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# The Coventry Development Plan

## 1998



### THE COVENTRY DEVELOPMENT PLAN 1998 NOTE TO USERS

The Part 1 policies have been combined as an insert in the copies of the Plan on formal deposit.

That insert is not included with this copy because those policies are also set out in each appropriate Chapter in order to create a coherent and accessible document.

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*the COVENTRY plan*

LOOKING YEARS AHEAD

## Foreword

### Coventry Development Plan Deposit Draft

*“We have great pleasure in providing, uniquely, this joint Foreword to our Councils’ new Plans, the Warwickshire Structure Plan and the Coventry Development Plan, both covering the period 1996-2011.*

*As the strategic planning authorities for Coventry and Warwickshire, our Councils are committed to plan on the basis of the mutual needs, interests and aspirations of the people we represent. This will mean breaking down barriers to co-operation between independent authorities, whilst respecting the different needs of each locality and maintaining strong links with the other authorities in the West Midlands Region.*

*In addressing the pressures and opportunities that we are likely to be faced with over the period to 2011, the Councils have emphasised the need to:*

- work within the framework of Government’s Regional Planning Guidance to which both Councils have made a significant contribution through the Regional Forum (now the Local Government Association);*
- sustain the environment quality of the sub-region with a focus on regenerating the older urban areas of our City and County towns;*
- view Coventry and much of Warwickshire as a single housing and jobs market with complementary development land requirements;*
- focus significant development activity on the north-south crescent of main urban areas and the town of Rugby;*
- achieve a closer balance between industry and housing to minimise journey lengths and maximise use of public transport; and*
- value the Green Belt as an asset which will play its part in stimulating the regeneration of urban areas as well as maintaining the identity, character and rural setting of our city, towns and villages;*

*This is a long term commitment to planning for the needs of the present without compromising the ability of future generations of Coventry and Warwickshire people to meet their own needs. Our two new Plans mark the beginning of that process and we commend them to you.”*

*Councillor June Tandy  
Chair of Environmental Strategy Committee  
Warwickshire County Council*

*Councillor Sheila Collins  
Chair of Planning Policy Team  
Coventry City Council*

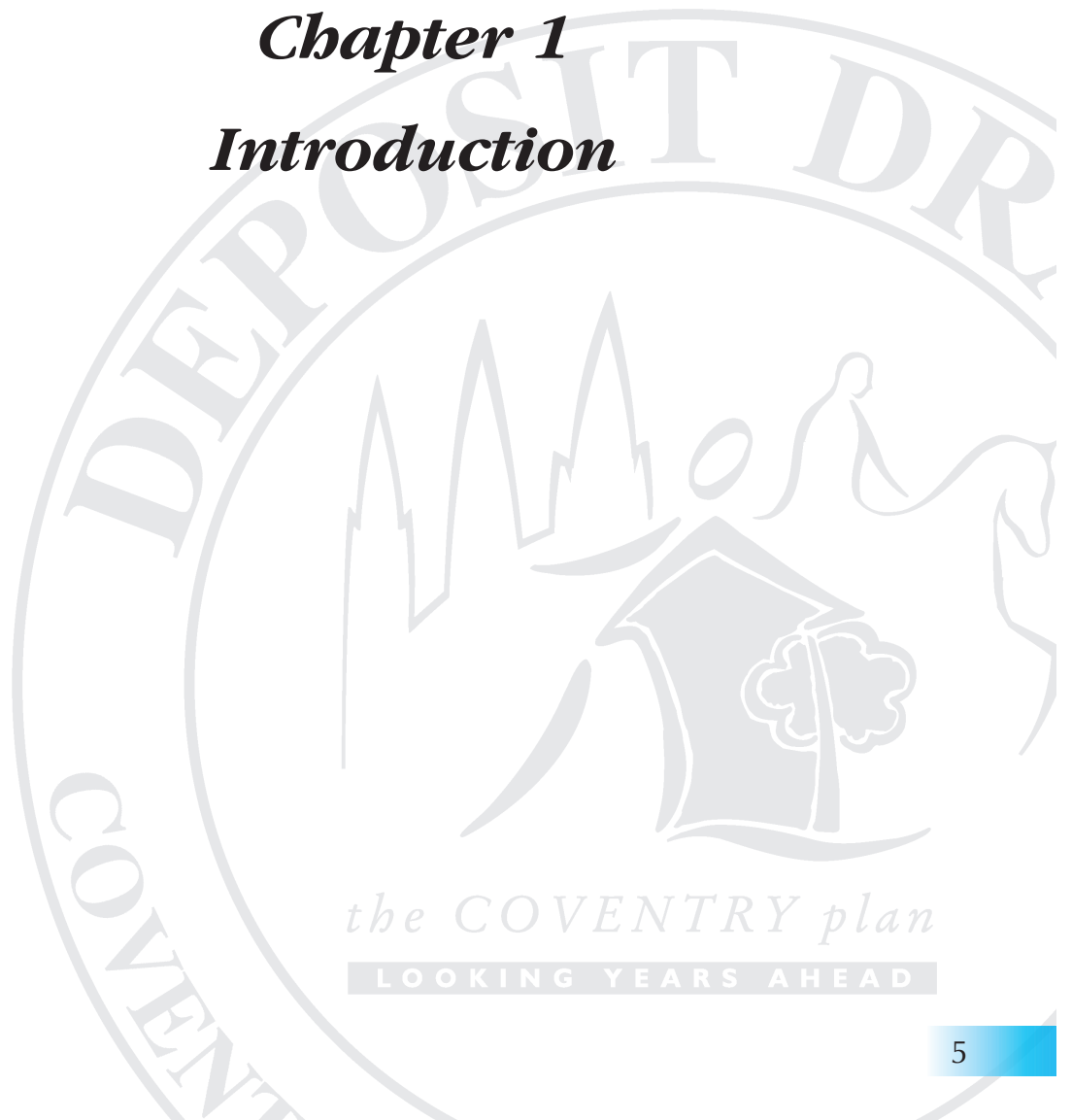


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***Chapter 1***  
***Introduction***





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LOOKING YEARS AHEAD

# *Introduction*

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## 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 other uses 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, invest and 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 quality environment.
- 1.4 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 "Sustainable Development: the UK Strategy" 1994. 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.
- 1.5 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.
- 1.6 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 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 is being prepared in parallel with this Plan following the issue of RPG 11. A symbol of the relationship between the authorities is the joint Foreword to both documents. Joint public transport initiatives are also underway, of which the Bus Showcase scheme between Coventry and Nuneaton is the first major example.
- 1.7

## 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.



## Introduction

- 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.
- 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 Plan horizon of 2011. The City Council's Community Plan thinking and the Development Plan thinking 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.

### **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 and 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 Coventry 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;

### **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           |

1.15 About 12% of the City's population belongs to ethnic minority communities. Research carried out in 1996 to assist Plan preparation 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, whilst 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 assumed 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. On the other hand, 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, since housing is more often able to re-use brownfield land than is much of modern industry.

## 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. 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.

## Introduction

### PREPARING THE PLAN

1.20 The stages completed so far are:

- September 1996: Publication of newspaper supplement "Your Street, Your Neighbourhood, Your City" seeking comment on suggested issue areas.
- September 1997: Publication of the "Coventry Development Plan Review Strategy" seeking responses to proposed policy approaches and initiatives.

The detailed steps in regard to publicity and public consultation taken in the period between September 1996 and publication of this Deposit Draft are set out in an accompanying statement prepared under the Development Plan Regulations 1991.

1.21 Following the close of the Deposit period:

- representations made in response to the Deposit Draft will be analysed and considered;
- negotiations will be attempted to secure the withdrawal of objections by agreement wherever possible;
- agreed modifications will be placed on deposit, giving further opportunity for representations;
- a Public Local Inquiry will be held, conducted by an independent Inspector, to consider remaining objections;
- the Inspector will report in writing to the City Council;
- the City Council will publish his/her Report, consider it and publish its reasoned response;
- any necessary modifications will be published, and any further representations will be considered by the City Council, who may choose whether or not to make yet further Modifications; and
- assuming no further Inquiry, the Plan will then be adopted and come into force.

### Main changes from the 1993 Plan

1.22 The 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.

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

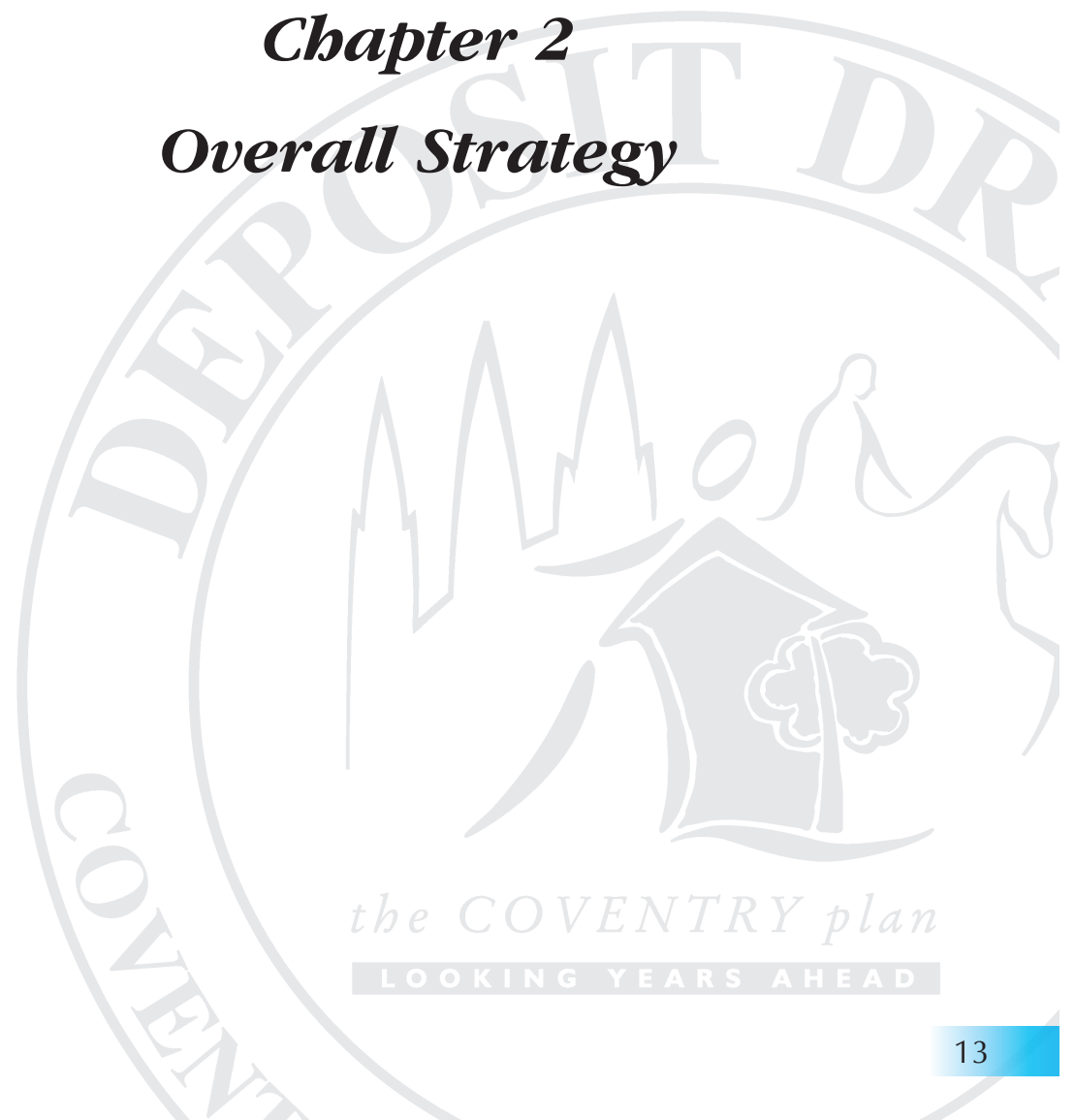
- the housing and employment land supplies have been replenished;
- 3 Strategic Regeneration Sites have been identified for mixed use development;
- new environmental pollution policies have been prepared;
- the waste policies have been rewritten around the waste hierarchy concept;
- the shopping centre hierarchy below the City Centre has been revised and a new Major District Centre proposed in the north of the City
- road proposals have been cut back and public transport given greater emphasis;
- a new emphasis on design policies for buildings and spaces has emerged
- the Green Belt boundary has been modified selectively in order to:
  - accommodate additional employment land provision,
  - provide development sites for sports developments,
  - accommodate proposed Public Waste Disposal Expansion at Whitley;
- many new nature conservation sites have been given protection;
- City Centre policies have been comprehensively rewritten;
- Supplementary Planning Guidance has been given a larger role in support of the Plan.





## *Chapter 2*

### *Overall Strategy*





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## 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, diversity 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, invest 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 achievements of these outcomes through policies and proposals which use a mix of promotion, encouragement and control best suited to each development proposal.

## THE REGENERATED CITY

- 2.4 Paragraph 1.14 and the accompanying table in the Introduction Chapter showed 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;
- North-South Road Phase 3 (Binley Road to Whitley) (see Policy AM 16-1) ; linking to
- the Stivichall/Cheylesmore By-Pass (A444);
- Coventry Canal Corridor (see Policy BE 5);
- existing southern & proposed northern Park & Ride sites (see Policy AM 5); and
- promotion of rail freight at Keresley (see Policy AM 22)

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 and Bedworth.

2.9 The three local authorities jointly commissioned the consultants DTZ Peda 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:**

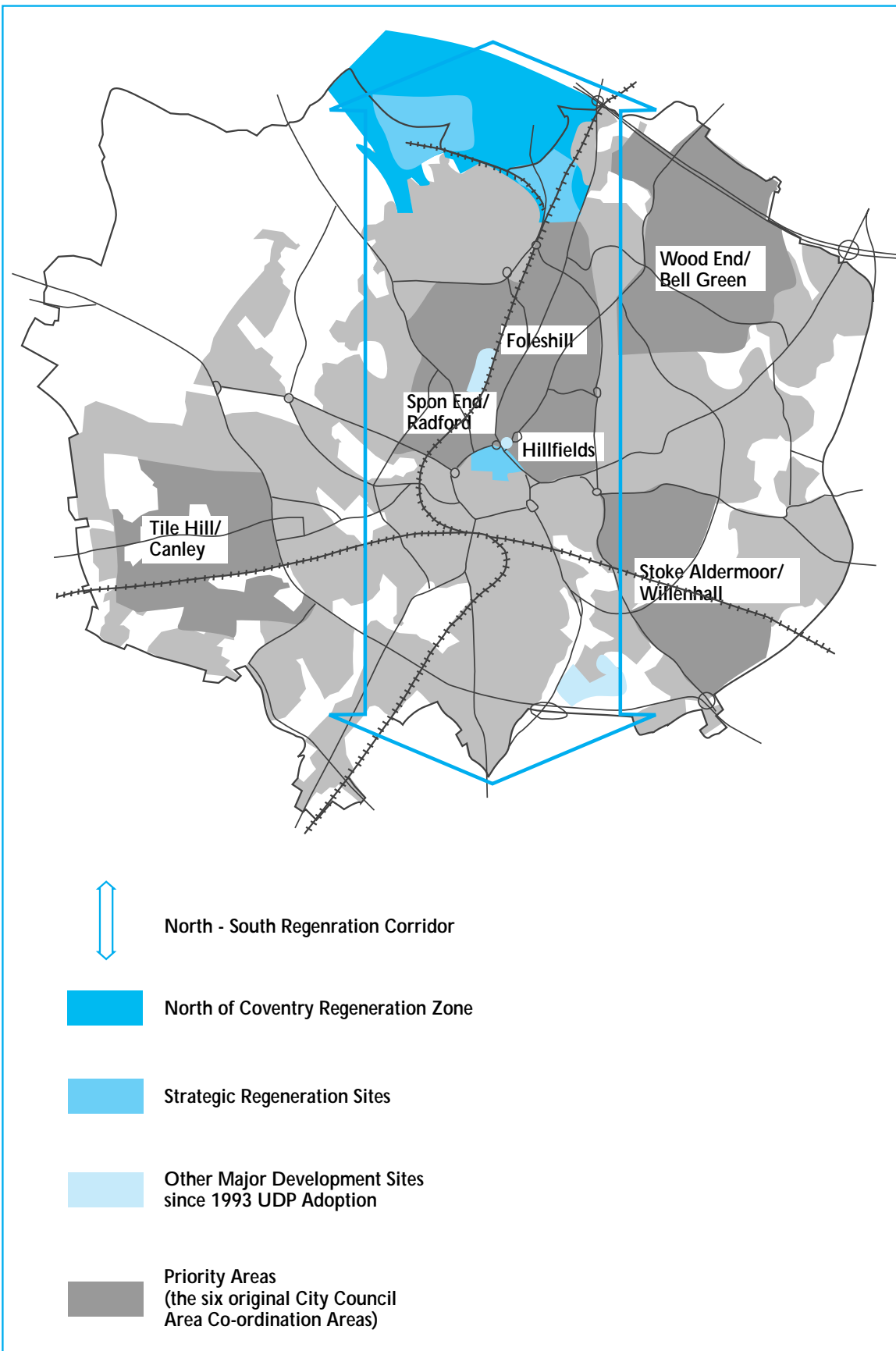
- 1 Foleshill Gasworks;**
- 2 Keresley; and**
- 3 Phoenix Initiative (Millennium Project).**

**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)

2.11 For the Foleshill Gasworks site, a possible mixed use approach to include a Major District Centre (see Policies S 1, S 2, 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 industrial development (see Policy E 7);
- limited rail access based warehousing (see Policy AM 22); and
- some new housing (see Policy H 7-18).

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 36 to 40.

2.14 In addition to the three Strategic Regeneration Sites, there are three other large 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 7-17); and
- an “urban village” at the former Jaguar Plant in Radford (see Policy H 7-1).

### ***City Centre Regeneration***

2.15 The Coventry Community Plan sets out a strategy for City Centre regeneration, dealt with in more detail in paragraph 10.23. 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 other new policy areas is the Phoenix Initiative (Millennium Project) (see Policies OS 2 and CC 37 to CC 40).

### ***Local Area Regeneration***

#### **OS 3: LOCAL AREA REGENERATION**

**Local Area Regeneration initiatives will be promoted and encouraged in order to:**

- **help improve local economic conditions;**
- **create jobs for local people;**
- **encourage the redevelopment of brownfield sites;**
- **remove dereliction and contamination;**
- **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 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 Neighbourhoods”. For the purposes of the Plan, the above six areas form the “Priority Areas”.

- 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 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.
- 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 Programme. Coventry has done this 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;
- encourage rational modes and patterns of travel; and
- promote the good stewardship of the physical environment.

**Sustainability Assessments may 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 is published alongside the Plan and demonstrates that the recommendations of PPG 12 "Development Plans and Regional Planning Guidance" 1992 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 may be required.

