place in the City Centre. Assuming that the increase in expenditure follows this pattern at City Centre turnover rates, the capacity for additional comparison shopping floorspace within the City Centre can be predicted as:

1996-2001	17,200 sq m gross
2001-2006	22,300 sq m gross
2006-2011	27,800 sq m gross
<b>1996-2011 Total</b>	<b>67,300 sq m gross</b>

6.18 Developments have taken place and commitments to provide additional comparison shopping floorspace have been made at:

Central Six Retail Park (Warwick Road)	12,994 sq m gross
Gallagher Retail Park (Stoney Stanton Road)	16,031 sq m gross
Lower Precinct	7,033 sq m gross
Brade Drive	555 sq m gross
Brandon Road	9,290 sq m gross
Foleshill Gasworks "Arena 2001"	13,468 sq m gross
<b>Commitments Total</b>	<b>59,371 sq m gross</b>

The Central Six and Gallagher Retail Parks opened after the survey date and a further retail warehouse development of 2,800 sq m gross has permission at the Gallagher Retail Park. The Lower Precinct figure represents the overall increase in floorspace as the result of refurbishment referred to in Policy CC 14. The figure at Brade Drive reflects the net gain from the Asda redevelopment after the removal of the existing retail warehouses. The figure for Brandon Road reflects the existing permission for a retail warehouse and garden centre; this amount of floorspace is intended to form part of the new District Centre to serve the south-eastern part of the City. The figure for Foleshill Gasworks "Arena 2001" is the comparison element of the retail development.

- 6.19 In addition to these developments and commitments, sites for unspecified amounts of predominantly comparison shopping are proposed at Smithford Way (Policy CC 15) and Barracks (Policy CC 16). The boundaries of a number of defined Centres have also been extended to allow for retail expansion. It is considered that the total of these developments, commitments and proposals will absorb all the predicted comparison shopping capacity.
- 6.20 New types of shopping, including home shopping by computer, are considered to be unlikely to have any significant effect during the Plan period. They will, however, need to be kept under review.



## Shopping Strategy - Overall Approach

- 6.21 The Plan's shopping strategy aims to meet the needs of all sections of the community for a choice of quality shopping in accessible locations close to where they live. This Plan meets those needs by identifying an amended hierarchy of Centres, including new Centres, which will provide for:
- ✦ access to the Central Shopping Area in the City Centre or a Major District Centre for a wide range of comparison shopping and other services and bulk convenience shopping by a choice of means of transport;
  - ✦ access to a District Centre for bulk convenience shopping and an element of comparison shopping and other services by a choice of means of transport; and
  - ✦ access to a Local Centre for "top-up" convenience shopping, ideally on foot or by cycle.
- 6.22 These needs are not the same as predicted growth in expenditure, physical capacity for development, the needs of any particular retailer or the needs of developers although any of these may be relevant. The City's changing shopping needs during the Plan period will be monitored and will be a consideration.

### S 1: SHOPPING STRATEGY

The City Council will protect, maintain and enhance the hierarchy of Centres shown on the Proposals Map in order to provide access to a wide range of quality shops, services and other activities for all sections of the community in locations accessible by a choice of means of transport.

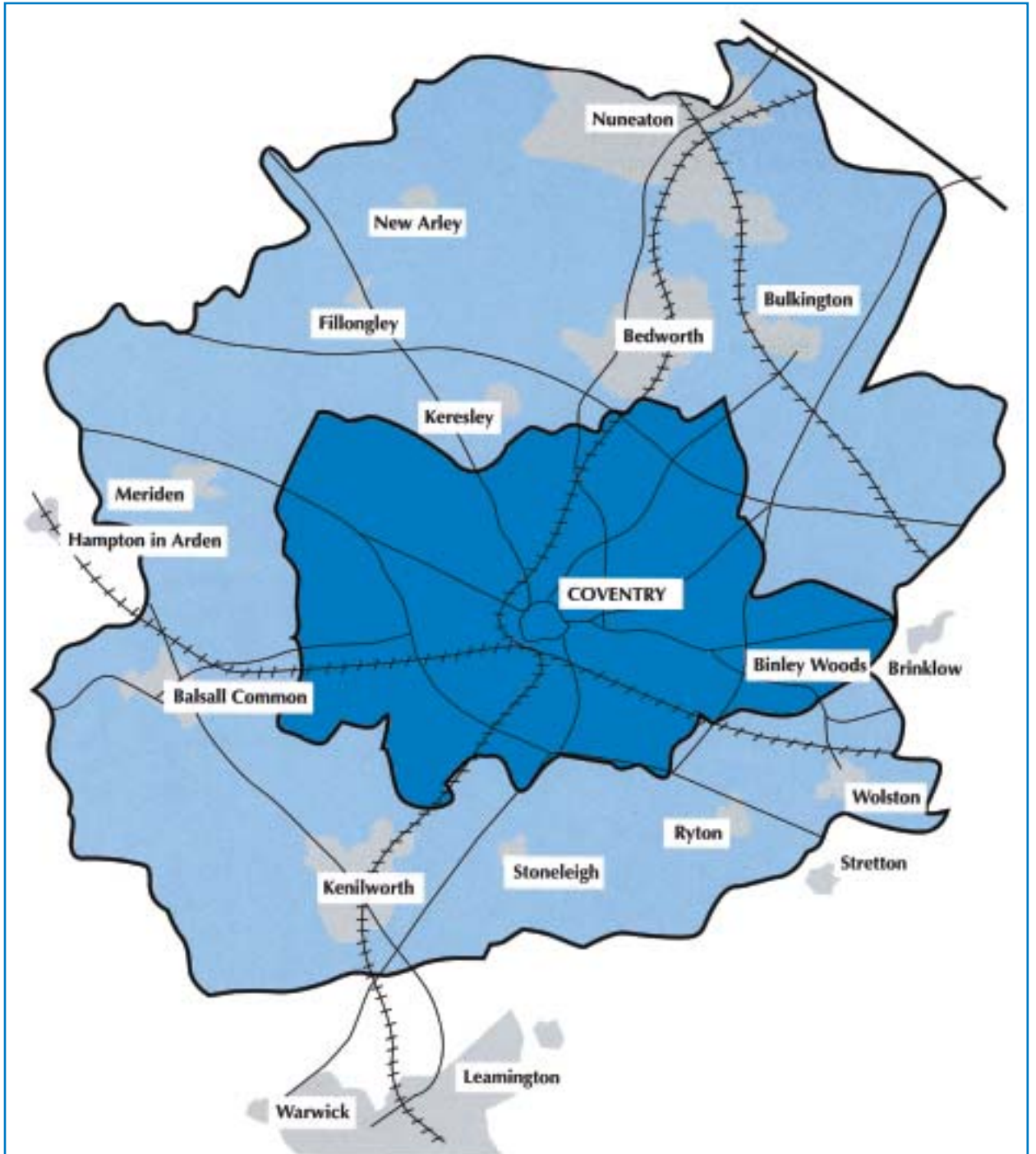
New shopping developments proposed in this Plan are focused on the Central Shopping Area, the Major District Centres, District Centres and Local Centres.

Further proposals for new shopping developments should be located within a defined Centre of appropriate scale and function. Elsewhere, the approach set out in Policy S 11 will be applied.

Proposals for new and existing local shops will be determined under Policy S 9.

(Part 1 Policy)

Map S (1) Shopping Catchment Area



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- Primary
- Secondary



- 6.23 A hierarchy of Centres across the City helps to define locations where an appropriate level of provision of shopping, services and other activities for the community may be made. This should help those without access to a car and also discourage unnecessary or over-long car journeys for those who do. In areas where there are low levels of car ownership, it is necessary to support and protect some Centres where there has been a decline in retail activity but where there is little alternative for local residents.
- 6.24 The City Centre is the head of this hierarchy and provides for the needs of both Coventry residents and people living well beyond the City boundary in the Sub-Region. The Central Shopping Area defined in Policy CC 13 is regarded as the main "town centre" for PPG 6 purposes and supports the wider Sub-Regional role of the City Centre. Policy CC 13 also generally supports proposals for redevelopment, refurbishment, extension or conversion for shopping uses within the Central Shopping Area. Policies CC 14, CC 15 and CC 16 identify specific redevelopment schemes for predominantly shopping uses. Policy CC 17 sets out the approach to primary frontages. The approach to retailing in other parts of the City Centre is set out in the appropriate "Area" policy.
- 6.25 Because of the scale of Coventry and its pattern of development, the hierarchy set out in PPG 6 is difficult to apply directly. In addition to the Central Shopping Area, the three Major District Centres are regarded as "town centres" for PPG 6 purposes. These Major District Centres consist of two existing Centres which have developed a wide role (referred to in paragraph 6.11) and a third Centre proposed on the Foleshill Gasworks site to meet the very significant gap in quality provision that exists in the north of the City. They are shown on the Proposals Map and Text Map S(2), Ball Hill and Cannon Park are referred to in Policy S 2 below, and Foleshill Gasworks is referred to in Policy S 3.
- 6.26 The District and Local Centres are all regarded as "district centres" for PPG 6 purposes but they perform different roles according to their size and location across the City and are therefore treated in different ways. The District Centres include a food superstore or supermarket as well as a range of other shops and services which provide for more than day-to-day shopping needs. Apart from the existing District Centres referred to above, the other District Centres and a new Centre proposed at Brandon Road fall into this category. They are shown on the Proposals Map and Text Map S(2) and are referred to in Policy S 4.
- 6.27 The Local Centres may include a food supermarket or there may be a range of small shops which together provide for day-to-day shopping needs and some other services. The existing Local Centres, with the exception of Stoney Stanton Road fall into this category. There are also twelve new Local Centres. They are shown on the Proposals Map and Text Map S(2) and are referred to in Policy S 5.
- 6.28 Any further development should be located within a defined Centre of appropriate scale and function. This means that a proposal would need to relate to the role for the Centre set out in Policy S 2, S 4 or S 5. Major District and District Centres could accept further comparison shopping, service uses or bulk convenience shopping if it is not already present. Local Centres could accept further convenience shopping if it would strengthen their role. The boundaries of a number of the Centres include land which is considered suitable for these types of development.
- 6.29 If an "in-Centre" location is not available, the provisions of Policy S 11 will ensure consideration of need, the sequential approach, accessibility and other tests.
- 6.30 Defined Centres which show significant signs of decline will be the subject of planning and environmental measures to strengthen their position. Significant signs of the decline of a Centre will usually include an increasing vacancy rate and dereliction. During the lifetime of the 1993 Plan the Local Centres in Hillfields and Willenhall have both been the subject of extensive action to overcome these problems through partial or total redevelopment. Action may be needed in other Centres during the Plan period.

6.31 Possible actions to regenerate a Centre can include:

- ⊗ carrying out environmental improvements to sites, buildings and the highway;
- ⊗ enhancing access by a choice of means of transport and providing convenient parking;
- ⊗ identifying a shopping core and allowing diversification outside that core;
- ⊗ encouraging a wide variety of uses into upper floor levels;
- ⊗ encouraging the development of a particular specialised role;
- ⊗ promotion and marketing; and
- ⊗ partial or total redevelopment.

6.32 There are many parades or small groups of shops or single free-standing shops which provide "top-up" shopping and other important local services such as pharmacies and post offices. The City Council considers that it is important that these facilities are maintained and Policy S 9 is intended to achieve this.

## Defined Centres

### S 2: MAJOR DISTRICT CENTRES

Major District Centres are shown on the Proposals Map at:

- 1 Ball Hill;
- 2 Cannon Park;
- 3 Foleshill Gasworks.

These Centres will complement the City Centre, offering provision for bulk convenience shopping and a wide range of comparison shopping and other services. Proposals to improve that provision at an appropriate scale and function will be permitted.

They will also be a focus for business office, training, conference, hotel, social, community and leisure uses for the sector of the City which they serve. Complementary residential use may also be appropriate subject to the creation of a satisfactory residential environment.



6.33 Ball Hill and Cannon Park both emerged from the Coventry Shopping Study as serving large sectors of the City. The boundaries of both Centres have been re-assessed in the light of PPG 6 and have been extended in order to provide the opportunity for continued development and change to meet the defined role. Both are accessible by a choice of means of transport.

### S 3: FOLESHILL GASWORKS MAJOR DISTRICT CENTRE

Any proposal for further shopping development beyond 20,430 sq m will be considered against Policy S 11.

6.34 The Coventry Shopping Study identified a very significant gap in quality provision in the north of the City. The City Council considered a number of alternative locations, including the extension or redevelopment of existing Centres. They have concluded that the Foleshill Gasworks site offers the only opportunity to provide a Major District Centre for the north of the City which is accessible by a choice of means of transport. The scale of development envisaged would be equivalent to the other Major District Centres and would bridge the very significant gap in quality shopping that has been identified in the north of the City. It would not be so great as to threaten the vitality and viability of the City Centre.

6.35 The proposal for a new arena and shopping development which has planning permission amounts to 20,430 sq m gross shopping floorspace. The comparison element of the proposal was shown to have impact upon the City Centre but not so much as to threaten its vitality and viability. In the light of

the information in the retail impact study, it is considered that this represents the most that can be permitted for the Plan period.

- 6.36 Retail impact work carried out for the Foleshill Gasworks proposal showed that the convenience element of that proposal would be likely to have a significant impact upon the Somerfield supermarket in the Holbrook Lane Local Centre which could lead to the Centre as a whole losing its day-to-day shopping role. The Major District Centre proposal would be likely to have the same effect. The City Council have concluded that the opportunity to provide a purpose-built Major District Centre outweighs the damage to the existing Local Centre. There were no significant impacts upon other defined Centres.

#### S 4: DISTRICT CENTRES

District Centres are shown on the Proposals Map at:

- 1 Bell Green;
- 2 Brade Drive;
- 3 Brandon Road;
- 4 Daventry Road;
- 5 Earlsdon;
- 6 Foleshill;
- 7 Jardine Crescent;
- 8 Jubilee Crescent.

These Centres will provide for bulk convenience shopping, an element of comparison shopping and a range of other services. Proposals to improve that provision at an appropriate scale and function will be permitted.

They will be a focus for social, community and leisure uses for the district which they serve. Complementary residential use may also be appropriate subject to the creation of a satisfactory residential environment.



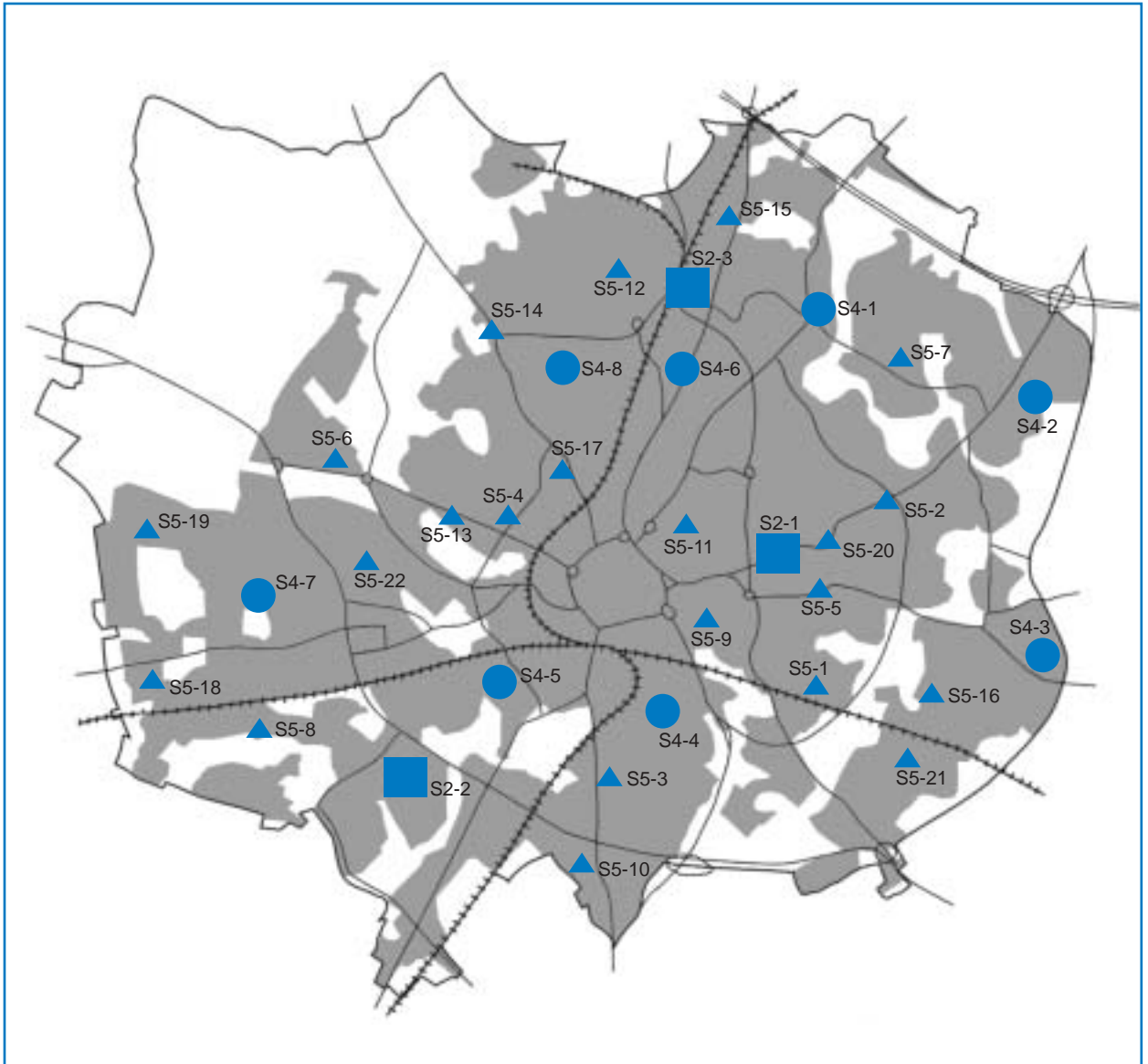
- 6.37 These Centres are those which have traditionally served their districts of the City with the addition of a new Centre at Brandon Road to serve the south-eastern part of the City. In response to their wider role, the boundaries of the District Centres at Bell Green, Brade Drive, Daventry Road, Earlsdon (where some land has also been excluded), Jardine Crescent and Jubilee Crescent have been extended. They include office, social, community and leisure uses which form part of the Centre or to allow room for expansion and change. All the Centres are accessible by a choice of means of transport.






- 6.38 Bell Green, Foleshill and Jardine Crescent District Centres would benefit in particular from improvements to their environment and car parking arrangements within the Plan period to maintain and enhance their position serving the residents of their District. Jardine Crescent's role as a social and community centre for its District should also be strengthened by improvements and extensions to the existing shops and possibly by the addition of new small units to allow for a wider range of goods and services to be provided.

- 6.39 Brade Drive should be strengthened through the redevelopment and expansion of the existing Asda superstore, incorporating the existing small units, allowing for further retail development in larger units and/or of different types and improving the access arrangements. The extended area to the north of the Centre is physically separate and any proposal for new development there will be required to provide pedestrian and vehicular links to the rest of the Centre to ensure proper integration.

Map S (2) Defined Centres - Policies S 2 - S 5



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- |   |                        |                       |
|---|------------------------|-----------------------|
|  | Major District Centres | Policy S 2 Sites 1-3  |
|  | District Centres       | Policy S 4 Sites 1-8  |
|  | Local Centres          | Policy S 5 Sites 1-22 |

6.40 The boundary of the new District Centre at Brandon Road includes the existing Morrisons superstore and the site with permission for a 7,432 sq m retail warehouse and 1,858 sq m garden centre. If the retail warehouse permission is implemented, small shop units need to be added in an integrated layout to provide a suitable Centre serving the needs of the south-eastern part of the City. Preferably however, a different form of District Centre would emerge, based on the amount of committed floorspace, but comprising further convenience or service uses, a small number of larger units to provide a comparison element and social, community and leisure uses.

### S 5: LOCAL CENTRES

Local Centres are shown on the Proposals Map at:

- 1 Acorn Street;
- 2 Ansty Road;
- 3 Baginton Road;
- 4 Barker's Butts Lane;
- 5 Binley Road;
- 6 Birmingham Road;
- 7 Broad Park Road;
- 8 Charter Avenue;
- 9 Far Gosford Street;
- 10 Green Lane;
- 11 Hillfields;
- 12 Holbrook Lane;
- 13 Holyhead Road;
- 14 Keresley Road;
- 15 Longford;
- 16 Quorn Way;
- 17 Radford Road;
- 18 Station Avenue;
- 19 Sutton Avenue;
- 20 Walsgrave Road;
- 21 Willenhall;
- 22 Winsford Avenue.

These Centres will provide for day-to-day convenience shopping needs and proposals to improve that provision will be permitted.

They will be a focus for social, community and leisure uses for the local area. Complementary residential use may also be appropriate subject to the creation of a satisfactory residential environment.



6.41 Nine of these are existing Local Centres, Stoney Stanton Road having been deleted from the list for the reason explained in paragraph 6.13. The boundaries of the Local Centres at Barkers' Butts Lane, Far Gosford Street and Hillfields (where some land has also been excluded) have been extended to include social, community and leisure uses which form part of the Centre and allow room for expansion and change.

6.42 The 13 new Local Centres should meet the need for day to day shopping in locations particularly accessible by walking or cycling although many of them are also accessible by public transport as well. They provide convenience shopping from a single general shop supplemented by other food shops or a small supermarket. In most cases they also provide other goods and services including a pharmacy and Post Office. Where these last two shops are not present within the Centre, they are located nearby.



## S 6: GROUND FLOOR UNITS IN DEFINED CENTRES

Proposals to use ground floor units within defined Centres for non-retail uses will normally be permitted provided that:

- ⊗ the overall retail function of the Centre would not be undermined;
- ⊗ the use would make a positive contribution to the overall role of the Centre; and
- ⊗ the use is compatible with other Plan policies.

The impact of a proposal on the retail function will be determined on the basis of:

- ⊗ the location and prominence of the unit within the relevant frontage;
- ⊗ the width of the frontage of the unit;
- ⊗ the number and proximity of other units occupied by non-retail uses or with permission for those uses; and
- ⊗ compatibility of the proposal with nearby uses.

6.43 Within defined Centres, the maintenance of vitality and viability will always be a matter of concern. While the main purpose of the Centres will be for shops (Class A1 of the Use Classes Order - UCO), professional and financial services (Class A2 of the UCO), catering outlets (Class A3 of the UCO), sui generis or social, community and leisure uses can add variety. Any proposal for non-retail use will be examined against the criteria in Policy S 6 according to the particular circumstances but, in general, concern will grow as the proportion of non-retail units in a Centre increases above 15% of the total.

6.44 When considering a proposal for a use other than Class A1 (a "non-retail use") the prominence of the unit within a frontage will be important so that the overall impression of an area of shops is retained. The relevant frontage will usually be defined by significant breaks in it, for example, where streets cross or at a corner. Considering the width of the frontage is important to ensure that a lively street frontage is retained; some non-retail uses can be poor in

this respect. The number and proximity of other non-retail units in the relevant frontage again need to be considered to ensure that a lively street frontage is retained.

6.45 Proposals for catering outlets will also be subject to consideration under Policy S 10. Other non-retail uses will also be subject to relevant policies. For example, entertainment venues will usually also need to satisfy Policy SCL 2.

## S 7: PRIMARY RETAIL FRONTAGES

Primary Retail Frontages are shown on Text Maps in the Ball Hill, Earlsdon and Far Gosford Street Centres at:

Ball Hill: 173-239 Walsgrave Road.

Earlsdon: 1-11 Earlsdon Street;  
41 Moor Street and  
13-45 Earlsdon Street;  
2-20 Earlsdon Street;  
22-64 Earlsdon Street;

Far Gosford Street: 52-60 Far Gosford Street;  
61-73 Far Gosford Street;  
116-133 Far Gosford Street.

A proposal which would result in more non-retail uses in a Frontage than the number in that Frontage at the date of deposit of the Plan will not be permitted.

6.46 Within these three Centres, specific problems with concentration of uses have emerged. In Ball Hill the problem has been with Class A2 uses while Earlsdon has suffered with both Class A2 and A3 uses together. Far Gosford Street suffers from problems caused by a combination of its local role, its City-wide role and its developing role related to the expansion of Coventry University. In all three Centres it is desirable to define a minimum retail core to secure the continued dominant role of the Centre for shopping. Primary Retail Frontages are shown on Text Maps S (3), S (4) and S (5) and the number and locations of non-retail units are shown in Table S (1).

Map S (3) Primary Retail Frontage in Ball Hill - Policy S 7



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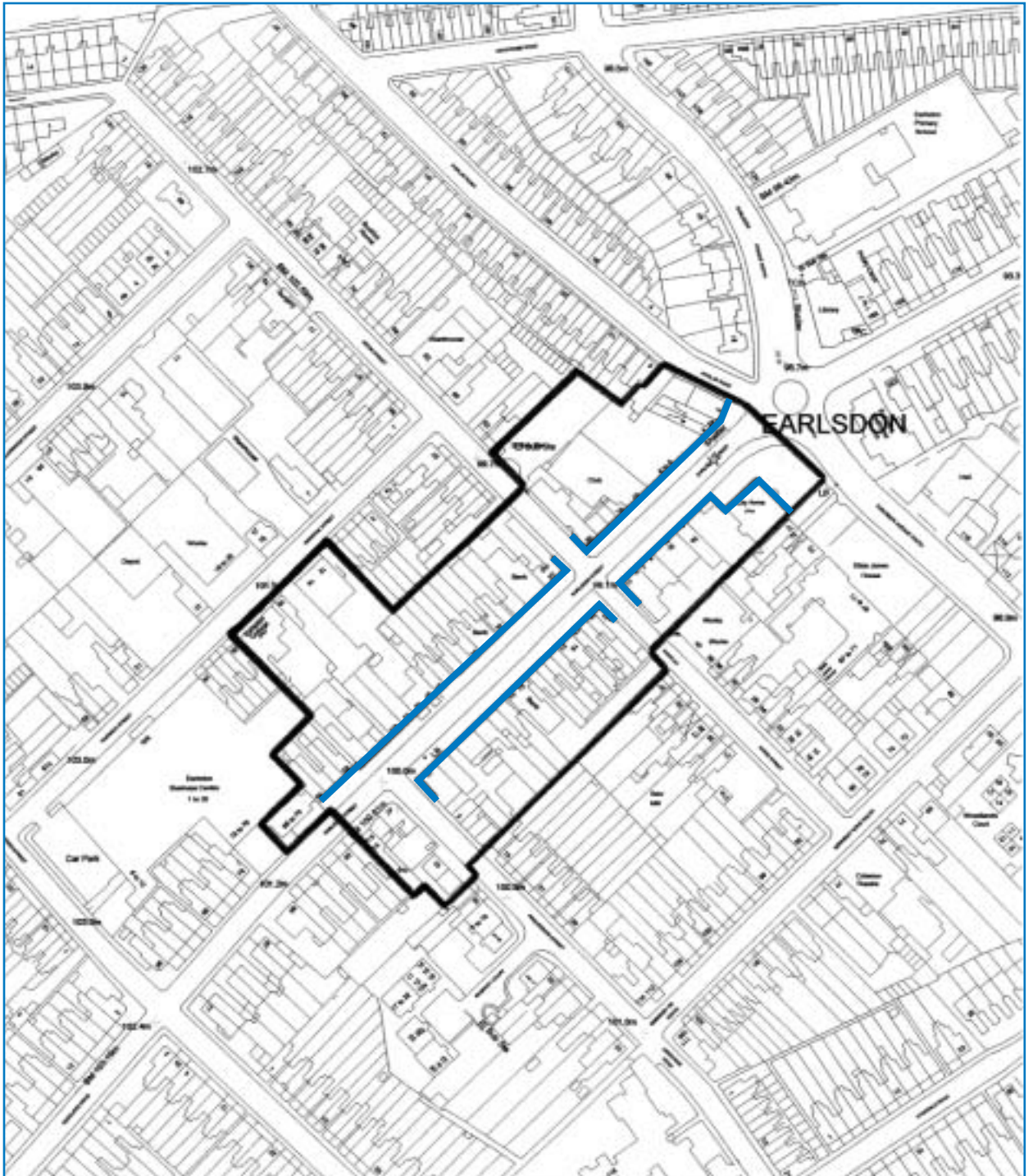
Boundary of Defined Centre 

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Primary Retail Frontage 

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Map S (4) Earlsdon District Centre : Primary Retail Frontage - Policy S 7



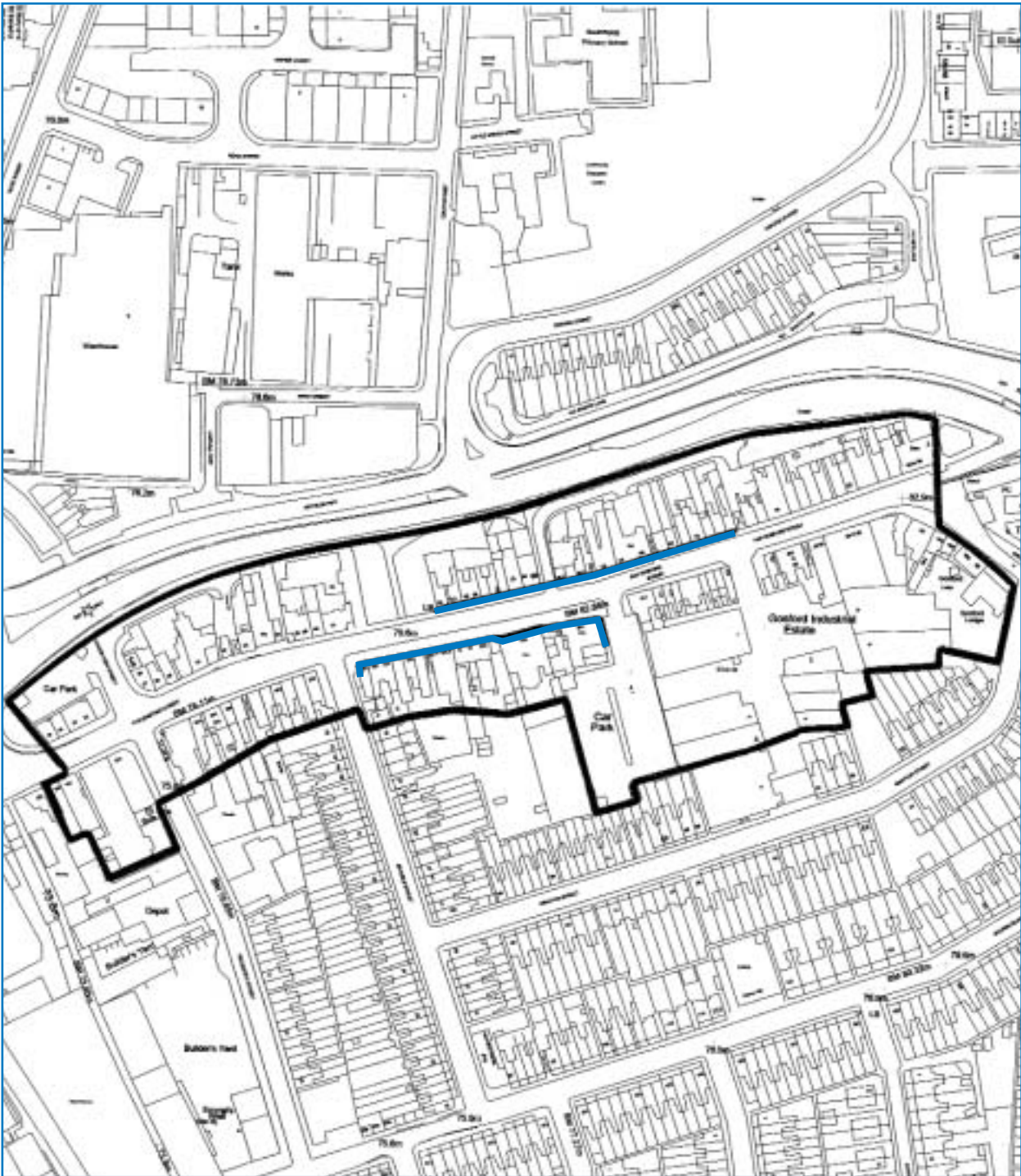
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Boundary of Defined Centre      

Primary Retail Frontage      



Map S (5) Far Gosford Street District Centre : Primary Retail Frontage : Policy S 7



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Boundary of Defined Centre      \_\_\_\_\_

Primary Retail Frontage          \_\_\_\_\_

**Table S (1)**  
**Non-retail uses in listed Centres at the time of the deposit of the Plan.**

**Ball Hill Major District Centre:**

**1 non-retail use:**

223-229 Walsgrave Road

**Earlsdon District Centre:**

**12 non-retail uses:**

1 Earlsdon Street  
 9-11 Earlsdon Street  
 13 Earlsdon Street  
 17 Earlsdon Street  
 31-33 Earlsdon Street  
 43 Earlsdon Street  
 10 Earlsdon Street  
 22 Earlsdon Street  
 24-26 Earlsdon Street  
 34-36 Earlsdon Street  
 48-50 Earlsdon Street  
 64 Earlsdon Street

**Far Gosford Street Local Centre:**

**7 non-retail uses:**

52 Far Gosford Street  
 53 Far Gosford Steet  
 65-66 Far Gosford Street  
 67 Far Gosford Street  
 73 Far Gosford Street  
 116 Far Gosford Street  
 118-120 Far Gosford Street

**S 8: UPPER FLOOR UNITS IN DEFINED CENTRES**

Proposals to use the upper floors of units within defined Centres for shopping, residential, employment, social, community or leisure uses will be permitted, subject to:

- ⊗ compatibility with nearby uses; and
- ⊗ compatibility with other Plan policies.

- 6.47 Upper floor units within defined Centres can have a variety of acceptable uses including extension to shopping floorspace, residential ("living over the shop"), employment, social, community or leisure uses. Any or all of these would be likely to add to the vitality and viability of the Centre and will be supported. Access for disabled people will

be required in accordance with Policy OS 9.

- 6.48 Extensions for all uses except residential raise no significant considerations apart from their general compatibility. Car parking will be expected to be provided communally and is referred to in Policies AM 17 and AM 18. For residential uses, a reduced standard of amenity is sometimes inevitable.

**Other Shopping Policies**

**S 9: LOCAL SHOPS**

Proposals for new local shops, extensions to existing local shops or changes of use to service uses will be permitted provided that the proposal:

- ⊗ would not have any significant harmful impact on the vitality and viability of a defined Centre;
- ⊗ could not be provided for equally well in vacant shops within a nearby defined Centre; and
- ⊗ is compatible with nearby uses.

The special needs of a local area may, exceptionally, outweigh a failure to satisfy one or more of these criteria.

- 6.49 Parades or groups of local shops within residential areas, performing a mainly convenience role, still form an important part of the "top-up" shopping provision for the City. The recent tendency has been for them to decline as a result of people choosing to shop in defined Centres or superstores. Free-standing local shops also provide local "top-up" shopping provision either through a process of one shop out of a small group surviving and extending or through planned developments such as at petrol filling stations.

- 6.50 If local shops continue to provide a useful service to their area, they will be permitted to adapt to changing needs through extensions or changes of use to A2 or other service uses, subject to the Policy criteria. Consideration of impact on defined Centres or whether a proposal could be provided for equally well within a nearby defined Centre will ensure compatibility with the overall Shopping Strategy. Compatibility with nearby uses will ensure that residential

amenity is protected and that design and layout are suitable. In exceptional circumstances, meeting the special needs of a local area would outweigh a failure to meet the criteria.

**6.51** Local shops will not normally be allowed to expand beyond around 250 sq m gross as this is considered to allow for adequate local provision without significant impact upon existing Centres. Proposals which seek to extend a local shop beyond around 250 sq m gross, so that it ceases to be a local shop, will be considered under Policy S 11. Changes of use to Class A3 will be considered under Policy S 10.

**6.52** The conversion of local shops to residential use, particularly in areas where there is a historic over-supply of them, will be supported unless this would result in the complete removal of local shops. When conversion is proposed in a parade or group of local shops it will be necessary to consider whether a satisfactory residential environment can be created and detailed design matters will also need to be considered.

#### S 10: CATERING OUTLETS

Catering outlets should be located within defined Centres and employment areas and will generally be discouraged outside those locations.

Proposals within defined centres and employment areas will be permitted provided that they would:

- ⊗ be compatible with nearby uses;
- ⊗ not cause harmful cumulative impact due to the existence of any existing or proposed outlet; and
- ⊗ be compatible with other Plan policies.

**6.53** Catering outlets (Class A3) typically include pubs, restaurants, cafes and hot food takeaways. There can be a considerable amount of overlap between these different types of facilities as well as considerable variations. The Policy will apply both to proposals for new buildings and conversions. Policy CC 17 will also need to be considered within the Central Shopping Area and Policies S 6, S 7 and S 8 within other defined Centres.

**6.54** In order to minimise the environmental and transport issues raised by catering outlets, they should be located within the defined Centres, subject to frontage policies. They are also suitable in employment areas where there are unlikely to be problems with residential amenity and they can provide a service to local employees.

**6.55** Consideration of compatibility with nearby uses will ensure the protection of residential amenity and a suitable design and layout. There may be locations where it is felt that a significant group of catering outlets could cause cumulative problems if, for example, there were too many outlets competing for a limited amount of car parking. Highway considerations, which include capacity, road safety, car parking and delivery facilities may be considered to distinguish between hot food takeaways and the other types of outlets (for example, restaurants and cafes open during normal shop hours). If there are problems with these considerations, a condition prohibiting takeaway sales will be imposed.

#### S 11: EDGE-OF-CENTRE AND OUT-OF-CENTRE RETAILING

Proposals for Edge-of-Centre and Out-of-Centre retailing, other than local shops, will only be permitted if it is demonstrated firstly that:

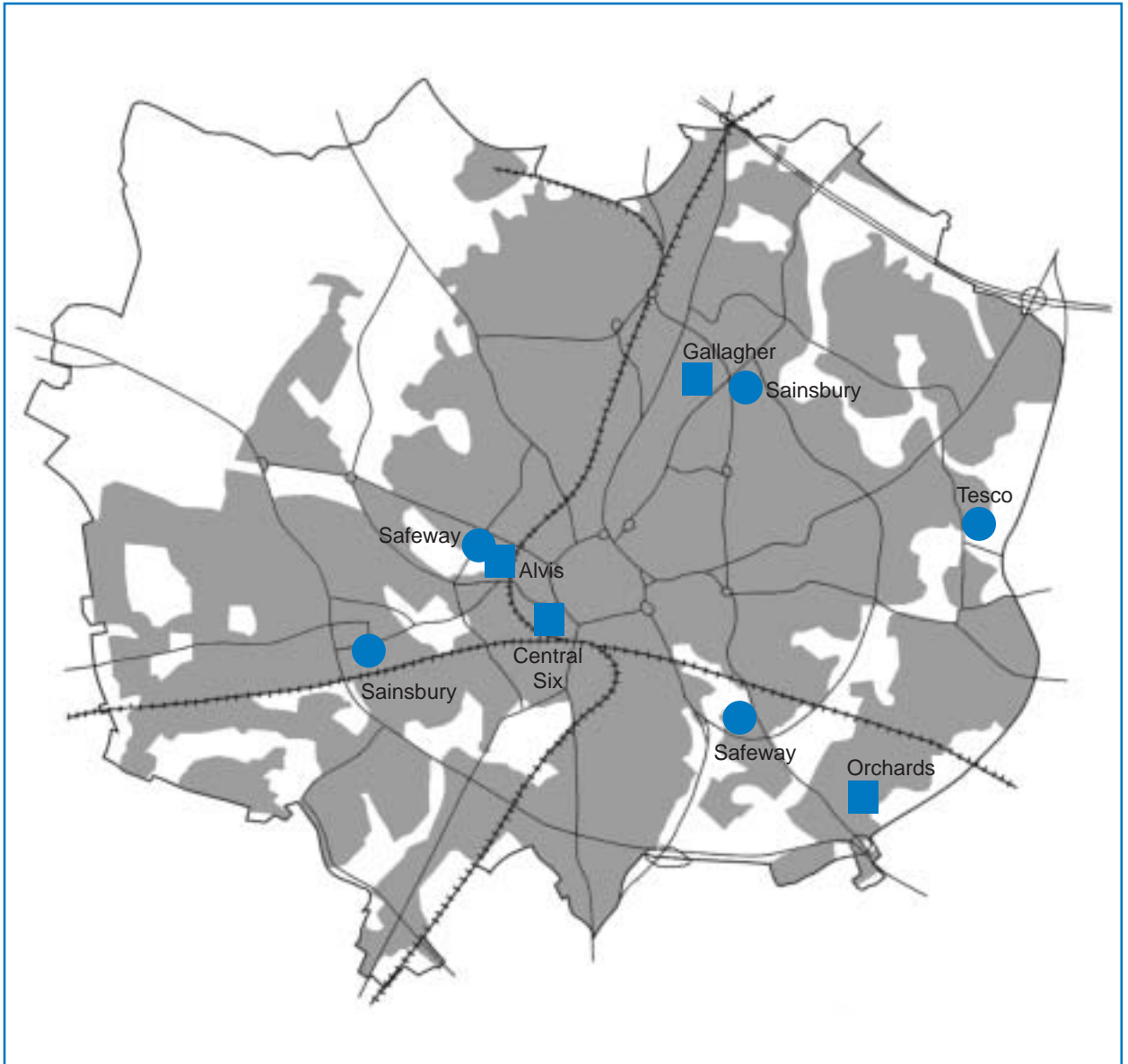
- ⊗ there is a need for the proposal;
- ⊗ more central sites are not suitable, viable and likely to become available within a reasonable time; and
- ⊗ the proposed site is accessible by a choice of means of transport.

In addition, proposals will be required to meet the following criteria:

- ⊗ they should not have a harmful impact upon the vitality and viability of any defined Centre either alone or cumulatively;
- ⊗ they should not have a significant harmful impact upon wider travel patterns and car use;
- ⊗ they should be compatible with nearby uses; and
- ⊗ they should be compatible with other Plan policies.

Restrictions on the unit size and range of goods to be sold may be imposed.

Map S (6) Out-of-Centre Retailing - Policy S 11



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- Retail Warehouse Park ■
- Food Superstore ●

**6.56** The policy will apply to:

- ⊗ any proposal for a new shop of over 250 sq m gross which is not a local shop including traditional non-food retail warehouse parks and food proposals including discount operations;
- ⊗ significant extensions including proposals to extend local shops beyond around 250 sq m gross so that they would cease to be local shops and extensions of over 250 sq m gross to individual retail warehouse units and food superstores. The significance of other proposed extensions will be considered according to their purpose, scale and any cumulative effect; and
- ⊗ the retail component of a major development proposal.

It will not apply to proposals for local shops (referred to in Policy S 9) or for catering outlets (referred to in Policy S 10).

**6.57** The Shopping Strategy set out in Policies S 1 and detailed in Policies S 2 - S 5, S 11 and CC 13 - CC 16 focuses on the network of defined Centres and identifies developments considered sufficient to meet the City's needs. Any new proposals will, therefore, have to establish need. The City's approach to this issue has been set out in paragraph 6.21 above and a proposal will have to demonstrate that it would overcome a significant deficiency affecting the quality and range of shopping for a substantial number of people.

**6.58** If this can be demonstrated, a sequential approach to site selection must be followed. If, despite flexibility and realism on the part of the City Council, developers and retailers, no sites within a defined Centre of appropriate scale and function are suitable, viable and likely to become available within a reasonable time of around 3 years from the time that the City Council become aware of the proposal, edge-of-Centre sites are next to be considered as they can provide for joint shopping trips. If there are no edge-of-Centre sites, out-of-Centre sites will be the last resort.

**6.59** Edge-of-Centre sites are likely to be already accessible by a choice of means of transport although convenient, barrier-free pedestrian and cycle routes to and from the Centre will need to be demonstrated. It will need to be demonstrated that an out-of-Centre site is accessible by a choice of means of transport or can be made so and, even then, access by a choice of means of transport is required.

**6.60** If there is a question of potentially significant retail impact upon a defined Centre, a retail impact assessment in accordance with the requirements of paragraph 4.13 of PPG 6 will be required. For proposals under 2,500 sq m gross and which do not raise this question, a brief statement describing the general approach taken and any impact, is all that will normally be required. For an edge-of-Centre location, the possibility that a proposal would support the role of the Centre through joint shopping trips will need to be considered. Considerations of wider travel patterns and the impact upon car use will be required to be demonstrated in a suitable statement. Consideration of compatibility with nearby uses will ensure the protection of residential amenity and compatibility with other Plan policies will ensure a suitable design and layout. If the site is allocated for some other use in the Plan (for example as a principal housing or employment site), this will take precedence.

**6.61** The imposition of a condition, in appropriate cases, requiring a minimum unit size will prevent sub-division of units in a way that could be harmful to a defined Centre. Restrictions on the range of goods to be sold will ensure, similarly, that the retail impact of a proposal upon a defined Centre will be controlled. Goods that would be expected to be found within the defined Centres will be excluded unless an unmet need for those goods can be demonstrated.



## CHAPTER SEVEN ACCESS AND MOVEMENT

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Local Policy Context

#### **Transport Strategy**

Overall Approach

#### **Public Transport**

Buses  
Hackney Carriages  
Rail Services

#### **Pedestrians**

#### **Cycling**

#### **Roads**

Car Parking

#### **Freight**

#### **Road Safety**



## ACCESS AND MOVEMENT

### Introduction and Policy Aim

- 7.1 The City needs good access and personal movement to function efficiently and provide a good quality of life for its citizens. Government policies have changed significantly towards encouraging alternatives to the private car and the Access and Movement policies seek to support this change in Coventry.
- 7.2 The policy aim is ***to improve accessibility for the whole community, with particular regard for the needs of disabled people, by promoting new or improved means of public transport, walking and cycling and by reducing reliance on the private car. Policies are also intended to improve access to regeneration areas, improve social equity and minimise any adverse effects on the environment.***

### National and Regional Policy Context

- 7.3 The Road Traffic Reduction Act 1997 requires the City Council to monitor traffic levels and set targets for a reduction in the level of local road traffic. Policies which seek to reduce reliance on the private car will be essential in meeting the targets.
- 7.4 Planning Policy Guidance Note (PPG) 13 "Transport" 2001, seeks to integrate planning and transport in order to:
- ⊗ promote more sustainable transport choices;
  - ⊗ promote accessibility to facilities and services by public transport, walking and cycling; and
  - ⊗ reduce the need to travel, especially by car.

The PPG highlights the key role of planning policies and sets out measures by which to manage travel demand. These are:

- ⊗ quick, easy and safe interchanges;
- ⊗ parking and maximum parking standards;
- ⊗ parking controls and charges;
- ⊗ "Park and Ride" schemes;
- ⊗ traffic management measures;
- ⊗ demand management measures;
- ⊗ the encouragement of public transport, walking, and cycling.

The PPG also includes guidance on the implementation of transport planning policies and on the planning and mitigation of various transport modes and infrastructure.

- 7.5 Regional Planning Guidance for the West Midlands 1998 (RPG 11) makes general reference to the need to encourage the use of energy efficient forms of transport. The siting of new development near public transport centres, or at selected locations along corridors well served by public transport, was to be studied. The resulting Warwickshire Transport Corridors Study reached a number of conclusions including, principally, that the most transport efficient locations for development were the urban areas of Birmingham and Coventry and what were referred to as the "Crescent Towns" including Nuneaton and Leamington.
- 7.6 The 1998 White Paper "A New Deal for Transport - Better for Everyone" sets out a number of Government objectives:
- ⊗ more real transport choice;
  - ⊗ better buses and trains;
  - ⊗ a better deal for the motorist;
  - ⊗ better maintained roads;
  - ⊗ a railway working for the passenger;
  - ⊗ more money for public transport;
  - ⊗ more freight on the railway; and
  - ⊗ safer and more secure transport systems.

These are intended to be elements of an integrated transport policy to fight congestion and pollution.

- 7.7 The West Midlands Metropolitan Authorities with the West Midlands Passenger Transport Authority, operating through their executive "Centro", developed the "Balanced Package" approach from the earlier Integrated Transport Studies carried out by a number of authorities. The West Midlands Regional Forum of Local Authorities (now part of the West Midlands Local Government Association) has produced an "Integrated Transport Plan for the West Midlands" with the vision of:

"the creation of a modern, efficient and cohesive network of integrated transport facilities and services, throughout the West Midlands, which serve the accessibility and mobility needs of both individuals and the business community in an environmentally friendly manner."

The objectives are to:

- ⊗ assist in the instigation of a sustainable pattern of development;
- ⊗ maintain and enhance the regional environment;
- ⊗ develop the regional economy; and
- ⊗ meet the accessibility and mobility needs of the Region's population.

Policies and proposals are also set out for a complete range of transport modes.

7.8 Coventry is served by a number of key national motorway and trunk roads, which are the responsibility of the Highways Agency. Maintaining effective links to the national system is recognised as an important factor in fulfilling the overall objectives of the Plan. It is also recognised that specific major junctions are likely to come under increasing pressure from the cumulative effects of development proposals, both within Coventry and in neighbouring authorities. The City Council will co-operate with the Highways Agency to ensure that policies and proposals do not compromise the safety and efficiency of the motorway and trunk road network.

#### Local Policy Context

7.9 Investment in transport in the past, combined with a dispersed pattern of employment in sites and local centres, has resulted in a relatively congestion-free City. However, past solutions are unlikely to continue to provide acceptable answers in the future.

7.10 In 1990, the City Council commissioned the [Coventry Integrated Transport Study](#) (CITS) which examined the transport needs of the City up to the year 2005. It made a number of major recommendations which formed the basis of the policy framework of the 1993 Plan. In 1997, the City Council commissioned [a review of CITS](#) which set out a new series of recommendations relating to how policies were defined and monitored and to specific aspects of those policies. The recommendations were to:

- ⊗ develop a series of explicit targets to enable the impact of policies, investment and external changes to be assessed on a comprehensive basis and set up appropriate monitoring procedures for these targets;
- ⊗ improve procedures for liaison with Warwickshire County Council on transport matters;
- ⊗ not pursue a Light Rapid Transport network but instead a bus priority network with defined geographical coverage and standards;
- ⊗ develop public transport accessibility to the City Centre and particularly between the railway station and the City Centre with bus-based Park and Ride at a further three to five sites;
- ⊗ develop the rail network for inter-urban rather than local movements;
- ⊗ put measures in place to restrain car use as necessary but in conjunction with improved public transport;
- ⊗ review highway schemes with a view to removing any unnecessary blight but continue to implement road safety schemes;
- ⊗ develop targets for cycle use, prepare detailed cycling action plans and define a comprehensive network;
- ⊗ develop a strategy to increase walking as a main mode of transport; and
- ⊗ continue to inform and change public attitudes through "TravelWise" and similar campaigns.

7.11 The Local Agenda 21 Team have been involved with the preparation of this Chapter as part of their work towards a Sustainable City (see Overall Strategy Chapter). They have identified the need to:

- ⊗ provide transport services and facilities which improve opportunity of access for all;
- ⊗ encourage developments which reduce the need to travel; and
- ⊗ focus on ways of reducing the negative economic, social and environmental impacts of transport infrastructure and vehicle use.

**TRAVELWISE**



7.12 The "TravelWise" campaign seeks to raise awareness of the problems associated with ever-increasing traffic growth and encourages the use of healthier and more sustainable alternatives to the private car. The City Council has signed up to it and is working with neighbouring authorities to promote the "TravelWise" message to individuals and organisations. This will include encouraging and assisting companies to reduce the impact of both company and commuting travel.

7.13 The City Council is responsible for maintaining roads and bridges throughout the City funded partly by Transport Supplementary Grant and partly from the City Council's own resources. There are operational policies covering such items as footway crossings, pedestrian crossings, residents' parking schemes, street trees and tourist signs. Road safety is an issue which has received much attention and there has been a reduction in the number of accidents in the City since the 1993 Plan. Specific action at identified accident locations has proved to be most effective and continued improvements in the design of highway schemes, education, training, publicity and improved street lighting have formed an effective package.

7.14 The [Coventry Community Plan](#) has identified a number of transport elements related to the achievement of its priorities. These include:

- ⊗ directed investment in public transport as part of tackling poverty;
- ⊗ promoting free on-street car parking in the evenings and late night buses as part of creating an exciting and vibrant City Centre; and
- ⊗ public transport and specific transport solutions to meet the needs and aspirations of older people.

## Transport Strategy

7.15 The various objectives and strategies from Government and Regional documents, the reviewed CITS and local policies form the basis of long-term transport planning in the City. Through the close links, emphasised in PPG 13, between transport and land use planning, they also form the basis of the Plan policies.

## Overall Approach

### AM 1: AN INTEGRATED, ACCESSIBLE AND SUSTAINABLE TRANSPORT STRATEGY

The safe, efficient and easy movement of people and goods throughout the City will be promoted and encouraged through an integrated and accessible network and in a sustainable way.

This will be achieved:

- ⊗ through planning developments in accessible locations;
- ⊗ by developing and co-ordinating transport facilities, in partnership with other transport planning bodies, service operators and the business community to provide a choice of accessible means of transport;
- ⊗ by promoting alternatives to the use of the private car; and
- ⊗ by assessing the effects of proposals on the safety, convenience and environmental quality of transport users and local communities.

Special attention must be paid to the needs of disabled people.

(Part 1 Policy)

7.16 Planning developments in accessible locations should be achieved as far as possible through the Plan policies. These seek concentration of many activities in Centres, which are generally accessible, or in places which are close to users.

7.17 Achieving an integrated and accessible transport network will require the co-operation of a number of different transport planning bodies in both day-to-day work and in the preparation of specific planning briefs. These include the Highways Agency (who are responsible for Trunk Roads – see paragraph 7.61), Centro (who are responsible for public transport co-ordination and planning) and Warwickshire County Council and Solihull Metropolitan Borough Council (who are the adjoining highway and strategic planning authorities). The involvement of bus and rail operators is also essential to ensure that services are available and that vehicles and rolling stock

are accessible to all. The business community, through the Chamber, and community groups concerned with transport matters, will also need to be involved so that the principles of sustainability can be applied.

**7.18** The principles of sustainability are supported by promoting:

- ⊗ reductions in car usage (particularly single occupancy journeys);
- ⊗ increased use of walking, cycling and public transport;
- ⊗ reduced traffic speeds and improved safety particularly for pedestrians and cyclists; and
- ⊗ more environmentally friendly delivery and freight movements, including home delivery services.

This places a high priority on providing safe, attractive and convenient access to the places people want to go by public transport, walking and cycling. Any or all of these may lead to the reallocation of road space. High quality alternatives to short car journeys will be encouraged and promoted. Reductions in peak hour congestion will be sought by encouraging "green commuting" in general and the preparation of "Green Travel Plans". The City Council will take a lead in this, working in partnership with other major organisations in the City and with developers of major schemes. These measures do not only benefit those who travel but also the environment of those who live alongside transport routes.

**7.19** The needs of disabled people may not always be clear to the wider community but require special provision in all transport schemes. Apart from obvious groups such as people using wheelchairs or sticks, people with sensory impairments and parents with pushchairs, all need consideration. As well as major items such as accessible public transport vehicles, small details of schemes are also crucial to ensure that barriers or obstructions to movement are minimised.

**7.20** Since 1997, a "Coventry Transport Programme" document has been prepared to review the previous year's activities, set out how the City intends to use its grant and borrowing approvals on an annual basis and review other transport issues. It will continue to be produced to provide an annual "snapshot" of the position.

## Public Transport

### AM 2: PUBLIC TRANSPORT

The development and co-ordination of the public transport system will be promoted and encouraged to:

- ⊗ meet the needs of people without access to private transport;
- ⊗ reduce car usage; and
- ⊗ enhance the environment.

Special attention must be paid to the needs of disabled people.

(Part 1 Policy)



**7.21** Pollution, congestion and the unsocial impacts of the private car upon the environment are major problems facing the country. It is not possible to solve these problems by merely building new roads and car parks, both of which may encourage further demand. Access and personal movement are made more difficult when people do not have access to a car, and are therefore denied the opportunity of working, shopping and enjoying other facilities. Improving public transport facilities would therefore improve social equity, one of the strategic objectives of the Plan.

7.22 The West Midlands Passenger Transport Authority have published their 20 Year Public Transport Strategy. The Strategy sets out a vision for public transport in the metropolitan area and its surrounds and a long-term framework to achieve the vision. The strategy defines:

- ⊗ proposed quality standards for local services essential to public transport;
- ⊗ a strategic network offering quality and high frequency for bus, rail, Metro and other rapid transit services on main routes;
- ⊗ a set of target standards for the network to be achieved over the 20 year period; and
- ⊗ a business planning process based on customer requirements with thorough market appraisal/monitoring and review systems in place.

7.23 For disabled people without access to a private car, public transport is essential to ensure adequate mobility and their integration into society. The ultimate aim must be making all forms of public transport accessible to all but the Plan cannot require the provision of fully accessible vehicles in all the required places. "Easyrider" and "Ring and Ride" services meet an important element of need and support for them will be continued.

7.24 At present, public transport needs are met by a combination of conventional bus and rail services and hackney carriages. Light Rapid Transit has been considered for the City but rejected at present. It may become an option in the future or other innovative forms of public transport may emerge but it is unlikely that all systems will be suitable in all locations so the most appropriate system for a particular location will need to be examined. As part of the improvement of the links between the Railway Station with the rest of the City Centre, a "City Centre People Mover" project is being investigated and is referred to in Policy CC 8.



## Buses

### AM 3: BUS PROVISION IN MAJOR NEW DEVELOPMENTS

Major new developments and highway schemes must facilitate the provision of safe, convenient and efficient bus services.

To achieve this, developers will be expected to include or fund physical works and, in most cases, contribute to enhanced bus services.

7.25 In the past, the design of major new developments and highway schemes has not always taken the needs of bus users and operators into account in either general or specific ways. Sometimes things have been made difficult or even impossible for satisfactory bus access to be achieved. With the more prominent role sought for buses, this is no longer acceptable. It is important that bus services can run safely, conveniently and efficiently to and through major new developments and that all developments are within 400m of a bus stop and, wherever practicable, within 250m. In this way a significant shift in the mode of transport can be encouraged.

7.26 As important as appropriate designs will be the funding of changes to existing public transport systems, the provision of new systems such as "Park and Ride" or off-site works. Planning obligations may be sought to achieve these.

7.27 The major developments to which this Policy will apply will be the Principal Housing Sites identified in Policy H 8, the Principal Employment Sites identified in Policy E 6, shopping schemes larger than local shops and social, leisure and community schemes with more than a local catchment area (referred to in Policy SCL 2). The Policy will also apply to proposals for redevelopment of a similar scale to those identified in the Policies above.

7.28 For many years, buses have been the main form of public transport in the City. This will clearly continue for the Plan period and service improvements in various forms will therefore be the major part of achieving the objectives of the Plan. The majority of bus services in the City are run on a commercial

basis and the City Council has no direct influence over routes, the level of services or the types of vehicles although accessible and environmentally friendly designs are strongly supported. The City Council and Centro work closely with bus operators and have direct influence on some tendered services. The City Council and Centro will continue to encourage bus usage by helping to make services quicker, reliable and more pleasant to use.

#### AM 4: BUS PRIORITY MEASURES

A widespread programme of bus priority measures will be promoted and encouraged during the Plan period to enhance the convenience and efficiency of bus services.

A network of Bus Showcase schemes is shown on the Proposals Map.

**7.29** A considerable amount of work has been done in providing bus priority measures. Examples include "bus gates" which enable buses to take a direct and convenient route when other traffic cannot and bus lanes which include provision for buses to bypass a set of traffic lights as well as avoid general traffic congestion. The City Council will continue to seek opportunities as they arise through developments or highway schemes.

**7.30** Bus Showcase schemes are a partnership between the bus operators, the City Council and Centro to encourage bus use. The bus operators must invest in more accessible vehicles, the City Council must invest in improvements to infrastructure to ease access and speed services and Centro must invest in new bus shelters and electronic information systems so that people will know when the bus will arrive. A Bus Showcase scheme along Foleshill Road has been introduced and schemes linking Bell Green to Tile Hill and Walsgrave to Willenhall both via the City Centre will be a high priority within a City-wide network which may also extend into Warwickshire. Those currently proposed are shown on the Proposals Map and other schemes may be introduced.

#### AM 5: BUS PARK AND RIDE

Bus "Park and Ride" schemes will continue to be promoted and encouraged. A site serving the north of the City is shown on the Proposals Map. Further routes will be identified with car parks in convenient and environmentally suitable locations.



**7.31** The "Park and Ride" service from the War Memorial Park to the City Centre has been operating since 1988. It has attracted commuters and shoppers thus easing pressure on City Centre car parks, enabling some of them to become redevelopment sites in this Plan, reducing the environmental impact of commuting and offering a safer, more pleasant and convenient trip. A major programme of improvements has been carried out and more accessible vehicles have been introduced. More environmentally sensitive vehicles are also being sought.

**7.32** A new service in the north of the City linked to the North-South Road has been introduced and services in both the east and west of the City will be promoted. Suitable sites will need to be identified for the parking areas.

#### Hackney Carriages

#### AM 6: HACKNEY CARRIAGE RANKS

The provision of Hackney Carriage ranks will be required in key locations.

**7.33** Both hackney carriages and private hire vehicles are considered to be a part of the public transport system and can be particularly important for people with mobility problems. Key locations for ranks will include the defined Centres referred to in Policies S 2, S 4 and S 5, University facilities, hospitals, transport interchanges, a number of City Centre locations and major new developments.

### Rail Services

#### AM 7: RAIL SERVICES

The further improvement of facilities at existing stations and the construction of new stations, shown on the Proposals Map, at Foleshill Gasworks (in association with new development) and Binley and Willenhall will be promoted and encouraged.

The need for any additional stations in appropriate locations will be kept under review in conjunction with other transport planning bodies and service operators.

**7.34** New booking halls and car parks have been provided at Canley and Tile Hill Stations. Pedestrian footbridges, increased car parking and secure cycle parking could also be provided. The existing parking and bus turning area adjacent to Tile Hill Station in the Green Belt will be retained with permanent access achieved as part of the redevelopment of the Midlands Sports Centre Principal Housing Site. At Coventry Station, a number of improvements around the station area will be sought. These are referred to in Policies CC 7 and CC 25.

**7.35** Rail studies have been carried out to assess the potential for new stations on the Coventry-Nuneaton railway line, subject to improvements to track and signalling. As part of the Arena proposal a railway station will be provided so that convenient rail access to the site can be achieved for major events at the Arena and to provide access to job opportunities in the North of Coventry Regeneration Zone. On the Coventry-Rugby line, a study has identified the potential for a station at Binley and Willenhall which would provide direct links to Birmingham International and New Street Stations to assist convenient commuting.

**7.36** The Warwickshire Transport Corridors Study stressed again the potential for a station serving Kenilworth that would facilitate commuter trips to Coventry. The City Council would continue to support Warwickshire County Council and Warwick District Council in their attempts to construct such a station and persuade rail service providers to use it.

**7.37** The modernisation of the West Coast Main Line may provide further opportunities to improve facilities at the existing stations but will certainly require the measures referred to in Policy AM 16.

### Pedestrians

**7.38** Coventry is still regarded as the pioneer of pedestrianisation and the main Precinct and the area around the Cathedrals have attracted national and international attention. However, in the design of new development areas and highways and traffic management schemes in other parts of the City, the needs of pedestrians have often been placed below those of car drivers, which is no longer acceptable.

#### AM 8: IMPROVING PEDESTRIAN ROUTES

A network of convenient pedestrian routes, made safer by design, will be promoted and encouraged. Priority will be given to routes to defined Centres and local shops, schools, transport interchanges, local social, community, leisure and indoor sports facilities, employment sites and Green Space areas.

Special attention must be paid to the needs of disabled people.

(Part 1 Policy)

**7.39** People without access to a private car are more likely to walk to their destination, particularly when their journey is a short one. School children and elderly people are the most important groups to consider. In the interests of sustainability, car drivers need to be encouraged to leave their cars and walk for short journeys at least. In order to help and protect pedestrians, it is proposed to define and create networks of convenient and safe pedestrian routes.

7.40 Often pedestrians have been forced to use indirect, unpleasant and potentially unsafe subways or make unsafe short cuts, resulting in avoidable road accidents. Many pedestrian crossing facilities have been provided but usually on a piecemeal basis in response to individual problems. There are particular difficulties for people with sensory impairment and/or mobility problems such as the lack of suitable ramps or other crossing places.

7.41 Convenient and safer pedestrian routes to the places where people need to go will need to be as direct as possible to minimise the risk of people taking unsafe short cuts. They can be made safer by:

- ⊗ separating them from major and local traffic routes as far as possible;
- ⊗ providing safe crossing places and protection in unsafe places;
- ⊗ improvements to subways or their removal, particularly under the Ring Road, which many people find threatening;
- ⊗ providing adequate visibility and lighting to ensure safety and reduce the fear of crime;
- ⊗ providing good surfaces; and
- ⊗ imposing reduced speed limits on local roads.

The special needs of people with sensory and/or mobility impairment must be designed for and doing this will normally mean that all other needs are met.

7.42 Shared routes between pedestrians and cyclists will usually be avoided. Sharing will only be permitted where there is no other means of enabling cyclists to avoid serious accident risks on the carriageway or where it offers the only way of providing an essential link in a cycle route. There can, however, be particular conflicts between pedestrians and cyclists and careful design is essential to minimise this. Details of this are set out in paragraph 7.51.

7.43 Paths in rural areas have different requirements. They need to be:

- ⊗ signposted where they cross roads and other appropriate places with warning signs for motorists;
- ⊗ way-marked where necessary across open countryside;

- ⊗ usable by as many people as possible; and
- ⊗ publicised through maps, guides and in other ways.

7.44 Public rights of way in the Green Belt, Urban Green Spaces and urban areas generally must be maintained to enable people to enjoy the countryside and generally encourage walking as a means of transport and recreation. It is therefore important that the monitoring, protection and promotion of people's ability to use all public rights of way, particularly for recreational use in areas of Green Space, is continued. Part III of the Wildlife and Countryside Act 1981 requires local authorities to produce a Definitive Map of all public rights of way. With the assistance of walking groups, a start has been made on recording rights of way and the work will be completed by 2002.



#### AM 9: PEDESTRIANS IN NEW DEVELOPMENTS

Convenient pedestrian routes, made safer by design, must be incorporated in the design of new developments and highway schemes.

7.45 Convenient pedestrian routes, made safer by design, must be incorporated into new developments and highway schemes to encourage walking as a mode of transport. The measures listed in paragraph 7.41 must be considered.

**AM 10: TRAFFIC CALMING**

Developers will be expected to incorporate or fund traffic calming measures if the traffic movements associated with the development would otherwise have a materially harmful effect on road safety or on the environmental quality of local communities. Where such effects cannot be satisfactorily ameliorated, development will not be permitted.

- 7.46 In residential areas, private vehicles and larger vehicles tend to travel too fast and get into areas where they should not be. This creates both safety and environmental problems and reduces the overall quality of life of residents. A range of measures, known collectively as "traffic calming" have been developed to deal with these problems. These include road humps ("sleeping policemen"), deliberate narrowing of roads, use of pedestrian refuges and road closures.
- 7.47 A programme of traffic calming measures on existing highways will be promoted and a number of schemes have been implemented by the City Council in both residential and shopping areas. Area-wide schemes have been complemented by specific schemes to improve the shopping environment in defined Centres. Private developers have also provided similar measures as part of housing schemes.
- 7.48 The City Council's priority will be to deal with areas of the City where there are major road safety and/or traffic problems. Measures will be discussed with local residents, bus operators, cycle users and the emergency services to ensure that safety and accessibility requirements are met. Developers will be expected to design traffic calming measures into schemes. Planning obligations will be sought for off-site works where appropriate.

**Cycling**

- 7.49 Cycling combines healthy exercise with generally low costs and is thus available to many, regardless of income. It relieves traffic congestion and is often the quickest means of getting around. It is one of the most sustainable means of transport, producing no pollution or noise and is a leisure activity in its own right. Cycling therefore supports the principles of sustainability and the creation of a more sustainable City referred to in paragraph 7.18 and Policy OS 4 respectively. Cyclists are, however, amongst the most vulnerable of road users and they face increasing problems having to mix with heavy traffic. This has led to the increasing and often illegal use of footways and other pedestrian facilities, the problem being made worse by cycle unfriendly extensions to pedestrianised areas. As also set out in paragraph 7.42, shared routes between pedestrians and cyclists will usually be avoided. Sharing will only be permitted where there is no other means of enabling cyclists to avoid serious accident risks on the carriageway or where it offers the only way of providing an essential link in a cycle route. There can, however, be particular conflicts between pedestrians and cyclists and careful design is essential to minimise this. Details of this are set out in paragraph 7.51.

**AM 11: IMPROVING CYCLING FACILITIES**

Cycling will be promoted and encouraged by the development of cycling facilities which are coherent, direct, attractive, safe and comfortable. Enhanced cycle parking, signing and information will be provided and encouraged.

More detailed advice will be adopted as Supplementary Planning Guidance.

Special attention must be paid to the needs of disabled people.

(Part 1 Policy)

**7.50** In principle, cyclists should be able to share the roads with other traffic in a safe way and modifications to the existing highways will be carried out to ensure this as far as possible. This could include marked out cycle lanes, advanced stop lines at traffic lights and other measures. Where modifications to existing roads and junctions are proposed for environmental or traffic reasons, facilities to take cyclists along a direct and safe route will be provided. Cyclists can use all the City's bus lanes and will therefore also benefit from the bus priority measures referred to in Policy AM 4. In some parts of the City, the use of quiet residential roads will be adequate for cyclists. These will not need to be marked on the road but will be suitably signed.

**7.51** Although shared routes between pedestrians and cyclists will usually be avoided, there are some locations, particularly crossing the Ring Road, where the needs of cyclists are best met in conjunction with the needs of pedestrians. At these locations, there will be controlled shared use of subways, bridges and footpaths. However, it has to be recognised that pedestrians and disabled people with sensory and/or mobility impairment need a degree of protection even from cyclists. What measures are appropriate will depend upon the circumstances of each case but the following sequence represents good practice. Where there is space, complete segregation by means of a strip of some contrasting surface or material (grass or hard paving) will be provided. Where there is not space, creating a lower level surface for cyclists with suitable edge treatment will be sought. If none of these are possible, the minimum requirement will be a raised white line to the appropriate specification.

**7.52** The promotion of new cycle routes is referred to in more detail in Policy AM 13.

**7.53** Main cycle routes will be signed as part of their implementation but there will also be a need to provide signing showing safer routes at a more local level. Making maps of safe cycle routes available will encourage both regular and occasional cycle use.

**7.54** SPG sets out standards for both the quantity and quality of cycle parking associated with new developments. Additional cycle parking will be provided in the City Centre, other defined Centres, transport interchanges and other public places for public use. SPG will also set out a wider approach to designing for improving cycling facilities.



#### AM 12: CYCLING IN NEW DEVELOPMENTS

Convenient cycle routes, made safer by design, must be incorporated in the design of new developments and highway schemes except where the scale of the development or the level of existing provision make this inappropriate. Cycle parking must be provided in accordance with standards set out in Supplementary Planning Guidance.

**7.55** Specific provision for cyclists needs to be included in new developments according to the guidance set out in paragraphs 7.50 and 7.51 above. Modification of some existing restrictions on cycle use also needs to be considered, while taking account of pedestrian safety. Developers will be required to provide safe and convenient routes to and through new developments which link to other routes and networks and, as cycle theft is very common, the provision of secure cycle parking facilities will be required in appropriate developments. SPG sets out standards for both the quantity and quality of cycle parking associated with new developments.



### AM 13: CYCLE ROUTES

A City-wide network of cycle routes will be developed including schemes for local areas. Priority will be given to:

- ⊗ local routes to defined Centres and local shops, schools, transport interchanges, local social, community, leisure and indoor sports facilities, employment sites and green space areas; and
- ⊗ longer distance routes which form part of the Sustrans national network or which link to existing and proposed cycle routes outside the City, shown on the Proposals Map.



7.56 Routes through Foleshill, linking the City Centre to the University of Warwick and from the City Centre along Binley Road have been introduced as well as shorter stretches of cycle paths provided in conjunction with developments. The main priority now is to provide a network of local routes and links to a wide range of destinations. These may be part of "Safer Routes to School" schemes or may arise through developments or highway schemes. New radial routes will also be provided through the "Bus Showcase" network referred to in Policy AM 4 and shown on the Proposals Map.

7.57 In developing a City-wide cycle network there are particular difficulties associated with gaining access across the A45, passing through the City Centre and securing safety at road junctions. Crossing the A45 will be helped and the route linking the City Centre to the University of Warwick will be completed by new facilities at Sir Henry Parkes Road and Charter Avenue. Within the City Centre, the evolving City Centre Access Strategy will take account of all forms of transport, including cycles, with the aim of ensuring cycle routes go to, and through, the heart of the City. Measures to provide for cyclists' safety on highways are set out in paragraph 7.50 .

7.58 Sustrans, a cycling charity, is developing a national network of cycle routes which includes routes to and through the City. A route along Holyhead Road and through Allesley Park will lead towards Meriden and Solihull and connect with a route provided by Solihull MBC while the existing Kenilworth Road route will be extended into Warwickshire.

## Roads

### AM 14: ROADS

The City Council will promote and encourage new roads and road improvements where they will :

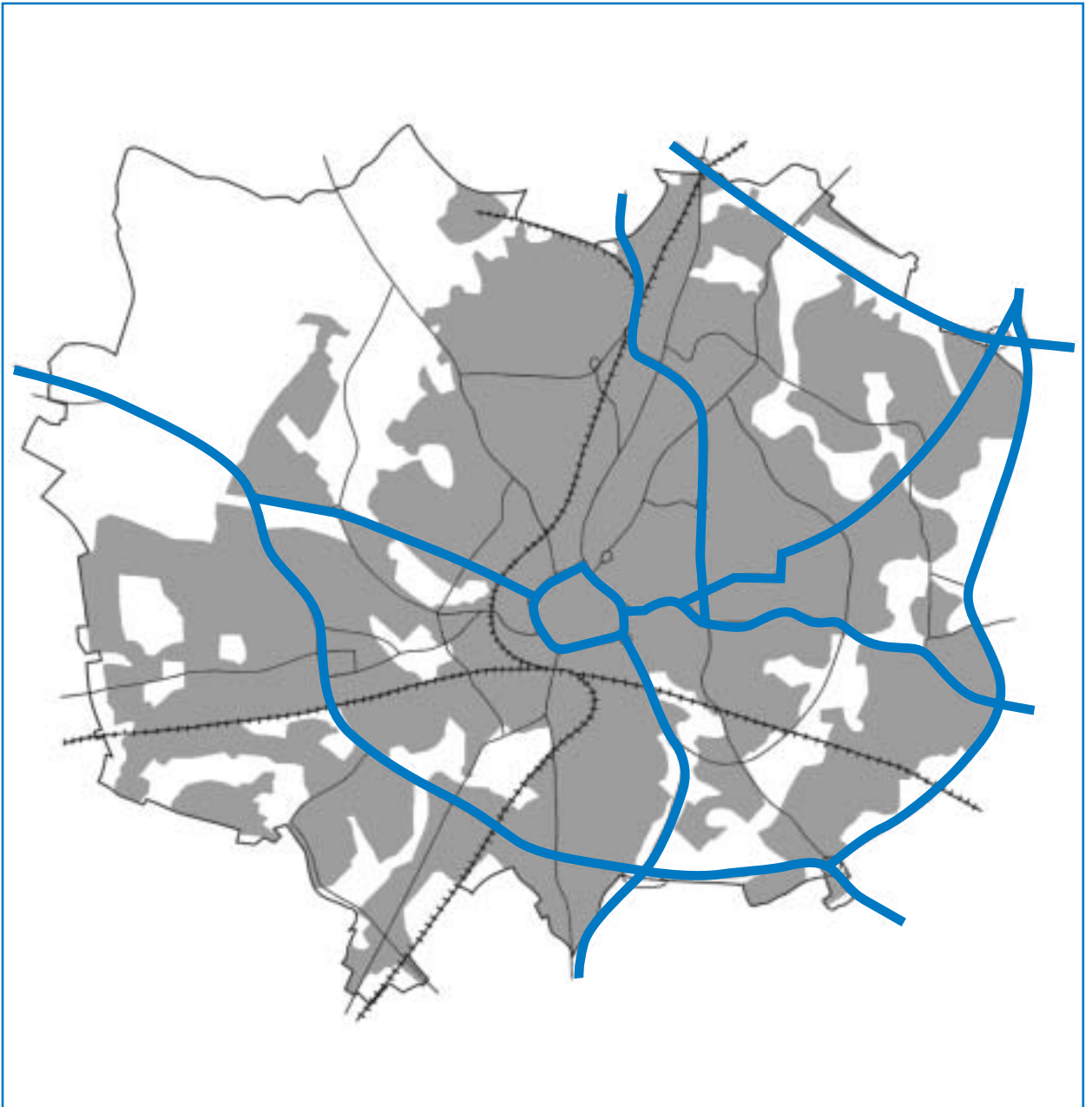
- ⊗ assist economic regeneration;
- ⊗ improve safety;
- ⊗ enhance transport efficiency; and
- ⊗ satisfactorily address environmental impacts.

(Part 1 Policy)

7.59 The main thrust of City Council policies is intended to support public transport developments and provision for pedestrians and cyclists. There are, however, still a small number of locations where road improvements and new construction can be justified to deal with existing problems or provide access to developments.

7.60 A small number of road improvements are required to complete the Strategic Highway Network in the City. These can reduce the risk of accidents, congestion and pollution in residential and commercial areas. The opening of Phases 1 and 2 of the North-South Road has already had this effect in the north of the City. The opening of the road has also allowed an opportunity to improve public transport provision along Foleshill and

### Map AM (1) Strategic Highway Network 1997



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Strategic Highway Network 1997 

Longford Road. New roads are also required to open up new areas for job creating industrial development or for housing.