**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.

***Efficient Use and Re-use of Land***

2.22 The Plan promotes the efficient use of land in a variety of ways. The recycling of brownfield land is a major contribution to sustainable development which helps to regenerate and diversify existing urban areas, while also minimising the need to use greenfield land. The Plan seeks to ensure that this will take place by taking prudent account of likely future levels of brownfield land release within the City in making future housing and employment land provision. Ensuring that land does not lie idle and derelict for long periods of time is also crucial in ensuring the efficient use of land and the Plan places strong emphasis on urban regeneration schemes, working with English Partnerships 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 people 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 Physical Environment***

2.25 Development plans have traditionally protected both the built and green environment, and the Plan also 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 biodiversity. 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.

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.

***Energy Conservation*****OS 5: ENERGY**

**The conservation and efficient use of energy in the siting, landscaping, design, use of materials, layout and orientation of buildings will be encouraged through the provision of advice and in pre-application negotiations.**

**Proposals may be refused where reasonable provision has not been made for energy conservation.**

(Part 1 Policy)

2.27 PPG 22 "Renewable Energy" 1993 expects local authorities to consider the contribution the area can make to reduce the consumption of energy on a local, regional and national basis.

2.28 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, through negotiation, the consideration of the conservation and efficient use of energy. The amount of energy consumption required by a particular proposal can be reduced through thoughtful detailed design. The design of such features should not, however, detract from the achievement of a good quality of design in keeping with its surroundings. Policies which promote a choice of means of transport will also be important and these are referred to in the Access and Movement Chapter.

### **Pollution Control**

2.29 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.

2.30 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.

### **OS 6 : 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.**

(Part 1 Policy)

2.31 Pollution may be caused by the release of substances into the air, ground or water or by excessive noise, smell, dust, vibration, light or heat. Planning policy 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 waste transfer stations. Other forms of pollution like noise or odours can be controlled through legal agreements and planning conditions. Environmental Assessments may 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.

2.32 Pollution sensitive developments such as housing, school, 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.

## THE HIGH QUALITY CITY

### Function and Design

2.33 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 7: ACHIEVING A HIGH QUALITY CITY

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

- **design and protection of urban and rural Green Spaces for their recreational, amenity and natural history value (See 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)**
- **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 (See Policy OS 9)**
- **equality of opportunity for all (Policy OS 10)**
- **access to buildings for disabled people (Policy OS 11)**

(Part 1 Policy)

2.34 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, redevelopments 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 paragraph 7.8 of the Built Environment Chapter.

2

### Change of Land Use

#### OS 8: 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)

2.35 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 9: 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 on appropriate sites provided that the amenities and functional needs of existing and nearby uses will be protected.**

(Part 1 Policy)

2.36 The carefully considered introduction of mixed use development 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 10: 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)

2.37 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 like 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 11: ACCESS TO BUILDINGS BY DISABLED PEOPLE**

**Proposals for the creation, enlargement or alteration of premises used by the public, and of workplaces, must include adequate provision for access by disabled people wherever practical.**

**Detailed guidance will be set out in Supplementary Planning Guidance.**

(Part 1 Policy)

2.38 When a new building is proposed or when planning permission is required for an alteration or a change of use involving material alterations, consideration of the needs of people with physical and/or mental impairment should be addressed at an early stage in the design process. Flexible and imaginative solutions will be encouraged depending on the circumstances of each case. The proposals need to provide a suitable means of access into and through buildings, including access to upper floor levels, and facilities to meet the needs of people with disabilities, whether clients or employees. Extensions to Part M of Schedule 1 of the Building Regulations are expected to come into operation before the adoption of this Plan, dealing with access to private dwelling houses.

**RELATING THE OVERALL STRATEGY TO THE PLAN AS A WHOLE**

2.39 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 Housing
  - H1: People and their Housing Needs
  - H2: Balancing New and Existing Housing
  - H3: The Improvement of the Housing Stock
  - H6: Housing Land Provision
- Chapter 4 Economy and Employment
  - E1: Overall Policy

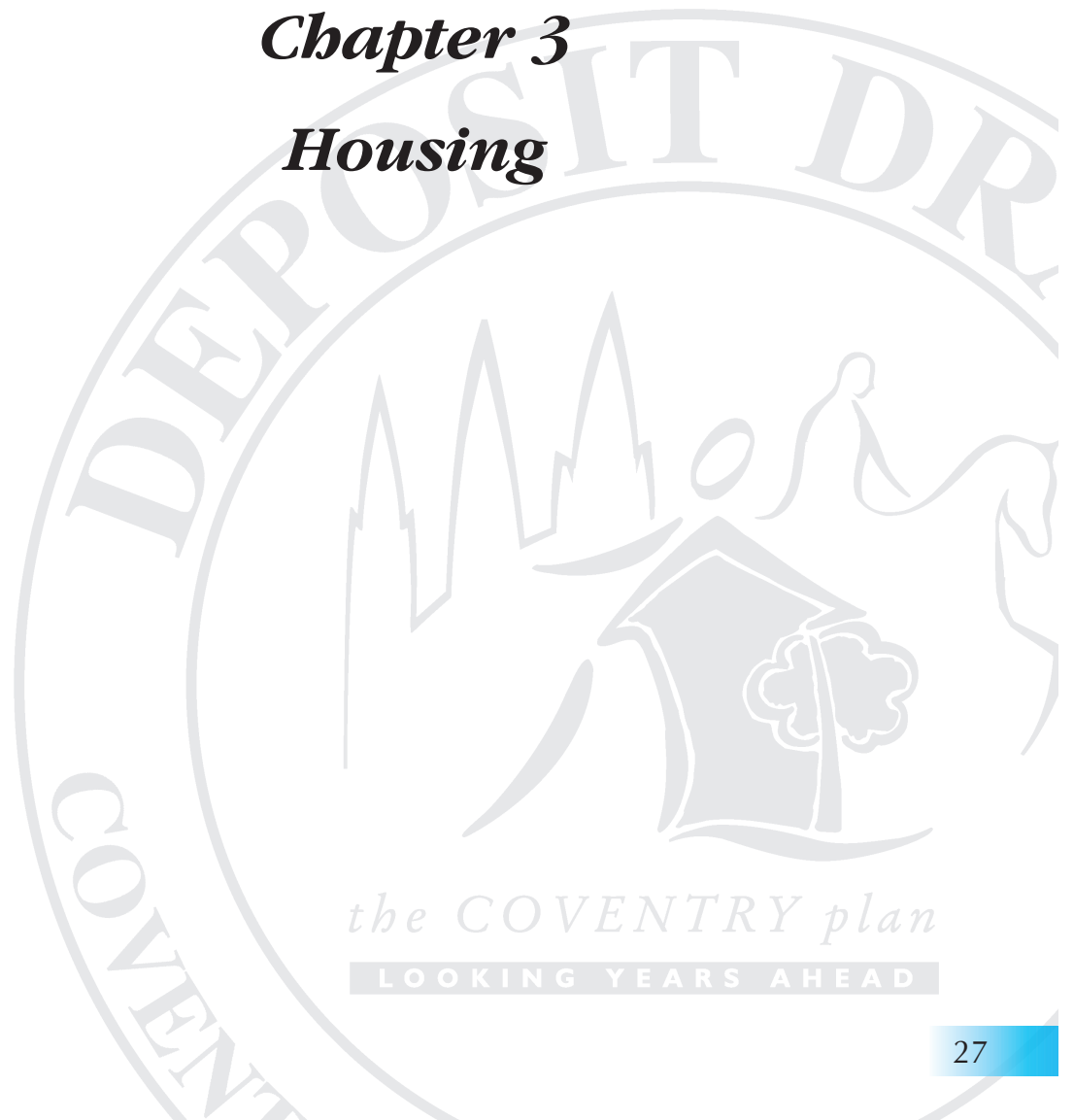


- Chapter 5 Shopping  
S1: Shopping Strategy
- Chapter 6 Access and Movement  
AM1: An Integrated and Sustainable Transport Strategy  
AM2: Public Transport  
AM8: Safer Pedestrian Routes  
AM12: Safer and more Convenient Cycling  
AM15: Roads
- Chapter 7 Built Environment  
BE1: Overall Built Environment Strategy
- Chapter 8 Green Environment  
GE1: Green Environment Strategy  
GE6 : Control Over Development in the Green Belt
- Chapter 9 Social and Community Facilities  
SCL1: Social, Community, Leisure and Indoor Sport Facilities  
SCL6: Education Facilities  
SCL10: Health and Social Care
- Chapter 10 City Centre  
CC1: City Centre Strategy





***Chapter 3***  
***Housing***





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**INTRODUCTION AND POLICY AIM**

3

- 3.1 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 the Plan assumes that this situation will continue.
- 3.2 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.
- 3.3 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.
- 3.4 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**

- 3.5 Planning Policy Guidance Note "Housing" 1992 (PPG 3) and Regional Planning Guidance for the West Midlands (RPG 11) which was first issued in 1995 and subsequently, with a revised housing section, in 1998, form the key Government advice on housing provision.
- 3.6 The main objectives of RPG 11 are:
  - ensuring the availability of five years supply of housing land;
  - 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 "brownfield" 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, subdivisions of 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 for sites for travellers.

3.7 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.

3.8 PPG 2 "Green Belts" 1995 confirms that Green Belts should be protected as far as can be seen ahead and refers to the identification of safeguarded land which may be required to serve development needs in the longer term.

**Local Context**

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

- tackle poverty;
- create an exciting 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.

3.10 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.

3.11 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.

3.12 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.

3.13 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 to 335,000 dwellings and that 11,100 dwellings are to be provided in Coventry between 1991 and 2011.

3.14 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.

### ***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.**

**Priority will be given to:**

- **maintenance and improvement of the existing stock and the improvement of its environment;**
- **the sub-division of large dwellings and the conversion of non-residential buildings to housing units wherever these are consistent with the provision of a satisfactory residential environment;**
- **a reduction in the number of vacant dwellings; 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)

## **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)

3.15 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.

3.16 It is particularly important that the best possible use is made of brownfield land and buildings. This can be helped by identifying such sites, assembling land, resolving infrastructure problems, promoting appropriate development and minimising the use of greenfield sites. The unacceptable alternative is the outward expansion of the built-up area and increased dereliction in the inner areas. The quantity of accommodation that brownfield sites can deliver will be affected by detailed design considerations and the need to protect and provide green space within and adjacent to brownfield housing sites. This will create a high quality environment and avoid “town cramming”.

3.19 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.

3.20 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.

3.21 A new Housing Needs Survey has been commissioned by Coventry Housing Action Partnership, in association with the City Development Directorate and the Foleshill Regeneration Board.

3.22 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 the priorities in specific areas, including environmental improvements, the application of design standards and land assembly.

3.23 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.

## 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)

3.17 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.

3.18 A House Condition and Housing Need 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%.



**Conversions**

**H 4: 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.

3.24 Conversions of property into residential use contribute towards the overall supply of housing in the City. Between 1993 and 1996 a net increase of almost 100 dwellings occurred as a result of conversions. There is potential to increase this contribution and, indeed, conversions can assist the diversity, vitality and security of an area.

3.25 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 the City Centre and other defined Centres. There is also potential for the conversion of office blocks and other comparable buildings.

**H 5: 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.

3.26 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, it 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.

3.27 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. Supplementary Planning Guidance includes a section referring to HIMOs.

**LAND FOR NEW HOUSING**

**Scale of Provision for New Housing**

**H 6: HOUSING LAND PROVISION**

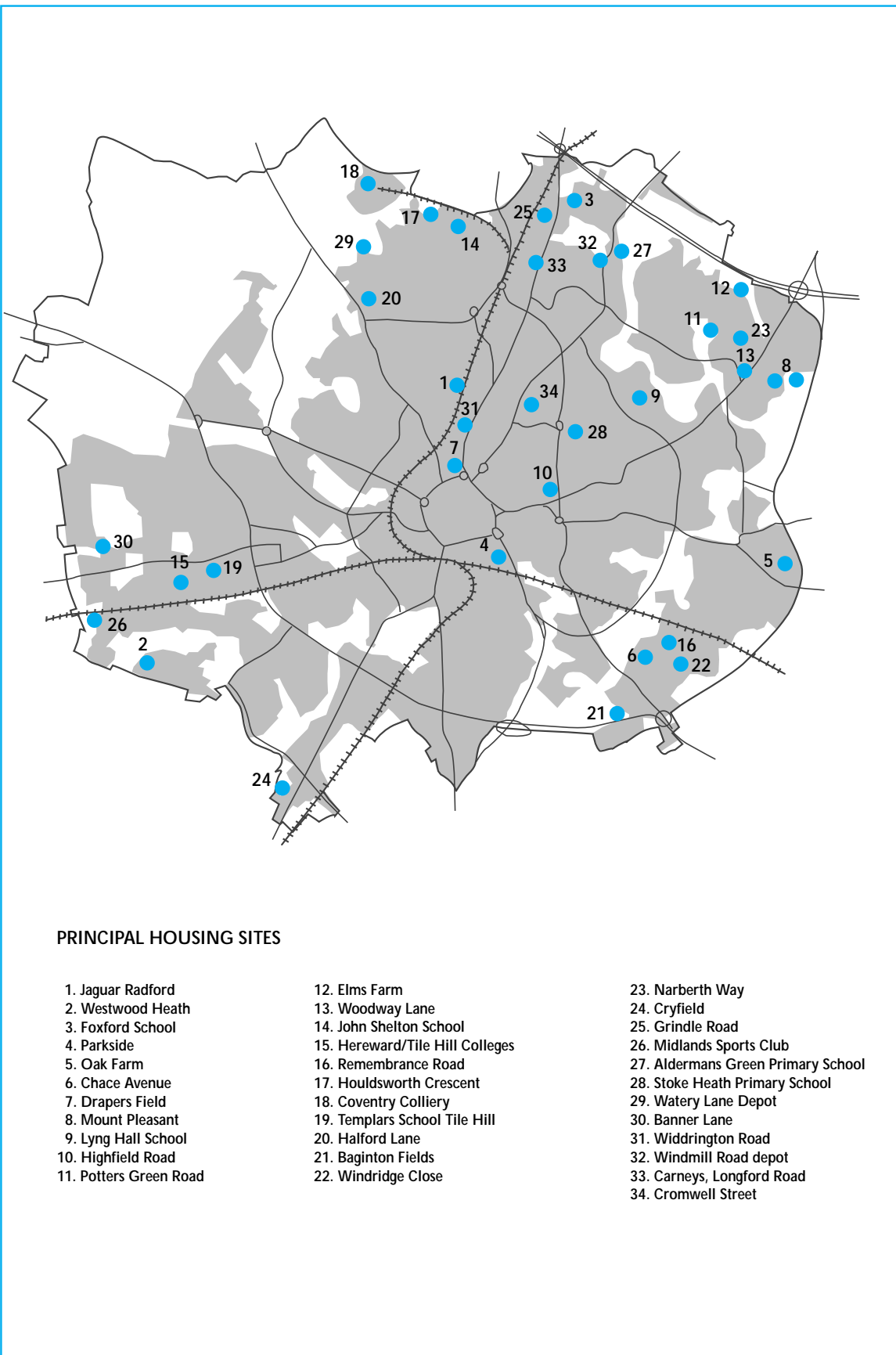
Provision will be made for the development of at least 8,270 new dwellings between the years 1997 and 2011.

(Part 1 Policy)

3.28 RPG 11 requires land to be identified in Coventry for the provision of 11,100 dwellings during the period 1991 to 2011. The Table below sets out the components of land supply to meet this target.

|                                     |      |       |
|-------------------------------------|------|-------|
| Dwellings already completed 1991-97 |      | 2830  |
| Identified capacity (April 1997)    |      | 4275  |
| New sites in the City Centre        |      | 1000  |
| Windfall Capacity                   |      | 3050  |
| (sites > 1 hectare)                 | 1520 |       |
| (sites < 1 hectare)                 | 1530 |       |
| Other Capacity                      |      | 525   |
| (Conversions)                       | 420  |       |
| (Clearance Sites)                   | 105  |       |
| TOTAL                               |      | 11680 |

3.29 There were 2,830 dwelling completions between 1991 and 1997 leaving a requirement of 8,270 dwellings for the remaining fourteen years of the Plan. This will be met through a combination of identified sites, windfalls, conversions and cleared sites and sites in the City Centre.



- 3.30 In April 1997, identified sites had a capacity of 4,275 dwellings, leaving capacity for a further 3,995 dwellings to be identified to meet the RPG 11 target in Policy H6.
- 3.31 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.
- 3.32 1,000 dwelling units are expected to be provided in the City Centre during the Plan Period. There will be three elements in the achievement of this target:
- new residential sites (in addition to those listed in Policy H7);
  - office conversions; and
  - “living over the shop”.
- This subject is dealt with in more detail in the City Centre Chapter and Policies CC 4 to 8.
- 3.33 “Windfall” sites are those which become available during the Plan period which have not been identified in Policy H7 or previous housing land studies. Experience in the 1990s has shown that, for sites under one hectare, an average of over 140 dwellings per year can be expected to come forward. On sites greater than one hectare, the average is over 180 dwellings per year. On this basis, windfall sites are expected to provide 3,050 units over 14 years. This is a cautious assumption which may well be over-achieved on past trends.
- 3.34 An important source of housing over the Plan period comes from conversions of buildings such as shops and offices outside the City Centre to residential use. Past experience shows that such conversions can provide an average of approximately 30 dwellings per year, equivalent to 420 dwellings over 14 years. More flexible policies may lead to an increase in this number as well.
- 3.35 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 anticipated demolitions might be somewhat higher in

Coventry at approximately 45 p.a., a total of 210 greater than previously assumed by Forum. Against this increase in demolitions, replacement dwellings on cleared housing sites is expected to provide 315 dwellings (at the lower figure of 50% replacement of all demolitions). Therefore, taking these two factors together, a net allowance of 105 replacement dwellings on cleared sites is now assumed for 1997-2011.