7.61 The Strategic Highway Network is shown on Text Map AM (1). It consists of:

- ⊗ the national core Trunk Roads (the M6, A46 and A45 west of Toll Bar roundabout) which are the responsibility of the Highways Agency;
- ⊗ non-core Trunk Roads (the A45 west of the Kenilworth Bypass roundabout); and
- ⊗ other strategic routes.

Walsgrave Road is part of the Strategic Highway Network, including the length through the Ball Hill Major District Centre which creates road safety and congestion problems. Because of this and because the North-South Road does not link with Walsgrave Road directly, it will be necessary to consider using Binley Road as an alternative. The continued designation of Holyhead Road similarly will need to be considered in the light of congestion close to the Ring Road and the opportunity to re-route traffic to Allesley Old Road and Spon End after the latter area is improved.

#### AM 15: HIGHWAY AUTHORITY ROAD SCHEMES

A programme of schemes shown on the Proposals Map is proposed for implementation during the Plan period including:

- 1 Spon End and Butts improvement (in the form of a Bus Showcase scheme);
- 2 Hearsall Lane/Earlsdon Avenue junction improvement (in the form of a Bus Showcase scheme);
- 3 Humber Road replacement or realignment/enhancement; and
- 4 Tamworth Road/Long Lane junction improvement.

7.62 Since the 1993 Plan was adopted, Phases 1 and 2 of the North-South Road have been completed, a number of other improvements to radial routes have taken place and accesses have been provided for new developments.



7.63 The Spon End and Butts improvement is still considered essential to provide a safe and convenient route into the City from the west. It will now take the form of a Bus Showcase scheme which will improve facilities for both public transport and cycling. The Hearsall Lane/Earlsdon Avenue junction improvement is also part of this scheme. The improvement of this route will ultimately allow Holyhead Road to be downgraded and enable environmental improvements at its eastern end close to the Ring Road to take place.

7.64 The historic line of the North-South Road Phase 3 has been abandoned as a result of:

- ⊗ the changing approach to the City's transportation policies;
- ⊗ the environmental impact of the historic line of the road; and
- ⊗ the high costs of the historic scheme.

7.65 A detailed study has concluded that a single carriageway road will be more appropriate and that two options offer a better solution to the changing situation. Whether and how either option proceeds will be influenced by possible redevelopment proposals for the Peugeot site. These options are shown on the Proposals Map.

**Option A:** Humber Road "replacement", comprising:

- ⊗ using the historic alignment on the former railway line south of the existing Binley Road roundabout to a level junction with Terry Road;
- ⊗ continuing the historic alignment on the former railway line south of Terry Road to a new roundabout into the south-western corner of the Peugeot site;

- ⊗ traffic calming on Humber Road between Hugh Road and the new roundabout to further discourage through traffic;
- ⊗ using the existing bridge over the Coventry-Rugby railway line and the existing line of Humber Road to the south; and
- ⊗ redesigning the existing "Safeway" roundabout at London Road to enable it to be more efficient and safer.

**Option B:** Humber Road "realignment and enhancement", comprising:

- ⊗ using Humber Road between the existing Binley Road roundabout and a new roundabout into the north-western corner of the Peugeot site;
- ⊗ building a new link, within the Peugeot site, between this roundabout and a new roundabout into the south-western corner of the Peugeot site to take through traffic and traffic for the Peugeot site;
- ⊗ traffic calming and environmental enhancements on Humber Road between the existing Binley Road roundabout and the new roundabout into the south-western corner of the Peugeot site to further reduce through traffic;
- ⊗ using the existing bridge over the Coventry-Rugby railway line and the existing line of Humber Road to the south; and
- ⊗ redesigning the existing "Safeway" roundabout at London Road may be needed to enable it to be more efficient and safer.

Selection of the most appropriate option will depend upon which best balances the traffic management, affordability, accessibility and environmental objectives and impacts, taking into account the views of the local communities affected.

**7.66** Peugeot have indicated that, in the short to medium term, the Stoke Plant will continue to be used for their operational needs, although some buildings will be demolished. Major redevelopment of the Plant is likely, however, during the Plan period. Such redevelopment will be dealt with primarily in the context of Policy E 8 and it is recognised that an element of housing is desirable and likely to be necessary as part of the overall redevelopment scheme. The two road options envisaged in this Plan may play an important part in facilitating the successful redevelopment of the Peugeot site. A

redevelopment scheme for the site will, therefore, need to demonstrate the part it will play in meeting the demands on the road system created by it.

**7.67** The improvement of the Tamworth Road/Long Lane junction is required because of the continued high traffic flows at this point and the very sub-standard visibility which contributes to an accident problem. The detailed design of the proposal should also help to reduce speeds along Tamworth Road.

**7.68** Other minor schemes may be promoted to solve particular localised problems. These are likely to take place within the existing highway boundary and are not, therefore, specifically identified.

#### AM 16: OTHER ROAD SCHEMES

Other road schemes shown on the Proposals Map will be supported at:

- 1 A46/A45 Toll Bar Roundabout improvement;
- 2 Keresley Strategic Regeneration Site link road;
- 3 Railway crossing at Canley Station; and
- 4 Railway crossing at Tile Hill Station.

**7.69** The A46/A45 junction at Toll Bar roundabout is currently the subject of a study to improve safety and journey reliability both in the short and longer term. The Highways Agency has installed traffic lights as an interim solution, but a longer-term solution is still required.

**7.70** The provision of an access road for the development of the Keresley Strategic Regeneration Site is required to enable job creating developments to take place while avoiding the need for heavy vehicles to travel through residential areas.

**7.71** As part of the modernisation of the West Coast Main Line railway, the future of Canley and Tile Hill level crossings are being considered. At Canley, because of the road improvements carried out to develop the Coventry Business Park site, Railtrack consider that a full road crossing is unnecessary. A combined pedestrian and cycle crossing facility and the continuation of safe, convenient and efficient bus services

to the local area will, however, be sought if the crossing is to be closed. At Tile Hill, it is considered that there is still a need for a full road crossing which will need to be a flyover in view of land levels.

- 7.72 Highway improvement lines are identified in conjunction with all road schemes to protect both the City Council's position in the implementation of schemes and the position of owners and potential owners who can be given a known level of security. Blight will be minimised through a regular review of the progress of schemes and the City Council will seek to help those affected by blight from highway schemes by allowing the advance purchase of such properties.

## Car Parking

### AM 17: CAR PARKING

Maximum levels of car parking for new developments will be set out in Supplementary Planning Guidance and will be determined on the basis of:

- ⊗ the nature of the use(s);
- ⊗ the operational requirements of the use(s); and
- ⊗ the extent to which the site is or can be made accessible by a choice of means of transport.

The levels of car parking must ensure that developments do not cause car parking problems in the vicinity.

In non-residential developments, 1 space suitably designed, located and reserved for "blue (orange) badge" holders should always be provided and, where 20 or more spaces are to be provided, 5% should be suitably designed, located and reserved for "blue (orange) badge" holders.

Separate agreed provision may also be appropriate for major developments such as universities and hospitals.

(Part 1 Policy)

- 7.73 While providing or encouraging alternative means of transport to the private car is preferable in many locations as an element of "demand management" and to avoid creating congestion at peak hours, on-street parking can be dangerous, unsightly and cause problems for others. Car parking standards set out in SPG need to balance these factors. In the light of PPG 13, it is considered especially important to note that the standards set out in SPG are maxima. The car parking standards of the 1993 UDP will form SPG to this Plan until such time as new SPG, currently being progressed, is issued. Policies AM 17 and 18 do not apply in the City Centre.

- 7.74 In considering levels of car parking, the nature of the use as expressed in the Use Classes Order will be the starting point. Consideration of the operational needs of the development will ensure that over-provision of parking is avoided. If the site is or can be made accessible by a choice of means of transport, reductions in the level of provision will be sought. Finally, the level of provision must avoid causing problems in the area around the development.

- 7.75 Disabled people need special provision in many locations. "Blue (Orange) Badge" holders must have an adequate number of properly designed, conveniently located and reserved car parking spaces.

- 7.76 In a small number of major developments where control is exercised by a single body, an agreed approach to car parking incorporating the principle of demand management will be sought. This approach is being developed at the University of Warwick and may be appropriate for other major sites as an element of "green commuting".

### AM 18: CAR PARKING IN DEFINED CENTRES

New car parking standards for defined centres will be set out in Supplementary Planning Guidance. If new car parking is required, it must be publicly available.

**7.77** In some of the defined Centres referred to in the Shopping Chapter, there is already adequate car parking provision in the form of City Council controlled public car parks or car parking provided through a development. Since the defined Centres are accessible by a choice of means of transport, however, the level of new car parking will be restricted. Where it is required, it must be publicly available to ensure the efficient use of space. While Centres are well served by public transport, in a small number of the Centres some additional parking would enhance their role. Detailed guidance will be set out in SPG, referred to in Policy AM 17.

#### AM 19: OFF-STREET CAR PARKING AREAS

In areas where there are problems with on-street parking, existing off-street car parking areas should be retained and the provision of new off-street car parking areas on suitable sites will be encouraged.

**7.78** In residential areas which were not designed to accommodate the current or projected levels of car ownership, environmental and traffic problems can be caused by parked cars in the street. This problem can be worsened if areas are affected by large developments close by. In order to avoid making the problems worse, existing provision in these areas should be retained unless a proposal which includes their replacement is agreed although it may be desirable to replace blocks of garages with open parking areas. This will not apply to temporary sites created while redevelopment is awaited. Where suitable sites are available, off-street provision for local residents will be encouraged.

## Freight

**7.79** All the City's freight currently travels by road and there are only limited opportunities for a transfer to rail freight. Rail freight can, however, offer significant advantages in terms of speed, the avoidance of congestion and environmental impact. Connections with Europe through the Channel Tunnel are already beginning to expand.

#### AM 20: ROAD FREIGHT

Routes for heavy goods vehicles which minimise impact upon residential amenity will be defined.

Proposals for bases and other facilities for heavy goods and other commercial vehicles will be considered on the basis of:

- ⊗ the need for the facility;
- ⊗ compatibility with nearby uses; and
- ⊗ compatibility with other Plan policies.

**7.80** Heavy goods vehicles create more than their fair share of noise, air pollution and general disturbance to the environment. The City Council, in conjunction with the Chamber, the Freight Transport Association and operators will define routes which should avoid making the situation worse.

**7.81** Bases and other facilities for heavy goods and other commercial vehicles can also be a particular source of nuisance in or close to residential areas. The City Council will continue to use its powers under the Planning and Highways Acts to control bases and operations to protect the City's environment.

#### AM 21: RAIL FREIGHTING AT KERESLEY

The retention and use of rail freighting facilities will be required in the development of the Keresley Strategic Regeneration Site to avoid road traffic nuisance and should be considered at other locations.



7.82 The Keresley Strategic Regeneration Site described in Policy OS 2, is still rail connected and the City Council will require the use of this connection in any large scale development because of the site's relatively isolated nature and the need to avoid heavy traffic through the Keresley area and beyond.

7.83 The City Council will support applications for grant aid under the Railways Act 1993.

residents. The impact of new development on the highway network may require off-site highway works and planning obligations will be sought in accordance with Policy OS 10 where appropriate.

## Road Safety

### AM 22: ROAD SAFETY IN NEW DEVELOPMENTS

New developments will be required to have safe and appropriate access to the highway system, together with satisfactory on-site arrangements for vehicle manoeuvring, by means which avoid danger or inconvenience to pedestrians, cyclists or drivers.

7.84 The reduction of road accident levels remains a major priority for the City Council. The City Council has signed up to a Public Service Agreement which should assist in meeting Government road casualty targets. Although an underlying theme of this Plan is to reduce dependence on motor vehicles, they will remain a major means of transport during the Plan period. The free flow of traffic can help reduce pollution and, properly managed, improve the attractiveness of the City as a place in which to live, work, play, invest and visit. However, the convenience of motor vehicle users should not be at the expense of those travelling on foot or by bicycle.

7.85 Appropriate and safe access to the highway network and satisfactory on-site arrangements for vehicle manoeuvring will be required in new developments. In considering proposals for new development, attention will be given not only to its design and immediate means of access, but also to whether it is in a suitable location in relation to the wider highway system in view of the nature and level of traffic likely to be generated. Consideration will also be given to the impact of proposed access and manoeuvring arrangements on neighbouring users and in particular the amenity of



## CHAPTER EIGHT BUILT ENVIRONMENT

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## BUILT ENVIRONMENT

### Introduction and Policy Aim

8.1 Environmental Quality is one of the three Strategic Objectives of the Plan. This Chapter concentrates on the built environment which comprises buildings and the spaces and environment around them. It includes policies for creating a higher quality environment by:

- ⊗ ensuring that new developments are of a high standard and relate well to what is already there;
- ⊗ giving design advice on transport corridors, gateways, the historic environment and specific topics; and
- ⊗ protecting and enhancing the environment generally.

The Plan sets out an approach to design against which development proposals will be considered. Policies are based on a proper assessment of the character of the City's built and natural environment.

8.2 The policy aim of the Built Environment Chapter is ***to achieve a high quality built environment throughout Coventry, not only for its own sake, but to maintain the attraction of the City as a good place in which to live, work, play, invest and visit.***

### National and Regional Policy Context

8.3 Planning Policy Guidance Note (PPG) 1 "General Policy and Principles" 1997, amongst other things, promotes good design and emphasises that it should be the aim of all involved in the design process. Good design can help to create successful places, where people will choose to live, work, play, invest and visit. Local authorities should concentrate their advice on broad matters of scale, density, height, massing, layout, landscape and access and they should reject poor designs.

8.4 PPG 12 "Development Plans and Regional Planning Guidance" 1992 advises that detailed development control policies may control particular aspects of development including visual intrusion and pollution and protect particular parts of the Plan area including

Conservation Areas. It stresses that high quality environments should be protected and enhanced and poor environments should be improved.

8.5 PPG 15 "Historic Buildings and Conservation Areas" 1994 gives detailed advice on how to preserve the character and appearance of important historic buildings and areas. It sets out that new development should be designed to respect the character and settings of these buildings. PPG 16 "Archaeology and Planning" 1990 does the same for important historic sites.

8.6 PPG 6 "Town Centres and Retail Development" 1996 also gives significance to urban design policies in development plans in order to help improve the environment of town centres. In preparing a town centre strategy, the importance of an urban design analysis to providing a framework for policies, proposals and development briefs for key sites is stressed. Authorities are also encouraged to consider drawing up policies and Supplementary Planning Guidance (SPG) on shopfront design and to review street furniture, paving and signs.

8.7 RPG 11 "Regional Planning Guidance for the West Midlands" 1998 supports the maintenance and enhancement of the quality and distinctiveness of the Region's natural and built environment.

### Local Policy Context

8.8 As a result of Government Guidance and a recognition of the need to improve design advice, the City Council commissioned a City-wide Urban Design Study (1999) from consultants Urban Initiatives which informed the urban design policies in this Chapter. The overall objective of the Study is to help Coventry become a City:

- ⊗ that inspires through imaginative and sensitive design;
- ⊗ with a lively and distinctive character;
- ⊗ where streets and public spaces are safe, accessible and pleasant to use;
- ⊗ with a flourishing economic life; and
- ⊗ that promotes sustainable development by using resources efficiently.



8.9 The report proposes a hierarchy of design policy and guidance which includes:

- ⊗ general design policies which will be City wide;
- ⊗ policies for particular contexts, e.g. corridors, gateways, the Canal, locally distinctive areas and suburban centres of activity;
- ⊗ policies for specific areas, e.g. the City Centre, the Ringway, Inner Area Zones of Change and the North West City Fringe; and
- ⊗ policies for specific topics, e.g. residential development, shopfronts.

Some of the advice will be of a detailed nature and is best presented in the form of SPG rather than policies in the Plan.

8.10 Policies and guidance are also recommended for the processes to be followed in relation to design which include:

- ⊗ urban design frameworks;
- ⊗ the identification of situations where planning briefs will be required; and
- ⊗ design statements as part of major planning applications.

8.11 The [Coventry Community Plan](#) identifies four priorities which are highly relevant to the built environment:

- ⊗ tackling crime and making communities safer;
- ⊗ tackling poverty;
- ⊗ investing in young people; and
- ⊗ meeting the needs and aspirations of older people.

8.12 It refers to the need to spend money on physical improvements to people's environment as part of tackling crime including:

- ⊗ improvements to street lighting;
- ⊗ designing out crime;
- ⊗ schemes to improve security and safety;
- ⊗ improving the environment of target areas to improve local confidence and pride; and
- ⊗ enhancing the distinctiveness of neighbourhoods by appropriate street furniture or materials.

8.13 There are several other strategies which aim to complement and enhance development including [Public Art](#), [Lighting](#), [Regeneration and Urban Design Strategies](#). Creative industries play an important part in regenerative strategies including attracting inward investment, assisting in the marketing of the City, creating identity, developing cultural tourism and supporting local industries.

8.14 The Public Art Strategy aims to build upon existing cultural skills and achievements to create a public art programme that is visionary and achievable and which is supported by its citizens. This Strategy will enable the Council to commission innovative, distinctive and challenging work.

8.15 The Lighting Strategy aims to transform the City Centre at night. It identifies districts, landmarks, gateways, nodes, paths, vistas and edges within the City Centre and suggests both special projects and typical target projects. It also provides technical guidelines on design, approval, lighting techniques, equipment and installation. In due course the Lighting Strategy may be extended to the outer areas of Coventry.

8.16 The purpose of urban design is to ensure that the form of any development (buildings, structures and spaces) contributes to making places for people. It includes the way places work as well as how they look. Design can play an important role in achieving a more sustainable City by considering the layout, scale, density, visual appearance and landscape which make up the form of development. This also includes the orientation and aspect of buildings, the reduction of energy consumption and the use of particular materials. Further details are given in Policy BE 2, the section on energy resources in the Environmental Management Chapter and associated SPG. Ideally, the earlier design issues are considered, the better.

## Strategy

### Strategy and the Principles of Urban Design

#### BE 1: OVERALL BUILT ENVIRONMENT STRATEGY

The City Council will promote and encourage improvement to the built environment throughout Coventry by setting out and applying:

- ✳ the principles of urban design;
- ✳ policies and proposals for the environmental enhancement of corridors and gateways;
- ✳ policies for Conservation Areas;
- ✳ policies for historic buildings and archaeology; and
- ✳ policies for other specific design topics.

This will include working with all those involved in development processes as well as voluntary groups and local people.

(Part 1 Policy)

8.17 The policy aim referred to in paragraph 8.2 is supported by a framework of policies and guidance. Developments will be required initially to consider the principles of Urban Design referred to in Policy BE 2. Depending on the location of the proposals, they will need to take into account policies for corridors, gateways, Conservation Areas,

historic buildings and archaeology referred to in Policies BE 4 to 15. Policies for some specific areas are dealt with elsewhere. The Ancient Arden Design Guidelines are referred to in the Green Environment Chapter, while the City Centre is a separate Chapter in its own right. In some cases there will be design advice for specific topics which will usually be expressed in the form of SPG.

8.18 The variety of people who create and maintain the built environment often need advice on a range of matters. These can include:

- ✳ the site and its setting;
- ✳ existing natural and built features;
- ✳ views that contribute to the area;
- ✳ the relationship to adjacent buildings;
- ✳ the scale, density, massing and height of the proposals;
- ✳ the quality of design;
- ✳ urban form;
- ✳ layout, parking and servicing;
- ✳ landscaping and boundary treatment;
- ✳ environmental impact;
- ✳ special characteristics in Conservation Areas or in areas which are locally distinctive;
- ✳ the needs of disabled people;
- ✳ a safe environment for pedestrians, cyclists and road users;
- ✳ the creation of energy efficient buildings;
- ✳ the creation of secure environments; and
- ✳ maintenance concerns.



8.19 There is need for a partnership between the local authority, the developer and the community in caring for the environment. Developers are encouraged to consult with local communities and amenity societies in preparing proposals, particularly for major developments. The involvement of the community, if undertaken in an effective way, offers the advantage of generating greater concern and care for the environment and the development of a sense of responsibility towards the environment. Neighbourhood Watch Schemes can contribute to the security of areas.

8.20 Particular attention will need to be paid to the Priority Areas, described in paragraph 2.16 of the Overall Strategy Chapter, where the benefits of community involvement in environmental improvement can be increased by helping disadvantaged groups and areas to help themselves. There are other sections of society who suffer disadvantage in one form or another, including disabled people, children and young people, the elderly, unemployed and, in some respects, women. The needs of all such groups should be taken into account when issues of the built environment are considered, and their involvement in the actual improvement of the areas identified should be encouraged.

8.21 Proposals will also need to consider Policy OS 4 which promotes sustainability through developments which use resources efficiently and reduce the need to travel, and Policy OS 7 which encourages mixed-use developments.



## BE 2: THE PRINCIPLES OF URBAN DESIGN

High quality urban design will be promoted by ensuring that all new development takes into account the following design principles:

- ⊗ enhancing townscape and landscape character by reflecting locally distinct patterns of development;
- ⊗ strengthening the continuity of street frontages and the enclosure of space by development which clearly defines the boundaries between private and public space;
- ⊗ providing high quality public spaces which are safe, uncluttered, active and easily identifiable;
- ⊗ making places that inter-connect and are attractive to move through;
- ⊗ ensuring that developments are readily understood by users;
- ⊗ encouraging developments which can adapt to changing social, technological, economic and market conditions;
- ⊗ promoting diversity through mixes of use which work together to create vital and viable places; and
- ⊗ ensuring that developments are sustainable in terms of their design, layout and density.

8.22 The positive features of a place and its communities contribute to its special character and sense of place. They include the landscape, building traditions and materials, culture and other factors that make one place different from another.

8.23 Successful urban spaces, including streets, are defined and enclosed by buildings and structures. The relationship between buildings on a street and between the buildings and the street is the key to this.

8.24 The success of public space depends on the quality and integration of:

- ⊗ paving;
- ⊗ planting;
- ⊗ lighting;
- ⊗ orientation;
- ⊗ shelter;
- ⊗ the arrangement of street furniture and signs;

- ⊗ the way in which it is overlooked;
- ⊗ the routes which pass through it; and
- ⊗ the uses in and next to it.

- 8.25 The convenience, safety and comfort with which people go to and pass through buildings and spaces plays a large part in determining how successful a place will be.
- 8.26 It is important that people can move easily through spaces and buildings by receiving clear messages about where to go and how the links work.
- 8.27 The most successful places can handle change. Even though people may live, travel and work in very different ways, the buildings and spaces can meet these changing needs, rather than being tightly fitted to some immediate purpose.
- 8.28 The mix of uses (whether within a building, a street or an area), where appropriate and desirable, can help to determine how well used a place is, and what economic and social activities it will support.
- 8.29 All the urban design principles contribute to making sustainable places, but issues relating to the form of development including layout, scale and density are particularly important. Layout is the way buildings, routes and spaces are placed in relation to each other and should be designed to conserve energy. Buildings orientated towards the sun need less heating and the layout should consider micro-climate (wind and frost) pockets. The scale of building relates to height and size in relation to the surroundings. Shallow buildings allow better penetration of natural light and ventilation. Developments at higher densities can reduce demand for land, increase energy efficiency, reduce resource consumption and generate a critical mass of people to support services. The layout and density of development should relate to accessibility to public transport and amenities and the capacity of the physical infrastructure. Design and layout should also take account of their impact on local ecology. All of these issues need to be considered in their local context. Proposals which utilise sustainable materials will be encouraged.

- 8.30 The urban design principles are backed up by a hierarchy of policies and guidance which includes some which relates to particular contexts, corridors, locally distinctive areas; some for specific areas, such as the City Centre and some for specific design topics, for example, lighting, safety and security. There are also processes to enable the application of these policies and guidance. These are covered in the next section, applying the design principles. These include a policy for the preparation of design statements as part of major planning applications, advice for areas where change needs to be guided ie urban design frameworks and sites where planning briefs may be required. Some of the guidance will be in the form of SPG.

## Applying the Principles of Urban Design

- 8.31 The design policies in BE 2 are advanced by a variety of means within this Plan and in SPG. This section of the Chapter focuses on three important means of guiding development in particular places:
- ⊗ urban design frameworks - *area based*
  - ⊗ development briefs - *site based*
  - ⊗ design statements - *major developments*

### Urban Design Frameworks

- 8.32 Urban design frameworks set out how development plan policies should be implemented in a particular area where there is a need to control, guide and promote change. They draw on detailed area appraisals, set out urban design principles, link strategy to practical proposals and include an implementation strategy. An urban design framework could include areas which are identified as having special characteristics, such as Areas of Local Distinctiveness, Transport Corridors or Gateways or areas of extensive change such as local regeneration areas. They are initiated and prepared by the City Council, landowners, developers, community groups and regeneration agencies or partnerships of these bodies. Depending on their origin these frameworks might become SPG or act as a basis for dialogue.

## Development Briefs

**8.33** A development brief provides a clear statement of how the Plan's policies should be applied to a specific site. Development briefs bridge the gap between the development plan and a planning application and can perform a number of functions such as:

- ⊗ interpreting development plan policies;
- ⊗ promoting a site for development;
- ⊗ promoting high standards of layout and design;
- ⊗ promoting a mix of uses; or
- ⊗ addressing a particular site constraint or opportunity.

Development briefs provide guidance and supplement the policies and proposals of the development plan, they do not introduce new policies or contradict them.

**8.34** Development briefs will be used in selected cases including mixed-use developments, very large housing schemes, development on sensitive sites and for areas of extensive change such as local regeneration areas.

**8.35** Development briefs should include advice as appropriate to each situation on scale, density, massing, height, landscape, layout and access in relation to the site itself, neighbouring buildings and the surrounding area more generally. SPG will be produced to give more detailed guidance on the content of development briefs. Development briefs should normally be prepared at an early stage in the development process well before the submission of a detailed planning application. Briefs should inform the masterplanning process. Applicants should explain in their planning application design statement how they have responded to the brief. Briefs will include formal public consultation, where appropriate, so that they can be adopted as SPG. This will give more weight to them as a material consideration in the development control context.

**8.36** Development briefs are generally prepared by the City Council as a basis for assisting in the determination of planning applications. Landowners, developers, regeneration partnerships, and business and community organisations often have a role to play in the preparation of such briefs.

## Design Statements

**8.37** Design Statements are submitted by applicants to explain how their proposal will respond to the design principles in Policy BE 2 and to other relevant design policies and guidance.

### BE 3: DESIGN STATEMENTS AS PART OF MAJOR PLANNING APPLICATIONS

Applicants for planning permission for major new developments or redevelopments will be expected to submit a written statement setting out the design principles adopted and how they are achieved in relation to the site and the wider context, as well as illustrative material in plan and elevation.

**8.38** Major developments are defined as the Principal Housing Sites identified in Policy H 8, the Principal Employment Sites identified in Policy E 6, shopping schemes larger than local shops and social, community and leisure schemes with more than a local catchment area as described in Policy SCL 2. The Policy will also apply to proposals for redevelopments of a similar scale to those identified above. The design statement could include:

- ⊗ an explanation of the design concept and principles;
- ⊗ an outline of how these will be reflected in the development's layout, density, scale, landscape and visual appearance;
- ⊗ an explanation of the purpose of the proposed development and how the design relates to the site and wider area;
- ⊗ an explanation of how the development will meet the urban design policies outlined in Policy BE 1;
- ⊗ any relevant supplementary planning design guidance. This will take the form of design guides for topics or areas or site specific development briefs; and
- ⊗ plans and drawings should be submitted to ensure that the design can be properly assessed. These should include a location plan, plan of existing layout, plan of proposed layout, floor plans, elevations and cross-sections.

8.39 The full list of information will only be required for the larger and more complex schemes. The level of information required will vary with the size and sensitivity of the site and with the type of development which is proposed. For smaller more straightforward schemes a short written statement with basic illustrative material for the scheme and its context will be enough.

## Transport Corridors and Gateways

8.40 An important aspect of regenerating the economy of the City is the continual upgrading of its image for both visitors and residents. For many visitors, including potential investors, the impression taken away is the one that they first get upon entering and travelling through the City. Residents use corridors and gateways on a regular basis and improvements there benefit the overall quality of life. Major radial transport corridors link the City Centre to the edge of the built up area and divide the City into wedges. The transport corridors have an important role both as links and places in their own right. Giving a corridor a "beginning and end" is important to enhance local character and identity as well as creating a good impression. Gateways give a physical definition to these qualities.

8.41 Most of the City's corridors serve two roles as a thoroughfare and a place to live. The street character depends upon its ability to create quality in terms of place and links. There are already several high quality road corridors and gateways to the City including Kenilworth Road, Allesley Old Road, Holyhead Road between Moseley Avenue and the A45, Tamworth Road, Binley Road and Leamington Road. All the road corridors would benefit from being upgraded and improved.

8.42 Therefore, development will be promoted and controlled in order to protect and enhance the Canal corridor, railway corridors and road corridors and at City gateways.

8.43 Text Map BE (1) shows the main existing and proposed road, Canal and railway corridors and gateways.

### BE 4: ROAD CORRIDORS

The following road corridors are priorities for environmental enhancement during the Plan period:

- 1 Foleshill Road/Longford Road/Bedworth Road;
- 2 Sky Blue Way/Walsgrave Road/Ansty Road/Hinckley Road; and
- 3 Coventry Eastern By-pass (A46).

The following sections of road corridors will also be considered:

- 4 Butts Road/Spon End/Hearsall Lane between the Ring Road and the A45;
- 5 Holyhead Road between the Ring Road and Moseley Avenue;
- 6 Radford Road between the Ring Road and Radford Common;
- 7 Stoney Stanton Road between the Ring Road and Phoenix Way; and
- 8 London Road between the Ring Road and the Whitley roundabout.

Enhancement will be achieved by both planning control and direct action. A Design Framework will be prepared for each corridor to guide the form of development and ensure that co-ordinated enhancement takes place.



8.44 Three road corridors should be given priority. Enhancement of the Foleshill Road/Longford Road/Bedworth Road corridor, comprising a succession of traditional inner area streets, will aid the regeneration of the north of the City. Enhancement of Sky Blue Way/ Walsgrave Road/Ansty Road/Hinckley Road, a succession of different types of street, will

also aid regeneration in part and also improve the image for those entering the City from the north-east and east. Enhancement of the Coventry Eastern Bypass (A46), will improve the image of the City for passing motorists.

8.45 Having identified these corridors, enhancement will be achieved through planning control (negotiating improvements to proposals) and direct action (through planning and highway powers or other action). Environmental enhancements to transport in the context of this Chapter means the aesthetic improvement along and around such corridors such as:

- ⊗ improvements to buildings adjoining the corridor;
- ⊗ marking a junction, e.g. increasing building enclosure by infilling;
- ⊗ increasing active frontage; and
- ⊗ increasing building height and introducing landmark buildings.

Improvements to the street boundary might include emphasising the edge by landscaping/planting or fencing. Features like trees, surface treatments, lighting, signing, street furniture, colour and common materials can also provide linking elements. Design frameworks and development briefs will guide enhancement with the following objectives. They are to:

- ⊗ provide a better welcome and first impression to visitors;
- ⊗ guide, orientate and inform visitors about areas, attractions and facilities both along the route and in the City Centre before arrival;
- ⊗ reinforce the character and identity of overall corridors, particular areas and sections of a corridor;
- ⊗ promote the provision and use of public transport; and
- ⊗ enhance the public space through co-ordinated environmental improvements reflecting corridor and local character identity.

8.46 The last five corridor sections will be considered later in the Plan period. These are corridors of which only a part causes problems, where the corridor is not a major entrance to the City or where opportunities for action may be limited.

## BE 5: THE CANAL CORRIDOR

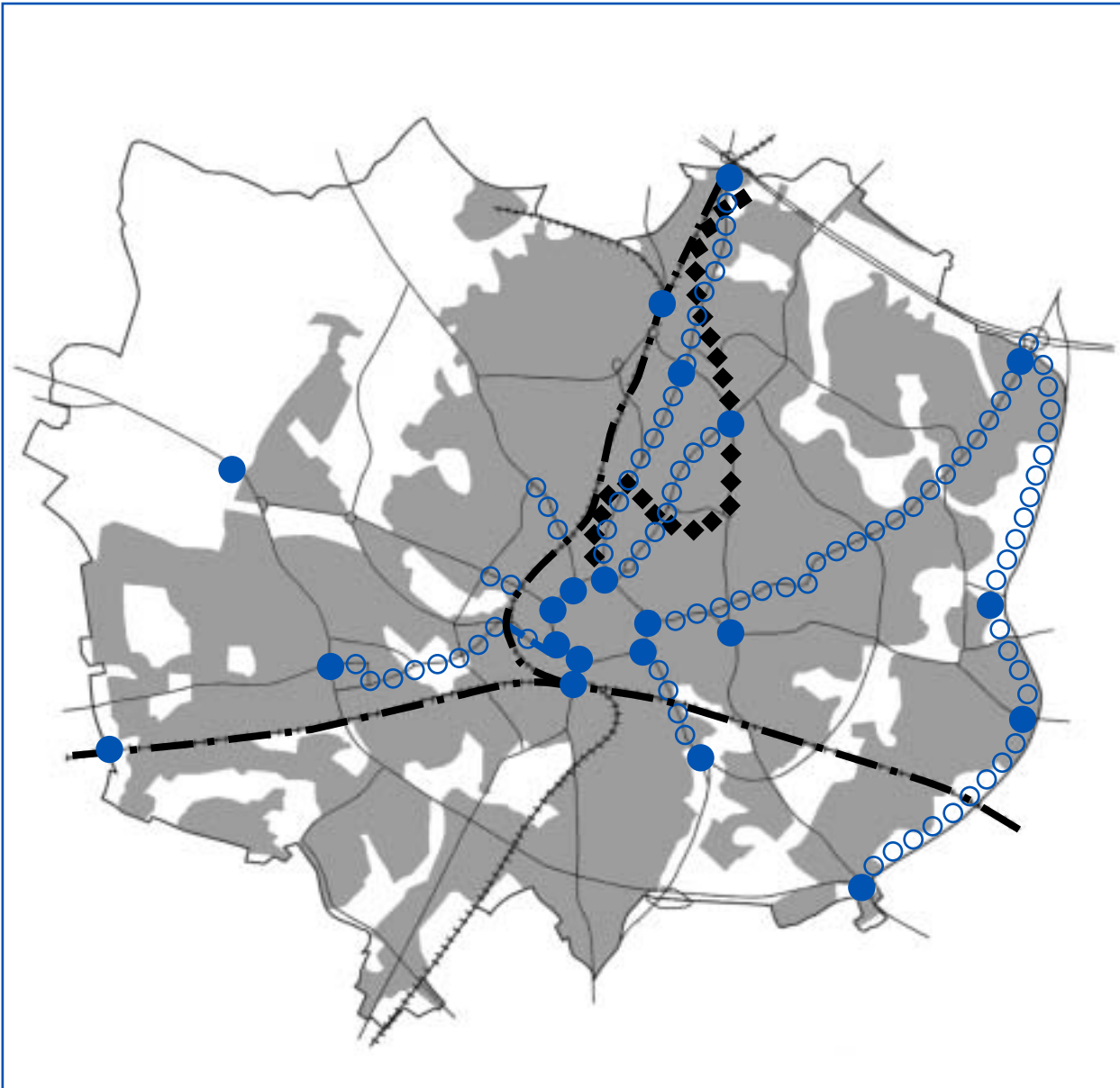
Developments within the Coventry Canal Corridor should:

- ⊗ respect the unique character of the canal through innovative and sensitive design;
- ⊗ use matching designs and materials for works and repairs to historic canal structures;
- ⊗ provide external spaces which allow visual and physical access and encourage links to residential areas;
- ⊗ protect and manage the function of the canal as a wildlife corridor by resisting proposals which destroy or adversely affect areas of ecological interest;
- ⊗ protect existing hedgerows and trees and introduce soft landscape works to retain the canal as a green waterway;
- ⊗ use canalside furniture which is robust, simple and "user friendly";
- ⊗ encourage a positive relationship between the canal and surrounding land to provide high quality and appropriate boundary treatment;
- ⊗ provide and if necessary upgrade pedestrian access to maintain the role of the canal as a green pedestrian link; and
- ⊗ protect the water quality of the canal to a minimum of Class 2 (fair) by controlling existing discharges by licensing and discouraging new surface water discharges.





Map BE (1) Transport Corridors & Gateways - Policies BE 4, 5, 6 & 7



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8.47 The Coventry Canal is a major City corridor which has already been the subject of a comprehensive design and development study which forms SPG and is identified as an Urban Green Space corridor in Policy GE 3. It also forms part of the North-South Regeneration Corridor and ties into the North of Coventry Regeneration Zone, Foleshill Gasworks Strategic Regeneration Site (see Policy OS 2) and local area regeneration initiatives (see Policy OS 3). Several enhancement schemes have already taken place.

#### BE 6: THE WEST COAST MAIN LINE RAILWAY CORRIDOR

Particular regard will be had to the design and attractiveness of all development proposals in the vicinity of and visible from the West Coast Main Line railway.

8.48 The West Coast Main Line is one of the busiest sections of railway line in the country and passengers need to receive positive images of the City from the train. Current images are mainly positive with views of modern industrial premises, open space and housing mixed with less attractive sections around the A45 bridge and south of Tile Hill station. There is a need to ensure that any new developments present an attractive view to the railway as well as a need for improvements to a number of existing buildings. Policies AM 7 and AM 16-3 and 16-4 seek improvements to the existing stations at Canley and Tile Hill. The main station area is referred to in Policies CC 25 and CC 26.



#### BE 7: GATEWAYS

Design frameworks will be prepared for each City gateway to guide the form of development and ensure that co-ordinated enhancement takes place. These frameworks will include the following aspects:

- ✳ creating an enhanced sense of arrival and welcome;
- ✳ creating a series of structures to act as landmarks;
- ✳ identifying appropriate levels of highway and pedestrian signage;
- ✳ reflecting the enhancement strategies for individual City corridors;
- ✳ responding to development opportunities on adjacent sites; and
- ✳ improving the physical appearance of the public spaces.

8.49 The City gateways are shown on Text Map BE (1). Most of them are at major road junctions, some at the edge of the City, others at key locations within the built-up area and others at the Ring Road junctions. Two are on the rail corridor at Tile Hill station and the main station. Both public and private investment will be encouraged at these locations.

#### Conservation Areas

8.50 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on local planning authorities to designate as Conservation Areas any "areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance". Policies for them should seek to preserve or enhance their character or appearance while taking into account the need for them to function successfully as places for social and economic activity. The Act also requires local planning authorities to review their Conservation Areas from time to time and, where appropriate, to designate additional areas. There are 13 existing Conservation Areas to be retained which are shown on the Proposals Map (including the City Centre Inset Map) and on the Text Map BE (2).

Map BE (2) Conservation Areas - Policies BE 8 & 9



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- Existing** ●
- 1. Allesley
  - 2. Kenilworth Road
  - 3. Stoke Green
  - 4. Greyfriars Green
  - 5. Hill Top
  - 6. Lady Herbert's Garden
  - 7. Spon Street
  - 10. Chapelfields
  - 11. High Street
  - 12. Ivy farm Lane
  - 13. Far Gosford Street

- Proposed** ○
- 14. Naul's Mill

## BE 8: CONSERVATION AREAS

New Conservation Areas, and changes to boundaries of existing Conservation Areas, will be designated where:

- ⊗ the Area has special architectural or historic interest, and
- ⊗ It would be desirable to preserve or enhance the character or appearance of the Area.



8.51 Naul's Mill Park area is being designated as a Conservation Area. It is an area containing a traditional Victorian park and Bablake School, together with several streets of fine Victorian houses, the character of which could be eroded by unsympathetic works and alterations. There is also potential for enhancement works to be carried out within the area. The area represents a coherent, attractive and high quality, mainly residential area and is worthy of special care to ensure its conservation.

8.52 The opportunity has also been taken to review the boundaries of the existing Conservation Areas and changes to three of them are proposed:

- ⊗ Spon Street Conservation Area to be extended to include parts of Hill Street and Lower Holyhead Road, which possess a similar quality and character to the existing Area, and backland in Watch Close in order that development can be controlled in such a way as to safeguard the setting of the Conservation Area. There are also minor changes to reflect property boundaries;
- ⊗ Stoke Green Conservation Area to be extended to include an attractive area of allotments and to make a small adjustment to the boundary behind 11-17 Stoke Green to reflect development since the Conservation Area was designated;
- ⊗ Kenilworth Road Conservation Area to be extended to take account of development behind 54 Kenilworth Road.

8.53 Existing Conservation Areas, including these intended changes, and the proposed Naul's Mill Conservation Area, are shown on the Proposals Map.

## BE 9: DEVELOPMENT IN CONSERVATION AREAS

Development within, or affecting the setting of, a Conservation Area will only be permitted if it would preserve or enhance the character or appearance of the Area.

Having regard to the special architectural or historic interest of the Area, the acceptability of development will be determined on the basis of:

- ⊗ the scale, massing, siting, design and materials of any new building or structure;
- ⊗ the effect of any associated loss, alteration or creation of buildings and other townscape and landscape features; and
- ⊗ the nature of its use and resulting levels of traffic, parking, disturbance and other activities.

Supplementary Planning Guidance will be produced for Conservation Areas.

8.54 When exercising its planning functions, the City Council has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area. There is a strong presumption against proposals which conflict with this objective. Designation alone will not ensure this and it is necessary to formulate and publish guidelines and proposals from time to time for their protection and enhancement. These proposals include not just the buildings which are of importance to their character but also the spaces between buildings and views into and within the Area.

8.55 Policy BE 9 and Policy BE 10 relate only to applications for planning permission. Certain works in Conservation Areas, such as demolition and works to trees, do not require planning permission but do require Conservation Area consent under the Planning (Listed Buildings and Conservation Areas) Act 1990. The statutory duty to pay special attention to the desirability of preserving or enhancing the character of a Conservation Area applies to the determination of applications for Conservation Area consent, as it does to applications for planning permission. Policies BE 9 and BE 10 are designed to ensure a co-ordinated and integrated approach to applications for planning permission and applications for Conservation Area consent, and where such applications are linked the City Council will generally expect them to be made at the same time.

8.56 Particular attention will be paid to the details of submitted applications in Conservation Areas. This includes consideration not only of siting, scale, massing and design but also the landscaping, colour and materials of the proposed development. Because these details are fundamental to the consideration of planning applications in Conservation Areas, it will normally be a requirement that they are submitted as part of the application. Details of important Conservation Area features to be taken into account will be given in SPG.

8.57 The enhancement of Conservation Areas is the positive side of designation and can act as a catalyst for individuals and groups to assist in improving an Area. Funding for schemes for a programme of enhancement within Conservation Areas and for works within Conservation Areas where this will ensure the retention of historic fabric are available from English Heritage in partnership with the local authority and others.

8.58 SPG exists for the following Conservation Areas:

- ⊗ Stoke Green;
- ⊗ Chapelfields;
- ⊗ Spon Street; and
- ⊗ Kenilworth Road.

#### BE 10: THE RETENTION OF BUILDINGS IN CONSERVATION AREAS

There is a presumption that buildings which make a positive contribution to the character or appearance of a Conservation Area will be retained.

Planning applications involving the demolition of buildings in Conservation Areas will be determined having regard to the following considerations:

- ⊗ the part played by the building in the architectural or historic interest of the area;
- ⊗ the condition of the building and the viability of its retention and continued occupation;
- ⊗ the wider effects of demolition on the surroundings and on the Conservation Area as a whole; and
- ⊗ whether the replacement scheme will make a more positive contribution to the appearance or character of the area or bring other substantial benefits to the community that outweigh the harm caused by the loss of the buildings.

8.59 Demolition of a building in a Conservation Area requires Conservation Area consent. When determining an application for such consent, there will be a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of the Conservation Area and in such cases the same broad criteria will be used as for proposals to demolish listed buildings. Although planning permission is not required for demolition of a building in a Conservation Area, it may be required for related development such as a replacement building. In such a case, the loss of the building to be demolished may, in addition to requiring Conservation Area consent, be a crucial factor in deciding whether to grant planning permission for the related development and what safeguards should be in place if planning permission is to be granted.

8.60 The City Council will seek to ensure that any change of use is compatible with the preservation and enhancement of the building and its setting. In order to safeguard the character and appearance of Conservation Areas, it will seek to secure the repair or restoration of buildings within such areas.

8.61 Where the merit of a proposed redevelopment has influenced the decision to allow the demolition of a building, conditions may be imposed to ensure that no demolition takes place until planning permission has been granted and contractual commitments have been made for the replacement scheme.

### Areas of Local Distinctiveness

8.62 There are other areas with distinct development patterns which development should recognise and respect, even though the area is not appropriate for statutory designation as a Conservation Area. The identification of such Areas of Local Distinctiveness and the preparation of associated guidance, applies the principles of Policy BE 2 in a way which enhances the quality of and pride in the local environment. Design guidance will be prepared for them which appraises the character needs and development pressures as understood both by planning and design professionals and by their local communities. This could include advice on street patterns, plot size, building plot ratios, scale, the relationship of buildings to spaces, density, landscaping and the use of local materials.

8.63 The identification of areas of local distinctiveness will be on the basis of a detailed analysis of local conditions and will include a study of the following:

- ⊗ consistency/coherence of building forms and materials;
- ⊗ particular uses or mix of uses;
- ⊗ historical significance in the development of the City;
- ⊗ general environmental quality; and
- ⊗ evidence of erosion of the above qualities.

A pilot study has commenced in the Spon End and Lower Coundon area. Suggestions for further areas to consider following the completion of this include Longford, Earlsdon, Upper Stoke and Canley Gardens.



8.64 The programme of work to be carried out in each identified area of local distinctiveness could include:

- ⊗ identification of the boundaries of the area;
- ⊗ preparation of a character statement through detailed area analysis;
- ⊗ development of character statements leading to design guidelines which reflect the specific local context;
- ⊗ development of character statements and design guidelines into an Urban Design Framework; and
- ⊗ adoption as SPG following public consultation.

The main work would not necessarily be carried out by the City Council. A local community or other interested party could do it.

8.65 Detailed issues that could be covered include:

- ⊗ alterations and extensions to buildings;
- ⊗ soft landscape design and open space;
- ⊗ boundary treatments;
- ⊗ floorscape design and street furniture;
- ⊗ views, vistas and landmarks;
- ⊗ shopfronts;
- ⊗ environmental enhancement schemes, key development sites, site specific briefs and local design initiatives; and
- ⊗ maintenance.

## Buildings of Special Architectural or Historic Interest

8.66 "Listed buildings" are those nationally recognised as being of special architectural or historic interest. In addition to their intrinsic merit, they can often be of crucial importance to the character of an area.



8.67 Policies BE 11 to BE 13 relate only to applications for planning permission. However, the alteration or extension of a listed building (which includes buildings or structures within its curtilage) will require listed building consent under the Planning (Listed Buildings and Conservation Areas) Act 1990 whether or not planning permission is also required. Further, the demolition of a listed building does not require planning permission but does require listed building consent. Nonetheless, demolition may be one part of a redevelopment proposal which includes other elements needing planning permission. A change of use does not require listed building consent but may entail physical changes which do. There is often a close linkage between applications for planning permission and applications for listed building consent. The City Council will normally expect related applications to be made together.

8.68 Whether determining applications for planning permission or for listed building consent, the City Council has a statutory duty to have special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest which it possesses. When considering an application for listed building consent, there is a general presumption in favour of the preservation of listed buildings and Policies BE 11 to BE 13 aim to achieve a consistency of approach when planning permission is sought.

### BE 11: ALTERATION OR EXTENSION OF LISTED BUILDINGS

Development which:

- ⊗ involves alteration or extension;
- ⊗ is within the curtilage of; or
- ⊗ affects the setting

of a listed building will be permitted only if there will be no detrimental impact on the appearance and character and the architectural or historic interest of the building and its setting or on the contribution it makes to the area in which it is situated.

Submission of full details of any changes will be required.

8.69 The character, appearance and architectural or historical significance of a listed building can be damaged by unsympathetic development even of a relatively minor nature. Before alterations are approved, full details clearly showing all the proposed changes should be submitted. As far as possible all original features should be retained and, where this is not possible, careful attention must be given to the details of any replacements. Alterations will be judged on:

- ⊗ the degree to which historic fabric is retained; and
- ⊗ the use of sympathetic design and materials.

8.70 It is not only the use and physical structure of a listed building which are important. Of equal importance is the context of the building in relation to the surrounding development. The character of a listed building can be spoiled by the unsympathetic development of an adjoining site. It is important, therefore, that the settings of listed buildings are also protected.

8.71 Historic properties are subject to the Disability Discrimination Act 1995. A particularly careful balance will need to be struck, therefore, between conservation and the improvement of access for disabled people.

### BE 12: CHANGE OF USE OF LISTED BUILDINGS

The change of use of a listed building (either in the short- or long-term) will only be permitted where it can be demonstrated that the proposed use would be the optimum viable use compatible with protecting the special architectural or historic interest of the building and its setting. Full details of all alterations, both internal and external, required to implement the new use will be required with all applications.

- 8.72 The best use of a listed building is generally that for which it was built. However, it is not always possible for it to remain in its original use and it may be necessary to find an alternative use in order to ensure the maintenance and retention of the building. Alternative uses for listed buildings will only be allowed if they would not have a detrimental impact on its appearance or character and the architectural or historic interest. To help ensure that this is the case, the special interest of the building must be assessed and it will be a requirement that details of any consequent alterations are submitted as part of the application. Judging the best use requires balancing the economic viability of possible uses against the effect of consequent changes to the special architectural or historic interest of the building in question.



### BE 13: DEMOLITION OF LISTED BUILDINGS

Development involving the loss of a listed building or any part or feature contributing to its special architectural or historic interest, whether or not specifically mentioned in its listing, will be permitted only if it is proven that no realistic alternative for its survival can be secured. In the case of a development proposal involving the demolition of a listed building particular regard will be had to whether:

- ⊗ it has been demonstrated that the condition of the building, part of the building or feature, makes it impracticable to repair, renovate or adapt it to any reasonable beneficial use for which planning permission would be given; and
- ⊗ there is clear and convincing evidence that all reasonable efforts have been made to sustain the existing use or find a viable new and acceptable use or uses for the building.

- 8.73 A development proposal which involves the demolition of a listed building or any part or feature will only be permitted where there is no acceptable use which could ensure its maintenance and repair, or the building is wholly beyond repair. The applicants will be required to prove this is the case. The overall impact of the development proposal must also be carefully assessed. Demolition must not cause harm to the setting of any other listed building, the character of the street scene or the character of a Conservation Area.

- 8.74 The City Council has powers under the Planning (Listed Buildings and Conservation Areas) Act 1990 to take action to ensure that listed buildings in private ownership are properly maintained and not allowed to fall into a state of disrepair. Where it appears that action is necessary to preserve listed buildings the City Council will consider the use of these powers.



**BE 14: "LOCALLY LISTED" BUILDINGS**

A list of buildings of local architectural or historic interest worthy of conservation will be maintained.

Development involving the partial or complete loss of such a building will be permitted only if the benefits of the development can be shown to outweigh any resulting harm, or that no realistic alternative for its survival can be secured.

**8.75** In addition to statutorily listed buildings, the City Council also maintains a list of other buildings of local architectural or historic interest worthy of conservation. In considering planning applications for development which affects the character or appearance of buildings on this "local list", the City Council will pay particular attention to the need to preserve their character or appearance. The City Council will seek to protect locally listed buildings, would need to be convinced that there are good reasons for demolition if it is proposed and will work to find suitable uses which ensure their retention. Where appropriate, it will seek to have such a building placed on the statutory list.

**8.76** The criteria for including buildings on this "local list" will be based on the criteria for the compilation of the statutory list, although it is recognised that these buildings will be of local rather than national significance and will display the historic development of buildings within the City.

## Ancient Monuments and Archaeological Sites

**8.77** Coventry is an ancient city which can trace its history back to the Saxon period. Urban growth and rebuilding over the centuries have removed most above ground traces of earlier times, and those buildings and structures that have survived have great importance because of their rarity within the City. Of these sites, 10 are protected by law as "Scheduled Monuments" under Part I of the Ancient Monuments and Archaeological Areas Act 1979 and others are listed buildings.

**BE 15: ARCHAEOLOGICAL SITES**

There will be a presumption in favour of the preservation of archaeological remains of national importance (whether or not scheduled ancient monuments and whether visible or concealed) and of their setting. Such remains should be accessible for public enjoyment and expert study wherever this is feasible without being significantly detrimental to their preservation.

Development adversely affecting known or suspected archaeological remains of less than national importance, or their setting or accessibility, will be permitted only if the benefits of the development clearly outweigh the likely harm. Preservation of remains where they are found, if feasible, is preferred. In any case, all practicable measures must be taken for their assessment, recording and protection.

Where the existence or importance of remains is uncertain, suitable assessment may be required prior to the determination of a development proposal.



**8.78** Development, particularly during the twentieth century, has considerably reduced the below ground remains, which survive more widely within the City than standing monuments. The principles set out in PPG 16 will be followed with a preference for the retention of archaeological remains in situ. Fieldwork, recording and "preservation by record" may be considered as an alternative where in situ preservation is inappropriate. The need for proper assessment of the archaeological effects of any development proposal prior to its determination is crucial.

8.79 The archaeological resource in some parts of the City is well documented and in these areas it is possible to predict with some accuracy what is likely to survive and in what condition. However, for large parts of the City, the record is incomplete or non-existent. There is a clear need to collate the existing data and to ensure that the impact of development works on archaeological remains is properly assessed and managed within the planning process. The City Council will identify zones of differing archaeological priority as an aid to managing development of the City and will establish an urban archaeological database, allowing closer integration of archaeology and the planning process. The database will allow a more comprehensive urban archaeological assessment to be carried out, reviewing what is known of the City's archaeology and producing a strategy document identifying priorities for future work.

8.80 The City Council may require an on-site assessment by trial works before making a decision on a proposal. This assessment will seek to determine the character and condition of any archaeological remains within the site and the likely impact of the proposal on such remains. It can put forward proposals for the mitigation of the impact. The City Council may also impose a condition to hold a "watching brief" during the construction period or specifically to carry out archaeological investigation and recording in the course of the permitted operations on-site.

8.81 A detailed scheme of works, approved in advance by the City Council, will be required where complete preservation in situ of archaeological remains is not appropriate. The City Council may require that no development takes place before an archaeological assessment of the site has been commissioned.

## Other Design Topics

8.82 Policies have been prepared for a series of topics identified below. Many of these will be supported by SPG in the form of design guides, some of which already exist. These will be updated and prepared on a prioritised and phased basis. However, not all design guides need be prepared by the City Council and other organisations could assist.

8.83 The following topics will be covered:

- ⊗ Telecommunications;
- ⊗ Advertising;
- ⊗ Public Art;
- ⊗ Lighting;
- ⊗ Landscape design and development (including boundary treatment); and
- ⊗ Safety and security.

## Telecommunications

### BE 16: TELECOMMUNICATIONS

Proposals for telecommunications equipment should ensure that:

- ⊗ the equipment is designed and sited to minimise visual intrusion;
- ⊗ local amenity is not significantly adversely affected; and
- ⊗ equipment provision should not exceed the foreseeable needs of the telecommunications operators.

8.84 PPG 8 "Telecommunications" 1992 states that local planning authorities should include policies which weigh the importance of making reasonable provision for telecommunications development against the need to protect and enhance the environment. Sites may be subject to special planning policies for example in relation to Conservation Areas, Green Belts, Sites of Special Scientific Interest, Local Nature Reserves and Coventry Nature Conservation Sites.

8.85 It is necessary to ensure that apparatus is sited and arranged as unobtrusively as possible. Where possible existing masts or apparatus should be used to prevent a cluttered appearance. Sensitive views should be looked at carefully, particularly in the open countryside and in residential areas. Where visual harm is unavoidable the developer must demonstrate that there is no technically feasible and less harmful alternative.

Outdoor Advertisements

**BE 17: OUTDOOR ADVERTISEMENTS**

Outdoor advertisements will be controlled in order to safeguard the interests of:

- ⊗ amenity; and
- ⊗ public safety.

Detailed guidelines for the control of express consent to display outdoor advertisements will be set out in Supplementary Planning Guidance.



**8.86** PPG 19 "Outdoor Advertisement Control" 1992 is concerned with helping everyone involved in the display of outdoor advertising to contribute positively to the appearance of an attractive and cared for environment in cities, towns and the countryside. Most advertisements are within the scope of the control regime of the Town and Country Planning (Control of Advertisements) Regulations 1992. Local planning authorities may control advertisements when it is justified in the interests of amenity and public safety.

**8.87** Whether in the form of signs on individual properties, or in the form of commercial poster panels, outdoor advertising has an impact on the built environment. Applications for express consent to display advertisements can only be judged against the interests of public safety or amenity. The City Council has prepared planning guidelines for the control of outdoor advertising. These are SPG and will be a material consideration in determining applications.

Public Art

**BE 18: PUBLIC ART**

Public art will be encouraged as a desirable element of good design in new developments.

**8.88** The vision for public art is more than public art works. It should be part of the fabric of the City, incorporated into our buildings and our public spaces. Public art describes any contribution or intervention made by artists or craftspeople, whether part of a building or free-standing, and whether permanent or temporary, that is intended for public space. Public art encompasses a wide diversity of forms, media and processes. This can include the use of unusual materials or technologies, use of "art" materials or technologies in experimental ways, or in an innovative approach to social processes. The art element must be designed into schemes at the start. Art or design which is "bolted on" as an afterthought nearly always fails. A series of integrated works created through a collaborative approach, such as artist designed public squares, lighting schemes and planting projects, also enables art to become part of the fabric of the City.

**8.89** The function and benefits of public art are not just aesthetic but also essentially social and economic. It can discourage abuse of the environment by generating public respect for it. A stimulating environment can lift the morale and generate pride in the environment. A well designed environment can attract business and visitors (and hence jobs). It can sometimes respond directly to the needs of communities; for example, in the design of public seating and street furniture. It can create jobs for artists, craftsmen, designers and manufacturers. Public art can also respond to the needs of minority interests and can encourage communities to gain social spaces. This can lend greater "humanity" and individuality to schemes which are important elements of the built environment.



- 8.90 Public art will be encouraged in all new developments but particularly in the following locations:

**Meeting places** including public squares, parks and gardens, civic and cultural buildings, heritage sites, schools, universities, religious centres, leisure centres and places of business and commerce and

**Transport corridors** relating to places through which people move including corridors, gateways and transport and pedestrian nodes.

- 8.91 Site specific art work can give an area or space a sense of place which can act as a local reference point. This can reinforce the identity of places, for example by being a landmark at key intersections on footpaths and on roundabouts. They can also be used as a theme to link places such as along the Canal. Art work features can define and enliven spaces and provide visual interest. Public art is most effective when it is in a prominent and accessible location, or will contribute to the achievement of high quality design. Where development involves the loss of some historic or aesthetic feature this could be replaced with public art.
- 8.92 Public art may form an intrinsic part of the design of a scheme and potentially require the use of planning conditions. On some occasions, public art may need to be secured by planning obligations where, for instance, it is to be provided by way of financial contribution by the developer or a donation of an artwork or site. SPG will include information and advice about commissioning procedures.

There could be specific design and development briefs for projects and buildings. The City Council can play a particular role where it is a land owner. The Public Art Strategy gives a list of priority sites within the framework identified in para 8.90.

## Lighting

### BE 19: LIGHTING

Carefully designed lighting proposals will be encouraged to create and improve lighting where it contributes to the overall appearance of the City during the hours of darkness, both for public and private buildings and spaces.

Detailed guidelines for proposals will be included in Supplementary Planning Guidance.



- 8.93 The imaginative use of lighting has the power to reveal or conceal buildings, landscape and topographical features, define routes and boundaries and emphasise views and features. The main objective of the City Council's Lighting Strategy is to improve the overall experience of the City during the hours of darkness. This requires the lighting within the City Centre and outer areas to be considered as a whole. To do this a balance between various key criteria is sought: image, the night time economy, safety, security, spectacle, energy use and environmental impact including light pollution. More detailed guidance will be given in SPG.

## Landscape Design

### BE 20: LANDSCAPE DESIGN AND DEVELOPMENT

A high standard of landscape design and boundary treatment will be required as part of the design of development.

- 8.94 Good quality landscape contributes to the local environment, the positive overall image of the City and to the relationship of buildings and the quality of spaces between them. Landscaping in development is used to integrate with and soften its impact on the surroundings. Landscape schemes should use existing natural features and where necessary improve their ecological value. It can also link in with existing and proposed Green Space. Special landscaping schemes may be required along main transport corridors.

## Safety and Security

### BE 21: SAFETY AND SECURITY

Designs for development proposals should take personal safety into account without compromising a high quality environment.

- 8.95 The design of development can discourage crime and help reassure people. Basic design considerations include the need for elements of self-policing, such as windows overlooking areas, direct footpaths, passing traffic (pedestrian and vehicular), layout, well located planting, good lighting and the possibility of installing security equipment. The design features should discourage crime and be environmentally sensitive. Further advice can be found in Circular C5/94, Planning Out Crime, produced in consultation with the Home Office and the Association of Chief Police Officers. More detailed advice will be given in SPG.



## CHAPTER NINE GREEN ENVIRONMENT

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## GREEN ENVIRONMENT

### Introduction and Policy Aim

9.1 Within Coventry there is a wide variety of Green Spaces that make a valuable contribution to the image and character of the City, its environmental quality and to people's quality of life. In particular, they help provide:

- ⊗ opportunities for outdoor leisure and recreation, which is important for health and well-being, and in meeting sustainable (see paragraph 2.19) Green Space needs "locally";
- ⊗ visual amenity, contributing to the appearance and scenic quality of the City;
- ⊗ air quality, filtering urban pollution;
- ⊗ a physical character and structure for the City, thereby enhancing its image for inward investment;
- ⊗ a diversity of wildlife habitats, which have an educational and an intrinsic value;
- ⊗ opportunities for social interaction, including the provision of areas for children to play; and
- ⊗ a living landscape, reflecting the history and culture of the City, and through this "local distinctiveness".

9.2 The policy aim of the Green Environment Chapter is ***to provide people with rich, accessible and diverse Green Spaces, linked to the surrounding countryside where possible, while ensuring effective conservation of wildlife, landscape and natural features, as important elements of a clean, healthy and sustainable green environment.***

### National and Regional Policy Context

9.3 Local authorities were given a clear role in maintaining and increasing biodiversity, following the 1992 Rio Earth Summit, primarily through the production of Local Biodiversity Action Plans, ongoing in Coventry, but also through the activities of local planning authorities. In this regard, biodiversity is a key indicator of sustainability and should be considered as early as possible in scheme design, so that it can be integrated into the proposal to avoid or minimise harm to wildlife.

9.4 Planning Policy Guidance Note (PPG 2) "Green Belts" 1995 and "Regional Planning Guidance for the West Midlands" 1998 (RPG 11) promote Green Belts as the most effective way of preventing urban sprawl by protecting the open countryside between towns and green wedges within urban areas.

9.5 PPG 17 "Sport and Recreation" 1991 gives great importance to retaining recreation and amenity open space so that people, particularly the young and elderly, have access to open space near their homes. Local planning authorities need to take into account the value of open space not only as an amenity, but also as a contribution to the conservation of the natural and built heritage of the area.

9.6 PPG 9 "Nature Conservation" 1994 sets out the objectives of ensuring that plan policies:

- ⊗ contribute to the conservation and diversity of wildlife and habitats;
- ⊗ minimise the adverse effects on wildlife where a conflict of interest is unavoidable; and
- ⊗ meet international responsibilities and obligations for nature conservation.

It advises that local plans should offer reasonable certainty to developers, landowners and residents alike about the weight that will be given to nature conservation interests in reaching planning decisions. It also refers to the need for plans to be concerned beyond existing designated areas with other land of conservation value and the possible provision of new habitats.

9.7 RPG 11 also highlights the need for the sparing use of local designations to protect areas of landscape and nature conservation value. It suggests an emphasis on identifying the distinct character of the local landscape and other features that need to be respected or enhanced. Maintenance of open space within urban areas is seen as critical to a sustainable approach to urban regeneration. The guidance also highlights the great value of informal small areas of open space to local communities, making them worthy of protection.

## Local Policy Context

9.8 An essential task for the City is to make adequate provision for sustainable development and economic growth, while ensuring the effective conservation and enhancement of Green Space, wildlife and natural features, as important elements of a clean and healthy natural environment. Sustainable development does not necessarily mean less economic development; with careful planning control, conservation and development can usually be compatible, helping to improve the overall image and quality of the City as an attractive place in which to live, work, play, invest and visit.

9.9 Local authorities have a clear role in maintaining and increasing biodiversity, and the Government's strategy is not just about saving rare and endangered species, but also a range of the more familiar and common plants and animals. In pursuance of the Government's commitment to biodiversity conservation, the City Council commissioned a detailed and comprehensive [Phase 1 Habitat Survey](#) covering the whole City, followed by a more detailed [Phase 2 Habitat Survey](#) of selected sites to help ensure that full account is taken of species and habitats in its long-term commitment to biodiversity. The City Council will continue to work with others to ensure that appropriate species surveys are undertaken as part of the Local Biodiversity Action Plan process.

9.10 In addition, research was undertaken into the level and provision of and vacancies in Allotment gardens within Coventry, in association with the Coventry Allotments and Gardens Council.

9.11 There are a number of documents that form Supplementary Planning Guidance (SPG) to the Plan. These contain more detailed guidelines for the protection, enhancement and management of the City's Green Spaces and associated buildings and include:

- ✳ [A Green Space Strategy for Coventry](#)
- ✳ [Ancient Arden Design Guidelines](#)
- ✳ [Coventry Canal Corridor Study](#)

These documents will be updated as appropriate. A [Coventry Local Biodiversity Action Plan](#) and a [Coventry Playing Pitch Strategy](#) will also be prepared as SPG.

## Green Environment Strategy

### GE 1: GREEN ENVIRONMENT STRATEGY

In conjunction with other agencies and the local community, the City Council will:

- ✳ protect Green Space;
- ✳ enhance the provision and quality of Green Space;
- ✳ make Green Space accessible to all sections of the community;
- ✳ encourage the appropriate management of Green Space;
- ✳ give protection to valuable wildlife, habitats and landscape features; and
- ✳ maintain a Green Belt protecting the Green Wedges and the "Arden" countryside from inappropriate development.

The Coventry Green Space Standards are adopted as the measure of minimum provision for physically accessible and publicly available Green Space (see Table GE (1)).

(Part 1 Policy)





- 9.12 Green Space comprises Green Belt designated by Policy GE 6 and Urban Green Space defined by Policy GE 8. Green Belt and Urban Green Space are mutually exclusive. All outdoor recreation facilities are dealt with in this Chapter, whether they are in the Green Belt or Urban Green Space. Indoor recreation facilities are mainly covered in Chapter 10. Where a proposal involves indoor recreation facilities within an area of Green Space, then both Chapters will apply.
- 9.13 Historically, Green Space within and around the City has occurred in a variety of ways. Past building, for example, was often planned to avoid land adjoining rivers as this was sometimes subject to flooding and these "brookstrays" were viewed as positively helping to improve the residential environment. Similarly, development avoided commons or parks to leave more extensive tracts of Green Space. Benefactors donated some Green Spaces to the City, while others were purchased by the City Council for the benefit of its citizens.
- 9.14 These Green Spaces provide attractive breaks that enhance the overall appearance of the City. They are valued for the pleasant outlook which they provide from the surrounding residential areas, or the way they enhance the setting of buildings. More recently, these "green lungs" have been increasingly recognised as offering opportunities for recreation, providing rich habitats for urban wildlife and further improving and enriching the quality of life.
- 9.15 The very nature of these important areas of Green Space makes them vulnerable to development. In addition to being attractive, they are often accessible, easily serviced and relatively inexpensive to develop. Their protection is, therefore, fundamental to the strategic outcome of the High Quality City.
- 9.16 Extensive tracts of Green Space in and around the City (open countryside and Green Wedges) have already been designated as Green Belt, and thereby have strong protection against inappropriate development in order to maintain their existing open character.
- 9.17 There are also many other valuable areas of Green Space within the City which, because of their location, are not afforded Green Belt protection. These areas vary widely in size and character. The network and quality of these Green Spaces also need protection and enhancement to prevent "town cramming", and provide opportunities for sustainable and accessible outdoor sport, recreation, nature conservation and biodiversity. These areas are collectively referred to as Urban Green Space.
- 9.18 The Policy adopts minimum Standards for the provision of Green Space in Coventry, shown in Table GE (1). These Standards will be used to provide indicators of Green Space need and deprivation, to assist in measuring the degree of harm resulting from any loss of Green Space and the value of any proposed compensation.
- 9.19 Green Space contributing to these Standards must be physically accessible and publicly available.
- 9.20 Green Space is physically accessible if it can be approached, entered and traversed in safety and with ease by pedestrians. In assessing the accessibility of an area of Green Space, the existence of physical barriers, such as major roads, will be taken into account.
- 9.21 Green Space is publicly available if it can be used as of right or tradition by the public. Where the ability to use Green Space is conditional upon membership of a group, membership must be readily available to all the public or a large section of it. Where membership or use is conditional upon payment of a charge, the charge must be affordable to most potential members or users within the catchment area.
- 9.22 The Standards do not refer to all kinds of Green Space. Other kinds of Green Space, such as allotments or private areas, also have a value earning the protection of Policies GE4, GE5, GE 8 and GE9. In addition, the same Green Space can sometimes contribute to more than one category in the Standards.

### Table GE (1) The Coventry Green Space Standards

The City Council will employ the following minimum standards for physically accessible and publicly available Green Space in Coventry, based on the Coventry Green Space Strategy, the Coventry Parks Strategy and recommendations by the National Playing Fields Association (NPFA) and English Nature:

#### Outdoor Playing Space

2.4ha total playing space per 1,000 population, comprising:

- ⊗ 0.6-0.8 ha for children's play per 1,000 population within 400 metres of home;
- ⊗ 1.6-1.8 ha of outdoor playing space for youth and adult use per 1,000 population within 1200 metres of home.

Outdoor Playing Space is that which is available for sport, active recreation or children's play and is of a suitable size and nature for its intended purpose.

#### Public Parks and Gardens

- ⊗ a Premier Park for all residents in the City;
- ⊗ an Area Park providing a broad range of facilities for local people within 800 metres of home;
- ⊗ a Neighbourhood Park, Principal Open Space or Ornamental Garden within 400 metres of home.

The current classification of public parks and gardens is listed in the Coventry Parks Strategy.

#### Natural Green Space

- ⊗ a natural Green Space within 400 metres of home;
- ⊗ 1 ha of nature reserve (or land of similar nature conservation value) per 1,000 population within 1200 metres of home;
- ⊗ at least one 20 ha site within 2 kilometres of home;
- ⊗ one 100 ha site within 5 kilometres of home; and
- ⊗ one 500 ha site with 10 kilometres of home.

Natural Green Space is land, water and geological features which have been naturally colonised by plants and animals.

## Green Space

9.23 There is a great variety of Green Spaces, both planned and unplanned, within the built-up area of the City and cumulatively they help to create a high quality urban environment. Examples include parks, playing fields, school grounds, cemeteries and the grounds of large buildings, woodlands, areas of vacant and overgrown land, areas of water and the river and Canal corridors. Since Green Space includes Green Belt, it should be noted that proposals for development coming forward in the context of Policies GE 2 to GE 5 will also be covered by the controls placed on all development within Green Belt, and by other relevant policies in the Plan as explained in paragraph 2.3.

9.24 The protection and maintenance of these areas is part of a sustainable approach to urban regeneration, helping to meet local needs "locally". However, many areas are subject to particular land use conflicts. The City Council will, therefore, seek to adopt a positive and pragmatic approach to planning and management of Green Space, aimed at securing long term environmental improvements, and the sustainable use of land and water space. It will seek to recognise the contribution it makes to people's quality of life, in ways which allow everyone to have reasonable, safe access to attractive areas of Green Space on their doorstep, especially children and people with special needs.



## GE 2: GREEN SPACE ENHANCEMENT SITES

A network of Green Space enhancement sites will be established, in partnership with a range of organisations, to make the best use of neglected and unsightly land, improve environmental quality and provide or enhance Green Space. These will include Community Pocket Parks, Nature Reserves and Community Woodlands, wetlands and the river and canal corridors.

Projects will be selected and prioritised on the basis of:

- ✳ the potential for the enhancement of biodiversity;
- ✳ the need and demand for local action;
- ✳ practical support from the local community;
- ✳ the ability to implement and maintain the proposal; and
- ✳ value for money.

9.25 Green Spaces are especially important within parts of the Priority Areas (see Overall Strategy Chapter). They are accessible to large sections of the population, provide a welcome contrast within often densely developed areas and they attract wildlife into the heart of the urban area. The creation of Green Space enhancement sites will be a significant way of improving the quality, quantity and accessibility of these Areas, while promoting community wildlife schemes. In addition, further schemes to preserve and enhance areas of Green Belt like those in Coundon Wedge will be supported and promoted. Partners will include the Regional Development Agency (Advantage West Midlands), Groundwork Coventry and Warwickshire, the Countryside Agency, the Environment Agency, English Nature and Warwickshire Wildlife Trust.

9.26 Their development will provide opportunities for local people to become involved in the initial design, planning and long term management of local sites, managed by the community to benefit local people. Community involvement and accessibility are of key importance as a way of providing for new or enhanced Green Space recreation, amenity and nature conservation in the urban environment. The involvement of schools on a long-term basis will also be a high priority.

## GE 3: GREEN SPACE CORRIDORS

A network of Green Space corridors will be protected, promoted and encouraged across the City for:

- ✳ amenity;
- ✳ access to open countryside;
- ✳ outdoor sport and recreation;
- ✳ environmental education; and
- ✳ landscape and nature conservation.

They include green wedges, wetlands and river corridors, linear open spaces and the Coventry Canal.

9.27 Green Space corridors, which may also include Greenways, have a particular value for people and for wildlife, but where the surrounding areas are industrialised and highly populated their value increases. The value of these corridors lies in:

- ✳ their continuity and open character;
- ✳ providing outdoor leisure, recreation and environmental education opportunities within easy reach of local residents and schools;
- ✳ preventing neighbourhoods from merging together; and
- ✳ providing corridors for wildlife.

9.28 Within the City the network of Green Space corridors, which are defined in the Green Space Strategy, comprise extensive tracts of open space which penetrate the built up area, linking trees, hedges, scrub, grassy areas, etc. and joining one wildlife habitat area with another. They are often remnants of countryside and still retain some of their former characteristics, which can give a semi-rural feel to the landscape and contribute to the character and amenity of an area. The breaking of just one of these "links" can have a dramatic effect on the value of a corridor and the continued viability of some species.



9.29 Their protection and enhancement will, therefore, be regarded as fundamental to the success of improving Coventry's Green Space network. Sensitive landscape treatment can help to enhance the visual quality of these corridors and views from the adjoining built-up area. Suitable planting can also screen or soften the effects of prominent urban development and provide a landscape with informal recreation, education and wildlife potential.

#### GE 4: PROTECTION OF OUTDOOR SPORTS FACILITIES

Proposals that would result in the loss of, or a reduction in, land used or last used for outdoor sport will not be permitted unless:

- ⊗ the Coventry Green Space Standards will be met in the locality following the development and any requirement for the particular form and quality of facility will continue to be met; or
- ⊗ the land is not capable of contributing to meeting those Standards because of its physical characteristics;

and in either case:

- ⊗ the land either has no other significant Green Space value, or its loss is outweighed by the overall enhancement of Green Space in the locality by the development or compensatory measures.

Any replacement provision necessary in order to comply with this Policy shall provide an equivalent or greater community benefit in terms of recreational value, accessibility and management.

9.30 One of the most important uses of Green Space is to provide opportunities for people to enjoy outdoor sport. All outdoor sports facilities are precious, including hard and synthetic surfaces. Some facilities have very large catchment areas and even the most local facilities will host visitors from other areas. The loss of any, therefore, could increase pressure on other facilities across the City.

9.31 The background work undertaken for the Coventry Green Space Strategy published in 1994, which is SPG, reveals that the City as

a whole is deficient in outdoor sports provision, and that some areas are seriously under-provided. It is recognised, however, that while the Green Space Strategy is presently a good benchmark, it will need to be reviewed during the Plan period.

9.32 The starting point for Policy GE 4 is therefore a presumption against the loss of Green Space used, or last used, for outdoor sport. The construction of indoor facilities ancillary to outdoor sport will not be regarded as such a loss. Two exceptions are envisaged to this presumption.

9.33 The first exception accepts the loss of land capable of being used for purposes which contribute to the Coventry Green Space Standards, subject to two conditions. The first condition is that those Standards will be met in the locality following the development. The second is that any requirement, in the sense of actual or potential demand for the type and grade of sports facility to be lost, will continue to be met in that or another location. Satisfying either of these conditions may require replacement provision which must, through a combination of recreational value, accessibility and management, offer an equivalent or greater community benefit to that lost. Recreational value incorporates concepts of both quality and quantity. Accessibility in this context includes public availability as well as physical accessibility to likely users. Management refers to the quality and reliability of the arrangements made for ownership and operation of the new facility, the aim being competent, secure and adequately resourced management committed to the interests of the users.

9.34 The second exception relates to land which is incapable, because of its physical characteristics, of making a useful contribution to the Coventry Green Space Standards. Therefore, outdoor sports sites that have been allowed to become derelict whilst alternative uses are sought will not benefit from this exception if recreational potential remains. Physical characteristics which might render land incapable of making a contribution to the Standards for the purpose of this exception are intrinsic features such as size, shape and physical inaccessibility, and not alterable circumstances such as resistance on the part of the owner, commercial preferences, or lack of public availability.