### New Housing Development

#### H 7: 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 or redevelopment and are shown on the Proposals Map at:

|                                    |             |
|------------------------------------|-------------|
| 1 Jaguar Radford                   | 600         |
| 2 Westwood Heath                   | 335         |
| 3 Foxford School                   | 319         |
| 4 Parkside                         | 300         |
| 5 Oak Farm                         | 243         |
| 6 Chace Avenue                     | 181         |
| 7 Drapers Field                    | 141         |
| 8 Mount Pleasant                   | 137         |
| 9 Lyng Hall School                 | 120         |
| 10 Highfield Road                  | 100         |
| 11 Potters Green Road              | 71          |
| 12 Elms Farm                       | 70          |
| 13 Woodway Lane                    | 67          |
| 14 John Shelton School             | 66          |
| 15 Hereward/Tile Hill Colleges     | 58          |
| 16 Remembrance Road                | 57          |
| 17 Houldsworth Crescent            | 50          |
| 18 Coventry Colliery               | 50          |
| 19 Templars School, Tile Hill Lane | 49          |
| 20 Halford Lane                    | 43          |
| 21 Baginton Fields                 | 40          |
| 22 Windridge Close                 | 40          |
| 23 Narberth Way                    | 40          |
| 24 Cryfield                        | 36          |
| 25 Grindle Road                    | 35          |
| 26 Midlands Sports Club            | 35          |
| 27 Aldermans Green Primary School  | 35          |
| 28 Stoke Heath Primary School      | 35          |
| 29 Watery Lane Depot               | 35          |
| 30 Banner Lane                     | 33          |
| 31 Widdrington Road                | 27          |
| 32 Windmill Road Depot             | 25          |
| 33 Carneys, Longford Road          | 25          |
| 34 Cromwell Street                 | 25          |
| <b>TOTAL</b>                       | <b>3523</b> |

3.36 The above sites are shown on the Proposals Map and on Text Map H 1. In addition to these, a further 752 dwellings can be provided on sites with capacity for under 25 dwellings making up the total of 4,275 dwellings set out in paragraph 3.30. The figures shown in the Policy are derived either from existing planning permissions or from individually estimated capacity based on the likely market for development on the site. These figures are thus for guidance, with the eventual capacity depending on site by site analysis. The Policy provides for a wide range of choice by size, type and location. Brownfield sites make up 64% of total capacity.

3.37 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 the inclusion of a policy to ensure a balance between brownfield and greenfield development. However, it believes that both past trends in the amount of brownfield sites which have been developed and the significant proportion of available capacity on brownfield sites make such a policy unnecessary in Coventry.

3.38 Policy H 7 contains no new additional greenfield allocations on the edge of the built-up area and only small quantities of land in the built-up area not previously built on. A number of other peripheral greenfield allocations are areas remaining from the 1993 Plan and the Rugby Borough Local Plan (sites now within the modified City boundary). The City Council has considered paragraph 3.12 of PPG 2 and has concluded that it is not necessary or appropriate to “safeguard” additional peripheral areas of land. In reaching this decision, it has taken into account the anticipated surplus over the RPG 11 housing requirement set out in Policy H 7, together with the likelihood that windfalls will continue at the envisaged level. 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 8. 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 7, 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 8 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 8: WINDFALL ADDITIONS TO HOUSING LAND SUPPLY**

**Proposals for housing development on sites not identified in either Policy H 7 or in the City Council’s 1997 Unitary Development Plan Monitor, will be considered on the basis of:**

- **compatibility with nearby uses;**
- **the character and quality of the resulting residential environment;**
- **proximity to public transport and local facilities; and**
- **compatibility with other Plan policies.**

3.39 As well as sites identified in Policy H 7, proposals will come forward for development or redevelopment on sites not currently identified. Indeed, the calculations on overall housing supply set out in paragraph 3.28 include an assumption that such “windfalls” will account for some 3,050 dwellings between 1997 and 2011.

### ***Affordable Housing***

3.40 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.

- 3.41 The issue of affordability is critical to many households. The Housing Needs Survey 1995 found that 56% of households had a gross annual income of less than £15,000. Amongst public sector households, 36% of heads of household were unemployed, whilst 42% had weekly incomes of less than £80 and whilst 55% of private-rented sector households want to move into owner-occupation, 60% have weekly incomes below £100 per week.
- 3.42 Coventry possesses a significant amount of “second-hand” housing. However, there is a particular need for new build housing, of good quality, covering a range of size and facilities across all tenures (including both subsidised and low-cost market housing) throughout the City.
- 3.43 Affordable housing is subsidised and low cost market housing which is available to people who cannot afford to occupy houses generally available on the open market. Social housing is provided by an organisation such as a local authority, housing association or local housing company which allocates accommodation on the basis of need. 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.
- 3.44 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.
- 3.45 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.
- 3.46 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.
- 3.47 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.

#### H 9: AFFORDABLE HOUSING

**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 element of affordable housing:**

- **development of residential sites allocated in Policy H 7; and**
- **other development of residential sites of 1 or more hectare 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. There will be a strong preference for this to be provided by means of dwellings owned and managed by a registered social landlord.**

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

- **there is already a high concentration of such dwellings in the nearby area;**
- **the site is inaccessible by a choice of means of transport;**
- **there are abnormal development costs affecting the economic viability of the proposal;**
- **their inclusion would adversely affect the quality and range of the City’s housing stock; or**
- **the site is in the City Centre.**

3.48 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.

**Housing for People with Special Needs**

**H 10: HOUSING FOR PEOPLE WITH SPECIAL NEEDS**

**Provision for people with special housing needs will be promoted and encouraged through Planning Briefs and pre-application discussions with developers in the light of Supplementary Planning Guidance.**

3.49 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.

3.50 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.

3.51 The provision of such housing accommodation can require sensitive and appropriate planning and design. The City Council has produced Supplementary Planning Guidelines (SPG) for such developments. It is important that special needs housing is integrated with other types of development.

**Residential Site Development**

**H 11: DESIGN OF HOUSING DEVELOPMENT**

**A high standard of design will be required for new housing development in the City.**

**Proposals will be considered on the basis of:**

- their setting and landscaping;
- the provision of open space;
- overall scale and density;
- access and parking arrangements;
- reduction in the use of energy; and
- 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.**

3.52 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 design briefs. Particular care will be required where developments contain a mix of uses. The main issues relating to design are referred to in the Built and Green Environment Chapters.

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

**Landscaping:** 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 19).

**Density:** Average densities have fallen in recent decades, contributing towards the expansion of urban areas. However, higher density developments may 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.

**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 IM 2).

**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.

3.54 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 of local residents, especially through increased levels of activity. Proposals may be discouraged in other locations.

### Travellers

#### H 13: TRAVELLERS

**Proposals for sites for travellers must meet the following criteria:**

- **compatibility with nearby uses;**
- **the impact on the environmental quality of the surrounding area;**
- **suitability for their commercial activities and not being detrimental to the economic objectives of the Plan;**
- **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.**

## OTHER HOUSING TOPICS

### Care Homes and Nursing Homes

#### H 12: 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 is set out in Supplementary Planning Guidance**

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

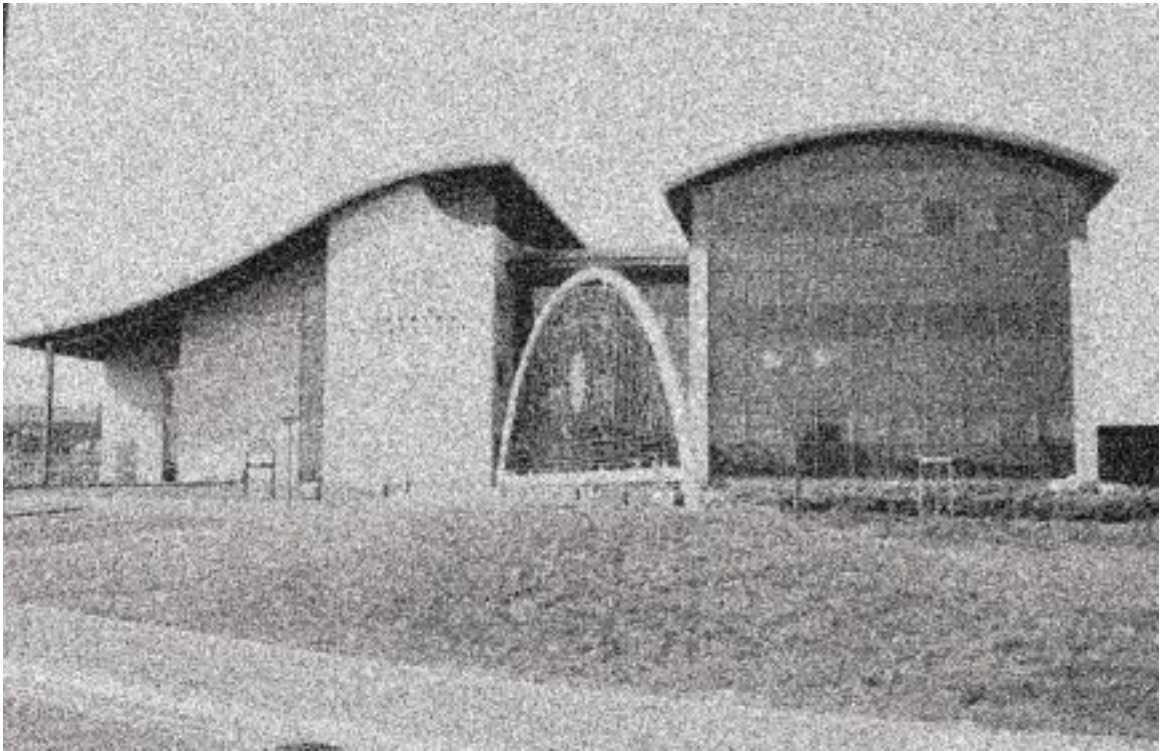
3.56 Locations should be considered which are within a reasonable distance of local services and facilities, for example shops and schools. Sites on the outskirts of built-up areas may be appropriate, provided that they do not encroach onto open countryside. They should not be located in Urban Green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

3.57 Uses adjoining the site should be considered. 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.

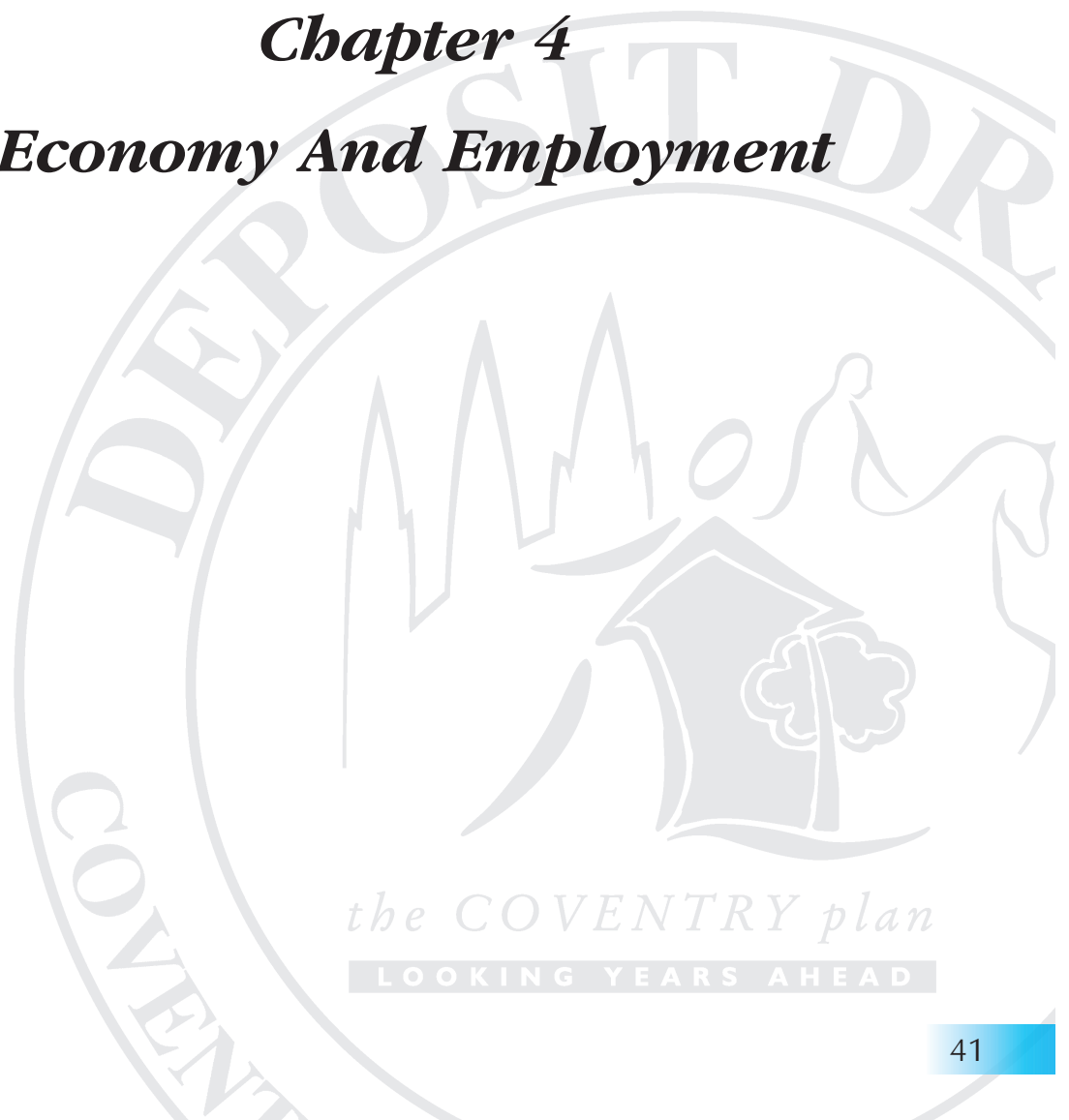
3

3.58 Sites require 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.





***Chapter 4***  
***Economy And Employment***





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### INTRODUCTION AND POLICY AIM

- 4
- 4.1 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.
- 4.2 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.
- 4.3 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 the Coventry and North East Warwickshire as one 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.

- 4.4 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.
- 4.5 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**

- 4.6 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.
- 4.7 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**

- 4.8 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.
- 4.9 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 of Coventry and Warwickshire Partnerships (CWP) in 1994. CWP 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, CWP published its strategy document "Regeneration Beyond 2000" providing a context for economic programmes and activities in the area into the next Millennium.
- 4.10 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)

- 4.11 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 13. These uses are found in Classes B1, B2 and B8 of the Town and Country Planning (Use Classes Order) 1987 (UCO).
- 4.12 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 portfolio ensures that a balance is achieved between economic development and environmental and social demands.
- 4.13 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.

***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.

4

- 4.14 In the early 1980s, manufacturing accounted for almost half of the City's 146,000 employees. The Annual Employment Survey 1995 showed that manufacturing has 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 well into the next century. 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 7 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.
- 4.15 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.

**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.

Emphasis will be given to promoting the City for:

- new technology, including research and development and environmental technology industries;
  - 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 SCL3.
- 4.16 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. Emphasis will therefore be given to supporting the land uses referred to in the policy.
- 4.17 Throughout the 1990s Coventry has been successful in attracting investment in new technology industries, partly as a result of the allocation of significant amounts of 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 7 and CC 31. 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.
- 4.18 Hotels, conference and training accommodation are referred to in Policy E 4 below. Business office developments are referred to in Policy E 5 below.

4.19 Throughout the 1990s, Coventry has experienced some growth in leisure and tourism and this is expected to continue during the Plan period. This sector is of benefit to both visitors and residents, providing valuable local employment and supporting and diversifying the local economy. Such facilities will be considered within the context of Policies SCL 2-3. Examples of major schemes in this area are the Arena proposal on the Foleshill Gasworks site referred to in Policy OS 2 and the Leisureworld development within the City Centre.

**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.

**Proposals will be encouraged within or immediately adjacent to the City Centre and the Major District Centres.**

4.20 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, the demands for business and leisure tourism in the Coventry/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 7 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 in accordance with the principles of Policy E 9. This is in order to maximise the continuing availability of quality employment land for employment uses.

4.21 Hotel developments will be encouraged principally within the City Centre and the Major District Centres identified in Policy S 2. 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.**

4.22 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.

4.23 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. At the time of Plan preparation, development was under way on the British Telecom regional headquarters at Parkside in the City Centre.

### E 6: SMALL AND MEDIUM SIZED ENTERPRISES

**Encouragement and assistance will be given to the establishment and growth of small and medium sized business and community enterprises. Partnerships will be promoted with landowners and developers to make available suitable land and premises and encourage mixed use developments.**

- 4
- 4.24 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. Particular attention will be given to businesses which are aimed at improving the employment position of disadvantaged groups.
- 4.25 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 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*

- 4.26 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.

- 4.27 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 (Jan 1998), 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.

- 4.28 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 14 hectares (ha) per year within the present 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 182 ha of employment land over the Plan period.



4.29 Employment sites over 1 ha at April 1998 total 96 ha. Taken together with an additional 9 ha of other commitments (principally sites under one hectare), the total employment land at April 1998 was 105 ha, equating to approximately 8 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 96 ha of existing Principal Employment Sites listed in Policy E 7, approximately 16 ha is land already under construction at April 1998. Of the remaining 80 ha, a further 16 ha is land not readily available at April 1998.

4.30 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 72 ha of employment land on two additional employment sites is proposed.

4.31 The total provision of all sites listed in Policy E 7 is 168 ha, of which brownfield sites comprise approximately 52%. Taken together with the 9 ha of smaller sites, they provide an employment land portfolio of approximately 13.6 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 9 seeks to resist the loss of viable employment land to alternative uses.

**E 7: PRINCIPAL EMPLOYMENT SITES**

**Principal employment sites are over 1 ha and available at April 1998. They are reserved for employment uses and are shown on the Proposals Map at:**

|  |               |
|--|---------------|
| <b><u>International/national sector</u></b>  |               |
| 1 Coventry Business Park   | 20.7 ha       |
| 2 Cross Point Business Park  | 8.7 ha        |
| 3 Westwood Business Park   | 7.4 ha        |
| 4 Parkside 2   | 4.5 ha        |
| 5 Parkside 1   | 4.0 ha        |
| 6 Parkside 3   | 2.0 ha        |
| 7 University of Warwick Science Park   | 1.2 ha        |
| <b><u>Regional sector</u></b>  |               |
| 8 Binley Business Park   | 10.7 ha       |
| 9 Toll Bar End   | 3.0 ha        |
| 10 Matrix Churchill  | 2.8 ha        |
| <b><u>Local</u></b>  |               |
| 11 Wickmans  | 12.1 ha       |
| 12 GPT New Century Park  | 5.9 ha        |
| 13 Leofric Business Park   | 4.0 ha        |
| 14 Aldermans Green Phase 2   | 3.8 ha        |
| 15 Stoke Aldermoor   | 3.8 ha        |
| 16 Foleshill Enterprise Park   | 1.5 ha        |
| <b>SUB-TOTAL</b>   | <b>96 ha</b>  |
| <b>Additional sites in the international/national sector are shown on the Proposals Map and reserved for employment uses at:</b> |               |
| 17 Jaguar Whitley  | 32 ha         |
| Keresley   | 40 ha         |
| <b>TOTAL</b>   | <b>168 ha</b> |

4.32 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 7.