9.35 Even where objections to the loss of a sports facility can be overcome through either of these exceptions, the site might have significant Green Space value for other purposes such as informal recreation or visual amenity. In such a case, in addition to anything necessary to justify the loss of the sports facility, the loss of any other Green Space value must be outweighed by an overall enhancement of local Green Space. Assessment of proposals will be similar to assessment against the same criteria in Policy GE 8.

#### GE 5: PROTECTION OF ALLOTMENT GARDENS

Proposals to redevelop allotment gardens will not be permitted unless the applicant demonstrates that:

- ⊗ their loss will not result in unmet demand for allotments within a reasonable walking distance; and
- ⊗ local Green Space will be enhanced overall by the development or by compensatory measures.

9.36 Allotment gardens are a unique part of Britain's heritage and the City Council has a statutory duty to provide for their use. In more recent years, there has been a prolonged decline in usage of which the Plan must take account.

9.37 Allotment gardens are an important part of Green Space within the City. In addition to their benefits to plot holders for food production and healthy outdoor activity, they provide an important open space function. Many old established Allotment gardens, with their mature hedgerows, also provide an important wildlife and nature conservation resource, especially where they have been out of cultivation for a number of years. The Nature Conservation Policies GE 11 to GE 14 may be particularly relevant in this regard. For these reasons, their redevelopment will not be permitted unless it can be proven that there would not be an unmet demand in the locality within a reasonable walking distance.

9.38 If there would be no unmet demand resulting from the proposal, all aspects of the Green Space value of the site will be assessed including its nature conservation value and visual amenity. Any redevelopment proposal must ensure, by improvement of an undeveloped portion of the site or compensatory provision nearby, that there will be a net enhancement of Green Space in the locality. In assessing whether there will be a net enhancement, regard will be had to the nature, amount, quality, physical accessibility and public availability of the existing and proposed provision, in the light of the needs of the area and the Coventry Green Space Standards (see Table GE (1)).



## Green Belt

### GE 6: CONTROL OVER DEVELOPMENT IN THE GREEN BELT

The areas and detailed boundaries of the Green Belt are shown on the Proposals Map.

Inappropriate development will not be allowed in the Green Belt unless justified by very special circumstances.

Development within or conspicuous from the Green Belt must not harm the visual amenities of the Green Belt by reason of siting, materials or design.

- ⊗ agriculture and forestry;
- ⊗ essential facilities for outdoor sport and outdoor recreation;
- ⊗ cemeteries; and
- ⊗ limited extension, alteration or replacement of an existing dwelling.

Proposals to replace an existing dwelling will be regarded as appropriate only if the replacement is not materially larger and its design and landscaping will preserve the openness and character of the locality. The re-use of existing buildings may be appropriate, subject to strict criteria to protect the openness, purposes and character of the Green Belt. Changes in the use of land may also be appropriate if they preserve its openness and visual amenities, and do not conflict with the purposes of including land in the Green Belt.

9.39 The most important attribute of Green Belts is their openness. There are four purposes for including land in Coventry's Green Belt:

- ⊗ to check the unrestricted sprawl of the City;
- ⊗ to prevent Coventry from merging with the neighbouring towns of Birmingham, Kenilworth, Bedworth and Rugby;
- ⊗ to assist in safeguarding the City's countryside and Green Wedges from encroachment; and
- ⊗ to assist in urban regeneration, by encouraging the recycling of derelict and other previously-developed urban land.

9.40 In addition, the use of land in the Green Belt has a positive role to play in fulfilling the following objectives:

- ⊗ retaining land in agriculture, forestry and related open uses;
- ⊗ providing access to the open countryside for the urban population;
- ⊗ providing opportunities for outdoor sport and outdoor recreation near urban areas;
- ⊗ retaining attractive landscapes, and enhancing landscapes near to where people live;
- ⊗ securing nature conservation interests; and
- ⊗ improving damaged and derelict land.

9.41 PPG 2 states that the construction of new buildings inside a Green Belt is inappropriate unless it is for one of a number of specified purposes. The purposes relevant to Coventry are:

9.42 In the local context, redevelopment of existing industrial or commercial sites, as described in Policy GE 7, may be appropriate.

9.43 Inappropriate development is, by definition, harmful to the Green Belt and will be allowed only if very special circumstances clearly outweigh that, and any other, harm. These cases will be treated as a "departure" from the Plan and referred to the Secretary of State.

9.44 The essential characteristic of the Green Belt is its "permanence". Its most important attribute is its "openness". Its protection will, therefore, be maintained as far as can be seen ahead.

9.45 The visual amenities of the Green Belt must also be protected. In this regard, the countryside surrounding the built up area of Coventry forms part of the "Ancient Arden" landscape of scenic quality and distinctive local character. It is a mature and varied undulating landscape, characterised by a wide range of historic features, including small irregular fields defined by thick, ancient hedgerows and hedgerow oaks; unimproved pastures and field ponds; ancient woodlands; vernacular style buildings; and a network of narrow, winding and often sunken lanes. These features are woven within a working agricultural landscape, which still retains a locally distinctive and rural character.

9.46 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. Certain types of development, including small stables associated with outdoor recreation, although they may not individually prejudice the purposes of including land in the Green Belt, might cumulatively have a detrimental impact on the openness, character and visual amenities of the Green Belt by reason of their siting, materials or design.



9.47 Where development is considered appropriate within the Green Belt, a high standard of design and siting will be required, reflecting the traditional character of buildings in the area and the landscape, and using materials sympathetic to the locality. The conservation and maintenance of features important to the local landscape will also be required. Particular care will need to be given to large agricultural buildings to ensure they blend into the landscape.

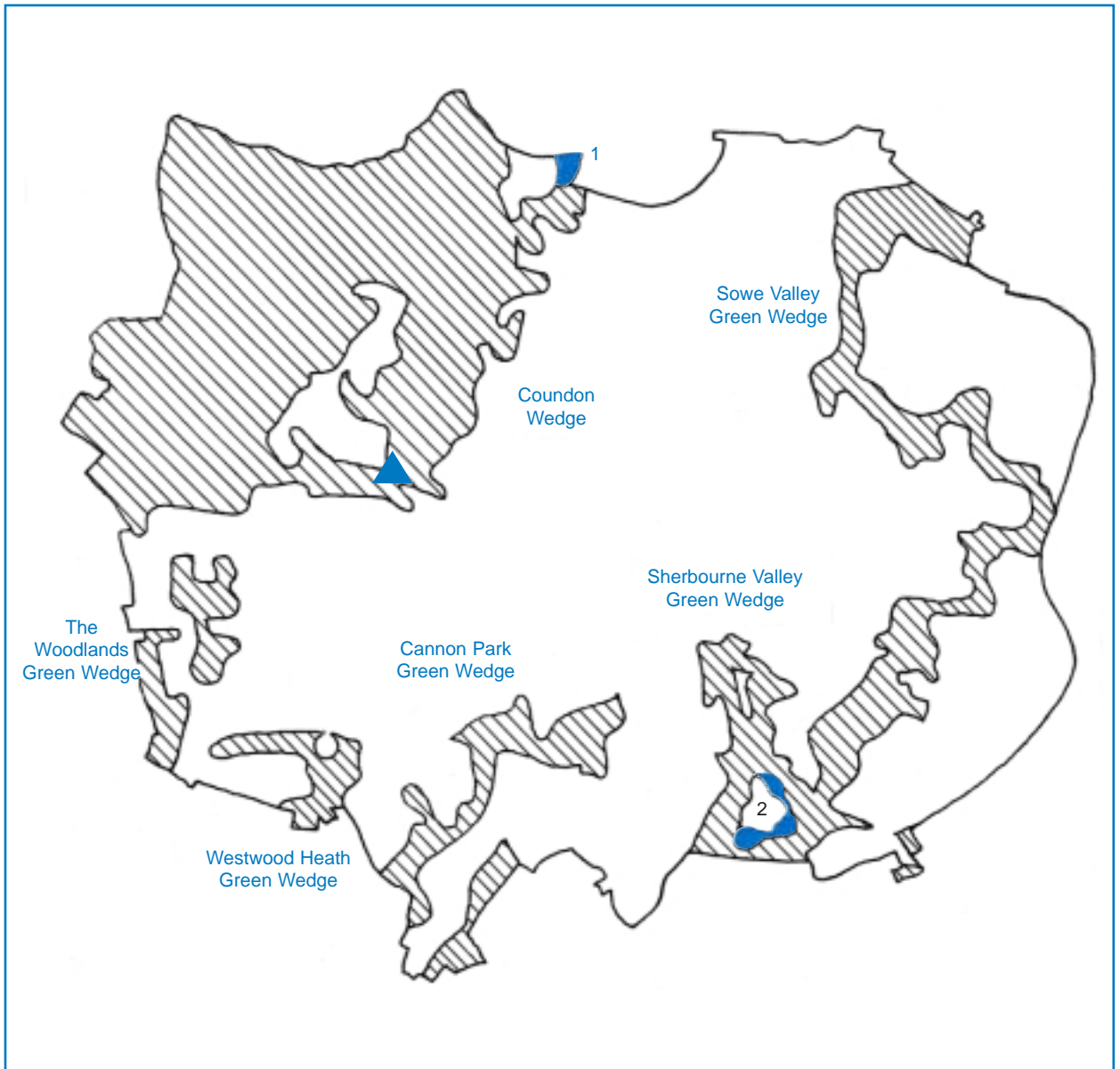
9.48 Aside from the open countryside there are also green wedge areas of Green Belt which are extensive tracts of open land which penetrate the built-up area from the countryside beyond and include remnants of the Arden landscape. They have a particular value in maintaining the openness and environmental quality of urban areas, assisting nature conservation, and providing people with access to the open countryside. Special attention will be given to the protection, conservation and enhancement of these Green Wedges.

9.49 The Green Wedges also provide important opportunities for outdoor sport and recreation in relatively accessible locations close to where people live. With the exception of the area of Coundon Wedge north of Pickford Way, the Green Wedges shown on Text Map GE (1) are less rural in character than other tracts of Green Belt and agriculture is often secondary to recreation. Given the overall deficiency in outdoor sports provision in the City, these areas of Green Wedge have a vital role in sustaining and expanding outdoor sport. Historically within Coventry, these predominantly outdoor sports grounds often include ancillary built facilities. Occasionally, these need to be improved and supplemented in order to meet modern expectations and changing demands and in order to take advantage of opportunities for grant funding and innovation. Essential facilities for outdoor sport and outdoor recreation are not inappropriate development. Essential facilities should be genuinely required for uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it.

9.50 In identifying the detailed boundary of the Green Belt in the Plan, the City Council has continued to have regard to development needs within and beyond the Plan period. The City's housing and employment needs have been met since the 1993 Plan with the assistance of clear Green Belt boundaries which have also helped to contain the dispersal of development, so reducing the need to travel and improving access to jobs, leisure and services. The Plan makes selective Green Belt changes to provide for people's needs for jobs. Text Map GE (1) shows their general location.

9.51 At an early date, following the publication of revised Regional Planning Guidance, the Plan will be reviewed. This review will consider the options for longer-term development and the identification of safeguarded land which may be required in accordance with policy guidance in force. Any such land will then become the subject of strong protection policies to be operated until a further review of the Plan releases that land on the basis of overriding need for greenfield land having been satisfactorily demonstrated.

Map GE (1) Locations of Green Belt Boundary Changes - Policy GE 6



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SITES REMOVED FROM GREEN BELT

- 1. East of Coventry
- 2. Jaguar Whitley (E 6-15)

Location of Pickford Way (para 9.49)



Green Belt





### GE 7: INDUSTRIAL OR COMMERCIAL BUILDINGS IN THE GREEN BELT

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.

9.52 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.

9.53 Development or redevelopment of industrial or commercial buildings in the Green Belt must not result in unacceptable intensification. Proposals will be considered on the basis of the relationship between all built development on a site (including building accesses, driveways and parking areas), the size and nature of the site and its setting. In order to maintain the character of the Green Belt, redevelopment must not be at greater physical scale or prominence than the existing buildings. However, it may be appropriate to re-arrange the layout of the site so as to reduce the visual intrusion in the Green Belt.

## Urban Green Space

### GE 8: CONTROL OVER DEVELOPMENT IN URBAN GREEN SPACE

Urban Green Space is any area of open land or water, not designated as Green Belt, with value for amenity, outdoor sport or recreation.

Proposals which reduce Urban Green Space or diminish its value will not be permitted unless:

- ⊗ they are in accordance with Policies GE 4, GE 5 or GE 10, or with an allocation in the Plan; or
- ⊗ Policies GE 4 and GE 5 do not apply to the area and local Urban Green Space would be enhanced overall by the development or by compensatory measures.

9.54 Urban Green Space, whether publicly or privately owned and even if not accessible to the general public, is an essential feature of the urban environment. It is an important amenity for people and contributes to the conservation of the built heritage and image of the City. Its role in improving the urban environment, including filtering urban pollution and improving air quality, is being increasingly recognised in urban planning terms. Even the smallest areas of Urban Green Space within the City, such as a row of street trees, can contribute to the character and amenity of an area. Urban Green Space frequently accommodates features of nature conservation interest or acts as a wildlife corridor. This not only adds to its amenity value, but also is a characteristic worth protection in its own right. Such protection is given, in addition to protection as Urban Green Space, by the Nature Conservation Policies GE 11 to GE 14.

9.55 Where development is considered to be justified, on-site and/or off-site compensatory measures will normally be required as part of the proposal. In the case of small developments, such agreements might include a contribution to provide or improve nearby Green Space. Wherever possible, the City Council will seek to ensure that any development will incorporate, conserve and enhance as much as possible of the important landscape and wildlife features of a site. Such wild remnants should be promoted as attractive features of development to ensure that where people work or live retains a green and natural feel as far as possible. This should also include making provision for new landscape and ecological features in the detailed design of a development where possible, in accordance with Policy GE 15.

9.56 When assessing whether a proposal is an "exceptional case", the City Council will consider the Coventry Green Space Standards as appropriate to estimate the degree of harm resulting from the proposed loss of land (see Table GE (1)). In assessing the degree of harm resulting from loss, or the value of proposed enhancement or compensation, regard will be had to the nature, amount, quality, physical accessibility and public availability of the existing and proposed provision, in the light of the needs of the area and the Coventry Green Space Standards.

9.57 The extent and variety of Urban Green Space within the City makes it impractical to identify it all on the Proposals Map. Policy GE 8 protects Urban Green Space of any size. The appropriateness and feasibility of preparing guidance to show areas of Urban Green Space over 1 ha will be considered as part of the proposed review of the Green Space Strategy for Coventry.

#### GE 9: GREEN SPACE PROVISION IN NEW HOUSING DEVELOPMENTS OUTSIDE THE CITY CENTRE

Developers must ensure that there will be sufficient good quality Green Space in new housing developments outside the City Centre to meet the local needs of people living there, based on the Coventry Green Space Standards (see Table GE (1)).

Where new Green Space is provided, the developer will be required to submit a plan for its future maintenance and where appropriate the City Council will seek legal arrangements to secure this.

Where a requirement will occur but provision within the development is not practicable, or would be of no significant value, the developer will be expected to make an appropriate contribution to the provision or enhancement of Green Space within the catchment area of the site.

9.58 To ensure that adequate provision is made for good quality Green Space and outdoor recreation facilities within new housing developments, to meet the needs of the new population of an area, the City Council will seek to apply the Coventry Green Space Standards so far as they relate to facilities within 1200 metres.

9.59 It is important that Green Spaces provided within new developments are appropriately located to ensure that they are accessible and that, wherever possible, they are linked to other areas of Green Space, particularly green wedges, corridors and the open countryside. They should be designed to provide usable and attractive amenity and recreational space, while retaining as many of the existing natural features as possible. To maximise the benefits to wildlife, the City Council will encourage schemes for landscaping of Green Space which also seek to enhance the wildlife potential of the area through the use of native species, the creation of wetland features or other approaches.

9.60 Play areas for children under primary school age should be designed to be safe and secure, and supervised where possible, incorporate appropriate play equipment, prevent entry by dogs, and be accessible by foot and bicycle via traffic free or traffic calmed routes. They should also be far enough away from houses to reduce the likelihood of general disturbance and noise.

9.61 To ensure that these new areas are appropriately maintained, the City Council will expect developers providing Green Space to make adequate provision for its future maintenance.

9.62 In exceptional cases, it may not be possible or appropriate for a developer to incorporate the required level of Green Space provision on site. This might be the case in a very small development. In this situation, the developer will be expected to make an appropriate contribution to the provision or enhancement of Green Space within the catchment area of the site. The scale of appropriate contribution shall be agreed through negotiations with the developer and the City Council. It will reasonably relate to the scale and nature of the proposed development and the Green Space needs arising from that development.

9.63 While opportunities will be sought to provide new Green Space as an integral part of new housing proposals in the City Centre, it is, nevertheless, recognised that opportunities will be limited and that the emphasis must, therefore, be on generally securing improvements to the quality of existing City Centre Green Space and other public facilities, through improved design and maintenance. The Green Space requirements in Policy GE 9 will not, therefore, apply generally within the City Centre.



#### GE 10: PROPOSALS FOR NEW OR EXPANDED OUTDOOR SPORT OR RECREATION FACILITIES IN URBAN GREEN SPACE

Proposals for new or expanded outdoor sport or recreation facilities in areas of Urban Green Space will be considered on the basis of:

- ✳ the capability of the site and its location to accommodate a viable outdoor sports or recreational use;
- ✳ the compatibility of the activity with nearby uses;
- ✳ any built development or structure being carefully contained and ancillary to outdoor sport;
- ✳ maintenance of the predominant open character of the area;
- ✳ impact on visual amenities and local distinctiveness of the area;
- ✳ a reasonable balance between the needs of the activity, nature conservation and landscape enhancement being achieved;
- ✳ accessibility by a choice of means of transport; and
- ✳ compatibility with other Plan policies.

9.64 Many, but not all, outdoor activities are compatible with achieving and maintaining a high quality physical environment. However, there may be some instances where the size or location of the site makes it impossible to accommodate a viable use. The compatibility of the proposal with nearby uses will also be important. For example, there have been cases where noise and intrusive lighting have caused problems. Planning conditions, therefore, will be used to control elements that could have a detrimental effect on the amenities of local residents.

9.65 There have been instances where proposals have been brought forward where, although there is an outdoor element, an unacceptably large indoor element is also involved. This would be contrary to the objectives for Urban Green Space. In the same way, the design of buildings or other structures must be compatible with visual amenity and landscape character.

## Nature Conservation and the Green Environment

### GE 11: PROTECTION OF SITES OF SPECIAL SCIENTIFIC INTEREST, LOCAL NATURE RESERVES AND COVENTRY NATURE CONSERVATION SITES

Sites of Special Scientific Interest, Local Nature Reserves and Coventry Nature Conservation Sites are shown on the Proposals Map.

Proposals which would have an adverse impact on any of these sites will not be permitted.



9.66 This Policy refers to sites of differing ecological value and importance. There is a very limited number of statutory Sites of Special Scientific Interest (SSSIs) notified by English Nature in recognition of their valuable flora, fauna or geological features. They are designated to safeguard a representative series of the nation's most valuable natural history resources.

9.67 There are also a number of statutory Local Nature Reserves (LNRs). They may not necessarily have a particularly high scientific value, but they have special nature conservation and educational qualities which make them attractive and accessible to the public. The City Council is pursuing a programme of statutory LNR designation in order to give certain sites stronger protection and recognition.



9.68 The natural heritage of the City goes far beyond these statutory sites. There are many other places which support uncommon plants or animals or display important natural features, such as rock outcrops, which help to safeguard biodiversity. Although not of sufficient importance to merit statutory protection, these places include sites identified as being of substantive nature conservation importance, and offer opportunities for education, active involvement and public enjoyment. 51 such sites have been identified on the basis of a Phase II Habitat Survey, or previous surveys, in consultation with other organisations, as being of sufficient value for designation as non-statutory Sites of Importance for Nature Conservation (SINCs) or Regionally Important Geological Sites (RIGSs). However, the form of designation used in this Plan is Coventry Nature Conservation Site (CNCS). 49 CNCSs are shown on the Proposals Map and listed in the Appendix to this Plan.

9.69 The 49 CNCSs have been selected after consideration whether:

- ⊗ ordinary planning controls would provide sufficient protection; and
- ⊗ their nature conservation importance is outweighed by the benefits of allocation for development.

As a result of this two-stage assessment, two sites of substantive nature conservation importance (SINCs) have not been designated as a CNCS. These are the Foleshill Gasworks and Three Spires Sidings site, which is part of a Strategic Regeneration Site (Policy OS 2-1), and Houldsworth Crescent and Coventry Homefire Plant (Policies H 8-8 and OS 2-2). Of the remaining 49 sites of SINC or RIGS

quality, 45 sites have been designated as CNCSSs in their entirety. However, 4 SINC quality sites have been designated as CNCSSs only in part, because the benefits of partial allocation for development outweigh their nature conservation importance. These are:

- ⊗ Wyken Slough (Policy E 6-12);
- ⊗ Whitley Grove, Stonebridge Meadows and Lower Sowe & Sherbourne Valleys (Policy E 6-15);
- ⊗ Lower Stoke Railway and London Road Allotments (Policy AM 15-3); and
- ⊗ Baginton Fields (Policy H 8-20).

9.70 Development proposals for these sites should afford some scope for the preservation of nature conservation interest and developers will be encouraged to explore such opportunities or offset their loss where practicable (see Policy GE 15). Planning permissions granted for development on the first three of these sites have provided for acceptable mitigation and compensation measures to be achieved. In the case of Baginton Fields, there will be a need for compensation measures as part of the development of this site to establish an alternative area potentially of equivalent nature conservation value (see paragraph 4.41). The abandonment of the North-South Road Phase III has also allowed CNCSS protection to be extended to an additional part of the London Road Allotments.

9.71 Sites designated under this Policy include those which have acquired an increasingly important nature conservation value in recent years, such as Ancient Woodlands which are semi-natural and have had a continuous cover of native trees and plants since 1600 AD or earlier. These woods are regarded as being the most important for nature conservation, landscape and amenity. They are the essential habitat of some of the City's rarest and most important plant and animal species and, once destroyed, such woodlands cannot be re-created.

#### GE 12: PROTECTION OF OTHER SITES OF NATURE CONSERVATION VALUE

Proposals for development on other sites having a significant nature conservation value, and not allocated or retained for development, will be permitted only if the benefits of the development on that site clearly outweigh the extent of ecological 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 compatible with the character of the development proposed.



9.72 In addition to the sites protected by Policy GE 11 and those listed in paragraph 9.70, there are other sites which have a lesser nature conservation interest, in whole or in part. The City Council's objectives for nature conservation are to ensure that its policies contribute to the conservation and diversity of wildlife and its habitats, and restrict the adverse effects on wildlife where a conflict of interest is unavoidable.

9.73 The City Council is also committed to maintaining biodiversity and local distinctiveness, and this can only be achieved if development is carried out in such a way as to recognise the value of the wider environment and those natural features and habitats which impart distinctiveness. An Environmental Assessment may be required if this is felt to be important on a given site and will need to:

- ⊗ identify the potential environmental effects of the proposed development, taking account of its characteristics, the sensitivity of the local environment and the concerns of interested parties;
- ⊗ predict and evaluate the significance of these potential effects; and
- ⊗ identify any measures that could be taken to mitigate them.

9.74 In assessing whether the benefits of development outweigh ecological harm, careful attention will be given to the question whether the particular form of development proposed makes an important contribution to an acknowledged planning objective which cannot more satisfactorily be achieved elsewhere. Where development or land use change is permitted which would damage the nature conservation value of the land, all reasonable efforts should be made to contain such damage. Where appropriate, the City Council will consider the use of conditions and/or planning obligations to provide compensatory measures within the locality.

#### GE 13: SPECIES PROTECTION

Proposals, which would have an adverse effect on protected species will not be permitted except where:

- ⊗ the survival of the species can be ensured on the site; or
- ⊗ adequate alternative habitats to sustain at least the current levels of populations are provided.



9.75 This Policy will apply to sites that feature badger setts, bat roosts, great crested newt ponds, waterside banks inhabited by water vole, and their essential terrestrial habitat, and any further species listed in the 1981 Wildlife & Countryside Act (as amended). English Nature are statutory consultees over proposals that could lead to any infringement of this Act. If development is permitted, the developer will be required to secure the protection of such species.

9.76 Due regard must also be given to other important species included within the UK Biodiversity Action Plan or listed in national Red Data Books or classified as Nationally Scarce or birds of conservation concern listed in the Red and Amber lists of the Royal Society for the Protection of Birds (RSPB) and the Joint Nature Conservation Committee (JNCC) and any species classified as Regionally Scarce by the local Biological Records Centre. This will help facilitate the survival of valuable populations, reduce disturbance to a minimum, or provide adequate alternative habitats to sustain at least current levels of population where development or land use change is permitted.



9.77 The City Council will base its planning decisions on reliable, sufficiently detailed and up-to-date habitat survey information and for this reason applicants may be required to provide such information.

**GE 14: PROTECTION OF LANDSCAPE FEATURES**

Important landscape features of value to the amenity or history of a locality, including mature woodlands, trees, hedgerows, ridge and furrow meadows and ponds, will be protected against unnecessary loss or damage.

9.78 In addition to the range of sites with nature conservation value, there is a rich mosaic of associated landscape features in the City,

which have a conservation value in their own right, including some geological features. 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.

9.79 Trees and woodlands, which make a significant visual contribution to their local environment, can be protected through the use of Tree Preservation Orders and controls in Conservation Areas. Very old "veteran" trees aged 200 years or more will be subject to special scrutiny to ensure that their particular historic and nature conservation value is not unnecessarily damaged by surgery or felling. Subject to certain exemptions, the felling of trees in Great Britain is also controlled by the Forestry Commission and may require a "Felling Licence".

9.80 Under the Hedgerows Regulations 1997, it is against the law to remove some native hedgerows without the approval of the local planning authority.

9.81 Where valuable trees, hedgerows and ponds are retained within a development site, the City Council will use conditions to ensure that they are protected during and after development, and are given sufficient space to grow.



#### GE 15: DESIGNING NEW DEVELOPMENT TO ACCOMMODATE WILDLIFE

The design and maintenance of new development should preserve and enhance existing elements of nature conservation importance and add new habitat by:

- ⊗ retaining important natural features and wildlife habitats as an integral part of the development;
- ⊗ offsetting the removal of wildlife habitats;
- ⊗ incorporating new habitat features attractive to wildlife;
- ⊗ incorporating a high proportion of appropriate native vegetation in any landscaping scheme, except where special requirements dictate otherwise;
- ⊗ incorporating the maximum area of permeable ground surface;
- ⊗ taking into account the nature conservation value of adjoining land; and
- ⊗ protecting all retained natural features and wildlife habitats during construction work.

9.84 Developers may often be sympathetic to these principles, particularly where nature conservation interest is not in conflict with development, or an alternative to it, but is an element of an integrated whole. Therefore, the City Council will seek through negotiations and development briefs, to foster an awareness of the possibilities and explore their use as a fundamental of good quality design.

9.82 Policies GE 11 to GE 14 safeguard existing nature conservation sites, species and landscape features, and determine how the balance is to be struck between the advantages of development and its impact on the natural environment. However, even after decisions have been made about the nature and extent of development, imaginative and sensitive design can build in features which complement the development whilst encouraging and sustaining new nature conservation interest.

9.83 Such opportunities can also arise where the land to be developed has no existing nature conservation interest. Sometimes it is feasible to weave existing features and habitats into a development, but the creation of new habitats can also make an important contribution to maintaining and enhancing the overall stock of natural capital (i.e. wealth of wildlife) as well as promoting quality of life through attractive environments. For example, agreements on landscaping plans can include the use of native species, ensure the maximum possible permeable ground surface and promote imaginative habitat creation.





## CHAPTER TEN SOCIAL, COMMUNITY & LEISURE FACILITIES

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## SOCIAL, COMMUNITY AND LEISURE FACILITIES

### Introduction and Policy Aim

10.1 Social, community and leisure facilities are a vital element within the life of the City and it is important that policies take account of changing needs. Community groups require places to meet; an adequate provision of health care services at both the local and City-wide level is needed; and there has been a growth in demand for indoor leisure facilities which needs to be accommodated in accessible locations. A wide range of facilities need to be dealt with including those for:

- ⊗ social, community, leisure and indoor sport;
- ⊗ education facilities; and
- ⊗ health care facilities.

10.2 The policy aim of the Social, Community and Leisure Chapter is **to promote the continued development of well located social, leisure and community facilities to meet the needs of the Coventry community both locally and City-wide.**

### National and Regional Policy Context

10.3 Planning Policy Guidance Note (PPG) 6 "Town Centres and Retail Developments" 1996 and PPG 13 "Transport" 2001 state that facilities which have a wide catchment area should be located so that they are well served by a choice of means of transport. These include:

- ⊗ higher and further education establishments;
- ⊗ hospitals;
- ⊗ conference centres;
- ⊗ public offices; and
- ⊗ entertainment and leisure uses.

These uses should be encouraged to locate in City, Town and District Centres. Major leisure uses are specifically required to follow a sequential assessment of sites. The first choice will be an in-centre location followed by an edge-of-centre location planned with complementary uses and finally, an out-of-centre location which is accessible by a choice of means of transport.

10.4 Smaller scale facilities, including health centres, local offices, branch libraries, restaurants and pubs, should also be encouraged in centres of an appropriate scale and function which should be accessible on foot and by bicycle.

10.5 PPG 17 "Sport and Recreation" 1991 indicates that plans should promote sport and cover specific needs for both mainstream and specialist sports facilities, indoor and outdoor, including large sites. This Chapter is particularly concerned with indoor sports and commercial leisure provision. Outdoor sport is dealt with in the Green Environment Chapter. The provision of indoor sport and outdoor synthetic or other surfaces capable of intensive use, in urban areas, may help meet the demand for sports facilities.

10.6 "Regional Planning Guidance for the West Midlands" 1998 (RPG 11) echoes the locational aspects of PPGs 6 and 13. It also stresses the importance of encouraging sport, cultural and recreation attractions to aid urban regeneration, and places particular emphasis on strengthening the role and provision of local leisure facilities.



### Local Policy Context

10.7 The Coventry Community Plan, as an underlying principle, celebrates diversity of culture, as referred to in paragraph 1.10.

10.8 Creating more jobs for Coventry people includes improving skills by working towards a high level of educational achievement, advancing skills by training, and providing affordable child care and other facilities. Tackling poverty again includes raising educational achievement and also improving access to high quality health services and the provision of accessible leisure and

recreation services. Investing in young people again refers to high quality education and training and also opportunities for leisure based activities. Creating an exciting vibrant City Centre includes providing facilities which meet the needs of all the community.

**10.9** The City Council plays an important role in providing access to leisure and recreation facilities and will be developing a Leisure Strategy within the framework of this Plan for leisure provision which meets City-wide and local needs within the context of a City-wide transport policy. This will also provide a framework to assess Lottery bids.

**10.10** The Community Care Plan is prepared jointly by the City Council and the Coventry Health Authority, is updated annually and addresses health and social care issues. It is concerned with improving access to high quality health services for all, but particularly for people facing poverty, and tackling health inequalities. It is linked to other policies which improve the environment generally and contribute to people's improved health prospects. There are currently concerns about the accessibility of services to users and the design of dwellings in relation to the trend of more care taking place in the community.

## Social, Community, Leisure and Indoor Sports Facilities

### SCL 1: SOCIAL, COMMUNITY, LEISURE, AND INDOOR SPORTS FACILITIES

The City Council will promote and encourage the provision of social, community, leisure, and indoor sports facilities in locations which are accessible to and meet the needs of the people of Coventry by a choice of means of transport.

(Part 1 Policy)

**10.11** The opportunity for people to meet to pursue activities together is vital to support the social fabric of the community. These facilities can range from small places like meeting rooms and doctors' surgeries, to large ones like sports centres, temples and

churches. There are two key factors in locating these uses: accessibility and scale.



**10.12** Opportunities for outdoor sports may also be provided in conjunction with indoor facilities. Outdoor sports facilities are considered in the Green Environment Chapter with particular reference to Policies GE 1: Green Environment Strategy and GE 4: Protection of Outdoor Sports Facilities.

**10.13** It is important that social, community, leisure and indoor sport facilities are readily accessible to the people who want to use them. People should be able to walk or cycle to the smaller and more local facilities, or be able to conveniently catch a bus or train to the larger facilities, particularly those used less frequently.

**10.14** Some small scale local facilities such as smaller doctors' surgeries and small meeting rooms can be accommodated in residential areas providing that residential amenity is protected. Their need to be easily accessible to the local community, within walking distance, will be crucial. Larger facilities such as clubs, public houses, religious buildings, libraries, sports centres and swimming pools are appropriate at the district scale. This may be in one of the defined Centres but may also be at an educational facility. Walking and cycling may be possible, but accessibility by public transport will be important. The largest facilities such as major religious buildings, bingo halls, cinemas, theatres, ice rinks, bowling alleys, night clubs, casinos and major entertainment centres have a City-wide or even sub-regional catchment. Since they generate large amounts of traffic, they should be located where accessibility by public transport is greatest. This will usually be the City Centre or the Major District Centres.

**10.15** However, not all uses fall neatly into this range of scales. Some larger religious buildings include large halls which can cater for hundreds of people and small meeting rooms for local groups focused on a local area. These serve both a local and wider catchment area. In a multi-cultural City like Coventry such religious facilities include Christian churches, Sikh, Hindu and Muslim temples and mosques. Conversely, some indoor sport and leisure facilities are small and specialist in nature but cater for a City-wide or sub-regional need. Child-care facilities are in a separate category again. This range of facilities requires differing levels of accessibility.

#### The Scale and Location of Facilities

##### SCL 2: LARGE SOCIAL, COMMUNITY, LEISURE AND INDOOR SPORTS FACILITIES

Proposals for large social, community, leisure and indoor sports facilities will be encouraged in the City Centre, the Major District Centres, the District Centres and education centres. Where no suitable sites are available, an edge-of-Centre location may be acceptable.

Proposals will be considered on the basis of:

- ⊗ compatibility with nearby uses;
- ⊗ accessibility by a choice of means of transport; and
- ⊗ compatibility with other Plan policies.

Where it can be shown that large social, community, cultural and leisure facilities cannot be located in or at the edge of a Centre, additional considerations will be whether:

- ⊗ the proposal will meet an unmet need; and
- ⊗ there is any significant adverse impact upon the role of a defined Centre.

**10.16** Large facilities are those which serve a wider catchment than local facilities, usually having a capacity of more than 30 users at any one time. The categories of Centres above are defined in Policies S 2 to S 5 of the Shopping Chapter. Education centres include secondary school facilities and above.

**10.17** In the categories of Centres listed in the Policy, there will not usually be a problem of compatibility with nearby uses. However, uses which generate late night noise and traffic, such as nightclubs, which could affect residential amenity, will need to be considered more cautiously. A District Centre location may not be suitable even with planning conditions limiting hours of operation.

**10.18** Information on the catchment area which the facility is intended to serve and the numbers of people expected to be using the facility at different times of the day will be required in order to fully assess the implications of the proposal. There may be a need to consider both "day-to-day" level of use and any special occasions attracting large numbers of people. Some proposals may require a Traffic Impact Assessment.

**10.19** In order to establish unmet need, an applicant should demonstrate that:

- ⊗ a substantial proportion of likely users are unable to carry out the activity for which the facility will provide;
- ⊗ there is a shortage of facilities accessible by a choice of means of transport by residents of the catchment of the proposed facility; and
- ⊗ the facility is capable of retaining support from the community or its users for at least 10 years.

##### SCL 3: SMALL SOCIAL, COMMUNITY, LEISURE AND INDOOR SPORTS FACILITIES

Proposals for the provision or improvement of small social, community, leisure and indoor sports facilities will be considered in any location on the basis of:

- ⊗ compatibility with nearby uses;
- ⊗ accessibility by pedestrians and cyclists; and
- ⊗ compatibility with other Plan policies.

**10.20** Local facilities are those, usually with a capacity of less than 30 users at any one time, which serve people within a reasonable walking distance (up to approximately 400m) without having to cross a major physical barrier. Therefore

pedestrian and cycle access will be more important than access to public transport.

- 10.21 Within a residential area, it may be necessary to balance the desirability of the proposed facilities with the protection of the amenity of the area where they are proposed. It may also be necessary to obtain information on the membership, the pattern of use of the facility and the extent of the catchment area if these are not clear.

### Childcare

#### SCL 4: CHILDCARE FACILITIES

Proposals for childcare and pre-school facilities will be considered on the basis of:

- ⊗ compatibility with nearby uses;
- ⊗ the provision or retention of a unit of residential accommodation if the facility is in a residential area; and
- ⊗ compatibility with other Plan policies.

- 10.22 Childcare and pre-school facilities are used in a different way to others in that they may be sought close to the home or the workplace, or on the route between them. The provision of childcare facilities is important so that parents can continue, or return to, work while taking care of their children. This, in turn, helps to assist economic regeneration and improve social equity. Facilities include crèches, day nurseries (including workplace nurseries) and playgroups.

- 10.23 Compatibility with nearby uses will include more detailed consideration of any noise or traffic problems that may be caused and planning conditions may limit the number of children allowed to play outside at any one time and specify staggered starting and finishing hours. Compatibility with other policies includes highway considerations such as the traffic impact of people dropping and collecting their children. If the proposal is in a residential area it will be important to retain some residential character and occupation for the sake of compatibility and security. Where the facilities are attached to or within the site of a school or place of further education, it will not be necessary for there to be residential accommodation within the facility.

### The Butts Stadium

#### SCL 5: BUTTS STADIUM

The Butts Stadium is allocated for sport and leisure development, as shown on the Proposals Map.

- 10.24 The Butts Stadium is a 2.5 ha site formerly in sport and leisure use but which has been disused for some time. It has been suggested as a possible site for a number of sport and leisure activities and meets the criteria set out in Policy SCL 2.

### Education

#### SCL 6: EDUCATION FACILITIES

The City Council will support new, expanded and improved education facilities in suitable locations where the environmental impact of the proposal is acceptable in the nearby area.

(Part 1 Policy)

- 10.25 Education is vital to the development, prosperity and welfare of individuals and the community and underpins every aspect of the Vision on which this Plan is based. If training can be provided locally it is more sustainable. Education centres can also provide social, cultural, leisure and indoor sports facilities.

### Schools and Colleges of Further Education

#### SCL 7: SCHOOLS AND COLLEGES OF FURTHER EDUCATION

Proposals to provide or improve schools or colleges of further education will be considered on the basis of:

- ⊗ compatibility with nearby uses;
- ⊗ accessibility by a choice of means of transport; and
- ⊗ compatibility with other Plan policies.



- 10.26** Schools play an important part in the life of a local community. They provide not only a centre for children's education but also a resource for the wider social benefit of that community. Certain schools are designated as Community Schools or Colleges and have additional resources to facilitate this wider role. Schools often provide the main meeting place for local groups, and school playing fields are often a valuable resource for local recreational activities.
- 10.27** Within Coventry there are three colleges of further education which offer a wide range of courses for school leavers, unemployed adults, people in work, women returning to work, people from ethnic minorities and disabled people. They are:
- ✳ City College, with sites at the Butts and Tile Hill
  - ✳ Henley College,
  - ✳ Hereward College.
- Hereward College is a residential college serving the particular educational and training needs of disabled people and is recognised as a national centre for these facilities.
- 10.28** Compatibility with nearby uses includes consideration of both the impact on and the impact from the educational facility. For example, a school may be undesirable next to an employment site which generates a lot of traffic, and/or smell and noise. The school may cause a noise nuisance and there may be additional traffic from dropping off children and young people.
- 10.29** Ideally, primary schools need to be in the centre of their catchment areas and within reasonable walking distance of most homes within the catchment area. The need to cross major roads should be minimised (see Policies AM 8 and AM 11). Secondary schools, colleges of further education and universities need good access to public transport and safe cycling routes as well since they serve wider catchment areas. Large education facilities may also require a "Green Travel Plan".
- 10.30** Alterations to existing buildings in the light of changing educational requirements should not result in the loss of social, community, leisure and sports facilities. Planning considerations will include the physical constraints on expansion at each site and the need to protect the amenity of surrounding areas.
- 10.31** Education facilities need to have adequate access to the highway network and there should be pedestrian and vehicular segregation on-site for safety reasons, together with adequate access for cyclists and service and emergency vehicles away from the main pedestrian flows. Vehicular access to car parks should also be separate if possible. Car parking provision should meet the appropriate standards as set out in Supplementary Planning Guidance (SPG). As with all new development proposals there is a need to ensure that there is high quality of design in both the buildings and their settings.
- Universities**
- 10.32** Apart from their educational roles, Coventry University and the University of Warwick are major employment centres, assisting Coventry in the diversification of its employment base. They also provide a variety of social, community, leisure and sports opportunities of considerable value to the wider community of the sub-region. The Committee of Vice-Chancellors and Principals has published guidelines on good practice in planning matters affecting universities and large colleges.

**SCL 8: COVENTRY UNIVERSITY**

The development of Coventry University will continue to be encouraged in order to assist its contribution to the educational, social and economic needs of the City.



**10.33** Coventry University's main student accommodation, teaching space and social space are located within the City Centre and are referred to in Policies CC 30 to 32. The University is also a major partner in the development of the Parkside Area referred to in Policy CC 28.

**10.34** The University has prepared an Estates Strategy which guides elements of its development. It has expanded into the southern edge of Hillfields where it adjoins the City Centre, including the development of buildings in Alma Street for social uses and Singer Hall in Canterbury Street for student accommodation. There may be some further expansion in this area.

**SCL 9: UNIVERSITY OF WARWICK**

The area covered by the University Development Plan is shown on the Proposals Map. Proposals directly associated with the growth of the University of Warwick will be considered in relation to the University Development Plan as well as other relevant Plan policies.

**10.35** The University's Central Campus straddles the boundary between Coventry and Warwickshire and the overall University site is split into three inter-linked sites. It is an important institution which contributes in many ways to the City and sub-region. In recent years it has developed its role in relation to the business and commercial community. This has been most clearly manifested in physical terms by the development of the University of Warwick Science Park and the "post-experience" centres on the Campus. The expansion of the direct employment role of the University will be encouraged wherever feasible, subject to safeguards over the impact of development on the environment and highway network. The University also contributes substantially through the provision of social, cultural, community and leisure facilities in the University Arts Centre, its sports centres, open spaces and playing fields.

**10.36** The growth of the University will be encouraged in line with the University Development Plan which will be taken into account as SPG. This relates to the ten year period up to 2004 and will need to be updated and agreed by the relevant local planning authorities in due course. The Development Plan covers the context and objectives for development and includes consideration of the built environment, landscape and movement.

**10.37** The part of the Campus within the City includes Central Campus East, Westwood Site and Gibbet Hill. Central Campus East is the main focus of the academic, social, administrative and cultural functions and land remains for its further development. The Westwood Site includes the main education training departments, post-

experience training centre and major sports facilities and is relatively unlikely to have any further major developments. Gibbet Hill contains the academic departments of Biology and Mathematics which are also expanding and this also is the proposed site of the medical school linked to the City's Hospitals. The site in Warwickshire, Central Campus West, mainly contains student residences, post-experience centres and playing fields. The majority of expansion on this site will be for further residential accommodation.

- 10.38 The movement proposals strike a balance between car, cycle, public transport and pedestrian access to and within the University. Safety has been the prime consideration in the design of all the existing and future proposals. Improvements will take place as development of the University proceeds.

## Health and Social Care

### SCL 10: HEALTH AND SOCIAL CARE

The City Council will support the development and the improvement of health care facilities well distributed to meet the needs of the people of Coventry.

(Part 1 Policy)

- 10.39 The City Council will support the health and social care providers by helping to identify suitable sites and premises where they are required and to provide a high quality environment for users. A main thrust of health and social service provision is to provide more services in the community. This means an expansion of existing health and social services and the provision of new facilities like mental health resource centres within existing urban areas. The main demographic impact is the increase in numbers of elderly people during the Plan period. This links in with the provision of more local services and has implications for living accommodation. Resources can be directed to parts of the City which require additional services.

### SCL 11: HOSPITALS

The location of new hospitals shall be determined in accordance with the sequential test set out in Government guidance.

The new general hospital to serve Coventry and the sub-region should be located on the enlarged Coventry & Warwickshire Hospital site or on the Walsgrave Hospital site.

Any proposals for a new hospital will require a comprehensive development scheme, including a Green Travel Plan, demonstrating that the site will be:

- ✳ readily accessible to its catchment area by public transport, walking and cycling;
- ✳ provided with satisfactory site access arrangements to cope with emergency vehicles;
- ✳ compatible with nearby uses; and
- ✳ compatible with other plan policies.

- 10.40 The University Hospitals Coventry and Warwickshire NHS Trust provides all the hospital services within the City. Most of these are currently provided at the Coventry and Warwickshire Hospital and the Walsgrave Hospital sites although a small number are provided at the Gulson site. Most of the services from the Gulson site will be withdrawn when alternative accommodation becomes available. The provision of a new Mental Health Unit will be at the Walsgrave site.

- 10.41 The University Hospitals Coventry and Warwickshire NHS Trust will be developing a major new hospital and associated facilities including a new medical school for Coventry and Warwickshire during the Plan period. At whichever of the two sites the new Hospital is built, it is important that the requirements of national planning guidance are satisfied. Government guidance in PPG 6 includes hospitals in its list of "key town centre uses" because they need to be accessible to a large number of people. In evaluating preferred locations for new hospitals the sequential approach should be adopted as outlined in PPG 6.



In the context of the University Hospitals Coventry and Warwickshire NHS Trust Private Finance Initiative (PFI) Project in Coventry this means that first preference should be town centre sites, followed by edge-of-centre sites, and only then out-of-centre sites in locations that are accessible by a choice of means of transport.

10.42 Government guidance seeks to minimise the extent to which people have to rely on cars to access major traffic generating developments such as hospitals. It encourages the preparation and implementation of Green Travel Plans and investment in modes of transport other than the private car as part of such developments.

10.43 In relation to the University Hospitals Coventry and Warwickshire NHS Trust PFI Project two sites were identified – the Coventry & Warwickshire Hospital site within the City Centre and the Walsgrave Hospital site. The City Council has consistently supported the location of the new hospital and associated facilities including a medical school at the enlarged Coventry & Warwickshire Hospital site because it:

- ⊗ is the most convenient site in Coventry to serve its catchment population;
- ⊗ is more accessible by a choice of means of transport;
- ⊗ involves the urban regeneration of a large brownfield site; and
- ⊗ supports the sub-regional role of the City Centre.

10.44 Nevertheless, the City Council's first priority in this matter is to ensure that a new Hospital is built at the earliest opportunity to meet the needs of the people of Coventry and the sub-region. Finance for a new hospital development is currently only available to the University Hospitals Coventry and Warwickshire NHS Trust through the PFI process, in which the Walsgrave Hospital site option is the only proposal. The City Council is working with the Trust and Coventry Health Authority to facilitate the early delivery of this proposal. However, any new proposal will again need to satisfy the sequential test.

10.45 With regard to accessibility and local amenity considerations, a comprehensive hospital site development scheme will be required, and the criteria in the Policy must be met, to ensure that the proposal takes into account the impact of the proposals on the existing area and any future developments.

10.46 The health sector generates up to 5% of all trips in the City, with two-thirds of these being made by people other than patients. Preparation of a Green Travel Plan will therefore be required to ensure the sustainability of the proposal. A Green Travel Plan will determine the appropriate level of car parking and public transport provision. The site will need to be capable of being made accessible (to employees, visitors and patients) to ensure that journey times are minimised and that the frequency of public transport is maximised.

#### SCL 12: LOCAL HEALTH AND SOCIAL CARE FACILITIES.

Proposals for new or improved non-residential local health and social care facilities will be considered on the basis of the criteria in Policies SCL 2 or SCL 3 depending on the scale of the facility.

10.47 The City Council's Social Services Department and Coventry Health Service organisations are involved in providing and buying social care and health services in Coventry at both the local level (care in the home and from doctors' surgeries) and in hospitals. This includes services provided by general practitioners, additional community services and hospital services. Coventry Healthcare NHS Trust provides most of the community and mental health services.

10.48 There needs to be a balance of health care needs between the local level, where care in the community is provided, and acute care in the hospitals. Local care facilities need to be conveniently located for the population they serve and hospitals need to be accessible by a variety of modes of travel because they attract many trips. Policy SCL 3 will apply to local facilities serving people within reasonable walking distance (see paragraph 10.20) and Policy SCL 2 applies to larger facilities.

**10.49** The trend for more care in the community creates pressures to expand local facilities like doctor's surgeries to accommodate care in the community teams and to find more locally based sites and accommodation for people returning to the community. A proposal to expand a doctors' surgery may be considered under Policy SCL 2 depending upon the scale of the final development. There are also issues relating to the design of dwellings to accommodate older people and those with disabilities so that it is easier for people to continue to live in their homes (see Policy OS 9).

## Enhancement, Re-use or Redevelopment of Facilities

### SCL 13: ENHANCED FACILITIES

Where housing or commercial development would add significantly to demand for social, community, leisure, sport, education, health or social care facilities, and there would be a deficiency or shortfall in those facilities resulting from the proposed development, the provision or improvement of facilities, or a related financial contribution, will be sought by negotiations.

**10.50** Residential developments and commercial developments often increase pressure on local services. This social and community infrastructure may include schools, nurseries, social services facilities, sport and leisure facilities, parks and libraries. Where the nature and scale of development is such as to increase significantly demand for facilities then developments should make proportionate provision or improvement.

**10.51** Developers should make appropriate provision for additional demand for infrastructure, services and amenities arising from their development, either through:

- ⊗ providing facilities within their schemes; or
- ⊗ in appropriate cases, planning obligations.

### SCL 14: RE-USE OR REDEVELOPMENT OF FACILITIES

Proposals for the re-use or redevelopment of social, community, leisure, indoor sport, education, health or social care facilities will be considered on the basis of:

- ⊗ whether there is an outstanding local need for social, community, leisure, indoor sport, education, health or social care uses which could reasonably be met at that location;
- ⊗ the suitability of the location for such facilities having regard to the criteria in Policies SCL 2 and SCL 3;
- ⊗ compatibility with nearby uses; and
- ⊗ compatibility with other Plan policies.

Where replacement facilities are intended, they should be located so that they may continue to serve their users conveniently. The quality of the new provision should be equivalent to or better than what is being replaced.

**10.52** From time to time, as needs and patterns of provision change, land and buildings become surplus to operational requirements or, in the private sector, owners may see the opportunity for a more profitable use. The first consideration should be whether there is still a local need for social, community, leisure, indoor sport, education, health or social care uses. Given the limited supply of land for facilities within the City it is important that if they are no longer required for their existing purpose, they should be considered positively as a potential opportunity to help meet other needs.

**10.53** Where replacement facilities are intended, they should be located so that they continue to serve their users conveniently. The quality of the new provision should be equivalent to or better than what is being replaced.



## CHAPTER ELEVEN CITY CENTRE

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#### **Introduction and Policy Aim**

National and Regional Policy Context  
Local Policy Context – Consultants' Reports and the  
Community Plan

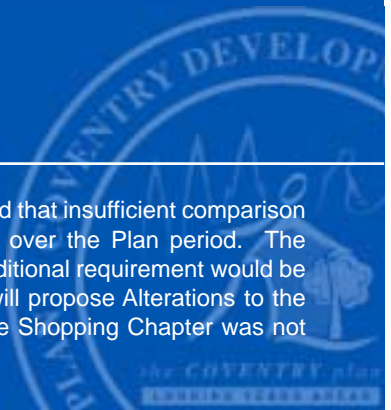
#### **City Centre Strategy**

A Vibrant and Entertaining Market Place  
A Living Heart  
Warm and Welcoming Public Spaces  
Accessible to All  
Sparkling through Good Quality Design and Management

#### **Distinctive Areas**

Central Shopping Area  
West End Area  
Southside Area  
Queens Road/Butts Area  
Station Area  
Parkside Area  
Coventry University Area  
Cathedral Area  
Phoenix Area  
Ring Road Area  
Swanswell Area  
Drapers Fields Area

The CDP Inspector supported the City Council's shopping strategy but found that insufficient comparison shopping floorspace had been identified to meet the predicted capacity over the Plan period. The Inspector therefore recommended that the City Council identify how the additional requirement would be met within the City Centre and other defined Centres. The City Council will propose Alterations to the Plan for this purpose as soon as practicable and in anticipation of this the Shopping Chapter was not modified in response to the Inspector's findings and recommendations.



## CITY CENTRE

### Introduction and Policy Aim

11.1 The City Centre has traditionally been at the heart of the City's civic and religious life as well as its shopping provision. The expansion of the City has meant that other facilities have been provided in other places but the City Centre remains the single most accessible location. After what was felt to be the "completion" of the City Centre in the 1970s there was a period of little activity but from the mid-1980s there has been a fresh realisation of the importance of continually renewing the heart of the City.

11.2 The policy aim of the Chapter is **to develop the full potential of the City Centre by making it a more attractive place for all the community and the wider sub-region. This means:**

- ⊗ **a vibrant and entertaining market place;**
- ⊗ **a living heart;**
- ⊗ **warm and welcoming public spaces;**
- ⊗ **making it accessible to all; and**
- ⊗ **sparkling through good design and management.**

11.3 The definition of the City Centre has changed since the 1993 Plan and the distinction between the "Central Area" and the "City Centre" has also been abandoned. The area has been extended to include the housing developments at Drapers Fields and potential development sites around the Coventry & Warwickshire Hospital but reduced around Lower Ford Street and by the removal of the entire Far Gosford Street area which is now referred to in the Shopping Chapter.

### National and Regional Policy Context

11.4 The main Government guidance is in Planning Policy Guidance Note (PPG) 6 "Town Centres and Retail Development" 1996 which, as its name implies, deals with these two aspects but firstly stresses an approach where the free market operates within a plan-led environment. Guidance therefore starts with an emphasis on:

- ⊗ a plan-led approach to promoting development in town centres; and

- ⊗ the sequential approach to selecting sites for development for retail, employment, leisure and other key town centre uses.

11.5 In dealing with town centres, Guidance seeks:

- ⊗ promotion of mixed use development and the retention of key town centre uses;
- ⊗ emphasis on the importance of a coherent town centre parking strategy through a combination of location, management and pricing for different user groups;
- ⊗ promotion of town centre management to develop clear standards of service and improve quality for users; and
- ⊗ promotion of good urban design.

11.6 "Regional Planning Guidance for the West Midlands" 1998 (RPG 11) identifies Coventry as the centre of a string of towns running from Atherstone in the north to Warwick and Stratford in the south.

### Local Policy Context – Consultants' Reports and the Community Plan

11.7 As a result of the changes that had taken place in the City Centre since the 1993 Plan and the renewed interest in town centres encouraged by Government guidance, the City Council commissioned a number of studies. These include [a City Centre Retail Health Check](#) in the form recommended in PPG 6 and a wider City Centre Audit (carried out by Donaldsons, Urbed and Buchanans) 1998, [an Urban Design Study](#) and [City Centre Access Strategy](#) (Urban Initiatives) 1999, [Lighting](#) (Speirs & Major) 1998 and [Public Art](#) (PACA) 1998.

11.8 The [City Centre Retail Health Check](#) established the shopping profile, structure and mix and also covered the other indicators listed in PPG 6.

11.9 The shopping profile, structure and mix assessment compared the City Centre with a number of other centres and found less shopping floorspace than both Wolverhampton and Derby and considerably less than Leicester, with which Coventry has frequently been compared. The amount of shopping floorspace has increased by 11% since 1990, principally through the construction of West Orchards and Cathedral Lanes centres. There have been significant increases in the floorspace taken by service uses.

- 11.10 The structure and mix of the City Centre in 1995 showed 62% comparison floorspace (above the national average) with 12% convenience floorspace (below the national average) and about the same percentage for both services and vacant floorspace (Cathedral Lanes was being refurbished at the time and was therefore vacant). Comparable figures for 1997 show 67% in comparison floorspace, 13% in both convenience and service floorspace and 7% vacant.
- 11.11 Although the range of shopping is felt to be adequate and there are other attractions such as the Cathedral, the Museum of British Road Transport, Spon Street, the Belgrade Theatre and Coventry University, the Health Check reveals that there is room for improvement in both enhancing existing facilities and attracting new ones. There is no entertainment area as such which results in a sense of isolation for potential users of the City Centre in the evening.
- 11.12 The key shops are the middle- and lower-market multiples including Debenhams, Burtons, New Look and Top Shop. Mainstream retailers such as Marks & Spencer, BHS and Alders are also important but there is a lack of quality multiples and speciality shops. Sainsburys, the food hall in Marks & Spencer and the Market are also key for food shopping. Surveys have shown 50 retailers seeking space in the City Centre including some who wish to expand. Their names suggest a slight strengthening in the quality and speciality areas but essentially the further development of the middle-market.
- 11.13 Information on shop rents suggests that levels have increased over the last 5 years. Prime space is in high demand with the rental gap widening between prime and secondary space which is only maintaining its value. This may lead to some retailers moving to slightly secondary positions in order to increase space or in anticipation of improvements in the secondary areas.
- 11.14 Vacancy levels have varied over the last 5 years as parts of the shopping area have come forward for refurbishment but are currently below the national average. The refurbishment of the Lower Precinct will increase the level again (see Policy CC 14).
- 11.15 Commercial yields indicate that there has not been a lot of investor confidence in the City Centre, indicated by the potential for rent increases, although the situation may be improving.
- 11.16 Pedestrian flows have been measured on a consistent basis over a number of years and show around a 20% drop in total over the last 5 years. On a day to day basis, Saturday has become around 40% quieter although Friday has become a little busier. Peak flows are recorded around Broadgate, Upper Precinct, Orchard Link and Cross Cheaping with the lowest flows in the Lower Precinct and Queen Victoria Road.
- 11.17 The Health Check shows that most (41%) of visitors to the City Centre come by bus, just more than those who come in a car as driver or passenger (40%). A surprisingly high proportion of people walk (13%) reflecting the close links to adjacent housing areas. Provision for bus services is felt to be good but over-complicated in some respects. Access for cars was also felt to be good but capable of improvement by improving signing between the Ring Road and the car parks. The car parks themselves were chosen because they were generally central (37%) or closest to the main shop destination (26%). The major problem identified for both pedestrians and cyclists was crossing the Ring Road.
- 11.18 Customer views and behaviour were assessed by a 500 person [Shoppers Survey](#) which found that:
- ⊗ over half the respondents were under 44 with nearly one-third in both the skilled manual and the unskilled manual/unemployed/student categories which is broadly typical of the City;
  - ⊗ ethnic minority groups were significantly under-represented in the City Centre;
  - ⊗ the majority of people had come for shopping although two-thirds combined shopping with something else like eating out;
  - ⊗ most shopping was for clothing and footwear and the City Centre was chosen mainly because it was closest to where people lived with the choice, range and quality of the shops as the next most important factor;
  - ⊗ for food shoppers, Sainsburys and Marks & Spencer were the most important shops;

- ⊗ over a third of people come to the City Centre only once a week but nearly a third come more than that and most stay for about two hours;
- ⊗ the things that people liked about the City Centre were that it was easy to get to (34%) and the choice of shops (30%) while 22% liked it for no particular reason;
- ⊗ a third of people used the City Centre in the evening, mainly in the younger age groups and mainly to visit the pubs, clubs and cinema.

11.19 Questions about the City Centre were also asked in the larger [Household Survey](#) which largely confirmed the Shoppers Survey results. The Household Survey also showed that:

- ⊗ good things include the choice of banks, building societies and other services (57%), the Market (43%), the choice of shops (42%) and signposting (41%);
- ⊗ poor things include parks and open spaces (26%), the choice of places to eat and drink (20%) and the lack of cinemas/theatres (18%).

11.20 Safety was felt to be an important issue by nearly 80% of the people and over two-thirds of them felt safe in the City Centre. When asked further, safety specifically in the evenings is a concern with the Household Survey showing 58% of people having a fear of violence.

11.21 A survey of City Centre environmental quality was carried out which showed that:

- ⊗ good things include the general condition of the streets, cleanliness, lack of graffiti and lack of flyposting;
- ⊗ poor things include street furniture, planting, a general feeling of lack of safety and treatment of vacant sites;
- ⊗ the main shopping area, the Cathedral area, the historic area around Spon Street and the offices area in the south are all of high environmental quality;
- ⊗ the University area, secondary shopping area and residential area in the south are all of mixed environmental quality;
- ⊗ the partly industrial area in the north of the City Centre is of poor environmental quality;
- ⊗ crossing the Ring Road was a particular problem for pedestrians;

- ⊗ there are few incentives to linger in the City Centre and more green spaces and water features would improve things.

11.22 The wider [City Centre Audit](#) also considered employment, housing, culture and the evening economy. It found that,

for employment:

- ⊗ the City Centre is a major source of employment provided in a sustainable location including City Council staff, Coventry University, AXA Assurance, Coventry Newspapers, Travel West Midlands and retailers;
- ⊗ businesses run by ethnic minority groups are under-represented in the City Centre;
- ⊗ the Coventry University is a major source of income for the City Centre through direct employment and the student market for night-life;
- ⊗ managed workspaces and seedbeds for new enterprises are lacking;
- ⊗ attracting new major office developments will be difficult;

for housing:

- ⊗ there are fewer people living in the City Centre than in other comparable cities and the quality of the residential environment is not good;
- ⊗ there are not many "stylish singles" people in the City who favour City Centre living;
- ⊗ the key to attracting investment is the ability to create a safe and attractive environment. Current opportunities are limited so environmental improvements will be essential;
- ⊗ Coventry University residences should be focused in and around the City Centre;

for culture and the evening economy:

- ⊗ the City Centre has an adequate range of attractions but nothing exceptional;
- ⊗ the general atmosphere of the City Centre at night and at the weekends is not attractive enough to draw in visitors;
- ⊗ the attractions are too small and too dispersed for them to achieve "critical mass" and the benefits of a concentrated area;
- ⊗ it is important to reinforce what exists or is developing rather than spread investment too thinly.

11.23 These findings were taken forward in the production of the Review Strategy and the [Coventry Community Plan](#). The Community Plan identifies the City Centre as one of the six main priorities and sets out a number of objectives:

⊗ Making the City Centre accessible to everyone by:

- improving access to shops and buildings;
- making it a safe place to visit;
- providing free on-street parking in the evenings;
- promoting late-night buses.

⊗ Providing facilities that meet people's needs through:

- housing for all ages;
- a wide range of shops;
- extended shopping hours;
- a wide range of restaurants;
- facilities that meet the needs of all sections of the community and visitors (not just young people).

⊗ Creating the right environment by:

- celebrating our heritage;
- more street entertainment;
- multi-cultural events;
- innovative lighting features;
- a cleaner and greener environment;
- an environment which encourages new investment.

11.24 The City Centre is managed and promoted by a partnership company, CVOne, bringing together the City Council and the private sector in the form of key stakeholders. It is responsible for cleaning the City Centre, maintaining the car parks, running the "Shopmobility" scheme and organising

events and entertainment. Its role also extends to improving the City Centre in terms of its retail and economic development.

11.25 The CVOne vision for the City Centre wants to make it:

- ⊗ a natural meeting place;
- ⊗ a place where people will come and stay longer;
- ⊗ the first choice for citizens; and
- ⊗ a greener, more attractive place.

Its priorities are to:

- ⊗ continue to hold shopper car park charges down;
- ⊗ promote events to increase footfall;
- ⊗ improve cleanliness;
- ⊗ improve appearance;
- ⊗ improve security; and
- ⊗ deliver a broader portfolio of retail outlets.

11.26 The [Urban Design Study](#) focuses principally on a hierarchy of routes and spaces. These consist of:

- ⊗ the "civic spines" running east-west and north-south;
- ⊗ "community/visitor routes", principally pedestrian;
- ⊗ the Inner Circulatory Route for vehicles;
- ⊗ Broadgate;
- ⊗ "hub spaces";
- ⊗ spaces on the "civic spines"; and
- ⊗ spaces on the "community/visitor routes".

There are separate sections on design approaches to the Ring Road, the areas around the Ring Road both inside and outside the City Centre (referred to as "Inner Area Zones of Change"), gap sites, views and landmarks.



11.27 The **City Centre Access Strategy** arose jointly from the Urban Design Study and the need to reconcile the Phoenix Initiative with highway concerns. It suggests:

- ⊗ the need for controlled bus access across some key spaces during the day;
- ⊗ development of a package of complementary measures to support this;
- ⊗ revisions to the pattern of taxi access and ranks;
- ⊗ remodelling the Station Square area for pedestrians and other means of transport;
- ⊗ the need to run the "City Centre People Mover" across key spaces whether or not other forms of public transport are permitted to do so;
- ⊗ the existing number of car parking spaces is broadly right but spaces should be concentrated into fewer but bigger car parks;
- ⊗ the car park pricing regime should be rationalised and charges should be made for on-street parking;
- ⊗ "Dynamic Traffic Management" systems should be introduced to enable traffic to be steered in appropriate directions at different times by Variable Message Signs and other technologies;
- ⊗ All long distance and tourist coach traffic should be directed into Pool Meadow;
- ⊗ An incremental approach to downgrading the northern side of the Ring Road be considered;
- ⊗ improved ways of crossing the Ring Road for pedestrians and cyclists are needed but the particular approach will need to be site specific; and
- ⊗ improved cycle parking is needed.

11.28 The **Lighting Strategy** also relates to the Urban Design Study and focuses principally on the image of the City Centre at night. In addition to the routes and spaces in the Urban Design Study it identifies:

- ⊗ landmark buildings;
- ⊗ gateways to the City Centre for both vehicles and pedestrians;
- ⊗ edges to the City Centre, principally the Ring Road; and
- ⊗ "night time economy" locations.

11.29 The **Public Art Strategy** seeks to place and encourage items of public art in specific City Centre locations. Areas considered appropriate for the inclusion of public art are identified in the various site specific policies.

## City Centre Strategy

### CC 1: CITY CENTRE STRATEGY

The development of the City Centre will be promoted and encouraged as an attractive, vibrant and accessible focus to meet the needs of all the community and to fully develop its sub-regional role.

This will be achieved in partnership with a wide variety of public, private and voluntary agencies.

Special attention must be paid to the needs of disabled people.

(Part 1 policy)



11.30 The City Centre needs to be able to meet a variety of community needs for the City's population and continue to develop its wider specialised and sub-regional roles for the 460,000 people in the secondary catchment area (see Text Map S (1)). Ways of meeting these needs and roles have been summarised in paragraph 11.2 .

11.31 This Strategy section expands these general objectives and contains key policies for those areas which have a City Centre-wide content, identifying sites on the Proposals Map as necessary. It is followed by both general and site-specific policies for the Distinctive Areas of the City Centre shown on the Proposals Map. At the level of these Distinctive Areas, it is the intention that an overall mix of uses is sought in accordance with Policy OS 7.



## A Vibrant and Entertaining Market Place

### CC 2: A VIBRANT AND ENTERTAINING MARKET PLACE

The development of the City Centre will be promoted and encouraged as the major focus for new shopping and social, community, leisure and tourism schemes. This will be achieved through a combination of redevelopment, refurbishment and extension.

- 11.32 The main focus of the City Centre will continue to be its shopping role. The definition of the Central Shopping Area, with appropriate promotional and control policies, is intended to develop this in accordance with the Shopping Strategy set out in Policy S 1. The further development of the social, community, leisure and tourism role of the City Centre is also important and the identification of the West End and Phoenix Areas are intended to provide a focus for developments of these types in accordance with Policy SCL 2. Moves towards the "24-hour City" will be supported and Coventry University also helps to generate demand for specific types of leisure facilities.

## A Living Heart

### CC 3: A LIVING HEART

The development of the City Centre will be promoted and encouraged to provide a living heart for the City through the identification and promotion of a mix of housing, employment and education sites and areas.

Housing schemes will be of a variety of types and tenures.

Employment schemes should be primarily for business offices and also include hotels and conference and training accommodation.



- 11.33 In order to fulfil the City Centre Strategy, the development of a "living heart" where people want to live, work and be educated at all hours of the day and night is required. The southern side of the City Centre already has a mix of housing and office employment which co-exist well with each other and with Coventry University. To achieve more housing in the City Centre, three elements are identified:

- ⊗ new housing sites;
- ⊗ sites where a substantial housing element is required as part of a mixed-use development; and
- ⊗ conversions and windfall sites.

Because of the location of these sites within the City Centre, there is less need for private car ownership (given the excellent public transport which exists) and private gardens are generally not feasible or appropriate. Therefore, it will be generally expected that all these City Centre housing sites will fall into higher density Category A sites referred to in paragraph 4.40.

- 11.34 The new housing sites are spread throughout the City Centre in order to increase the general mix of activities and are identified in Policy CC 4. The sites at Drapers Fields and Parkside were allocated in the 1993 Plan Policy H 10. A site at Greyfriars Lane is to be developed as an extension to Ford's Hospital for special needs housing. Sites where a substantial residential element is required as part of a mixed-use development are referred to in Policies CC 5, CC 20, CC 35 and CC 37. There are likely to be opportunities for the conversion of buildings such as redundant office blocks or "living over the shop" schemes as well as windfall sites which will contribute to this element of the Strategy and these are referred to in Policies H 5, H 6 and H 9.

11.35 The general suitability of the City Centre for a range of employment uses is stressed in the Economy and Employment Chapter. Specifically, business offices are indicated to be principally located within the City Centre in Policy E 5, while hotels and conference and training facilities are encouraged to locate within the City Centre in Policy E 4. Specific sites are identified for these uses in the West End, Southside, Queens Road/Butts, Station, Parkside (linked to Coventry University) and Phoenix Areas.

#### CC 4: NEW HOUSING SITES

New housing will be promoted and encouraged on sites shown on the Proposals Map at:

- 1 Drapers Fields;
- 2 Parkside;
- 3 Lower Holyhead Road/Hill Street;
- 4 Queen Victoria Road;
- 5 Greyfriars Road car park
- 6 Whitefriars Lane car parks;
- 7 64-76 Whitefriars Street; and
- 8 Winfray Annexe, Butts.

11.36 It is important to offer a wide portfolio of housing sites within the City Centre to cater for the changing needs of the population over the Plan period. Affordable housing will be welcomed within the Ring Road but will not be a requirement; outside the Ring Road it will normally be sought in accordance with Policy H 10. Student accommodation will only be accepted on the identified sites after the general housing requirement has been met. Sites to provide a total of around 800 dwellings are identified in this Policy. Particular details are:

- ⊗ at Drapers Fields, a development of 178 dwellings has been completed;
- ⊗ at Parkside, a development of 287 dwellings began in 2000;
- ⊗ at Lower Holyhead Road/Hill Street, a development of 63 dwellings on the Lower Holyhead Road frontage began in 2001 and planning permission has been granted for 28 dwellings to extend Bonds Hospital on the Hill Street frontage.

- ⊗ at Queen Victoria Road, a development which recreates a street frontage to Queen Victoria Road and Croft Road is sought. This site is considered particularly suitable for social housing to complement Starley Road and around 65 dwellings should be provided;
- ⊗ at Greyfriars Road car park, a development which creates a street frontage and which relates to the other buildings in the road is sought. Public car parking must be retained as part of the development and around 15 dwellings should be provided;
- ⊗ at Whitefriars Lane car parks, a development which recreates the street frontage to Whitefriars Lane and which relates to the surviving Whitefriars Gate is sought. It will also need to consider the development of the Coventry University car park on the opposite side of Whitefriars Lane and particular care will be needed along the Ring Road boundaries to respond to the noise levels. Around 65 dwellings should be provided;
- ⊗ at 64-76 Whitefriars Street, a small infill development will need to relate to the scale of adjoining buildings. Around 10 dwellings should be provided; and
- ⊗ at the Winfray Annexe, planning permission has been granted for the complete redevelopment of the site and buildings to provide 83 dwellings and 340 student bedspaces.

#### CC 5: SITES AND AREAS WITH A SUBSTANTIAL HOUSING ELEMENT

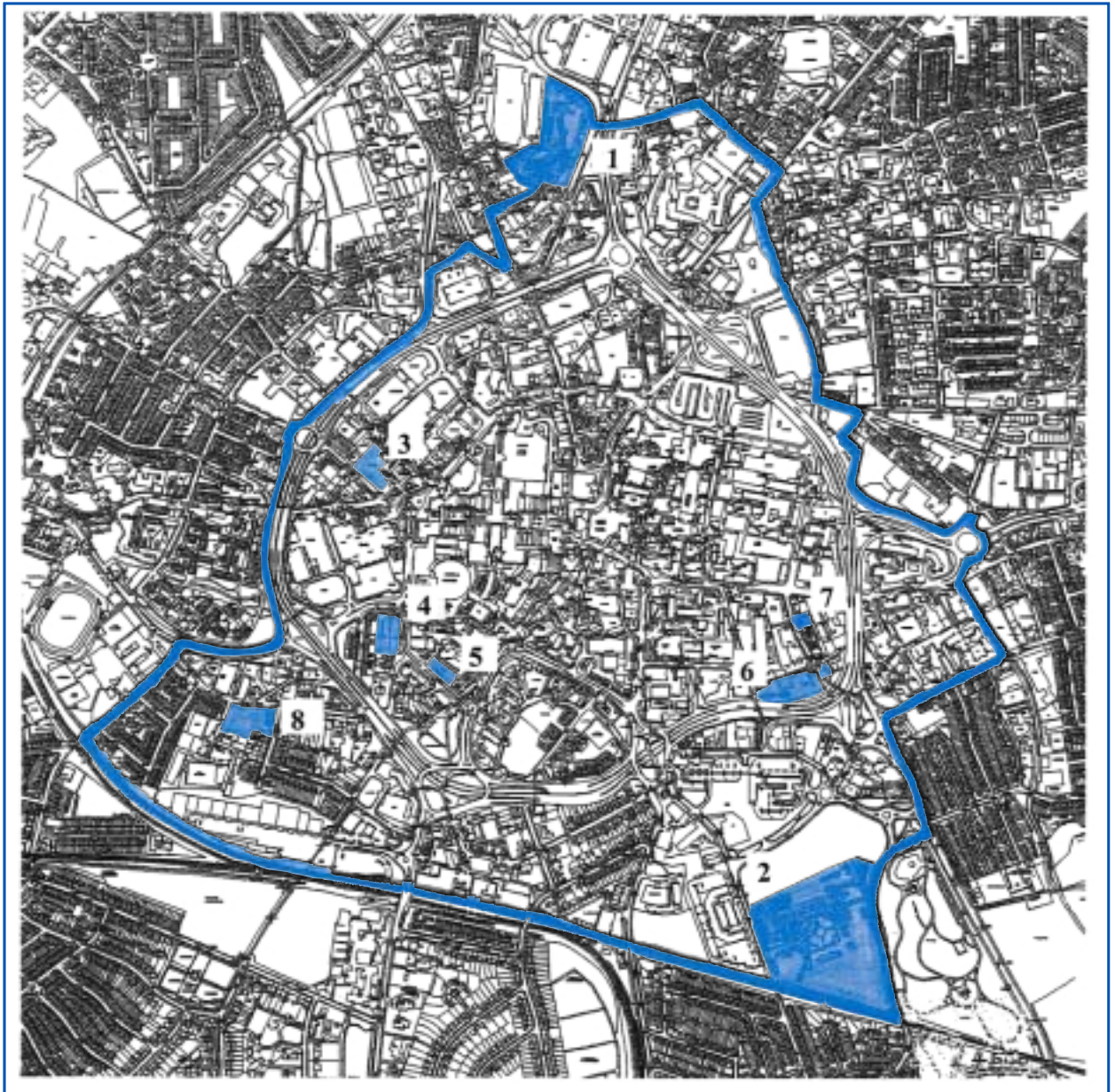
Housing should form a substantial element of the mixed-use redevelopment of sites shown on the Proposals Map at:

- 1 Manor House Drive;
- 2 East side of Grosvenor Road
- 3 Hill Street/Corporation Street; and
- 4 Spon Street/Queen Victoria Road.

In addition, housing must be included as part of the wider redevelopment of:

- 5 The Phoenix 1 Area;
- 6 The Phoenix 2 Area; and
- 7 The Upper Well Street/Bond Street Area.

## Map CC (1) New Housing Sites - Policy CC 4



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### NEW HOUSING SITES

1. Drapers Fields
2. Parkside
3. Lower Holyhead Road/Hill Street
4. Queen Victoria Road
5. Greyfriars Road Car Park
6. Whitefriars Lane Car Parks
7. 64-76 Whitefriars Street
8. Winfray Annexe, Butts



11.37 On some sites within the City Centre, the most suitable redevelopment will be for a mix of uses, both to aid the development process and also for its own sake. Housing should be a substantial element of that mix in the identified sites and wider areas. The inter-relationship of uses, the achievement of a satisfactory residential environment and the financial viability of the overall scheme will all need to be considered. Sites and areas to provide a total of at least 430 dwellings are identified in this Policy. Particular details are:

- ⊗ at Manor House Drive, referred to in Policy CA 38 of the 1993 Plan as Friars Road/Ringway St Patrick, development of the site began in 2000 for a mix of offices and at least 75 dwellings;
- ⊗ on the east side of Grosvenor Road, the site consists of the Park Court office development, a surface level car park and the former Parkside car dealership, now vacant. The development of the car park and adjacent land in the City Council's ownership should recreate a frontage to Grosvenor Road and relate to the scale of the Park Court office building to which access will need to be retained in some form. This part of the site should provide at least 55 dwellings. Redevelopment of the former Parkside garage could continue this form and could also provide housing or alternative compatible uses including business offices or hotel;
- ⊗ at Hill Street/Corporation Street, the site should be developed to the same scale as the existing buildings in Corporation Street. Small retail units may be included at ground floor level. Around 15 dwellings should be provided and a development brief is available;

- ⊗ at Spon Street/Queen Victoria Road, a development which creates an infill frontage to Spon Street and relates to the reconstructed timber-framed buildings is sought. Small retail units should be included at ground floor level to provide continuity of the retail frontage. Around 10 dwellings should be provided and a development brief is available;
- ⊗ in the Phoenix 1 area, a requirement for at least 100 dwellings will be included in the development brief for the development of buildings around Priory Place and in Hales Street. Student accommodation may also be included in the development but this will not be considered against the identified housing target. This area is referred to in Policy CC 35;
- ⊗ in the Phoenix 2 area, a requirement for at least 100 dwellings will be included in the development brief in order to continue the process of introducing housing into this part of the City Centre. This is referred to in Policy CC 37; and
- ⊗ in the Upper Well Street/Bond Street area, a requirement for at least 75 dwellings will be included in the development brief in order to continue the process of introducing housing into this part of the City Centre. This is referred to in Policy CC 20.