4



**PRINCIPAL EMPLOYMENT SITES**

- |                              |                                       |                               |
|------------------------------|---------------------------------------|-------------------------------|
| 1. Coventry Business Park    | 7. University of Warwick Science Park | 13. Leofric Business Park     |
| 2. Cross Point Business Park | 8. Binley Business Park               | 14. Aldermans Green Phase 2   |
| 3. Westwood Business Park    | 9. Toll Bar End                       | 15. Stoke Aldermoor           |
| 4. Parkside 2                | 10. Matrix Churchill                  | 16. Foleshill Enterprise Park |
| 5. Parkside 1                | 11. Wickmans                          | 17. Jaguar Whitley            |
| 6. Parkside 3                | 12. GPT New Century Park              | ▲ Keresley (see Policy OS2-2) |

- 4.33 Many of the 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 brownfield redevelopment 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.
- 4.34 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.
- 4.35 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 AM 22, 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.
- 4.36 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 and will also include a residential element referred to in Policy H 7.
- 4.37 The successful joint promotion of economic development in the area has resulted in only 12 ha of employment land still being available at April 1998 just across the City boundary in Warwickshire at Middlemarch and Rowleys Green. A 20 ha site north of Coventry Airport at Rowley Road is being allocated in the Warwickshire Structure Plan. The rapid take-up of employment land near Coventry and the consequently small amount remaining make it vital that the portfolio within the City is strongly protected from non-employment uses.
- 4.38 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 8: 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.**

4.39 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 until required by Jaguar/Ford Cars and protected by Policy GE 9. 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 9: REDEVELOPMENT OF EXISTING EMPLOYMENT SITES**

**Proposals for the redevelopment of employment sites for non-employment uses will not normally be permitted.**

**Exceptionally, 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 for employment uses, or mixed uses including a predominance of employment uses, would produce unacceptable environmental, amenity or traffic problems, will proposals for residential, open space or other appropriate uses be permitted, subject to other Plan policies.**

**An economic assessment and a comprehensive masterplan may be required.**

4.40 This policy aims to avoid the loss of commercially viable employment sites 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

7 and is designed to minimise the amount of greenfield land released by that Policy. Policy E 9 has been applied to existing employment sites listed in Policy E 7 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.

4.41 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.

4.42 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%.

4.43 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 the obsolescence of an employment site for employment use can be unequivocally demonstrated, consideration will be given to residential and open space use. 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.

***Additional Employment Sites***

**E 10: 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.

4.44 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.

4.45 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.

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

***OTHER EMPLOYMENT POLICIES***

***Accessibility to Job Opportunities***

**E 11: ACCESSIBILITY TO JOB OPPORTUNITIES**

When considering proposals for employment development, the provision of job opportunities for Coventrians will be sought and promoted. This will include training schemes to help local people, particularly disadvantaged groups, to obtain the necessary skills to increase their access to job opportunities.

4.47 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. 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 12: 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.

4.48 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. Therefore, special effort will be made to ensure that the benefits of economic policies are experienced by people who live in these Areas.

4.49 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 13: WAREHOUSING DEVELOPMENT

Proposals for large scale warehousing will only be permitted if the applicant demonstrates that:

- 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.

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

4.51 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 22 in the context of rail freight.

4.52 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.

4.53 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 14: GENERAL INDUSTRIAL DEVELOPMENT IN RESIDENTIAL AREAS

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

Consideration may be given to the improvement or expansion of existing general industrial sites provided that:

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

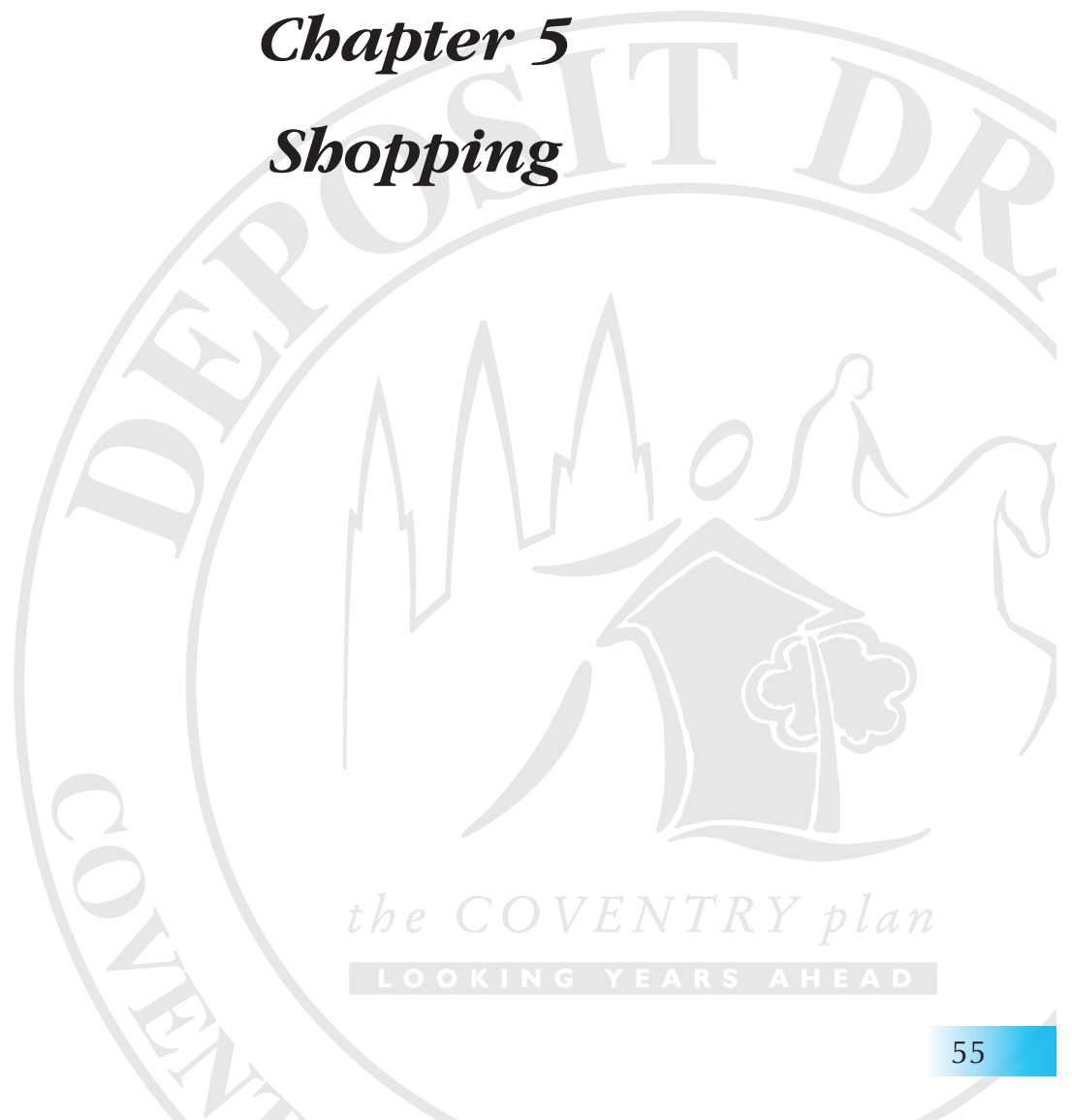
4.54 General industrial use falls within Class B2 of the UCO.

4.55 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 unless the particular location, design and operation overcome environmental objections. 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.

4.56 Proposals for other forms of employment development within residential areas will be considered against the criteria set out in Policy E 10.



***Chapter 5***  
***Shopping***



*the COVENTRY plan*

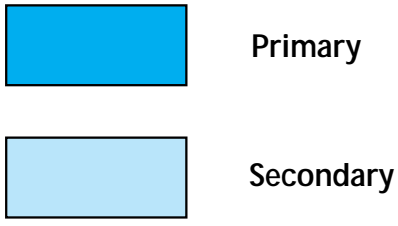
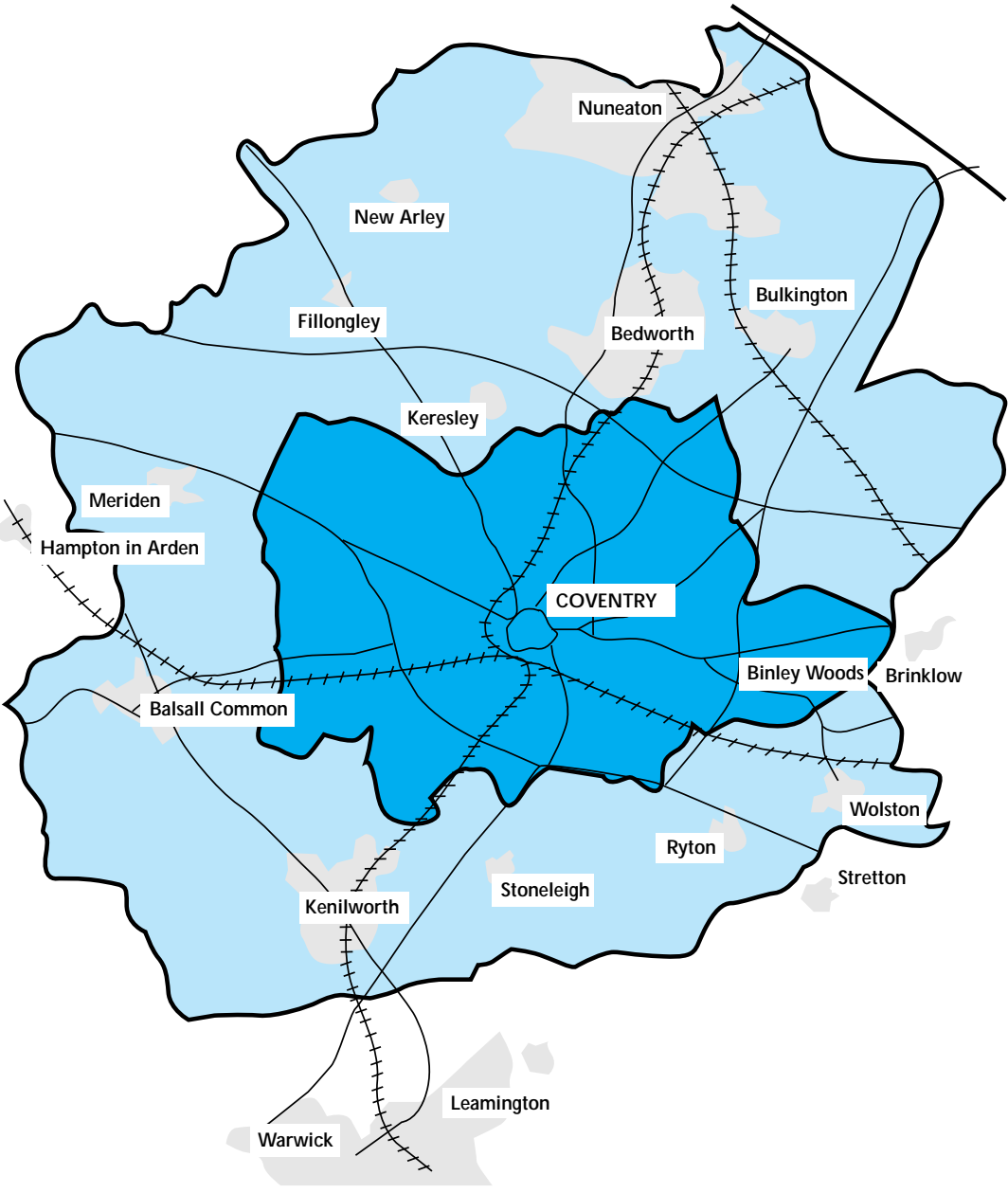
LOOKING YEARS AHEAD





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**INTRODUCTION AND POLICY AIM**

- 5.1 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.
- 5.2 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**

- 5.3 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.
- 5.4 In assessing retail proposals, 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.
- 5.5 "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**

- 5.6 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.
- 5.7 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 S1.
- 5.8 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.
- 5.9 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.

5.10 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 gap in quality provision in this part of the City.

5.11 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 attraction. Jardine Crescent is supported by the wide range of social uses that were a planned part of the Centre but Walsgrave (Brade Drive) has failed to widen its range of uses.

5.12 The Local Centres continue to provide for day-to-day shopping needs with greater or lesser success. Hillfields and Willenhall are the subject of partial or total redevelopment proposals responding to decline while Radford Road and Stoney Stanton Road have virtually lost their role. The other Centres are maintaining their role and there are a number of locations which now meet the general requirements in PPG 6.

5.13 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. Tesco have responded to this by planning to redevelop the Dorchester Way store.

5.14 By assessing the growth in population within the catchment areas and the increase in their spending power, it has been possible to assess additional capacity that could be provided. For convenience goods, a 7% increase over the Plan period is predicted. This amounts to:

|           |                  |
|-----------|------------------|
| 1996-2001 | 2 200 sq m gross |
| 1996-2006 | 4 300 sq m gross |
| 1996-2011 | 6 200 sq m gross |

5.15 For comparison goods, a 79% increase over the Plan period is predicted. This amounts to:

|           |                   |
|-----------|-------------------|
| 1996-2001 | 17 200 sq m gross |
| 1996-2006 | 39 500 sq m gross |
| 1996-2011 | 67 300 sq m gross |

5.16 Projecting past trends in the City forward would suggest that 35,000 sq m gross of retail warehousing could be expected by 2011. This is a reflection of earlier national and regional guidance which has changed. The City Council takes the view that retail warehouse park development is not to be encouraged and that the bulk of future non-food development should therefore be within the defined Centres.

5.17 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**

**S 1: SHOPPING STRATEGY**

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

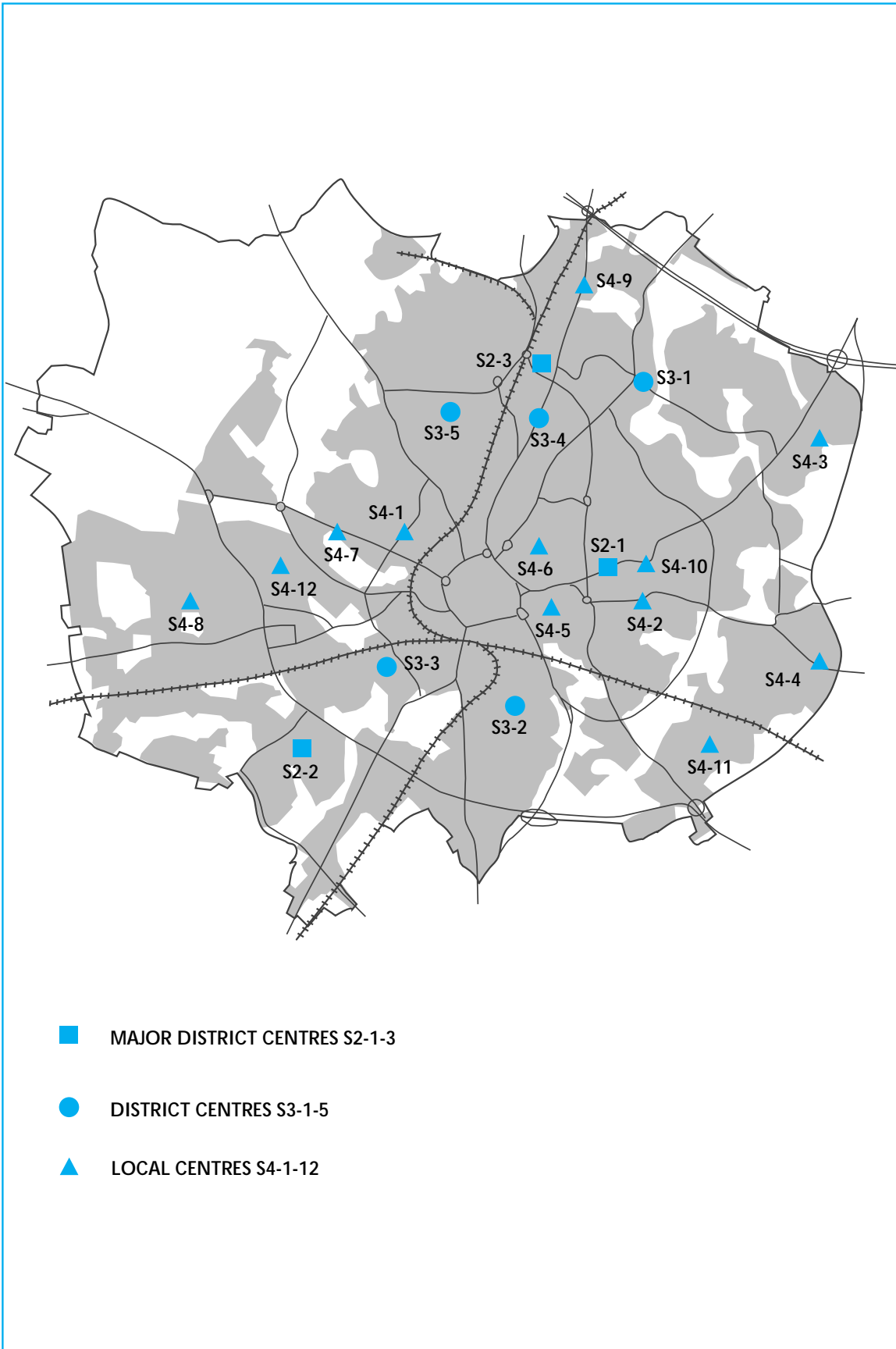
**New shopping development should be focused on the City Centre, the Major District Centres, the District Centres and the Local Centres.**

**Local shopping areas will be protected.**

**Apart from allocated retail warehousing provision, a sequential approach will be rigorously applied to out-of-centre retail proposals.**

(Part 1 Policy)

- 5.18 A network 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 some Centres where there has been a decline in retail activity but where there is little alternative for local residents.
- 5.19 The City Centre is the heart of this network and provides for the needs of both Coventry residents and people living well beyond the City boundary. Policies for shopping in the City Centre are found in the City Centre Chapter.
- 5.20 Government guidance in PPG 6 then suggests “Town Centres” as the next level of provision which, in many cities, consist of a historically distinct centre or a more recent planned development which complements the main centre with a wide range of shops and services. Because of the scale of Coventry and its pattern of development, “Town Centres” is not a helpful term and instead, the phrase “Major District Centre” has been used to equate with this “Town Centre” definition in PPG 6. Similarly, the terms “District Centre” and “Local Centre” in Coventry broadly equate to the term “District Centre” used in PPG 6, but reflect the different scales and functions actually found in the City. Generally “Local Shopping Area” equates to the term “Local Centre” used in PPG 6 and individual local shops.
- 5.21 Coventry’s hierarchy of Centres has been defined in relation to this approach and is shown on the Proposals Map. Two existing Centres have developed this “Major District Centre” role and a third is proposed to be developed to meet the needs of the northern part of the City, and are shown on the Proposals Map and Text Map S 2 and are referred to in Policy S 2 overleaf.
- 5.22 District Centres usually include a food supermarket and a range of other shops and services and provide for more than just day-to-day needs. Most of the existing District Centres fall into this category. These Centres are shown on the Proposals Map and are referred to in Policy S 3 below.
- 5.23 Local Centres provide for day-to-day needs and some other services. They are shown on the Proposals Map and are referred to in Policy S 4 below.
- 5.24 Local shopping areas consist of individual shops and small groups of shops which have not achieved the level of a Centre or which have, over time, declined to below this level as a result of other changes. They are also afforded protection by PPG 6. They are not shown on the Proposals Map but are referred to in Policy S 10 below.
- 5.25 While the Coventry Shopping Study has identified capacity for new shopping developments within the Plan Period, there are issues of the difference in the quality of provision between the north of the City and the south resulting in unnecessarily long shopping trips by car to the south of the City. The bulk of the new development should be within the Central Shopping Area (referred to in the City Centre Chapter) or within or immediately adjacent to the other defined Centres. Some of this capacity will be provided at Foleshill Gasworks as a new Major District Centre which will improve the quality of provision in that part of the City. This will be promoted through Policy S 2 below. A smaller new opportunity also exists for a Local Centre at Brandon Road referred to in Policy S 4 below.
- 5.26 Some space for retail warehousing development is allocated adjacent to an existing retail warehouse park which is well served by public transport. It is shown on the Proposals Map and is referred to in Policy S 12 below. The sequential approach will be applied to other out-of-centre proposals. This approach means preference for locations in or adjacent to defined Centres with less central locations being considered only in the circumstances, and against the criteria, in Policy S 13 below.



**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 a similar range of shops and services on a smaller scale. They will include provision for bulk convenience shopping and a wide range of comparison shopping and other services.

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.

- 5.27 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 reassessed 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.
- 5.28 The Coventry Shopping Study identified a 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 Foleshill Gasworks site is referred to in Policy OS 2. The convenience shopping capacity identified in paragraph 5.14 is absorbed by this Major District Centre.

**S 3: DISTRICT CENTRES**

District Centres are shown on the Proposals Map at:

- 1 Bell Green;
- 2 Daventry Road;
- 3 Earlsdon;
- 4 Foleshill;
- 5 Jubilee Crescent.

These Centres will provide for bulk convenience shopping, an element of comparison shopping and a range of other services.

They will be a focus for social, community and leisure uses for the district which they serve.

- 5.29 These Centres are those which have traditionally served their districts of the City. In the main, these Centres are expected to stay the same size but, in response to their wider role, some boundaries have been redefined to include office, social, community and leisure sites and buildings served by a choice of means of transport.

**S 4: LOCAL CENTRES**

Local Centres are shown on the Proposals Map at:

- 1 Barkers Butts Lane;
- 2 Binley Road;
- 3 Brade Drive;
- 4 Brandon Road;
- 5 Far Gosford Street;
- 6 Hillfields;
- 7 Holyhead Road;
- 8 Jardine Crescent;
- 9 Longford;
- 10 Walsgrave Road;
- 11 Willenhall;
- 12 Winsford Avenue.

These Centres provide for the day to day convenience shopping needs.

They will be a focus for social, community and leisure uses for the locality.

- 5.30 Most of these Centres are the existing Local Centres. Brade Drive and Jardine Crescent have been reclassified from District Centres to Local Centres in view of their limited range of shops and services. Radford Road and Stoney Stanton Road have been reclassified as Local Shopping Areas as they no longer meet even day-to-day convenience shopping needs.
- 5.31 Three new Centres have been added at Binley Road, Brandon Road and Holyhead Road. The first of these is the group known as the “Empress Buildings” next to a Kwik Save which has an appropriate level of provision for a Local Centre. The second is adjacent to the free-standing Morrisons superstore, where an existing permission for 7,432 sq m retail warehouse should be reshaped into a development of small units to complement Morrisons and provide a Local Centre for residents in the adjacent new development areas. Further convenience or service uses, a small number of larger units to provide a comparison element and possibly social, community and leisure use would be appropriate. The third is the group of shops at the junction of Holyhead Road with Grayswood Avenue which also have an appropriate range of provision for a Local Centre.

- 5.32 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 5 according to the particular circumstances, but, in general, concern will grow as the proportion of non-retail units in a centre increases between 15 and 30%.
- 5.33 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.
- 5.34 Proposals for catering outlets will also be subject to consideration under Policy S 11. 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 5: 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.

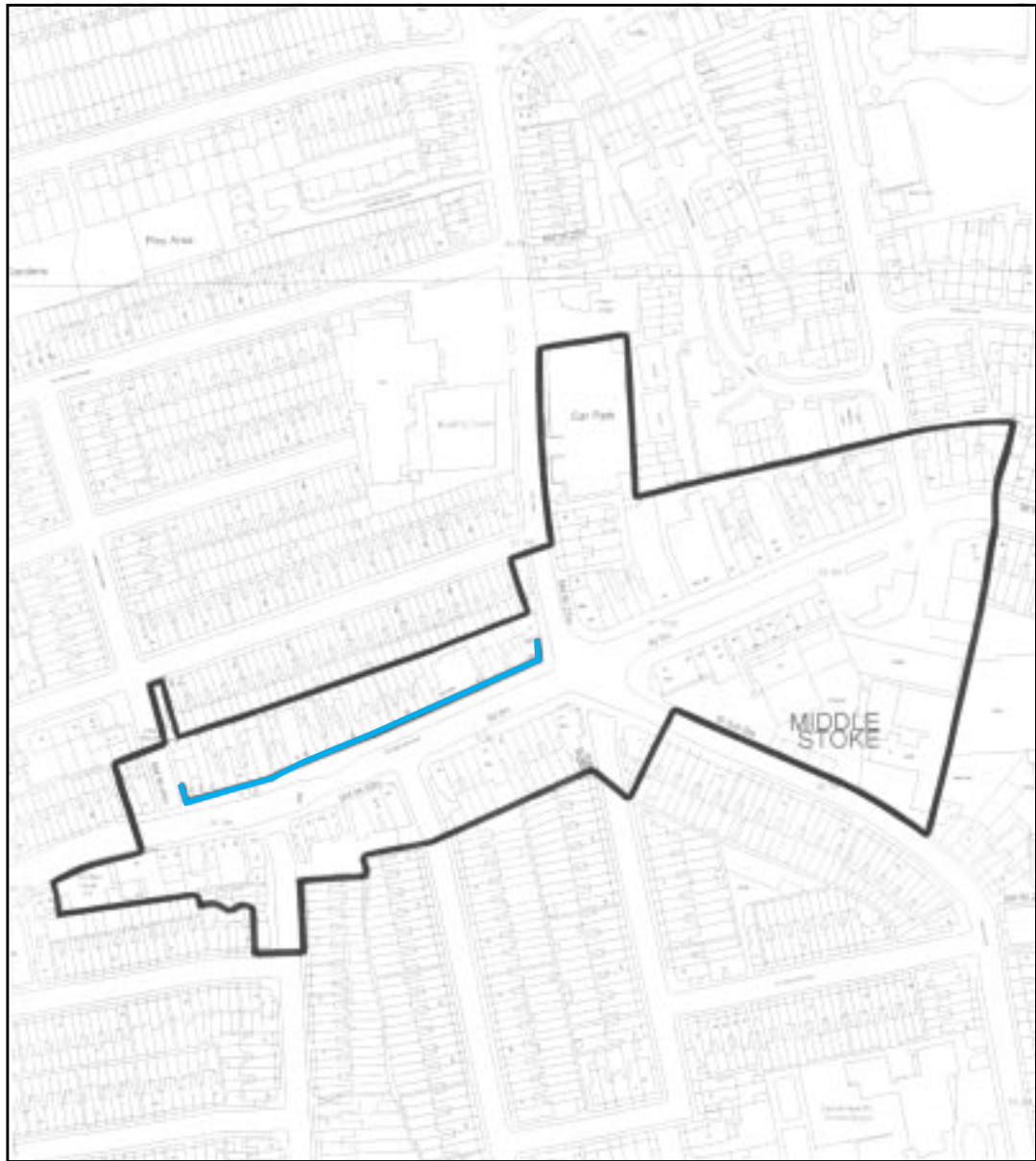
**S 6: PRIMARY RETAIL FRONTAGES**



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

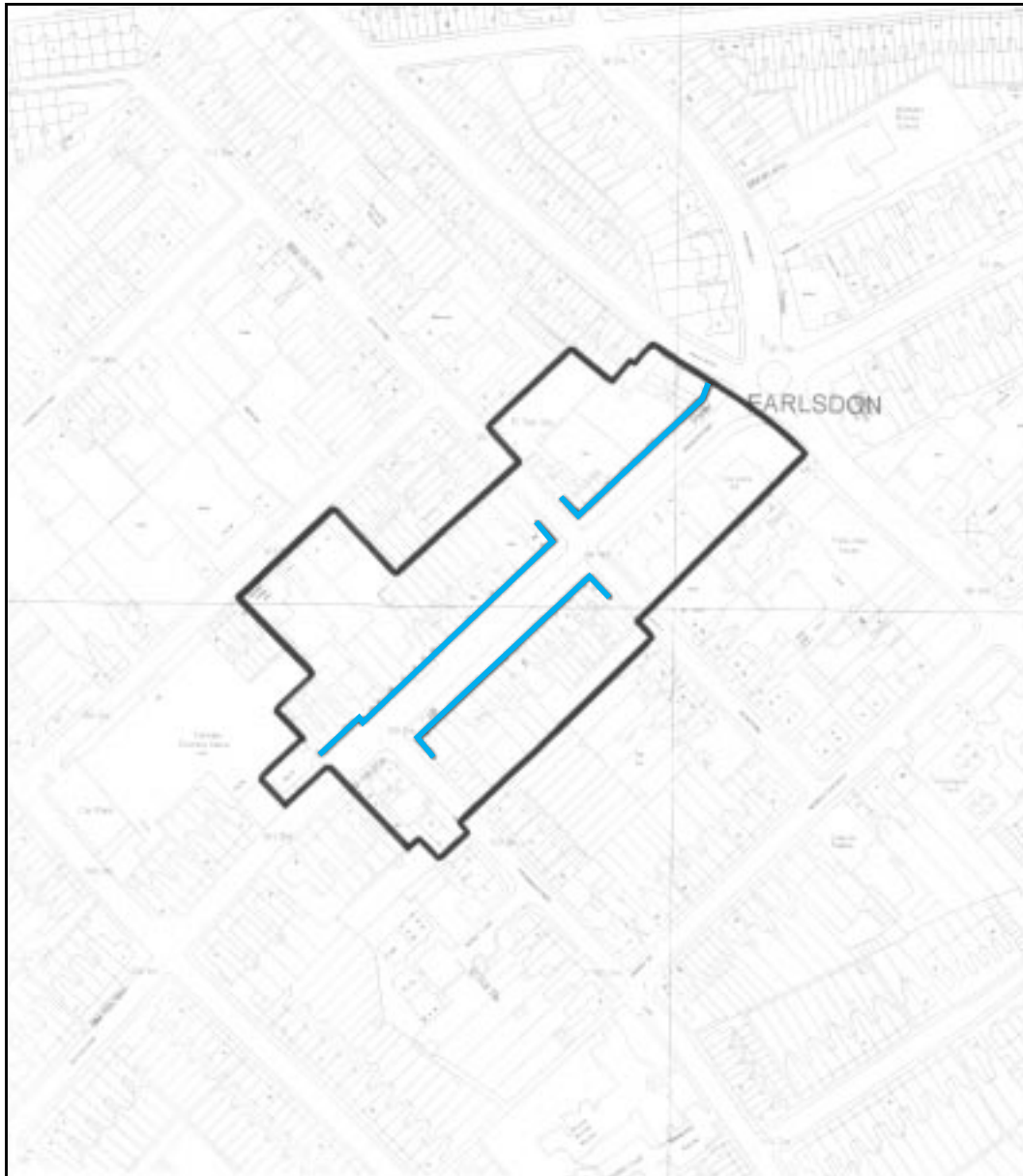
|                    |  |
|--------------------|--|
| Ball Hill          | : 173-239 Walsgrave Road.  |
| Earlsdon           | : 41 Moor Street and<br>13-45 Earlsdon Street<br>: 2-64 Earlsdon Street. |
| Far Gosford Street | : 52-73 Far Gosford Street.<br>: 116-133 Far Gosford Street.             |



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.

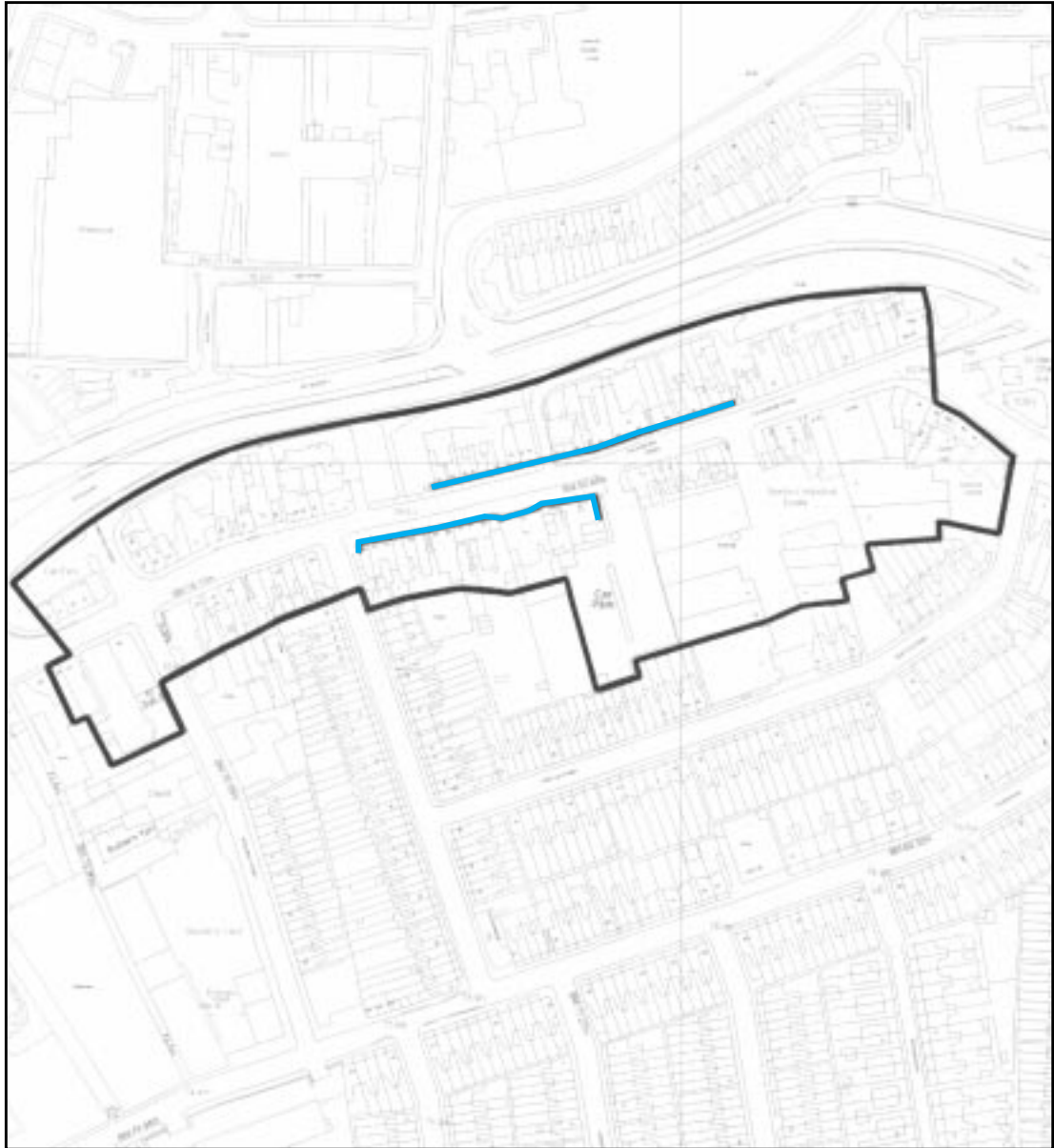






-  Primary Retail Frontage
-  Boundary of Defined Centre



-  Primary Retail Frontage
-  Boundary of Defined Centre



-  Primary Retail Frontage
-  Boundary of Defined Centre

5.35 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 Maps S (3), S (4) and S (5).

5.38 While most of the defined Centres either include a sizeable supermarket or combine a small supermarket with traditional shops, there are a number of Centres where development of a small supermarket (between 250 sq m and 1,300 sq m gross) would strengthen the role of the Centre for bulk convenience shopping. The boundaries of a number of the defined Centres include land which should be suitable for this sort of development. If such land is not available, a site immediately adjacent to a defined Centre may be acceptable provided that its location would encourage a substantial number of joint trips to the Centre.

5

**S 7: 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.

5.36 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.

5.37 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 18 and AM 19. For residential uses, a reduced standard of amenity is sometimes inevitable.

**S 8: LOCATION OF NEW SUPERMARKETS**

Proposals for new supermarkets will only be permitted within or immediately adjacent to a defined Centre if they would:

- support the role of the Centre;
- be compatible with nearby uses; and
- be compatible with other Plan policies.

**S 9: REGENERATING DEFINED CENTRES**

Defined Centres which show significant signs of decline will be the subject of planning and environmental measures to strengthen their position.

5.39 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 strengthen their position. In Hillfields long vacant units in a poor state of repair are to be cleared and new residential development with a “village square” to focus activity is to be constructed. In Willenhall a largely derelict 1960s precinct is being demolished to enable the construction of new residential development and a new shopping centre consisting of a small supermarket, unit shops and social and community facilities.

5.40 In the Plan period, action may be needed in other Centres involving redevelopment in whole or in part or smaller scale programmes of environmental works. Developing a particular specialised role for a Centre may be appropriate (for example, as Far Gosford Street has) while promotion of a Centre is always useful.

**OTHER SHOPPING POLICIES****S 10: LOCAL SHOPPING AREAS**

**Local shopping areas will be protected where they provide a service to the local area.**

**Proposals for new local shops, extensions to existing local shops or changes of use to service uses will be determined on the basis of:**

- **the vacancy rate of comparable shops within easy walking distance;**
- **any significant retail impact upon a defined Centre or local shopping area;**
- **compatibility with nearby uses;**
- **compatibility with other Plan policies; and**
- **any special needs of the local area.**

- 5.41 Local shops, whether in local shopping areas or free-standing, still form an important part of the shopping provision for the City but the recent tendency has been for their numbers to decline as a result of people choosing to shop in defined Centres or superstores. This is often accompanied by a tendency for those shops which survive to expand, or for pressures for change of use. Free-standing local shops, whether deliberately planned or arriving through this process, will not be allowed to expand beyond around 250 sq m gross in order to protect existing Centres and local shopping areas. Proposals for a change of use to Class A2 or to expand the shopping element of petrol filling stations will be considered under this policy. Changes of use to Class A3 will be considered under Policy S 11.
- 5.42 The vacancy rate of shops in the nearby area will be considered to establish the basis of any local demand for a proposal. Easy walking distance is considered to be within 200-300 metres. Trading impact on a defined Centre or local shopping area will be considered to establish whether, individually or cumulatively, a proposal would weaken their role. Consideration of compatibility with nearby uses should result in the protection of residential amenity and a suitable design and layout. Finally, special needs may include the need for a new local shop to serve a new residential development or the need to retain an isolated local shop serving its immediate locality.