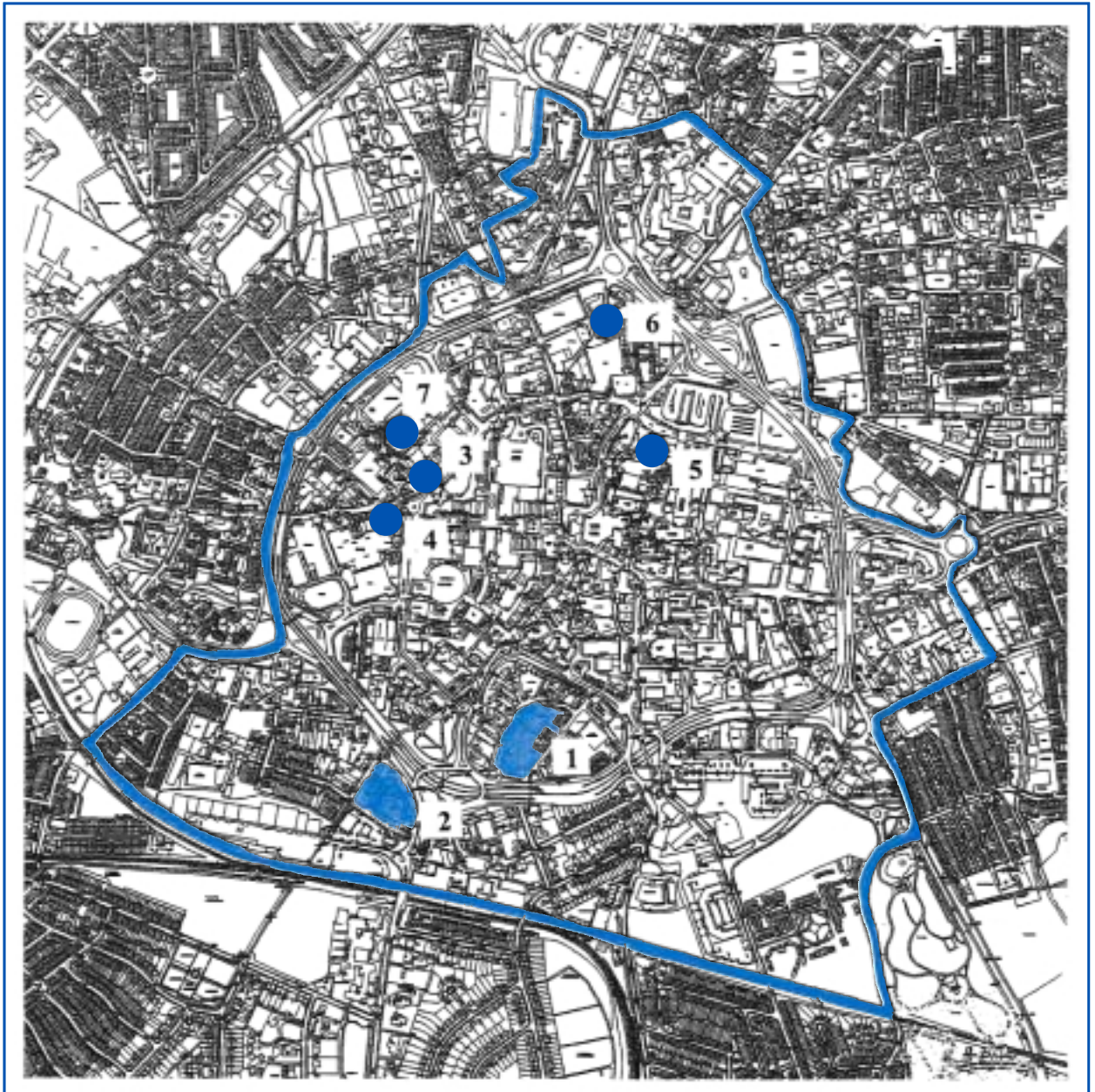
#### Warm and Welcoming Public Spaces

##### CC 6: WARM AND WELCOMING PUBLIC SPACES

Improvements to the environment of the City Centre will be promoted and encouraged. This will be through a combination of major environmental improvement schemes, smaller scale improvements and greening exercises.



## Map CC (2) Sites with a substantial Residential Element - Policy CC 5



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## SITES WITH SUBSTANTIAL RESIDENTIAL ELEMENT

1. Manor House Drive
2. East Side of Grosvenor Road
3. Hill Street/Corporation Street
4. Spon Street/Queen Victoria Road
5. The Phoenix 1 Area
6. The Phoenix 2 Area
7. The Upper Well Street/Bond Street Area

11.38 The City Centre Audit established that, while a lot had been done to improve the environment of the City Centre, some mistakes had been made and much more needed to be done. There is also now a recognition that the improvement process needs to be continuous with evolving ideas to meet the public's changing needs. Work has taken place in the main Precinct area, Bull Yard and the Canal Basin, but further work for the first two is referred to later. The major problem for the Canal Basin is the access to it across the Ring Road and this is referred to in Policy CC 42.

#### CC 7: MAJOR ENVIRONMENTAL IMPROVEMENT SCHEMES

Major environmental improvement schemes will be promoted and encouraged on sites shown on the Proposals Map at:

- 1 Broadgate and High Street;
- 2 Upper Precinct;
- 3 Palmer Lane;
- 4 Belgrade Square;
- 5 Lidice Place;
- 6 Spon Street;
- 7 Greyfriars Green;
- 8 Bull Yard;
- 9 Little Park Street/High Street/Earl Street;
- 10 New Union Street/Little Park Street;
- 11 Jordan Well/Gosford Street/Cox Street;
- 12 Priory Street;
- 13 Ring Road; and
- 14 Station Square.

11.39 These locations include those identified through the Urban Design Study and generally follow the categorisation set out in paragraph 11.26. They will be implemented primarily through public funding although contributions will be sought from developers and adjacent landowners where appropriate. The schemes will all include improved and integrated lighting schemes and public art. They must pay special attention to the needs of disabled people. Existing essential service accesses must be retained or acceptable alternatives provided.

Particular details are:

- ✳ in Broadgate, the removal of the existing canopy and remodelling to recreate a public square and improve the link with the Upper Precinct; in High Street, remodelling to improve the pedestrian environment;
- ✳ in the Upper Precinct, the removal of the existing ramp to the upper level and relocation of the escalator away from the main axis of the Precinct;
- ✳ in Palmer Lane, the separation of pedestrian and vehicular movements and enhancement of the River Sherbourne;
- ✳ in Belgrade Square, the remodelling of the space to improve the pedestrian environment and provide a better setting for the Belgrade Theatre;
- ✳ in Lidice Place, the remodelling of the space to strengthen the links between the Lower Precinct, Spon Street and Hill Street and improve the setting of historic buildings;
- ✳ in Spon Street, the repaving of the street to complement its historic character;
- ✳ at Greyfriars Green, the widening of the footway from Bull Yard, removal of the subway under Greyfriars Road and the remodelling of the Green itself;
- ✳ in Bull Yard, the extension of the existing repaving scheme up New Union Street and Warwick Row and around Christchurch spire;
- ✳ at the Little Park Street/High Street/Earl Street junction, the creation of a new square to improve the pedestrian environment and improve the setting of the Council House;
- ✳ at the New Union Street/Little Park Street junction, improvements to the pedestrian environment;
- ✳ in the Jordan Well/Gosford Street/Cox Street area, improvements to the pedestrian environment;
- ✳ in Priory Street, the creation of a new square to improve the pedestrian environment, the setting of the Cathedrals and Coventry University buildings and the exclusion of large vehicles;
- ✳ around the Ring Road junctions, a programme of visual improvements to pillars, cladding panels and surrounding spaces; and
- ✳ in Station Square, remodelling of the space to improve the pedestrian links to the rest of the City Centre and the setting of the Station building.

11.40 Both the City Centre Audit and the Urban Design Study remarked on the very high level of general accessibility of the City Centre to the rest of the City. Clear problems were, however, identified with some aspects of moving around within the City Centre and crossing the Ring Road. There was also a concern that, in an effort to create a pedestrian and public transport friendly environment, the importance of the private car for the evening economy had been overlooked. The achievement of an "accessible to all" City Centre means that these remarks need to be considered.

#### Accessible to All

##### CC 8: ACCESSIBLE TO ALL

Improved accessibility to and within the City Centre to provide access for all sectors of the community will be promoted and encouraged. This will include:

- ⊗ maintaining high quality bus access;
- ⊗ promotion of a "City Centre People Mover";
- ⊗ generally improving pedestrian safety;
- ⊗ schemes to make crossing the Ring Road easier for pedestrians and cyclists;
- ⊗ provision of an adequate supply of car parking for shoppers;
- ⊗ improving the links between the Station and the rest of the City Centre; and
- ⊗ opening some streets for car traffic and parking in the evening.

Special attention must be paid to the needs of disabled people.

11.41 In accordance with Policy AM 1, the safe, efficient and easy movement of people in and around the City Centre will be promoted and a balance sought between public transport, pedestrians, cyclists and car users. This balance will change for different types of journey and at different times of day. In addition to changes arising from other developments, the Local Transport Plan will implement schemes.

11.42 Bus access requirements into and around the City Centre will be maintained as new developments take place. Congestion will be reduced by removing other types of traffic from key areas such as Trinity Street. The strategy involves the creation

of "bus hubs" which will rationalise the existing pattern of bus stops, improve linkages between services and improve waiting and information facilities. Initially, these "bus hubs" will be located in Ironmonger Row, Warwick Row/New Union Street, Lidice Place and Little Park Street/Earl Street. The design and layout of the latter two will be co-ordinated with the major environmental improvements referred to in Policy CC 7. Further "bus hubs" will be promoted in appropriate locations.

11.43 Another way of helping people to get around the City Centre is the "City Centre People Mover". This is proposed to be a low-emission, accessible bus which would run from the Railway Station and serve key locations around the City Centre. It would be able to cross Millennium Place.

11.44 The proposals in Policy CC 7 will allow improvements to take place to the pedestrian environment in places where there are current problems such as High Street and Jordan Well/Gosford Street/Cox Street. Advantage will be taken of other proposals to ensure continued improvements to existing pedestrian routes and opportunities for new routes.

11.45 The major problem associated with both walking and cycling to the City Centre is crossing the Ring Road; getting to the Station and the Canal Basin are the most notable problem areas. A number of alternative approaches to this are possible including improving and providing more bridges, providing "at-grade" crossings and, if nothing else is possible, improving the existing subways. Providing "at-grade" crossings may involve either filling in existing subways or replanning stretches of the Ring Road to make it more pedestrian friendly. These are referred to in Policies CC 40 to CC 43.

11.46 Shoppers will be encouraged to come to the City Centre by both improvements to other modes of transport and the provision of short-stay car parking. Car parks are referred to in Policy CC 10.

11.47 Improvements to all the links between the Station and the rest of the City Centre are required, but particularly the pedestrian route. These are referred to in Policies CC 7-7 and 7-14, CC 40 and CC 43.

11.48 During the day, pedestrians and cyclists will be given priority over public transport apart from the "City Centre People Mover". During the evening, parts of the City Centre such as Corporation Street will be opened to car traffic and on-street car parking allowed.

11.49 Within the City Centre, a "Shopmobility" scheme has been operating for some years from a base in the Barracks Car Park and providing powered scooters for visitors to the City Centre. "Easy Rider" and "Ring and Ride" services will serve the base and the expansion of the scheme within the City Centre will be encouraged.

11.50 Commuting to work by alternative means of transport to the private car will be promoted through continued improvements to other modes, "green commuting" and by limiting long-stay car parking. A number of existing long-stay car parks are identified for residential or substantially residential use in Policies CC 4 and CC 5. New developments and extensions for non-residential uses should not provide more than the operational minimum number of spaces in order to encourage the use of alternative means of transport. The operational minimum will exclude long-stay staff and visitor parking but will include provision for "Blue (Orange) Badge" drivers. Car parking standards are SPG, referred to in Policy AM 17, and planning obligations in accordance with Policy OS 10 will be sought to implement this policy. Outside the Ring Road, car parking above the operational minimum will be considered on the basis of the standards for accessible areas in that SPG.

**CC 9: CAR PARKING AND NEW DEVELOPMENTS**

Private car parking provision for new developments will be limited to that necessary for essential operational needs and provision for "blue (orange) badge" holders.

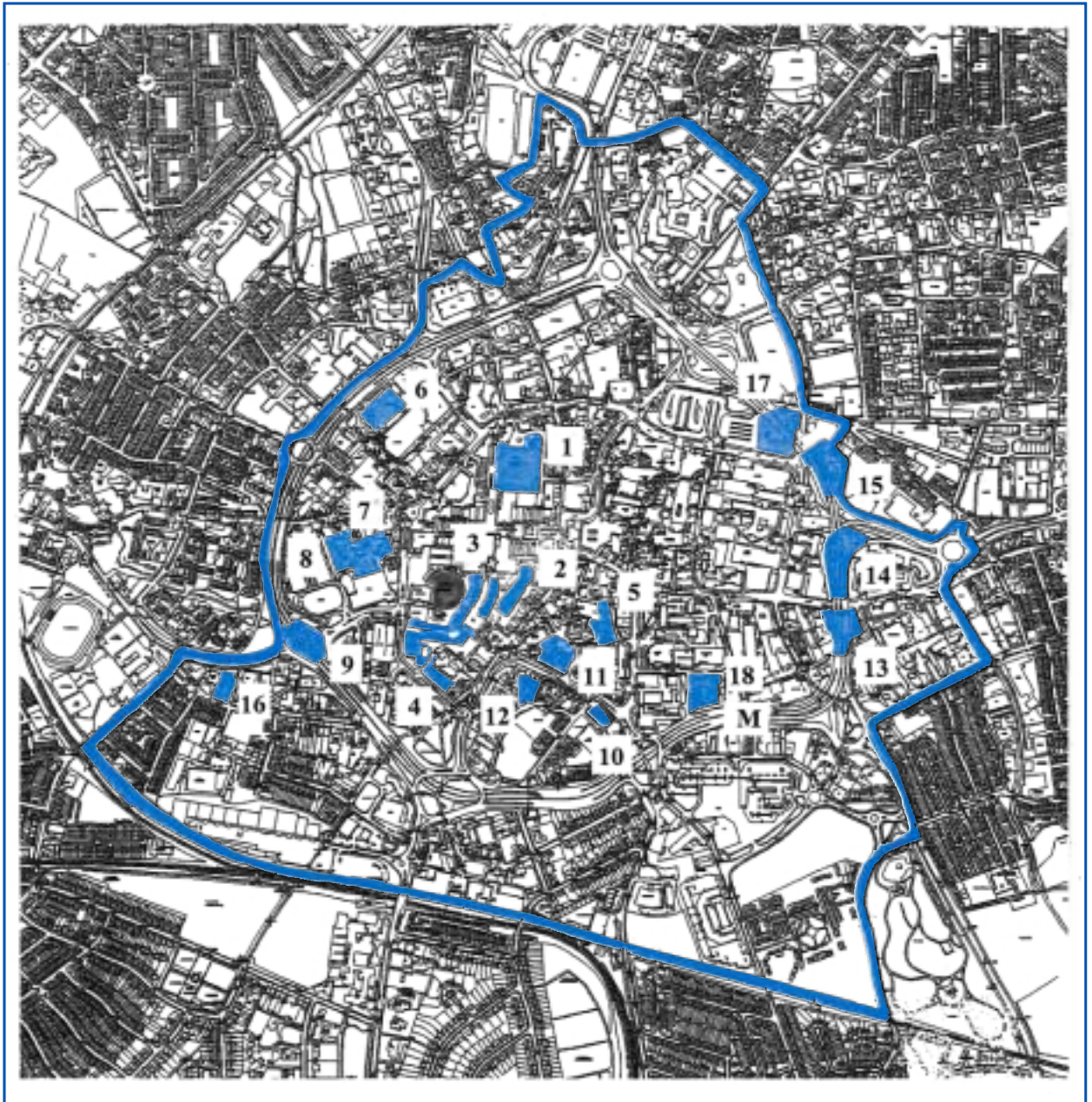
The balance of demand will be expected to be met through developer contributions to new public car parking, "Park and Ride" schemes or other transport measures.

Supplementary Planning Guidance will implement these principles in detail.





## Map CC (3) Public Car Parking - Policy CC 10



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### PUBLIC CAR PARKING

- |   |  |
|---|--|
| 1. West Orchards                        | 11. Christchurch House                       |
| 2. Barracks                             | 12. Manor House Drive                        |
| 3. Market/City Arcade                   | 13. Gosford Street                           |
| 4. Greyfriars Road                      | 14. Grove Street                             |
| 5. Salt Lane (ground floor only)        | 15. Lower Ford Street                        |
| 6. Leigh Mills                          | 16. Queens Road                              |
| 7. Queen Victoria Road (Midlands Co-op) | 17. Ford Street (Cox Street)                 |
| 8. Skydome                              | 18. St. Johns Street (Much Park Street)      |
| 9. Moat Street                          | M. Multi-storey car park at St. Johns Street |
| 10. New Union Street                    |  |

**CC 10: PUBLIC CAR PARKING**

Public Car Parks will be retained on sites shown on the Proposals Map at:

- 1 West Orchards;
- 2 Barracks;
- 3 Market/City Arcade;
- 4 Greyfriars Road;
- 5 Salt Lane (ground floor only);
- 6 Leigh Mills;
- 7 Queen Victoria Road  
(Midlands Co-op);
- 8 SkyDome;
- 9 Moat Street;
- 10 New Union Street;
- 11 Christchurch House;
- 12 Manor House Drive;
- 13 Gosford Street;
- 14 Grove Street;
- 15 Lower Ford Street;
- 16 Queens Road;
- 17 Ford Street (Cox Street); and
- 18 St Johns Street (Much Park Street).

Proposals to redevelop any of these sites will only be considered if adequate and suitable alternative provision is made through one or more of the following:

- ⊗ replacement parking as part of the scheme or elsewhere within the City Centre;
- ⊗ "Park and Ride" services; or
- ⊗ other transport measures which reduce reliance on the private car.

A new multi-storey car park will be constructed at St Johns Street over the existing surface level car park.

- 11.51 The City Centre Access Strategy concluded that the existing number of public car parking spaces (around 6,000) should be retained in order to ensure the continued attraction of the City Centre for car users. It suggested that overall management would be improved by the concentration of spaces into fewer but larger car parks directly accessed from the Ring Road as far as possible. There would then be an opportunity to redevelop a number of existing surface level car parks for other uses. Car parks to be retained are shown on Text Map CC (3).

**Sparkling through Good Quality Design and Mangement****CC 11: SPARKLING THROUGH GOOD QUALITY DESIGN AND MANAGEMENT**

Improved design and management of the City Centre will be promoted and encouraged through partnerships with landowners, developers, businesses and CVOne

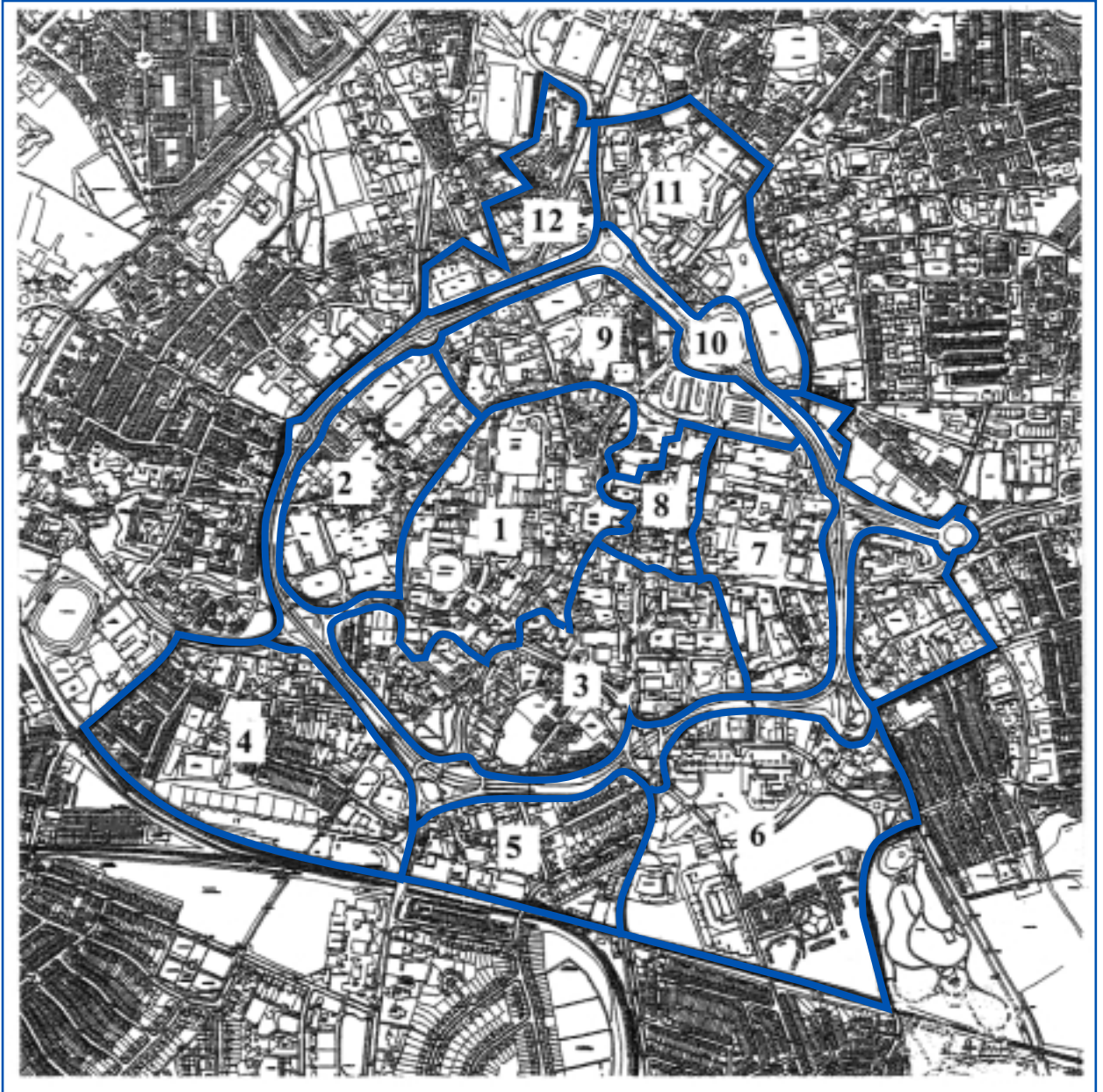
This will include:

- ⊗ major lighting and public art schemes; and
- ⊗ an approach to quality urban design that recognises the Distinctive Areas of the City Centre.

- 11.52 The partnership that the City Council has established through CVOne for the management and promotion of the City Centre will be a crucial part of this exercise but one which is largely outside the land use remit of the Plan. Partnerships will also be sought with other landowners to secure agreements which support the City Centre Strategy.

- 11.53 The City Council has established the "Coventry by Design" forum which meets quarterly to discuss urban design issues, particularly in the City Centre. It includes members of the public and City Council officers and is advised by the various consultants developing schemes. It ensures that the urban design process is integrated (including lighting and public art within schemes) and subject to public scrutiny. It will continue to be involved both in the promotion of the smaller-scale and major environmental improvements referred to in Policies CC 6 and CC 7 and in day-to-day design and maintenance work. The overall approach to Urban Design is referred to in the Built Environment Strategy and the Principles of Urban Design Policies BE 1 and 2.

## Map CC (4) Distinctive Areas - Policy CC 12



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### DISTINCTIVE AREAS

- |                           |                             |
|---------------------------|-----------------------------|
| 1. Central Shopping Area  | 7. Coventry University Area |
| 2. West End Area          | 8. Cathedral Area           |
| 3. Southside Area         | 9. Phoenix Area             |
| 4. Queens Road/Butts Area | 10. Ring Road Area          |
| 5. Station Area           | 11. Swanswell Area          |
| 6. Parkside Area          | 12. Drapers Fields Area     |

## Distinctive Areas

### CC 12: DISTINCTIVE AREAS

Distinctive Areas are shown on the Proposals Map to guide development within the City Centre. Although there will be a predominant use or uses within these Areas, an overall mix of uses will be maintained and sought.



11.54 The identification of Distinctive Areas, also shown on Text Map CC (4), helps to focus development in appropriate parts of the City Centre where this is desirable. Within these Areas, in accordance with Policy OS 7, mixed land use will be sought although it will not always be appropriate to pursue mixed uses on every site. There will also need to be consideration of the details of developments in accordance with the principles set out in Policy BE 2.

### The Central Shopping Area

#### CC 13: THE CENTRAL SHOPPING AREA

The Central Shopping Area is shown on the Proposals Map.

Within this Area, which will be the principal focus for shopping developments, major proposals for redevelopment, refurbishment, extension or conversion for shopping uses will be promoted and encouraged.

Small scale redevelopments for shopping uses will be supported as part of mixed-use schemes for sites CC 5-3, CC 5-4, CC 20, CC 22, CC 26 and CC 35.

Proposals for major shopping development outside the Central Shopping Area, not in accordance with these allocations or not in accordance with the appropriate Distinctive Area policy will be assessed against Policy S 11.

11.55 In the light of the City Centre Retail Health Check and other changes and proposals in this Chapter, the Central Shopping Area in the 1993 Plan has been redefined by the exclusion of the Midlands Co-op, Spon Street, the west side of Corporation Street, Fairfax Street and the Hay Lane area. This does not mean that the City Council will discourage existing retailing in the excluded areas but rather that the development of additional new roles for these areas will be encouraged. The balance of shopping uses within the Central Shopping Area will be subject to Policy CC 17.

11.56 The Coventry Shopping Study has identified capacity for up to 67,300 sq m gross of comparison shopping floorspace during the Plan period. This Plan intends that the Central Shopping Area should be the main focus of development to provide for sub-regional shopping needs and support the wider sub-regional role of the City Centre. Following the "sequential approach" set out in Government guidance, the sites within the Central Shopping Area identified in Policies CC 14 - CC 16 will be the main priorities for refurbishment and redevelopment.

11.57 In order to help a number of mixed-use developments, new small shop units will be also supported, if required, as part of schemes at:

- ✦ Hill Street/Corporation Street (referred to in Policy CC 5);
- ✦ Spon Street/Queen Victoria Road (referred to in Policy CC 5);

- ⊗ site at Upper Well Street/Bond Street (referred to in Policy CC 20);
- ⊗ sites at the corner of New Union Street and Little Park Street (referred to in Policy CC 22);
- ⊗ the Station Area sites (referred to in Policy CC 26); and
- ⊗ the Phoenix 1 development (referred to in Policy CC 35).

11.58 Smaller refurbishment proposals may arise for other parts of the Central Shopping Area which will normally be supported in the interests of maintaining its vitality.

#### CC 14: LOWER PRECINCT REFURBISHMENT

The refurbishment of the Lower Precinct Area shown on the Proposals Map for predominantly shopping uses will be promoted and encouraged.



11.59 In a short section referring to the Lower Precinct, the 1993 Plan stated "consideration will be given early in the Plan period to improvements to the existing physical structure". In the light of quicker than anticipated developments in other parts of the City Centre, the City Council have pursued improvements with a developer partner in the light of interest from English Heritage.

11.60 The development, which commenced in 1999, is for a refurbishment of the main Lower Precinct space including a lightweight roof, widening the ramp access from the Precinct Cross, the construction of

a new link from the Lower Precinct to the Market and the construction of a new multi-storey car park. The scheme will include major new retail units, restaurant/café uses and accessible public toilets.

#### CC 15: SMITHFORD WAY REDEVELOPMENT

The redevelopment of the area between Smithford Way, Corporation Street and the Lower Precinct shown on the Proposals Map for predominantly shopping uses will be promoted and encouraged.

11.61 The next stage in the redevelopment of the Central Shopping Area is likely to be the area bounded by Smithford Way, Corporation Street and the Lower Precinct. The principal occupier of the area is the Heart of England Co-op while the City Council are also a significant landowner. The scheme should take the opportunity to improve the linkages between the three streets particularly at the point where Smithford Way joins the Belgrade Square environmental improvement scheme area identified in Policy CC 7.

#### CC 16: BARRACKS REDEVELOPMENT

The redevelopment of the Barracks Car Park Area shown on the Proposals Map for predominantly shopping uses will be promoted and encouraged.

11.62 In the longer term, the redevelopment of the Barracks Car Park is likely to arise. While the exact form and nature of the development will be left to the market, the scheme should take the opportunity to improve linkages between Upper Precinct, Market Way, Bull Yard and Hertford Street. Replacement public car parking provision must be considered in accordance with Policy CC 10 and the existing "Shopmobility" base must either be incorporated in the scheme or found a new site in a suitable location.

### CC 17: PRIMARY FRONTAGES

Primary Frontages are shown on the Proposals Map and will remain predominantly in Class A1 use to protect their shopping role.

Proposals for Class A3 use will be permitted if they contribute to the vitality and viability of a Frontage, subject also to Policy S 10. Proposals for increases in the number of Class A2 or other uses in a Frontage will not be permitted.

A window display or open frontage will be required.

Outside the Primary Frontages any mix of Class A uses will be accepted.

**11.63** The Coventry Shopping Study has commented on the current extent of primary retail frontage and, as a result, this has been much reduced from the 1993 Plan. It now consists of the Upper and Lower Precincts (both levels), Smithford Way, Market Way and Shelton Square, the West Orchards, Orchards Link and Cathedral Lanes covered shopping centres, parts of Broadgate and Cross Cheaping. It will also extend to the covered mall to be created between the Lower Precinct and the Market.

**11.64** Within the Primary Frontages, shops (Class A1 of the Town and Country Planning Use Classes Order (UCO)) will be the predominant use. Catering Outlets (Class A3 uses) can provide an extra element of liveliness and variety. Financial and professional services (Class A2 uses) have already taken some units within the Primary Frontages and it is felt that they have now reached an acceptable level. There appears to be little prospect of expansion in this sector, continued contraction being more likely. In the light of this, it is not considered appropriate to permit further such changes of use to A2 within Primary Frontages. Class A2 and other uses that existed in Primary Frontage at the base date of the Plan are shown in Table CC (1).

### Table CC (1)

**Class A2 and other uses in Primary Frontage at the time of the deposit of the Plan.**

13-15 Cross Cheaping  
Unit SU5 Cathedral Lanes Centre  
Shop 14 West Orchards Centre  
11-13 Smithford Way  
15-17 Smithford Way  
21-23 Smithford Way

**11.65** The provision of a window display or an open frontage through which the shop area can be seen will normally be required. The visual effect of a blank frontage is considered inappropriate in a prime shopping area.

**11.66** In West Orchards, Orchards Link and Cathedral Lanes, each individual floor level will be considered as a separate Primary Frontage.

**11.67** Outside the Primary Frontages, any mix of shops, professional and financial services and catering outlets will be accepted although catering outlets will still also be subject to consideration under Policy S 10. Groupings of catering outlets are already in existence around Ironmonger Row and Cross Cheaping and have been suggested for Bull Yard and Spon Street. This policy would accept such groupings if the market seeks them. Sui generis uses such as amusement centres may also be acceptable in some of these secondary locations. Streets such as City Arcade and Spon Street should be promoted for specialised shopping.



## The West End Area

### CC 18: THE WEST END AREA

The West End Area is shown on the Proposals Map.

Within this Area, proposals for redevelopment, refurbishment, extension or conversion for social, community, leisure and tourism uses will be promoted and encouraged.

Proposals for refurbishment, extension or changes of use for shopping uses will only be permitted if they support the role and character of the Area.

11.68 The West End Area and its identification for predominantly social, community, leisure and tourism uses is based on the existence of a number of buildings serving this market at present, the major Skydome development between Croft Road and Spon Street and the prospect of further developments in this general market.

11.69 The construction of the Skydome development on the site bounded by Spon Street, the Ring Road, Croft Road and the Central Midlands Co-op store will focus more attention on the uses in Spon Street. Proposals for shops which support the developing role and character of the Area will be permitted.

11.70 Between the social, community, leisure and tourism uses, there are existing pockets of residential development in Lower Holyhead Road and Hill Street, many of them in historic buildings and included within the (extended) Spon Street Conservation Area. The consolidation of the residential character of these areas can be achieved by the use of a number of existing vacant sites and sites occupied by inappropriate uses. These sites are referred to in Policies CC 4 and CC 5 and others may be identified in the Plan period which could provide a satisfactory residential environment. The overall effect will be to increase the mix of uses in the Area.

### CC 19: BELGRADE THEATRE EXTENSION

Proposals for the extension of the Belgrade Theatre on land south of Bond Street shown on the Proposals Map will be promoted and encouraged.



11.71 The existing Belgrade Theatre is a fine example of post-Second World War theatre design and is now listed as of architectural and historic interest. It is, however, lacking some of the facilities expected at a venue of this size and status. The Theatre Trust have prepared a funding submission which envisages the extension of the theatre towards Bond Street to provide additional backstage areas and improved public facilities. A small existing car-park will be released to assist this.

### CC 20: SITE AT UPPER WELL STREET/BOND STREET

Proposals for the development of the site at Upper Well Street/Bond Street shown on the Proposals Map for a mix of uses including a substantial housing element, hotel, leisure, business offices, small retail units and car parking will be promoted.

11.72 Following the abandonment of the "Coventry Arts and Media Centre" project, the redevelopment of the site at Upper Well Street/Bond Street (including Coronet

House) offers an opportunity for a mixed-use development. In the light of the surrounding uses, the site is considered appropriate for a substantial housing element and a combination of a hotel, leisure uses and business offices. Small retail units may be included on Upper Well Street to provide an interesting ground floor frontage if required. The number of spaces in the existing Bond Street Annexe car park must be provided within the development to maintain provision for the Belgrade Theatre and an attractive pedestrian link between the Leigh Mills car park and the Theatre must be provided.

**CC 22: SITES AT NEW UNION STREET/  
LITTLE PARK STREET**

Proposals for development of sites shown on the Proposals Map at:

- 1 1-8 Union Buildings;
- 2 Cheylesmore car park;

should be mainly four storeys in height. Acceptable uses will include business offices and hotel, with small retail units on the ground floor of 1-8 Union Buildings.

**The Southside Area**

**CC 21: THE SOUTHSIDE AREA**

The Southside Area is shown on the Proposals Map.

Within this Area, proposals for redevelopment, refurbishment, extension or conversion for business office or residential uses will be promoted and encouraged.

Proposals for refurbishment, extension or changes of use for shopping uses will only be permitted if they support the role and character of the Area.

11.74 These sites are needed to be developed at an appropriate scale (around 4 storeys) to provide a satisfactory frame for the space at the junction of Little Park Street and New Union Street. In view of the surrounding uses, it is considered that business offices or hotel would be the most suitable use. The inclusion of retailing is referred to in paragraph 11.57.

**The Queens Road/Butts Area**

**CC 23: THE QUEENS ROAD/BUTTS  
AREA**

The Queens Road/Butts Area is shown on the Proposals Map.

Within this Area, proposals for redevelopment, refurbishment, extension and conversion contributing to an overall mix of residential, business offices and social, community and leisure uses will be promoted and encouraged.

Proposals for refurbishment, extension or changes of use for shopping uses will only be permitted if they support the role and character of the Area.

11.73 The Southside Area is the principal business office area of the City Centre including much of the City Council's office space as well as commercial, legal, police and Government space. It houses the bulk of the City Centre's banks, building societies and estate agents and a number of uses which serve these activities. There are also significant residential areas at Friars Road/St Patricks Road and Starley Road. These uses are considered to be broadly compatible and while, in the past, redevelopment, refurbishment, extensions or conversions for business offices have been the main emphasis, a shift towards residential is now encouraged. The area between High Street, Little Park Street, Cow Lane and Greyfriars Lane is within the High Street Conservation Area. Proposals for shops which support the developing role and character of the Area will be permitted.

11.75 This Area has traditionally been considered as part of the City Centre for the role it plays in providing office space both small and large scale; residential uses including care homes, guest houses and students; planned social and community uses and edge-of-Centre retail development at the Central Six Retail Park. A recent trend has been a move away from office space towards residential which has resulted in the Apollo House conversion for Coventry



University. A new housing site is referred to in Policy CC 4 and the site on the east side of Grosvenor Road is referred to in Policy CC 5. Proposals for shops which support the developing role and character of the Area will be permitted.

#### CC 24: QUEENS ROAD/BUTTS AREA - SOCIAL, COMMUNITY AND LEISURE USES

Proposals for the expansion of existing social, community and leisure uses within the area shown on the Proposals Map will be determined on the basis of the overall environmental and traffic impacts.

- 11.76 There have been a number of recent developments in this Area which have served to strengthen the role in providing for City-wide needs for religious, social, community and leisure purposes while there is pressure on some of the long-standing users to move out. These have resulted in some environmental and traffic problems which will be very carefully considered if there are proposals for further expansions.

#### The Station Area

#### CC 25: THE STATION AREA

The Station Area is shown on the Proposals Map.

Within this Area, proposals for redevelopment, refurbishment, extension or conversion contributing to an overall mix of uses including a public transport interchange, business office, hotel, and residential uses will be promoted and encouraged.

Proposals for refurbishment, extension or changes of use for shopping uses will only be permitted if they support the role and character of the Area.

The improvement of transport links between this Area and the rest of the City Centre will be promoted and encouraged.



- 11.77 The Station Area consists of the Station itself which is listed as being of architectural and historic interest, as well as being a transport interchange for trains, buses and taxis, post-war office redevelopment and the surviving pre-war area of Manor Road, Park Road and Stoney Road which has largely retained its residential use and character. The Urban Design Study identified the Area as an important gateway to the City with a need for environmental improvements to Station Square referred to in Policy CC 7-14. Proposals for shops which support the developing role and character of the Area will be permitted.

- 11.78 Railtrack have indicated that, in order to improve the reliability and level of rail services generally, a new bay platform for the Coventry-Nuneaton services will be constructed adjacent to the Central Six Retail Park on their own land.

- 11.79 The public transport, pedestrian and cycle links between the Station Area and the rest of the City Centre need to be improved. Policy CC 26 below sets out a process for beginning this with other elements referred to in Policy CC 43.

#### CC 26: STATION AREA SITES

Proposals for the redevelopment of sites shown on the Proposals Map for a combination of multi-storey car-parking, business offices, hotel, pub/restaurant, small retail units and limited leisure use will be encouraged.

11.80 The sites of the former multi-storey car park, "The Rocket" public house and the former parcels area on the eastern side of the station together offer an opportunity to create a new mixed-use landmark development. Car parking for rail travellers is an essential part of any scheme; beyond that, a combination of the uses listed above will be sought although only small scale retailing and limited leisure uses will be considered. Residential use will be acceptable as part of a mixed-use scheme provided that a satisfactory residential environment can be achieved. It will need to respect the listed Station building and its setting and also relate to the proposals in Policies CC 7 and CC 25 to improve the environment of Station Square and the pedestrian link to the rest of the City Centre. It would need to provide a new vehicular access from the existing roundabout on Warwick Road and contribute to solving existing circulation and parking problems.

business office development is under construction on the major frontage to Mile Lane. Remaining areas for development include a site on Quinton Road and the Elm Bank teachers centre with adjacent premises. The Area is considered most suitable for further business office developments because of its availability to meet these needs in a location in conformity with Policy E 5 and accessible by a choice of means of transport. It is identified in Policy E 6- 5.

**CC 28: PARKSIDE 2**

Proposals for the redevelopment of the Parkside 2 Area shown on the Proposals Map for business office, research and development, residential and Urban Green Space together with ancillary uses will be encouraged.

**The Parkside Area**

**CC 27: THE PARKSIDE AREA**

The Parkside Area is shown on the Proposals Map.

Within this Area, proposals for redevelopment, refurbishment, extension or conversion contributing to an overall mix of uses including business offices, research and development, residential and Urban Green Space uses will be promoted and encouraged.

11.83 The Parkside 2 Area is the former Rolls Royce site bounded by Mile Lane, Parkside, Quarryfield Lane and the Coventry-Rugby railway line. Redevelopment has begun with the construction of the "TechnoCentre" building for Coventry University as well as Puma Way and Swift Road to access more of the site. Further road construction will enable more of the site to become available for development. The conversion of the former "Swift" car factory building as part of a larger hotel development has been completed.

11.81 The Parkside Area was identified as a Development Option Site in Policy CA 38 of the 1993 Plan and it was hoped that a comprehensive redevelopment of the entire 24 ha site could be achieved. Due to a number of land assembly problems, this has not been possible and instead, three separate parts of the area are now identified.

11.84 In addition to the "TechnoCentre" building, the concept of the development of the northern part of the area envisages offices and further research and development uses together with ancillary light industrial uses. It is identified in Policy E 6-4.

11.82 The Parkside 1 Area is bounded by Quinton Road, Mile Lane and the Coventry-Rugby railway line. Redevelopment at this stage has consisted of a large business office development for the Learning and Skills Council and a car showroom. A further



11.85 The development of the southern part of the Area is to be for residential purposes: a capacity of 300 units is identified in Policy CC 4-2. To serve these and the wider area a local shop or shops up to a total gross floorspace of 250 sq m would be an acceptable ancillary use.

11.86 There are existing areas of structural landscaping along Puma Way and Swift Road and further areas of Urban Green Space will be required both between the employment area and the residential area and within the residential area.

#### CC 29: PARKSIDE 3

Proposals for the redevelopment of the Parkside 3 Area shown on the Proposals Map for predominantly business offices and research and development uses together with a public house/restaurant will be promoted and encouraged.

11.87 The Parkside 3 Area is bounded by London Road, the Ring Road, Paradise Street and Deasey Road. Within this Area it is envisaged that the existing social club will remain and the existing housing on Paradise Street is likely to be redeveloped to provide student housing. To complement these uses and to provide a high quality landmark building on a prominent entrance to the City Centre, redevelopment for business offices and/or research and development work will be promoted and encouraged. To provide facilities for the Parkside area, a pub/restaurant would be an acceptable ancillary use.



### The Coventry University Area

#### CC 30: THE COVENTRY UNIVERSITY AREA

The Coventry University Area is shown on the Proposals Map.

Within this Area, proposals for the redevelopment, refurbishment, extension or conversion of buildings for use by Coventry University will be encouraged.

Proposals for refurbishment, extension or changes of use for shopping uses will only be permitted if they support the role and character of the Area.

11.88 The Coventry University Area is unique in that it flows under the main elevated section of Ringway Whitefriars to include N, Q and R Blocks down Gosford Street. Coventry University plans to consolidate more of its activities in and around its main campus including the use of the former Odeon cinema complex for performing arts and converting the existing library space into teaching space once it has been replaced. In urban design terms, the construction of a building between the Herbert Art Gallery and Museum and D block is required to give sufficient enclosure to Jordan Well and an Urban Design Framework should be established to steer the gradual process of refurbishment of the University's buildings.

11.89 In addition to the main University campus, there are pockets of residential development around the Whitefriars area which are to be strengthened by the redevelopment of a number of sites in the Area referred to in Policy CC 4. Other existing uses include the Herbert Art Gallery and Museum and the Central Swimming Baths and Sports Centre. The Swimming Baths has been listed as a building of architectural and historic interest and the complex is envisaged to remain substantially unchanged. Proposals for shops which support the developing role and character of the Area will be permitted.

**CC 31: GULSON ROAD SITE**

Proposals for the redevelopment of this site shown on the Proposals Map by Coventry University for a mix of academic, administrative and residential uses will be encouraged.

11.90 Coventry University has now completed the construction of a new library building behind the William Morris Building on Gosford Street and future plans include using the surviving Whitefriars monastic buildings for arts use and the remainder of the Gulson Road site for a mix of University uses consisting of teaching space, administrative space and student accommodation which will complement adjacent parts of the City.

**CC 32: WHITEFRIARS STREET SITE**

Proposals for the redevelopment of the site shown on the Proposals Map by Coventry University for academic, administrative or residential use will be encouraged.

10.91 This University owned site is currently used for car parking but, in view of its proximity to other University buildings, its preferred use would be for the University’s academic, administrative or residential use. If no firm proposals emerge for any of these uses within a reasonable time, general residential development will be encouraged.

**The Cathedral Area**

**CC 33: THE CATHEDRAL AREA**

The Cathedral Area is shown on the Proposals Map.

Within this Area, proposals for tourism purposes which also maintain and enhance the historic environment will be promoted and encouraged.

11.92 This Area includes the old and new Cathedrals, which are a major tourist destination, as well as the surviving core of the old City including St Mary’s Hall, Hay Lane, Cuckoo Lane, Holy Trinity Church and Hill Top. It also includes the Britannia Hotel and parts of Coventry University’s Priory Hall blocks which enclose Cathedral Square. A large part of the Area is within the Hill Top Conservation Area, part is also within the High Street Conservation Area and there are a number of historic buildings including Drapers Hall and the 18th Century County Court building that could find new uses in accordance with the Policy.



11.93 The tourist experience of the Cathedral Area is not entirely favourable and the impact of traffic, particularly coach parking, on Priory Street for tourists, students and others is unacceptable at times. The remodelling of this Area is referred to in Policy CC 7-12. The pedestrian links between the Cathedral Area and the Phoenix, Central Shopping and Southside Areas will also need attention to improve their environment.

**The Phoenix Area**

**CC 34: THE PHOENIX AREA**

The Phoenix Area is shown on the Proposals Map

The redevelopment of significant parts of this Area for an overall mix of uses including major public spaces, leisure and recreation, small shop units, residential and employment uses will be promoted and encouraged.

Proposals for refurbishment, extension or changes of use for shopping uses will only be permitted if they support the role and character of the Area.



11.94 This Area represents a part of the City Centre which has not, in the past, been the subject of much planning policy guidance. The 1993 Plan principally identified the redevelopment of Pool Meadow which has taken place in part, the Conservation Area status of Lady Herbert's Garden which remains, a multi-storey car park at Bishop Street which has now been abandoned and a Development Option Site at the corner of Bishop Street and Well Street which has similarly been abandoned.

11.95 Following the decision to retain the Museum of British Road Transport in Hales Street, a scheme to link the Museum to the Cathedral was developed. This is referred to as Phoenix 1 and is the subject of a substantial grant from the Millennium Commission. It is envisaged as the first phase of a major redevelopment of this part of the City Centre which could include the Museum of British Road Transport, the area around Bishop Street/Tower Street, the area around Lamb Street/Chapel Street and the Pool Meadow area. Proposals for shops which support the developing role and character of the Area will be permitted.

#### CC 35: PHOENIX 1

Proposals to link the Cathedral Area with the Museum of British Road Transport through a sequence of major public spaces shown on the Proposals Map will be promoted and encouraged.

Proposals will also include redevelopment for small shop units, a significant housing element, business office and hotel uses.

11.96 The substantial grant from the Millennium Commission is to construct a major new pedestrian link running from Priory Row north and west across New Buildings and the junction between Hales Street, Fairfax Street and Trinity Street to the Museum of British Road Transport through a sequence of spaces. These will include:

- ✳ the Old Priory and Priory Cloister spaces devoted to the first monastic Cathedral;
- ✳ Priory Place, Priory Causeway moving down towards Hales Street and Millennium Place; and
- ✳ the improvement of Lady Herbert's Garden and the creation of a Garden of International Friendship running up to the Ring Road.

The special needs of disabled people will be taken into account.

Development along the major public spaces and south of Hales Street will include specialised retail, cafes and compatible uses with at least 100 dwellings above and the replacement of some of the Britannia Hotel facilities. Student accommodation may also be included. Millennium Place will be linked to the Garden of International Friendship by a glass bridge. Provided that the City Centre People Mover is a non-polluting vehicle, it will be allowed to cross Millennium Place.

#### CC 36: MUSEUM OF BRITISH ROAD TRANSPORT

Proposals for the refurbishment and expansion of the Museum of British Road Transport on the site shown on the Proposals Map will be promoted and encouraged.

11.97 The Museum of British Road Transport has been recognised as being of national significance and schemes for its improvement are in preparation. In addition to work to be carried out as part of the Phoenix 1 development, these could involve redevelopment in part. The use of the Old Grammar School at the Bishop Street/Hales Street junction and other premises in the immediate area may be included in later development phases.

**CC 37: PHOENIX 2**

Within the Phoenix 2 area, shown on the Proposals Map, redevelopment for an overall mix of uses including the improvement of access from the Ring Road, a substantial housing element, hotel, business offices and leisure and tourism uses will be promoted and encouraged.

- 11.98** The part of the Phoenix Area around Tower Street and Bishop Street includes a number of small scale industrial premises which are a hangover from the pre-War pattern of development, vacant premises including a former night-club, a surface level car park and a major Postal Sorting Office.
- 11.99** In order to access the overall Phoenix Area better, the improvement of the existing access onto the Ring Road at the Foleshill Road roundabout is required. The re-creation of the historic route via Tower Street, College Green and Silver Street to Burges would be a possibility. This would allow the role of Bishop Street to change away from a vehicular route and towards the major pedestrian link to the Canal Basin and Drapers Fields Area. It would also define a number of potential development sites. Uses considered appropriate for this Area include at least 100 dwellings, probably adjacent to the existing residential uses in the Cook Street area, a hotel, business offices and leisure and tourism as an extension to the Museum of British Road Transport. A brief for the development of the Area will be prepared in consultation with the public and businesses in the Area.

**CC 38: PHOENIX 3**

Within the Phoenix 3 area, shown on the Proposals Map, redevelopment, refurbishment, extension or conversion contributing to an overall mix of uses including business offices, housing and social, community and leisure uses will be supported.

- 11.100** The part of the Phoenix Area between Bishop Street and Upper Well Street includes major employers in purpose-built offices in the form of AXA Assurance and the Coventry Evening Telegraph, smaller employers, shops, restaurants, a pub and community uses. Part of the historic City Wall still survives here, and Bishop Street is the major link between the City Centre and the Drapers Fields Area. The Bishop Street/Well Street corner was identified as a Development Option Site in Policy CA 38 of the 1993 Plan but its redevelopment has not proved practicable because of land ownership difficulties.

- 11.101** Large parts of the Area are expected to remain unchanged and the City Council will not initiate any particular development action. Both small and larger scale change that should be proposed can usefully be guided and the most appropriate uses are considered to be business offices and housing, although no definite figure is identified for the latter at this stage. A brief for the development of the Area will be prepared in consultation with the public and businesses in the Area.

**CC 39: POOL MEADOW**

The role of Pool Meadow as the centre of all long distance services, excursion and tourist traffic will be promoted and encouraged.

Within the Pool Meadow East area, proposals to redevelop the site for uses including leisure, business offices, public car parking and City Centre health facilities (if the new hospital is not built on the Coventry & Warwickshire Hospital site) will be promoted and encouraged.

- 11.102** The development of Pool Meadow Bus Station has not taken the form envisaged in the 1993 Plan. The practical redevelopment has enabled the use of the Pool Meadow East site to become a temporary car park in addition to the permanent Ford Street car park. The City Council will seek to persuade bus and

- coach operators to use Pool Meadow for regular long-distance services, excursion and tourist traffic rather than White Street which will revert to its previous purposes for bus and coach parking only. It will also be able to accommodate coaches unable to wait by the Cathedral as a result of the Priory Street environmental improvement scheme referred to in CC 7. The "People Mover" will run past the Bus Station and serve other key locations within the City Centre and the railway Station.
- 11.103** For the Pool Meadow East Area, a combination of uses including leisure, business offices, public car parking and City Centre health facilities (if the new General Hospital is not built on the Coventry & Warwickshire Hospital site) is considered the most appropriate. An urban design solution to the combination of these uses and dealing with the elevated Ring Road will be required. A brief for the development of the Area will be prepared in consultation with the public and businesses in the Area.
- 11.104** The Ring Road was completed in its present form in the mid-1970s and has been the subject of recent refurbishment works to give it a life beyond the end of the Plan period. It reflects an approach to traffic management which has caused what are now seen as unacceptable problems for pedestrians and cyclists. The design has also led to the separation of the City Centre from some of the surrounding areas particularly around its northern length.
- 11.105** The City Centre Access Strategy suggested that, as a result of changing traffic flows which are tending to use the southern side of the Ring Road, it might be possible to downgrade the northern side. A sequence of changes was suggested beginning with Foleshill Road roundabout, moving on to the stretch between Radford Road and White Street and culminating in work to the entire length between Butts Radial Road and Sky Blue Way.
- 11.106** There would be clear advantages in linking the City Centre more directly with areas outside the Ring Road, particularly the Drapers Fields and Swanswell Areas and more land for development might be released. Changes in levels of accessibility by different means of transport would need to be considered as part of a series of studies. These will need to be carried out through the Plan period and form the basis for detailed proposals at the appropriate time.
- 11.107** Where facilities for pedestrians and cyclists are provided along the same route, it will be important that the design principles set out in paragraph 7.51 are implemented to ensure safety.
- 11.108** The subway crossings of the Ring Road have been the subject of much criticism as to their safety and general environment. Since it is now accepted that pedestrians and cyclists should not automatically be forced to give way to motorised vehicles to this extent, opportunities to remove subways will be sought.

### The Ring Road Area

#### CC 40: THE RING ROAD AREA

The Ring Road Area is shown on the Proposals Map.

Within this Area, a range of actions designed to make crossing the Ring Road easier, particularly for pedestrians and cyclists, will be promoted.

#### CC 41 SUBWAYS

Subways under the Ring Road which are to be retained will be the subject of environmental treatment to improve their appearance and the perception of safety.

Improvements to the Spon Street and Butts Radial Road (west) subways, shown on the Proposals Map, will be a priority.

11.109 There will, however, be a number of instances where an alternative crossing is not practicable or where an existing subway is of reasonable safety and appearance. In these locations, further improvements will be sought which will aim to:

- ⊗ widen the subway if it is narrow;
- ⊗ provide clear views through the subway and avoid blind corners at the ends; and
- ⊗ improve lighting and surfaces.

#### CC 42: BRIDGES

The construction of a new bridge at Hill Street and the reconstruction of the existing bridges between Manor Road and Friars Road and between Bishop Street and the Canal Basin to accommodate pedestrian and cycle traffic, shown on the Proposals Map, will be promoted.

11.110 The City Centre Access Strategy suggested that there were a small number of possibilities for replacing subways with bridges. Hill Street appears to be capable of treatment in this way although care will be needed in the design to ensure that a convenient and direct route with suitable gradients is maintained for both pedestrians and cyclists. The existing footbridges between Manor Road and Friars Road and between Bishop Street and the Canal Basin are not currently capable of accommodating both pedestrians and cyclists in safety and the latter is very inconvenient. Their reconstruction would, however, achieve provision for both modes of transport.

#### CC 43: "AT-GRADE" CROSSINGS

The provision of safe "at-grade" crossings of the Ring Road on slip roads at Butts Radial Road (east), Upper Well Street and Warwick Road, shown on the Proposals Map, will be promoted.

11.111 A number of informal crossing places have developed based on what is perceived to be "reasonably" safe. An "at-grade" crossing has been provided as part of the reconstruction of the London Road roundabout, possible because the roundabout is already partially controlled by traffic lights. The installation of traffic lights at other roundabouts for traffic control reasons would also enable the provision of safe pedestrian crossings.

#### The Swanswell Area

#### CC 44: THE SWANSWELL AREA

The Swanswell Area is shown on the Proposals Map.

Within this Area, the redevelopment of the Coventry and Warwickshire Hospital site and the enhancement of Swanswell Pool will be promoted and encouraged.

11.112 Parts of this Area will be subject to a considerable change during the Plan period and policies to provide a degree of certainty will aid the process. Swanswell Pool and the buildings which surround it to the west are not anticipated to change but should be the subject of enhancement action to improve the setting of an important community Green Space. Links between this Area and the rest of the City Centre will need to be improved through enhancement schemes under the elevated sections of the Ring Road.

#### CC 45: THE COVENTRY & WARWICKSHIRE HOSPITAL SITE

In the event that the Coventry and Warwickshire Hospital site is no longer required for an NHS Hospital, and to the extent that it is not required for other NHS purposes, then redevelopment for a mix of uses, including a substantial housing element, employment uses and social and community uses, will be sought.



11.113 The University Hospitals Coventry and Warwickshire NHS Trust is proposing to build a new Hospital to help meet the health needs of Coventry and Warwickshire. This will mean the redevelopment of their sites at Coventry and Warwickshire and Walsgrave Hospitals. If the new Hospital is built at the Walsgrave site, any redevelopment proposal for the Coventry and Warwickshire Hospital site will need to satisfy the City Council as to the extent of the site no longer required for use as a hospital or any other NHS health care facility.

11.114 So far as the Coventry & Warwickshire Hospital site is not required for health care facilities then it should be used for a mix of uses which will help to regenerate this area of Coventry. A mix including a substantial housing element, employment, and social and community uses will be sought. The quality and form of development will be important, particularly having regard to the relationship of the site with the rest of the City Centre and the surrounding area including the Foleshill Road, Swanswell Pool and nearby land uses.

11.115 The redevelopment of the Canal Basin has been completed with the exception of a site identified for a pub. Development of the adjacent Drapers Fields residential site identified in Policy CC4-1 is also proceeding. Further residential development would help to support the facilities in and around the Basin which needs to be linked better to the rest of the City Centre.

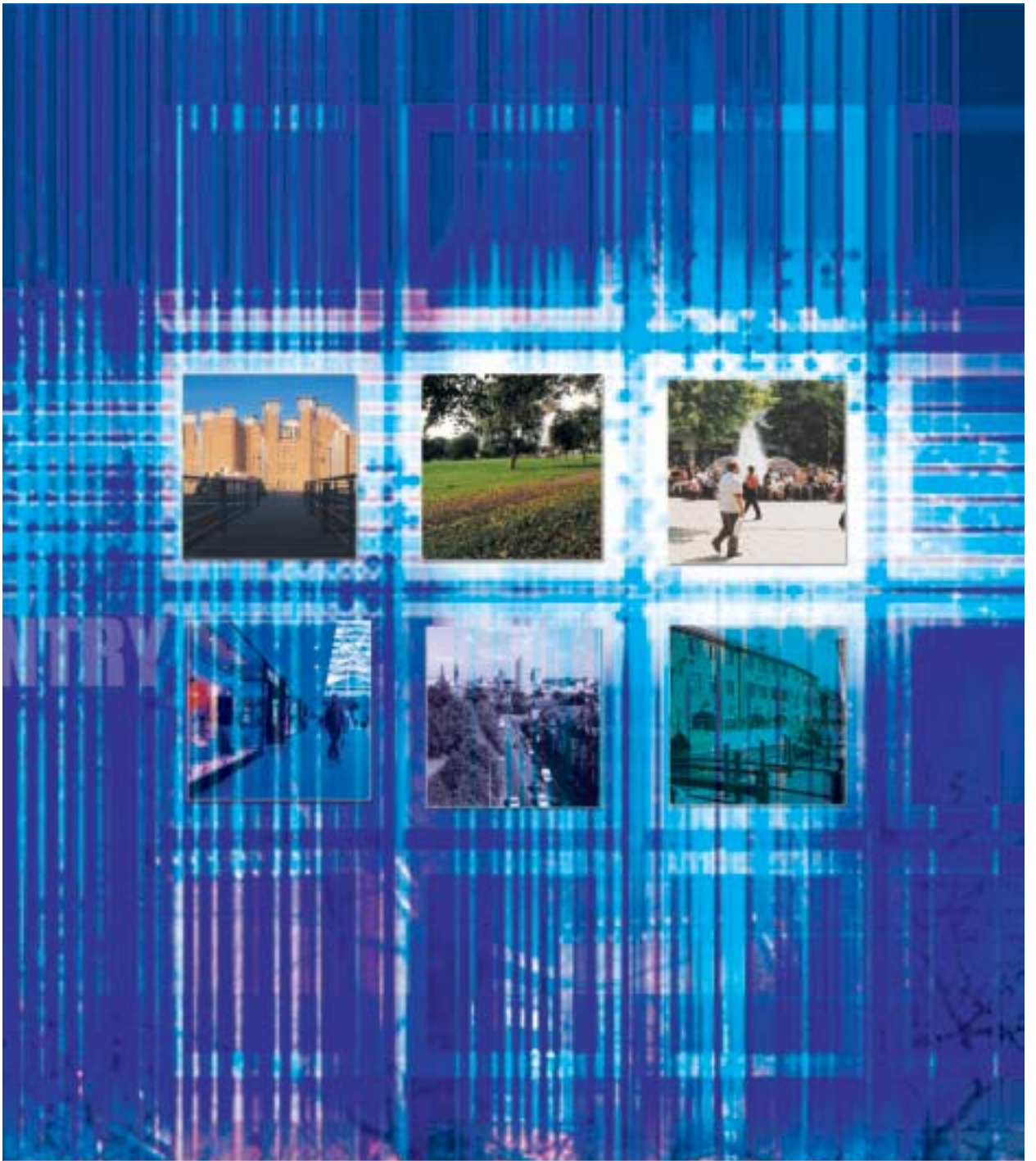


#### The Drapers Fields Area

##### CC 46: THE DRAPERS FIELDS AREA

The Drapers Fields Area is shown on the Proposals Map.

Within this Area, further residential development will be encouraged as well as further enhancement of the Canal Basin and surrounding buildings.



## APPENDICES

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**Nature Conservation Sites**

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## APPENDIX

### NATURE CONSERVATION SITES

#### Coventry Nature Conservation Sites (CNCS)

(including Regionally Important Geological Sites – RIGS – and statutory Local Nature Reserves – LNR)

1.	Baginton Fields	SP358759
2.	Belcher's Wood	SP289835
3.	Binley Little Wood	SP378777
4.	Bunsons Wood	SP313844
5.	Burnsall Road	SP305774 & 304772
6.	Coundon Wedge Grasslands	SP304807
7.	Duggins Lane Pond	SP273775
8.	Elkin Wood	SP281838
9.	Finham Park Ponds	SP321759
10.	Hall Yard Wood	SP306844
11.	Harvest Hill Daffodil Meadow	SP279822
12.	Hawkesbury Spinney	SP364844
13.	Hearsall Common Woodland	SP309786 (LNR)
14.	Hearsall Golf Course Ponds	SP315772
15.	Herald Way Marsh (Claybrookes Marsh)	SP379769 (LNR)
16.	Kenilworth Road Spinney and Wainbody Woods	SP304742 – 317765(LNR)
17.	Leys Farm Ponds	SP281829 & 281832
18.	Limbrick Wood	SP289786 (LNR)
19.	Longford Nature Park	SP347835
20.	Long Lady Wood	SP296842
21.	Lower Stoke Railway and London Road Allotments	SP347772 - 349788
22.	Mill Farm Meadow	SP294828
23.	Park Wood	SP283771 (LNR)
24.	Pickford Brook Meadows	SP290805
25.	Pickford Farm Ponds	SP282817
26.	Pig Wood	SP281783 (LNR)
27.	Pikehorn Wood, Keresley Mere and The Alders	SP309840
28.	Pinkett's Wood	SP274819
29.	Plants Hill Wood	SP280781 (LNR)
30.	Potters Green Mineral Line	SP373814
31.	Purcell Road Meadow	SP360817
32.	Rough Close and adjoining meadows	SP270785
33.	Sharman's Tip	SP382789
34.	Siskin Drive Bird Sanctuary	SP365748
35.	Sowe Valley: Dorchester Way	SP378803 - 379794
36.	Sowe Valley: Stoke Aldemoor to London Road	SP364781 - 358764
37.	Sowe Valley: Wyken Croft to Ansty Road	SP366809 - 376808
38.	Stivichall Common and Canley Ford	SP311769 - 323774 (LNR)
39.	Stoke Floods	SP357788 (LNR)
40.	Ten Shilling Wood	SP290771 (LNR)
41.	Tocil Wood and Brookstray	SP304755
42.	Wall Hill Wood	SP300829
43.	Westwood Way Pond	SP291766
44.	Whitley Grove, Stonebridge Meadows and Lower Sowe & Sherbourne Valleys (Stonebridge Meadows LNR)	SP348756 – 350765
45.	Willenhall Wood and Meadow	SP370762 (LNR in part)
46.	Woodway Grange Moat	SP369819
47.	Wyken Slough	SP363834(LNR in part)

### Regionally Important Geological Sites (RIGS)

48.	Coventry Ring Road	SP33167955
49.	Gibbet Hill Middle Quarry (Gibbet Hill Farm Quarry)	SP30457521

### Sites of Special Scientific Interest (SSSI - included for information only):

1.	Herald Way Marsh (Claybrookes Marsh)	SP379769: Biological SSSI, LNR
2.	Tile Hill Wood	SP280790: Biological SSSI, LNR
3.	Webster's Clay Pit	SP340805: Geological SSSI (now largely buried)

## APPENDIX

### SUPPLEMENTARY PLANNING GUIDANCE (SPG)

#### 1. Guidance forming part of the 1993 Plan, now to be treated as SPG to this Plan

Care Homes for the Elderly and Homes for the Mentally Handicapped  
 Houses in Multiple Occupation – Development Control Guidelines  
 Car Parking Standards  
 Canley Gardens Control Plan  
 Stoke Green Conservation Area Control Plan  
 Chapelfields Conservation Area Control Plan  
 Spon Street Townscape Scheme – Control Policy for Signs and Advertisement Displays  
 Kenilworth Road Control Plan  
 Planning Guidelines for Outdoor Poster Advertising in the City  
 Planning Policy for the Location of Satellite Antennae

#### 2. Other SPG to this Plan

Extending Your Home, A Design Guide	January 1990
Design Guidance for New Residential Development	July 1991
Planning Guidelines for the Installation of Security Shutters and Grilles	July 1992 & October 1994
Canal Corridor Study	May 1993
A Green Space Strategy for Coventry	March 1994
Design Guidelines for Development in Coventry's Ancient Arden	March 1995
University of Warwick Development Plan	August 1995

#### 3. SPG to this Plan in the Form of Development Briefs

Allesley Annex	July 1995
Westwood Heath Phase 1	August 1996
Radford Green	September 1996
Ivy Farm Lane sites	January 1997
Baginton Fields	March 1997
John Shelton School	October 1997
Mount Nod School	August 1998
Stoke Heath School	August 1998

#### 4. Plan Commitments to Prepare New SPG

Local Area Regeneration (OS 3)  
 Access by Disabled People (OS 9)  
 Improving Cycling Facilities (AM 11)  
 Cycling in New Developments (AM 12)  
 Car Parking Standards (AM 17, CC 9)  
 Overall Built Environment Strategy (para 8.17)  
 Principles of Urban Design (para 8.30)  
 Conservation Areas (BE 9)  
 Outdoor Advertisements (BE 17)  
 Lighting (BE 19)  
 Coventry Local Biodiversity Action Plan (para 9.11)  
 Coventry Playing Pitch Strategy (para 9.11)  
 Review of Green Space Strategy, including Urban Green Space Map (GE 8)

Any SPG may be revised during the Plan period.  
 SPG listed here does not form part of the Plan.

## APPENDIX

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- H 6: Conversion to Multiple Occupation
- H 7: HOUSING LAND PROVISION
- H 8: Principal Housing Sites
- H 9: Windfall Additions to Housing Land Supply
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## APPENDIX

### GLOSSARY

Some technical and legal terms and phrases have had to be used in this document. This glossary attempts to explain these in plain English. It is by no means exhaustive, but it is hoped that it will prove to be useful when read in conjunction with the text.

Advantage West Midlands	The Regional Development Agency (RDA) for the West Midlands. It has a statutory duty to promote sustainable economic development and social and physical regeneration, and to co-ordinate the work of regional and local partners in areas such as training, investment, regeneration and business support.
Affordable housing	Subsidised and low cost market housing which is available to people who cannot afford to occupy houses generally available on the open market.
Agenda 21	A comprehensive programme of action needed throughout the world to achieve a sustainable pattern of development agreed on by 150 nations at the 1992 United Nations Conference on Environment and Development in Rio de Janeiro. The programme has been promoted at a local level through the Local Agenda 21 process.
Amenity	The pleasant aspects of a location or neighbourhood which contribute to its enjoyment by residents, workers and visitors.
Biodiversity	The range of plant and animal species present in an area.
Brownfield site	A site which has been previously-developed, usually for a purpose involving built development.
Brookstrays	Green Space corridors alongside rivers and streams.
Bus priority measures	Facilities on or adjacent to the public highway designed to improve bus journey times and make services more reliable.
Business Park	A research/office development, usually in a well landscaped strategic location.
Centro	The name of the West Midlands Passenger Transport Executive. It is a statutory body established to provide public transport services ( e.g. bus and local rail), advise the West Midlands Passenger Transport Authority (WMPTA), and assist in the formation of public transport policies for the West Midlands County.
Chamber	The Coventry & Warwickshire Chamber of Commerce, which represents the local business community.
Common	Open land in public or private ownership where the public have the (usually ancient) right to wander.

Community School	A school which is to be used as an integral part of the community in which it is located by providing for the education needs of all the citizens and by offering a range of community facilities.
Comparison Goods	Goods bought infrequently and usually involving comparison between alternatives, e.g. clothing, shoes, furniture and kitchen equipment.
Compulsory Purchase Order (CPO)	An order made on parcels of land to enable an authority to purchase compulsorily land for an approved project.
Concealed Household	An individual, couple or family living in a household but aspiring to a separate home.
Conservation Area	An area of special architectural or historical interest, where development is more tightly restricted than elsewhere in order to preserve or enhance its special character and qualities. An area is designated by the City Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which gives it statutory recognition and protection.
Convenience Goods	Goods bought frequently or on a regular basis, e.g. food, drink, tobacco, magazines and other goods of a standardised type for which there is a wide sale.
Demand Management	Methods of managing the volume of traffic using a variety of means including physical and monetary.
Derelict Land	Land so damaged by industrial or other development that it is incapable of beneficial use without treatment.
Development	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 (Section 55 Town and Country Planning Act 1990).
Disabled Person	Someone with a physical or mental impairment which has a substantial and long term adverse effect on the person's ability to carry out normal day-to-day activities.
Dwelling unfitness	The standard of fitness for human habitation is defined in housing legislation. Factors considered include: repair, structural stability, dampness, lighting, heating, ventilation, drainage, water supply, kitchen facilities, bathroom and WC amenities.
Dwellings in worst repair	Dwellings requiring repairs costing over £2,250 which may or may not be unfit.
English Heritage	The national body, funded by the Government, which manages some ancient monuments and provides specialist advice on planning applications and conservation of the built environment. It is also a source of funding for conservation projects.

Environment Agency	The Government appointed body responsible for pollution control and management of the water environment.
General Permitted Development Order 1995 (GDO)	The Statutory Instrument (No 418) which describes those forms of development classed as "permitted development" which do not require planning permission from the City Council.
Green Belt	Land designated by the City Council where only limited types of development are permitted in order to protect and maintain its open character.
Green commuting	Travel to work by means other than as a single occupant of a car, therefore helping to reduce inefficient car use and associated congestion and air pollution. Modes of transport for green commuting include bus, train, foot, cycle and cars shared by two or more people.
Green Travel Plan	A green travel plan or company travel plan is implemented when a company or organisation wishes to reduce the dependence of their staff on the private car and encourage commuter and work base travel to be conducted by more sustainable transport modes. A plan is usually based on a comprehensive survey of existing staff and work based travel patterns. A number of incentives can then be offered to reduce the need to travel, and encourage a shift in travel patterns from car use to walking, cycling, and the use of public transport and car sharing.
Green Wedge	A large corridor comprising extensive tracts of open space which penetrate the built up area from the countryside beyond.
Greenfield Site	A site which has never been previously developed.
Greenhouse Gases	Gases such as carbon dioxide and methane which enable atmospheric heat retention through a mechanism known as the "greenhouse effect". Increased atmospheric concentrations of these gases, due to human activities, are likely to increase this effect and result in global climate change.
Greenways	A network of largely car free off-road routes in and around the City connecting green spaces.
Groundwater	All water which is below the surface of the ground in the saturation zone and in direct contact with ground or soil.
Hectare	Metric measure of land area, equivalent to 2.47 acres, an area 100 metres x 100 metres, or about the size of a football pitch. Abbreviated to 'ha'.
Highways Agency	The body responsible for managing, on behalf of the relevant Secretary of State, a safe, reliable, efficient and environmentally acceptable motorway and trunkroad network throughout England.
House in multiple occupation	A house or flat occupied by a number of people who do not live together as a single household.

Housing Association	A non-profit making organisation usually registered with the Housing Corporation, the purpose of which is to provide, construct, improve and manage dwellings for sale or rent.
Infrastructure	Physical installations which need to be in place to serve development, e.g. roads and footpaths, electricity cables, water pipes and sewerage systems. Social infrastructure includes schools, shops and community and health facilities.
Listed Building	A building of special architectural or historic interest which appears on a list compiled or approved by the Secretary of State. This includes any object or structure fixed to the building or any separate structure within the curtilage that has formed part of the land since before 1st July 1948. The building has statutory protection and it is an offence to alter, extend or demolish (in whole or part) any part of it without prior consent from the City Council or Secretary of State. (Planning (Listed Buildings and Conservation Areas) Act 1990).
Local Planning Authority (LPA)	The body responsible for carrying out statutory planning functions. In Coventry, the City Council carries out all planning functions unless the Secretary of State intervenes or there is an appeal to an inspector.
Major Investment Site	A site of a minimum size of 50 ha. for new industrial and commercial investment by a single large multi-national organisation, rather than for a variety of smaller users, to the benefit of the regional economy.
Open Space	An area of land located within urban or rural areas which may serve a variety of purposes, including parks, sports fields, school grounds, cemeteries, formal gardens and landscaped areas. It may be either in public or private ownership.
Park and Ride	A scheme to enable private vehicle users to travel to a convenient location where they may park and transfer to public transport to complete their journeys into the main urban areas. The objective is to reduce traffic congestion, improve the efficiency of the transport network and to enhance the environmental qualities of the main centres.
Planning Obligation	A legally binding promise by the owner that something will or will not be done on a particular site, or to pay money to the City Council to be used for a specified purpose. The promise binds later owners or lessees of all or part of the site and must serve some planning purpose. (See Section 106 of the Town and County Planning Act 1990).
Pollution	The contamination of air, water or land by harmful or unpleasant materials, or by effects such as unwanted noise, smell and vibration.
Previously-developed Land	Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure.

Regional Planning Guidance	A document issued by the Government and providing the policy framework for the preparation of Structure Plans and Part 1 policies of Unitary Development Plans.
Retail Park	A group of at least three retail warehouses.
Retail Warehouse	A large single level store specialising in the sale of bulky household goods such as carpets, furniture, furnishings, and do-it-yourself items, catering mainly for car borne customers and often in an out-of-centre location.
River Corridors	Areas of open land alongside the course of a river or stream. Flood meadows and riverside trees are a frequent feature of this landscape.
Site of Special Scientific Interest (SSSI)	An area designated by English Nature (the brand name of the Nature Conservation Council for England) as being of special interest by reason of its flora, fauna or geological or physiological features. It has statutory protection to preserve these features.
Social Housing	Housing provided by an organisation such as a local authority, housing association or local housing company which allocates accommodation on the basis of need.
Sui Generis	In a class of its own
Supermarket	A single level, self service store selling mainly food, with a trading floorspace usually less than 2,500 square metres, often with car parking.
Superstore	A single level, self service store, usually with more than 2,500 square metres of trading floorspace, with car parking.
Sustainable Development	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Transport	A transport mode such as walking, cycling and public transport which is seen as more suitable than the private car for many journeys because it uses less energy, creates less pollution and encourages healthy exercise.
Town Cramming	Over-development of a site or area to the extent that open space provision and/or other amenity standards suffer.
Traffic Calming	Methods of slowing down traffic, usually in residential areas, by means of "road humps", narrowing the width of roads and other measures.
Traffic Management	Methods of managing the flow of, or routes taken by traffic, such as minor road construction, alterations to junctions, signalling and one-way systems.

Transport Package	A document which links clear strategic transport objectives by providing integrated transport schemes which should encourage alternatives to the private car in urban areas. In the metropolitan counties like the West Midlands, the Package is usually produced jointly with the other highway authorities and/or passenger transport authorities either in addition to, or in place of, a Transport Policies and Programme document.
Tree Preservation Orders (TPOs)	A means of giving statutory protection to specific trees, groups of trees and woodlands of amenity value so as to prohibit removal, pruning or damage occurring to them without the prior consent of the local planning authority.
Trunk Roads	A network of all purpose strategic routes of national importance for the movement of long distance traffic. They are the 'A' class roads where the Highways Agency is responsible for maintenance.
Unitary Development Plan (UDP)	A district-wide plan based on land use and related issues at both the strategic and local level, replacing the former two tier system of Structure and Local Plans in Metropolitan areas. The UDP has regard to legislation and regional planning guidance issued by the Government, but is prepared by the local planning authority.
Urban Village	Compact, high density development comprising a mix of housing types and tenures. It should incorporate a mix of open space and community and employment facilities.
Use Classes	Classification of land uses set out in the Town and Country Planning (Use Classes) Order 1987 (as amended).
Windfall Site	A site which becomes available during the Plan period, and which was not allocated for use in the Plan.