- 5.43 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 detail design matters will also need to be considered.

**S 11: CATERING OUTLETS**

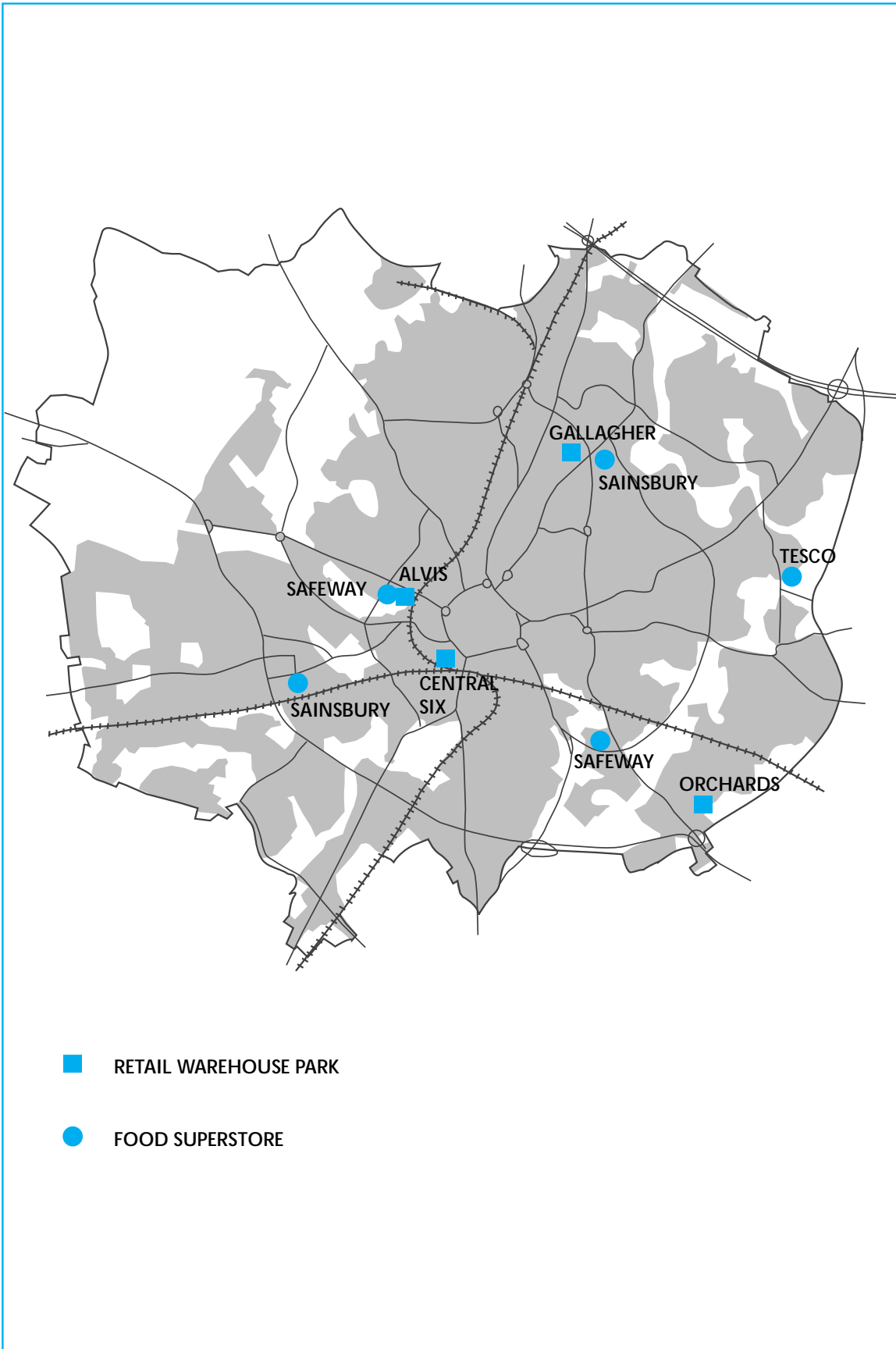
**Catering outlets will be generally discouraged outside defined Centres and employment areas.**

**Proposals for catering outlets will be determined on the basis of:**

- **compatibility with nearby uses;**
- **the cumulative impact of the proposal with any existing or proposed outlet; and**
- **compatibility with other Plan policies.**

- 5.44 Catering outlets (Class A3) typically include pubs, restaurants, cafes and hot food takeaways and there can be a considerable amount of overlap between these different types. The Policy will apply both to proposals for new buildings and conversions. Policy CC 20 will also need to be considered within the Central Shopping Area and Policy S 5 within other defined Centres.
- 5.45 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 with the other criteria, for example if 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 criteria, a condition prohibiting takeaway sales will be imposed.

5



**S 12: RETAIL WAREHOUSING**

**A site for additional retail warehousing is allocated at Gallagher Retail Park and shown on the Proposals Map.**

- 5.46 The Coventry Shopping Study suggested a possible capacity for retail warehousing, referred to in paragraph 5.16. At the time of the Study, the Gallaghers and Central Six Retail Parks were under construction and their trading pattern could not be assessed but they provide between them around 24,200 sq m gross of retail warehousing. In addition to this, there is the 3,250 sq m gross balance of the part implemented permission at Brade Drive and the existing 7,432 sq m gross permission at Oak Farm. This latter proposal should be reshaped to form a new Local Centre at Brandon Road, referred to in Policy S4 and paragraph 5.30.
- 5.47 This would indicate that there could still be some remaining capacity for retail warehousing which should be provided within or immediately adjacent to existing retail warehouse parks provided that the criteria set out in Policy S 13 below are satisfied. On this basis, up to 2,800 sq m gross is allocated at the Gallagher Retail Park.

**S 13: OUT-OF-CENTRE RETAILING**

**Proposals for out-of-Centre retailing, other than local shops, will only be permitted if it can be demonstrated that sites within or adjacent to defined Centres are not suitable, viable and likely to become available within a reasonable time and that the proposed site is accessible by a choice of means of transport.**

**Proposals will be considered on the basis of:**

- any likely retail impact upon a defined Centre or local shopping area;
- accessibility by a choice of means of transport;
- the impact upon wider travel patterns and car use;
- compatibility with nearby uses; and
- compatibility with other Plan policies.

**A minimum unit size of 930 sq m and restrictions on the range of goods to be sold may be imposed.**

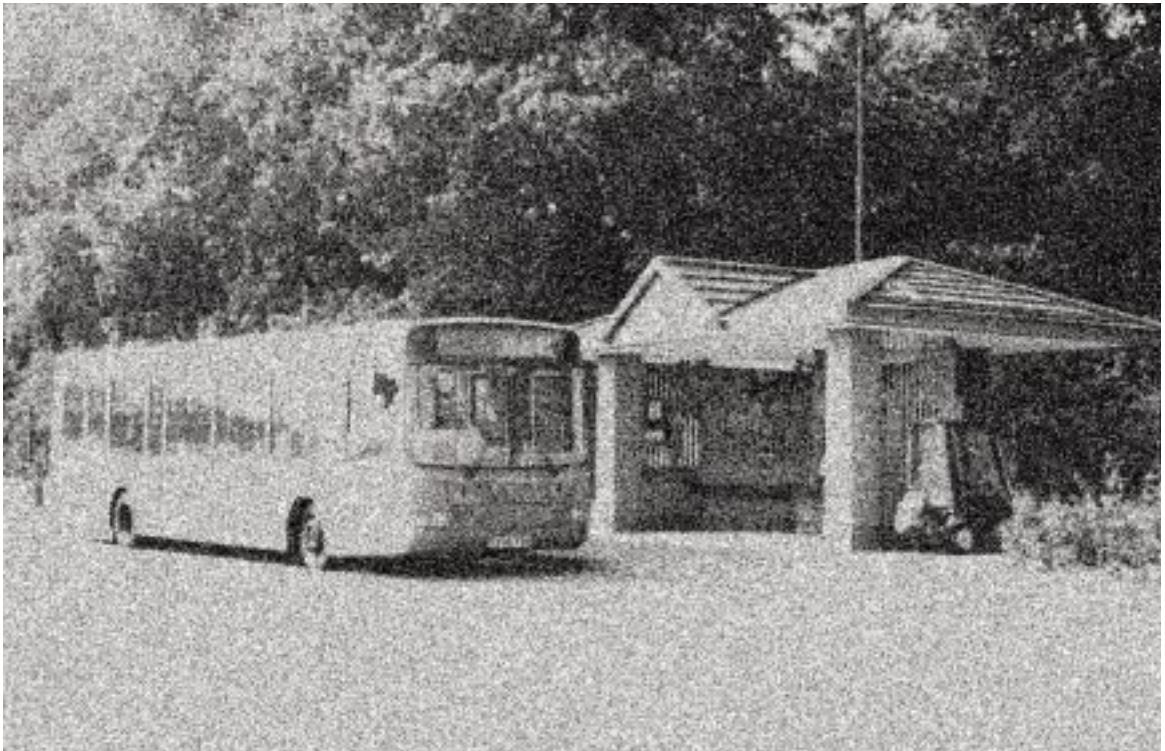
- 5.48 Out-of-centre retailing is an option to be considered if more centrally located sites are not available and, even then, access by a choice of means of transport is required. No specific capacity has been identified for either food or non-food development but there remains a possibility that retailers could seek new sites which will be considered under this Policy. It will apply both to traditional non-food retail parks and food proposals including discount operations.
- 5.49 If there is a question of potentially significant retail impact, a retail impact assessment will be required. Elsewhere a more general statement will be adequate. Accessibility by a choice of means of transport and considerations of wider travel patterns will be required to be demonstrated in a suitable statement. Consideration of compatibility with nearby uses will ensure the protection of residential amenity and 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.
- 5.50 A minimum unit size and restrictions on the range of goods to be sold will ensure that the retail impact of a proposal upon a defined Centre will be controlled. For retail warehousing proposals, goods that would be expected to be found within the defined Centres will be excluded. Generally, conditions will prevent the sale of tobacco, books, electrical goods, pharmaceutical goods, jewellery, silverware, watches, clocks and sports and recreational goods.



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72 LOOKING YEARS AHEAD

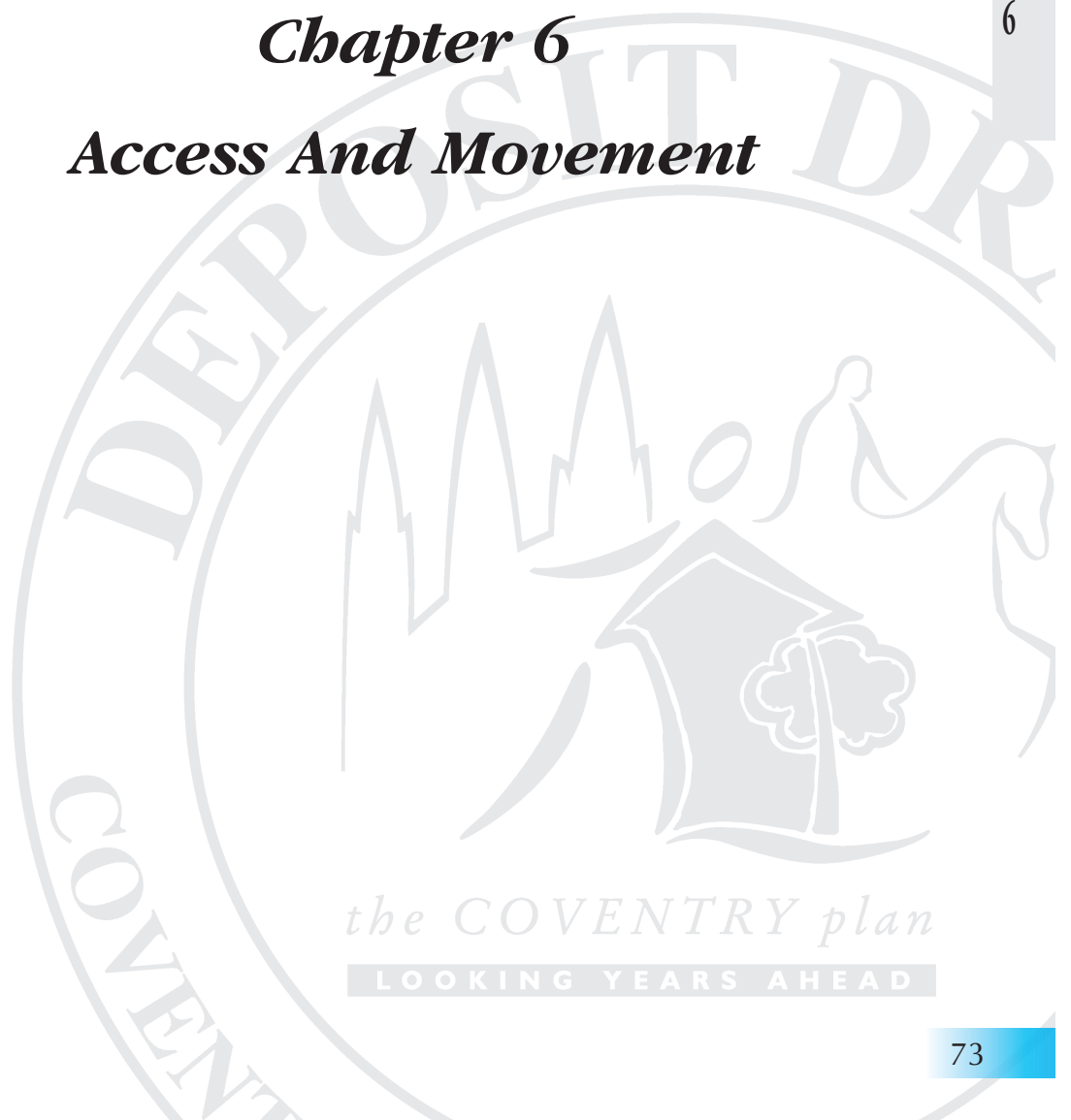




## *Chapter 6*

### *Access And Movement*

6



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LOOKING YEARS AHEAD

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**INTRODUCTION AND POLICY AIM**

- 6.1 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.
- 6.2 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.

**6 National and Regional Policy Context**

- 6.3 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.
- 6.4 Planning Policy Guidance Note (PPG) 13 "Transport" 1994, seeks reductions in the need to travel through appropriate location of development and also through complementary transport measures. These are:
  - car parking;
  - provision for pedestrians;
  - provision for cyclists;
  - traffic management measures;
  - public transport; and
  - "Park and Ride" schemes.

The PPG also sets out how to provide various forms of transport infrastructure, transport priorities and access to developments.

- 6.5 "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.

- 6.6 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.

- 6.7 The West Midlands Metropolitan Authorities with the West Midlands Passenger Transport Authority (WMPTA) 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.

### Local Policy Context

- 6.8 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.
- 6.9 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 3-5 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.
- 6.10 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.
- 6.11 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.
- 6.12 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.
- 6.13 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 vibrant City Centre; and
  - public transport and specific transport solutions to meet the needs and aspirations of older people.

**TRANSPORT STRATEGY**

**Overall Approach**

**AM 1: AN INTEGRATED AND SUSTAINABLE TRANSPORT STRATEGY**

The safe, efficient and easy movement of people and goods throughout the City will be promoted and encouraged in an integrated network and 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 and service operators, to provide a choice of means of transport; and
- by assessing the effects of proposals on the safety and convenience of road users.

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

(Part 1 Policy)

- 6.14 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.
- 6.15 Sustainability will be achieved by placing a high priority on providing safe, attractive and convenient access to the places people want to go by public transport, walking and cycling. High quality alternatives to short car journeys will be encouraged and promoted and 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. These measures do not only benefit those who travel but also the environment of those who live alongside transport routes.

- 6.16 The implementation of these policies cannot be a matter for the City Council alone. The co-operation and integration of a number of different transport planning bodies including the Highways Agency, Centro, Warwickshire County Council and Solihull Metropolitan Borough Council will be required. The involvement of bus and rail operators is also essential.
- 6.17 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.
- 6.18 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)

- 6.19 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.

6.20 The West Midlands Passenger Transport Authority have published "Keeping the West Midlands Moving", looking forward for 20 years from 1992. It sets out overall objectives of:

- providing a quick, reliable form of public transport;
- ensuring that there is a comprehensive public transport network;
- improving interchange facilities and access to stops and stations; and
- developing information and ticketing systems.

It includes implementation strategies of:

- giving buses priority;
- revitalising the local rail network;
- building a new transport system - Midland Metro;
- promoting "Park and Ride"; and
- investing in a travel information revolution.

It deals with the overall quality of service, co-ordination of policy with other bodies and financing.

6.21 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 fully accessible but the Plan cannot require the provision of fully accessible vehicles. In the meantime, support for both the "Easyrider" and "Ring and Ride" services will be continued.

6.22 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. This may use an innovative system and is referred to in Policy CC 11.

## Buses

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

**The design of major new developments and highway schemes must provide for the existing and anticipated needs of bus operators and users to ensure safe, convenient and efficient services.**

**Developers will be required to include or fund measures to achieve this.**

6.23 In the past, the design of major new developments and highway schemes has not always taken the needs of public transport users and operators into account in either general or specific ways. Sometimes things have been made difficult or even impossible for satisfactory public transport access to be achieved. With the more prominent role sought for public transport, this is no longer acceptable. It is important that these needs are recognised and accommodated at the first stages of work with the clear intention of achieving a significant shift in the mode of transport.

6.24 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.

6.25 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 City Council cannot run commercial bus services itself nor subsidise services. It cannot, even in conjunction with Centro, normally insist where services should or should not run or specify particular bus designs. It can, however, implement a variety of measures to encourage bus usage by making 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 operators and users.**

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

6.26 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.

6 6.27 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 is being 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.**

6.28 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, 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.

6.29 A new service in the north of the City linked to the North-South Road is being 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.**

6.30 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 to 4, 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 & 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.**



- 6.31 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. At Coventry Station, a number of improvements around the station area will be sought, these are referred to in Policies CC 10 and CC 28.
- 6.32 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. When the Foleshill Gasworks site is developed, a station will be required to provide mass access to the development as well as the opportunity for a direct service from the Nuneaton and Bedworth areas. On the Coventry-Rugby line, a study has identified the potential for a station at Binley & Willenhall which would provide direct links to Birmingham International and New Street stations.
- 6.33 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.
- 6.34 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 17.
- 6.35 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 safer routes.
- 6.36 Safer 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 will also require:
- separation from major and local traffic routes as far as possible;
  - safe crossing places and protection in unsafe places;
  - improvements to subways or their removal, particularly under the Ring Road which many people find threatening;
  - adequate visibility and lighting to ensure safety and reduce the fear of crime;
  - good surfaces; and
  - imposition of reduced speed limits.
- Generally, pedestrians' needs for a direct route will be shared with cyclists and, in some locations, provision of joint facilities will be desirable. There can, however, be particular conflicts between the needs of disabled people and cyclists.
- 6.37 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.

***Pedestrians***

**AM 8: SAFER PEDESTRIAN ROUTES**

**Improvements to signing, lighting, surfacing and crossing places will be promoted and encouraged to make pedestrian routes safer and more attractive to use. Particular attention will be paid to links to schools, local shops and local social, community, leisure and indoor sports facilities.**

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

(Part 1 Policy)

**AM 9: PEDESTRIANS IN NEW DEVELOPMENTS**

**The needs of pedestrians must be incorporated in the design of new developments and highway schemes to ensure their safety and convenience.**

6.38 Often pedestrians have been forced to use 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. Although much has been done in parts of the City, a more consistent approach is needed. The City Council will expect developers to design for the needs of pedestrians.

**AM 10: PUBLIC RIGHTS OF WAY**

**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, will be continued.**

6 6.39 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. This can be promoted through improved way-marking, and much has been done in this area, and through consultation with interested groups. 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 this and the work will be completed by 2002.

**AM 11: TRAFFIC CALMING**

**A programme of "traffic calming" measures on existing highways will be promoted and developers will be required to incorporate or fund measures in appropriate developments.**

6.40 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.

6.41 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.

6.42 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. They will also be discussed with bus operators to ensure their accessibility and the emergency services to ensure that safety requirements are met. Developers will be required to consider the needs of pedestrians and plan traffic calming measures into schemes. Off-site works may be required through a planning obligation.

**Cycling**

6.43 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. 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. Generally, however, cyclists' needs for a direct route will be shared with pedestrians and, in some locations, provision of joint facilities will be desirable.

**AM 12: SAFER AND MORE CONVENIENT CYCLING**

**Safer and more convenient cycling will be promoted by:**

- **making modifications to the existing highway;**
- **extending the controlled shared use of subways, bridges and footpaths;**
- **promoting new cycle routes; and**
- **improving signing and making information available to encourage the use of safer routes.**

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

(Part 1 Policy)

- 6.44 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.
- 6.45 There are some locations, particularly crossing the Ring Road, where the needs of cyclists are best met in conjunction with the needs of pedestrians but it has to be recognised that pedestrians and disabled people need a degree of protection even from cyclists. A separate "lane" may be possible on some schemes on the footway while in other places a white line to the appropriate specification will be adequate. Crossing the Ring Road is referred to in more detail in Policies CC 42 to 46.
- 6.46 The promotion of new cycle routes is referred to in more detail in Policy AM 14.
- 6.47 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.

**AM 13: CYCLING IN NEW DEVELOPMENTS**

**The needs of cyclists must be incorporated in the design of new developments and highway schemes to ensure their safety and convenience. This will include the provision of secure cycle parking facilities.**

- 6.48 Specific provision for cyclists needs to be included in new developments. 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 in new developments and, as cycle theft is very common, the provision of secure cycle parking facilities will be required in appropriate developments. Standards for cycle parking will be included in Supplementary Planning Guidance.

**AM 14: CYCLE ROUTES**

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

- **from the City Centre to Binley;**
- **from the City Centre to Eastern Green;**
- **which form part of the Sustrans national network; and**
- **which link to existing or proposed cycle routes outside the City.**

- 6.49 Routes through Foleshill and linking the City Centre to the University of Warwick have been introduced as well as shorter stretches of cycle paths provided in conjunction with developments. These will be linked into a City-wide network which will also include local routes which may be part of "Safer Routes to School" exercises or may arise through developments or highway schemes.
- 6.50 New routes to be promoted will include one along Far Gosford Street and Binley Road to the east which should serve employers and Coventry University students in particular. To the west, a route building on the existing route to Earlsdon and the provisions that have been made through the construction of the Coventry Business Park will be extended to Eastern Green. Sustrans, a cycling charity, are developing a national network of cycle routes which includes the towing path of the Coventry Canal. 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 15: 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)

- 6.51 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 number of locations where road improvements and new construction can be justified to deal with existing problems or provide access to developments.
- 6.52 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 Longford Road. New roads are also required to open up new areas for job creating industrial development or for housing.
- 6.53 The Strategic Highway Network has been agreed at a Regional level and is shown on Text Map AM 1. Part of this consists of "Trunk Roads", the M6, A45 and A46, which are the responsibility of the Highways Agency. 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 reroute traffic to Allesley Old Road and Spon End after the latter area is improved.

### AM 16: HIGHWAY AUTHORITY ROAD SCHEMES

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

- 1 North-South Road Phase 3 (Binley Road to Stivichall/Cheylesmore Bypass);
- 2 Spon End and Butts improvement (in the form of a Bus Showcase scheme);
- 3 Hearsall Lane/Earlsdon Avenue junction improvement (in the form of a Bus Showcase scheme); and
- 4 Tamworth Road/Long Lane junction improvement.

- 6.54 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.
- 6.55 Phase 3 of the North-South Road has been the subject of a detailed study which has considered the effects on traffic, air quality, ecology, economic development and planning. Its conclusions are:
- traffic flows on Humber Road, London Road and Sky Blue Way will all decrease if the road is built (and will all increase if it is not built);
  - traffic flows will decrease on roads in the southern part of Foleshill if the road is built but will increase on the remainder of the North-South Road and some roads linked directly to it;
  - delays on the Binley Road roundabout will increase but delays on other junctions will decrease;
  - existing concentrations of pollutants are all well below current air quality standards and improvements in vehicle design will reduce overall pollutant levels;
  - there will be no significant pollution problems either from traffic on the new road or from increased traffic on existing roads;
  - the entire area affected by the scheme is of sufficient nature conservation value to be worth consideration for formal designation;

- there would be moderate to severe ecological impact through the loss and fragmentation of habitat and an impact on certain scarce species but there are opportunities for mitigating the ecological impact and compensating for the habitat loss;
- general accessibility for companies operating in the inner city area and at Peugeot's Stoke Plant would be improved, and new investment would be more likely;
- residents' accessibility to jobs in the south of the City would be improved; and
- construction would complete the pattern of new roads in the City.

It is considered that the benefits to traffic and general accessibility outweigh the ecological considerations (see paragraph 8.63). Alternative alignments which may cost less than the "traditional" one are also being investigated.

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- 6.56 The Spon End and Butts improvement is still considered essential to provide a safe and convenient route into the City from the west which will aid the development of the Coventry Business Park and other areas. 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.
- 6.57 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.
- 6.58 Other minor schemes may be promoted to solve a particular localised problem. These are likely to take place within the existing highway boundary and are not, therefore, specifically identified.

#### AM 17: OTHER ROAD SCHEMES

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

- 1 A45/A46 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.

- 6.59 Levels of congestion at the A45/A46 junction at Toll Bar roundabout have increased and the Highways Agency, as Highway Authority for these roads, has proposed a short term solution of installing traffic lights with the longer term possibility of a grade-separated interchange.
- 6.60 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.
- 6.61 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, it is considered that a full road crossing is unnecessary. A combined pedestrian and cycle crossing facility will, however, be required 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.
- 6.62 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 18: CAR PARKING

Appropriate levels of car parking will be required to serve the needs of users of developments avoiding causing congestion for others.

Maximum standards are set out in Supplementary Planning Guidance.

**In non-residential developments, 1 space suitably designed, located and reserved for “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 “orange badge” holders.**

(Part 1 Policy)

- 6.63 In order to provide reasonable convenience for car users and to avoid on-street parking which can be both dangerous and unsightly, an adequate provision of car parking is desirable, provided as close as possible to places where people want to go. This needs to be balanced by a concern that over-providing car parking can encourage and create congestion, especially at peak hours and a recognition that parking restrictions can be a part of “demand management” for road space. Policies AM 18 and 19 do not apply in the City Centre.
- 6.64 In the light of PPG 13, it is considered especially important to note that the standards set out in Supplementary Planning Guidance are maxima and that, where an area is or can become accessed by a choice of means of transport or where there are particular design problems to be dealt with, a reduction in provision will be considered.
- 6.65 Disabled people need special provision in many locations. “Orange Badge” holders must have an adequate number of properly designed, conveniently located and reserved car parking spaces.

### AM 19: CAR PARKING IN DEFINED CENTRES

**In defined Centres, new car parking will be required to be publicly available and will be the subject of separate Supplementary Planning Guidance.**

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

- 6.66 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. In these Centres, the provision of separate car-parking areas will generally not be required as it will lead to inefficient use of space. Publicly available provision will instead be sought.
- 6.67 In a small number of major developments where control is exercised by a single body, an agreed approach to car parking with detailed requirements will be agreed. This approach is already in place at the University of Warwick and may be appropriate for other major sites as an element of “green commuting”.

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### AM 20: OFF-STREET CAR PARKING AREAS

**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 in areas where there are problems with on-street parking.**

- 6.68 In older 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. Where suitable sites exist, it may be possible to provide off-street car parking areas where local residents request them. Existing provision in these areas should be retained unless a proposal which includes their replacement is agreed.

## Freight

6.69 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.

beyond. There would also be the possibility of achieving rail freight access to the Foleshill Gasworks site were the site to be developed for employment uses.

6.73 The City Council will support applications for grant aid under the Railways Act 1993.

## Road Safety

### AM 21: 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.

### AM 23: ROAD SAFETY

The safe movement and free flow of traffic will be promoted and encouraged in order to reduce road accidents, improve the quality of the environment and safeguard all types of highway user. This will be achieved by:

- specific improvements to highway infrastructure to remedy or alleviate identified sources of hazard, conflict and congestion; and
- requiring that new developments 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.

6.70 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 of Commerce, the Freight Transport Association and operators will define routes which should avoid making the situation worse.

6.71 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.

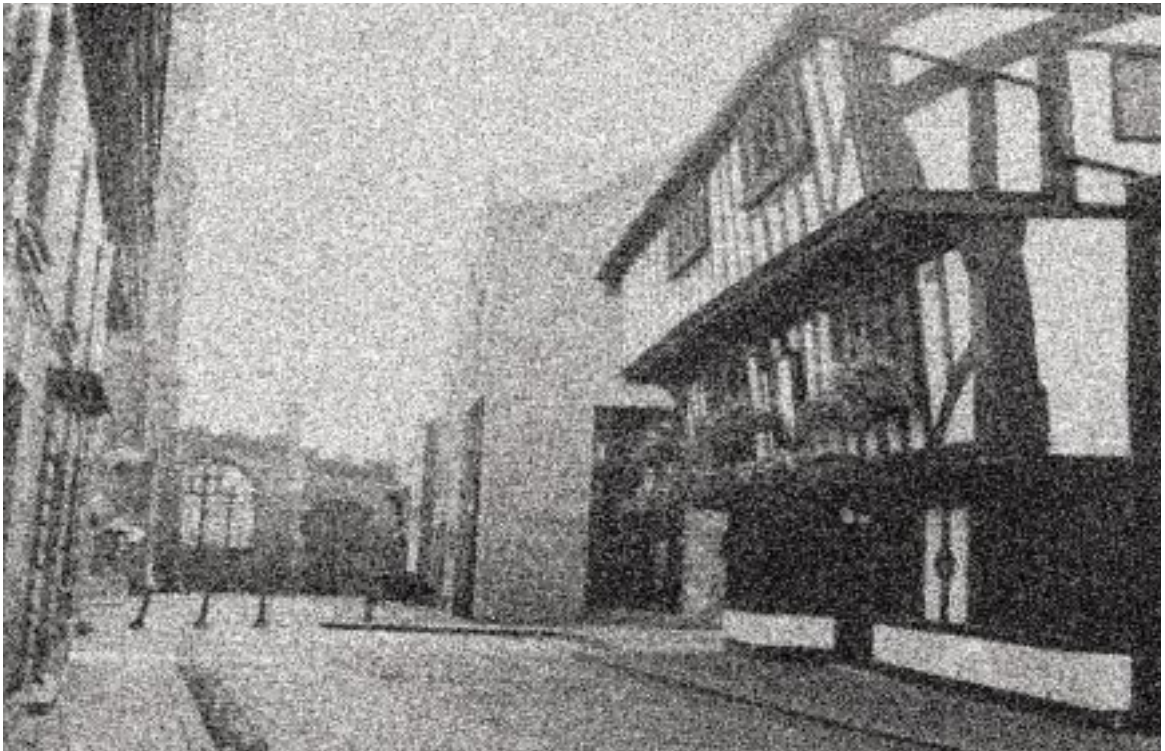
6.74 The reduction of road accident levels remains a major priority for the City Council. Although an underlying theme of this Plan is to reduce dependence on motor vehicles, they will remain a major means of transport during the Plan period. The free flow of traffic can help reduce pollution and, properly managed, 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. 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 residents.

### AM 22: 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.

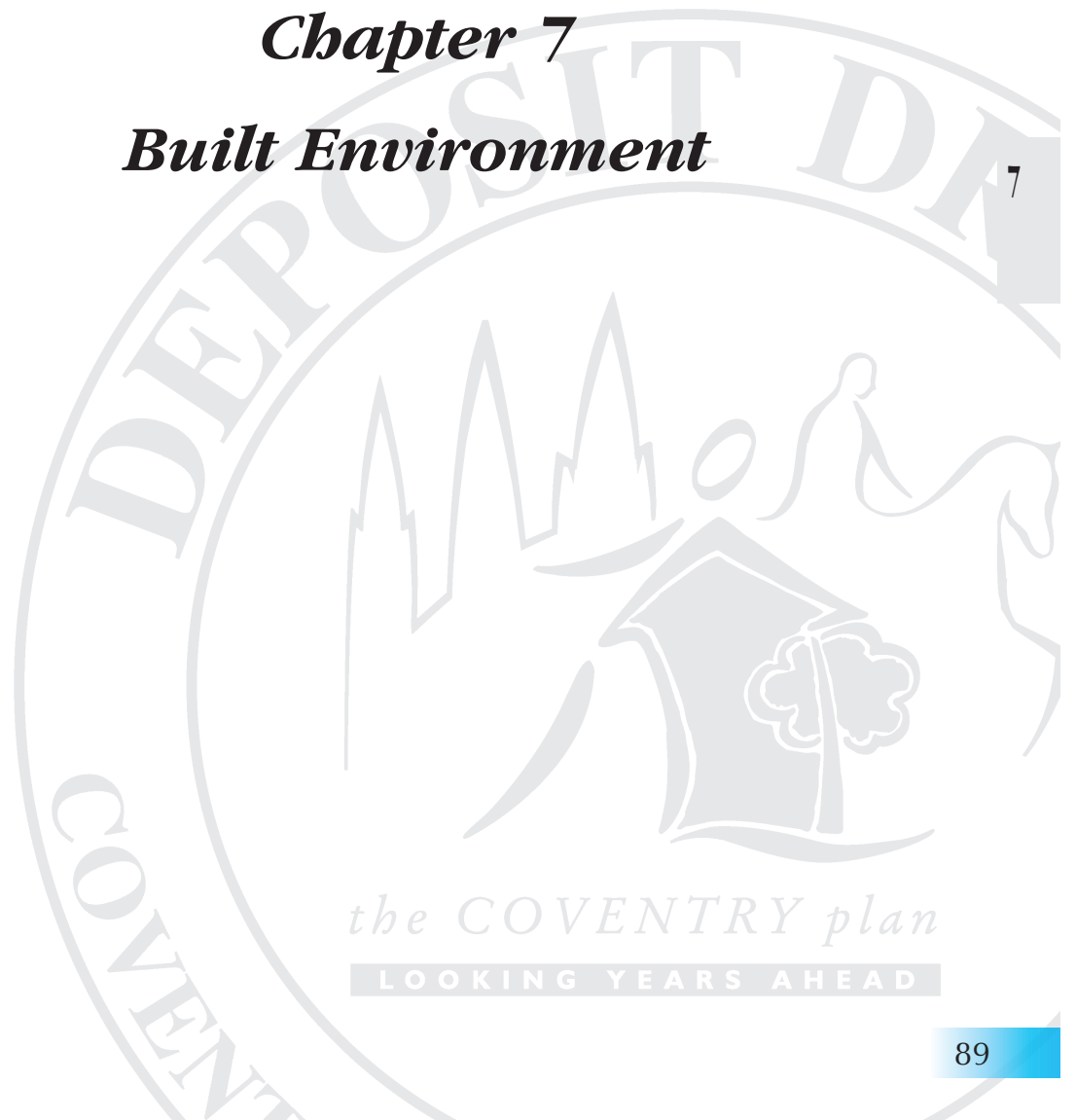
6.72 The Keresley Strategic Regeneration Site described in Policy OS 2, is still rail connected and the City Council will require the use of this connection in any large scale development because of the site's relatively isolated nature and the need to avoid heavy traffic through the Keresley area and





***Chapter 7***  
***Built Environment***

7



*the COVENTRY plan*

LOOKING YEARS AHEAD



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**INTRODUCTION AND POLICY AIM**

7.1 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, locally distinctive areas 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.

7.2 The policy aim 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.

7.5 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.

7.6 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.

7.7 RPG II "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. RPG 11 also 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. The White Paper "Making Waste Work" 1995 identifies the need to establish the Best Practical Environmental Option (BPEO) which considers the environmental and economic costs and benefits of the waste management options. The White Paper also sets targets for reducing municipal waste, recycling, composting and for amounts of waste going to landfill. Many of these targets are subject to review.

**National and Regional Policy Context**

7.3 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.

7.4 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.

**Local Policy Context**

7.8 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 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;
- whose 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.

- 7.9 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 Supplementary Planning Guidance (SPG) rather than policies in the Plan.
- 7.10 Policies are also recommended for the processes to be followed in relation to design which include:
- design statements as part of planning applications; and
  - the identification of situations where planning briefs will be required.
- Policies to secure these processes are referred to in SPG.
- 7.11 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.
- 7.12 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.
- 7.13 The City Council's Disability Equality Policy makes a commitment to "carrying out a phased programme of physical improvements to all premises which are open to the public". This is referred to in Policy OS 11 and further advice will be given in SPG. The City Council, for instance, owns about 500 buildings of which 122 are open to the public. Only 9 of these are accessible to disabled people in relation to the Citizens Charter performance indicators. However this indicator does not necessarily meet the priorities of disabled people. Therefore, a survey of public access to Council buildings is being undertaken and money will be spent on improving the buildings identified as priorities within the context of a financial strategy 1999 to 2003.
- 7.14 The Public Art Strategy aims to complement and enhance other development strategies, including the Arts, Lighting, Heritage, 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. 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. The Lighting Strategy aims to transform the City Centre at night.
- 7.15 Design can play an important role in achieving a more sustainable City by considering the orientation and aspect of buildings, the reduction of energy consumption by insulation and the use of particular materials.

**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 areas of local distinctiveness including 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.

More detailed advice will be adopted as Supplementary Planning Guidance in appropriate cases.

(Part 1 Policy)

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7.16 The policy aim referred to in paragraph 7.2 is supported by a framework of policies and proposals. 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 and areas of local distinctiveness including Conservation Areas referred to in Policies BE 3 to 10. Policies for some specific areas are dealt with elsewhere. The Ancient Arden 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.

7.17 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;
- a safe environment for pedestrians, cyclists and road users;
- the creation of energy efficient buildings;
- the creation of secure environments; and
- maintenance concerns.

7.18 There is need for a partnership between the local authority, the developer and the community in caring for the environment. Developers should consult with local communities and amenity societies in preparing proposals. 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.

7.19 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 bring 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.

7.20 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 9 which encourages mixed land 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; and
- encouraging developments which can adapt to changing social, technological, economic and market conditions.

- 7.21 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.
- 7.22 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.
- 7.23 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.
- 7.24 The convenience, safety and comfort with which people go to and pass through buildings, places and spaces plays a large part in determining how successful a place will be.

- 7.25 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.
- 7.26 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.

**AREAS OF LOCAL DISTINCTIVENESS**

***Transport Corridors and Gateways***

**BE 3: THE ENHANCEMENT OF TRANSPORT CORRIDORS AND GATEWAYS**

The environment along the main transport corridors and gateways to the City will be protected and enhanced.

- 7.27 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.
- 7.28 Subsequent policies cover road, canal and railway corridors which are shown on Text Map BE 1.





**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.

7.29 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. Conversely, there are other road corridors which would benefit from being upgraded and improved.

7.30 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 By-pass (A46), will improve the image of the City for passing motorists.

7.31 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). Design Frameworks including development briefs will guide enhancement with the following objectives:

- to provide a better welcome and first impression to visitors;
- to guide, orientate and inform visitors about areas, attractions and facilities both along the route and in the City Centre before arrival;
- to reinforce the character and identity of overall corridors, particular areas and sections of a corridor;
- to promote the provision and use of public transport;
- to enhance the public space through co-ordinated environmental improvements reflecting corridor and local character identity.

7.32 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 will be considered on the basis of the Canal Corridor Study.**

7.33 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.

7.34 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 17-3 and 17-4 seek improvements to the existing stations at Canley and Tile Hill. The main station area is referred to in Policies CC 28 and CC 29.

**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.

7.35 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.

7.36 A collaborative design approach should be established to developing the gateways and:

- creating an enhanced sense of arrival and welcome;
- creating a series of structures to act as landmarks;
- identifying appropriate levels of highway and pedestrian signs;
- reflecting the enhancement strategies for individual City corridors;
- responding to development opportunities on adjacent sites; and
- improving the physical appearance of the public spaces.

**Areas of Local Distinctiveness**

**BE 8: AREAS OF LOCAL DISTINCTIVENESS**

Areas of Local Distinctiveness will be identified in conjunction with their local communities. Design guidance which responds sensitively to the local character of these areas will be prepared.

7.37 Beyond the Ring Road, there are large residential areas nearly half of which were constructed in the 1920s and 30s. Some of these residential areas are locally distinctive including the existing and proposed Conservation Areas. Ancient commons, woodlands and brookstrays both provide green wedges and Urban Green Space and also define the suburbs.

7.38 There is a need for design policies which respond more sensitively to individual contexts and promote higher standards of design in areas where local character and identity is gradually being eroded. Areas which are locally distinctive will be identified in conjunction with their local communities and design guidance will be prepared for them.

7.39 The identification of areas of local distinctiveness will be on the basis of:

- 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.

Initial suggestions for areas to consider include Longford, Earlsdon, Upper Stoke, the wider Naul's Mill area and Canley Gardens. Because of the extent of the work involved one of these areas will be selected for a pilot study. Further areas could be considered in the future.

7.40 The programme of work to be carried out in each identified distinctive character area would 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.

7.41 Detailed issues that could be covered could 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.

7.42 Defined Centres and local shopping areas often provide a centre of activity and an important element in the City's structure, contributing to local identity. They are sometimes worthy of special design attention and require developments which are sympathetic to one or more of the following characteristics:

- a concentration of particular building forms or uses;
- a shopping centre/frontage;
- a landmark building or structure;
- public uses and community facilities;
- landscape features and open space;
- road junctions marked by higher buildings.

### **Conservation Areas**

7.43 Conservation Areas are existing examples of areas of local distinctiveness and are designated under the Planning (Listed Buildings and Conservation Areas) Act, 1990. Policies for them should seek to preserve and enhance their character and 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.

#### **BE 9: CONSERVATION AREAS**

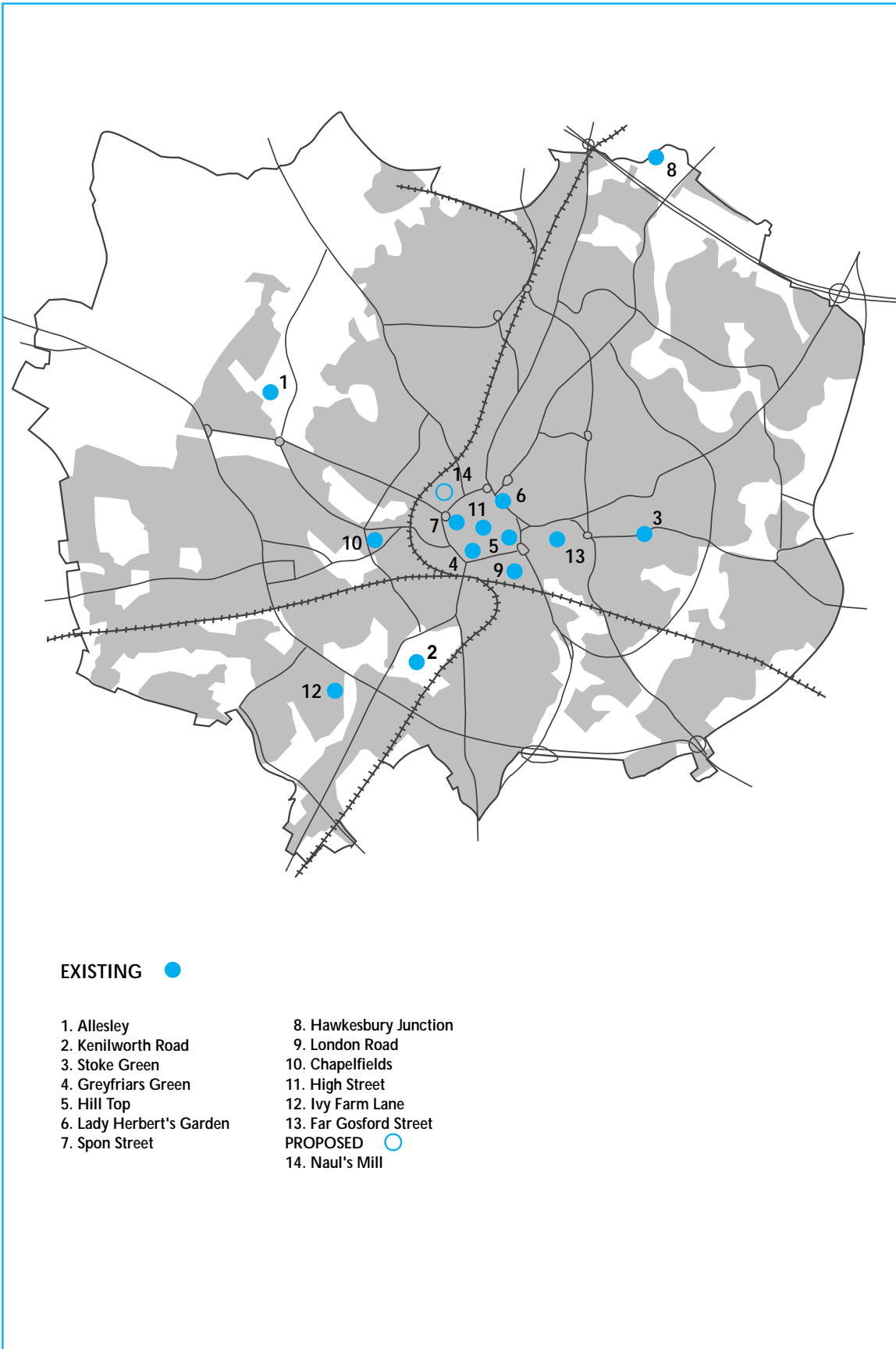
**Naul's Mill Park area will be designated as a Conservation Area.**

**Changes will be made to the boundaries of:**

- **Spon Street Conservation Area;**
- **Stoke Green Conservation Area; and**
- **Kenilworth Road Conservation Area.**

**Existing Conservation Areas, including these intended changes, and the proposed Naul's Mill Conservation Area, are shown on the Proposals Map.**

7.44 Naul's Mill Park 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 which is unusual within Coventry and is worthy of special care to ensure its conservation.



EXISTING ●

- 1. Allesley
- 2. Kenilworth Road
- 3. Stoke Green
- 4. Greyfriars Green
- 5. Hill Top
- 6. Lady Herbert's Garden
- 7. Spon Street

- 8. Hawkesbury Junction
- 9. London Road
- 10. Chapelfields
- 11. High Street
- 12. Ivy Farm Lane
- 13. Far Gosford Street
- PROPOSED ○
- 14. Naul's Mill

7.45 The opportunity has also been taken to review the boundaries of the existing Conservation Areas and changes to 3 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.

**BE 10: DEVELOPMENT IN CONSERVATION AREAS**

**Development within or affecting the setting of a Conservation Area will be permitted only if it will preserve or enhance the character and appearance 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.**

7.46 The City Council has a duty to protect or enhance the character or appearance of Conservation Areas. Designation alone will not ensure this. This includes the duty 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.

7.47 Within Conservation Areas, there is a presumption that buildings which contribute to the environment or character of the area will be retained rather than demolished. This may require a change in the use of a building. The City Council will seek to ensure that the use is compatible with the preservation and enhancement of the building and its setting. Where a proposal involves demolition and replacement of a building or where the acceptability of a proposal depends for any other reason on completion of all its elements, permission may be conditional upon measures to ensure rapid completion.

7.48 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.

7.49 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 is available from English Heritage under Conservation Area Partnership schemes or under the Heritage Lottery Fund for a programme of enhancement schemes to be carried out in Conservation Areas and for works to buildings within Conservation Areas where this will ensure the retention of historic fabric.

7.50 SPG exists for the following Conservation Areas:

- Stoke Green
- Chapelfields
- Spon Street
- Kenilworth Road

### ***Buildings of Special Architectural or Historic Interest***

7.51 “Listed buildings” are those recognised by the Secretary of State for the Environment as being of special architectural or historic interest. They can often be of crucial importance to the character of an area and there is the strongest presumption against their demolition.

#### **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 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.**

7.52 The character and historical significance of a listed building can be damaged by unsympathetic alterations even of a relatively minor nature. Before alterations are approved, a detailed survey 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;
- the extent to which change could be reversed; and
- the use of sympathetic design and materials.

7.53 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.

#### **BE 12: CHANGE OF USE OF LISTED BUILDINGS**

**The change of use of a listed building will be permitted only if there will be no detrimental impact on the character and appearance of the building and its setting.**

7.54 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. To help ensure that this is the case, it will be a requirement that details of any consequent alterations are submitted as part of the application.

#### **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 considered only if it is proven that no realistic alternative for its survival can be secured.**

7.55 Demolition of a listed building will only be considered 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. Before demolition, a detailed scheme for the redevelopment of the site should be agreed and the overall impact of the proposal must be 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.

7.56 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.**

- 7.57 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.
- 7.58 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***

- 7.59 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 and accessibility for public enjoyment and expert study.**

**Development adversely affecting other known or suspected archaeological remains of importance, or their setting or accessibility, will be permitted only if the benefits of the development clearly outweigh the likely harm and all practicable measures are taken for the investigation, recording and preservation of the remains.**

**Where the existence or importance of remains is uncertain, suitable investigation may be required prior to the determination of development proposal.**

- 7.60 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.
- 7.61 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 identifying priorities for future work.

- 7.62 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.
- 7.63 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 investigation of the site has been commissioned.
- 7.66 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. There may be a need for special policies in relation to Green Belts, National Nature Reserves and Sites of Special Scientific Interest.
- 7.67 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 feasible and less harmful alternative.

### **OTHER DESIGN TOPICS**

7.64 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.

7.65 The following topics will be covered:

- Telecommunications;
- Advertising;
- Public Art;
- Lighting; and
- Landscape design and development (including boundary treatment).

### **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 adversely affected; and**
- **equipment provision should not exceed the needs of the telecommunications operator.**

### **Advertisements**

#### **BE 17: ADVERTISEMENTS**

**Supplementary Planning Guidance will be used to regulate advertisements.**

7.68 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 Control of Advertisements Regulations 1992. Local planning authorities may control advertisements when it is justified in the interests of amenity and public safety.

7.69 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 and, where appropriate, required in new developments.**

- 7.70 The vision for public art is more than public art works, it should be part of the fabric of our City, incorporated into our buildings and our public spaces. Public art describes any contribution or intervention made by artists or craftspeople, whether permanent or temporary, that is intended for public space. 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. 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.
- 7.71 Public art will be encouraged in all new developments affording scope for it and may be required where development involves loss of some historic or aesthetic feature, or is in a prominent and accessible location, or will contribute to the achievement of high quality design.
- 7.72 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.

- 7.73 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.

**Landscape Design**

**BE 19: LANDSCAPE DESIGN AND DEVELOPMENT**

**A high standard of landscape design and boundary treatment will be required as part of the design of development.**

- 7.74 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, etc.

**ENVIRONMENTAL MANAGEMENT**

- 7.75 The built environment cannot be separated from the natural environment in which it sits and which it, and the activities it accommodates, is capable of affecting so profoundly. Awareness of the environmental impact of built development should be integral to good urban design, rather than an afterthought. Effective protection of the environment has become a higher priority of government guidance since the 1993 Plan was prepared, during which time the concept of sustainability as referred to in Policy OS 4 has begun to be better understood. Accordingly, the last part of this Chapter deals with those aspects of environmental management where the planning system has a part to play. These policies seek to minimise the risk of contamination or hazard and provide for the management and disposal of waste.

## Contaminated Land and Hazardous Installations

### BE 20: CONTAMINATED LAND

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

- 7.76 Land contamination can be a material land use consideration so, where a proposed development site is contaminated or is adjacent to such land, the applicant will be responsible for carrying out an investigation of conditions which must be submitted with the planning application, together with proposals for remediation and protection. If the contamination is severe, planning permission may be refused. Otherwise the applicant will be responsible for removing the contaminants from the site or treating them to reduce any hazard to an appropriate level bearing in mind the proposed land use and any other protective measures. In the interests of sustainability, chemical cleansing will always be the preferred solution compared with removal from the site. During and after any on-site operations, the developer must ensure that pollution does not enter any adjacent watercourses or groundwater. 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.

### BE 21: 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.**

- 7.77 Certain sites and pipelines are designated as notifiable installations by virtue of their quantities of hazardous substance present. The aim of the Planning (Hazardous Substances) Regulations 1992 is to keep these installations separated from housing and other land uses with which these installations might be incompatible from the safety viewpoint. Where other development is under consideration the objective will be to avoid the generation of hazards. The views of statutory consultees will be taken into account in determining applications. These will include the Civil Aviation Authority under the terms of the Town and Country Planning (Aerodrome) Direction, 1981.

## Air and Water Quality

### BE 22: AIR QUALITY

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

- 7.78 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 8 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.

**BE 23: WATER QUALITY**

Proposals which appear capable of:

- **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.**

7.79 Groundwater is formed when rain soaks away underground into water-bearing rocks or aquifers. Since a significant percentage of Coventry's water supply is pumped from the aquifer beneath the City, it is very important that groundwater quality is maintained and, wherever possible, improved, because contamination damage commonly proves to be irreversible. Since polluted groundwater eventually becomes polluted river water baseflow, this is a further reason why development that threatens groundwater resources should be prevented.

7.80 Rivers and minor watercourses in the City are important for ecology, public health and public water supply. 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.

***Lighting and Light Pollution***

**BE 24 : LIGHTING AND LIGHT POLLUTION**

Carefully designed proposals will be encouraged to create and improve lighting where it contributes to the overall experience of the City during the hours of darkness.

However, development proposals should preserve the darkness of the night time countryside and any illumination should be controlled so as to avoid:

- **nuisance to road users;**
- **harm to the amenity of residents; and**
- **detriment to the local distinctiveness of an area.**

7.81 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 taking into account the image, the night time economy, safety, security, spectacle, energy use and light pollution.

7.82 While lighting is essential in many circumstances for security reasons and pedestrian and traffic safety, it is also important for recreation and for enhancing historic and architecturally important buildings. 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.

7.83 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 Strategy**

### **BE 25: WASTE STRATEGY**

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

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

7.84 Waste should be managed in the interests of sustainable development by minimising waste, re-using and recovering materials and energy where possible, reducing transport requirements and minimising pollution of the environment. Guidance in respect of Waste Management is based around two further concepts:-

- the proximity principle: aiming to handle waste close to where it arises; and
- regional self sufficiency: waste should ideally be disposed of in the same region as it occurs.

7.85 The City Council was in course of reviewing its Waste Management Strategy at the time of Plan preparation. The Strategy will consider developments in the industry and how best they can be managed in Coventry.

## **Waste Reduction**

7.86 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.

## **Re-use and Recycling**

### **BE 26: RECYCLING**

Facilities for the following kinds of materials will be promoted and encouraged at suitable locations:

- materials recycling facilities;
- container banks; and
- composting.

7.87 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. 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.

### **BE 27: MATERIALS RECYCLING FACILITIES**

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

7.88 These sites 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.

**BE 28: 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.

7.89 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 bio-degradation 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***

**BE 29: PUBLIC WASTE DISPOSAL SITE**

**A public waste disposal site will be located on land east of the Waste to Energy Plant shown on the Proposals Map.**

7.90 This proposal would replace the existing inadequate facilities located within the yard of the Waste to Energy Plant, accessed off Bar Road, itself off the London Road. This location is within 10 minutes travelling time of most of Coventry's population. The continued presence of public waste disposal facilities near the Plant will minimise vehicle pollution and avoid adding traffic on the public highway. The site has been taken out of the adopted Green Belt only as a result of an extended, unsuccessful search for a satisfactory site elsewhere in the City as a whole, previously referred to in paragraphs 11.95 and 11.96 of the 1993 Plan.

**BE 30: LANDFILL**

**Landfill will only be permitted where it is necessary to bring about the restoration and re-use of land and where environmental consequences have been minimised in accordance with other Plan policies.**

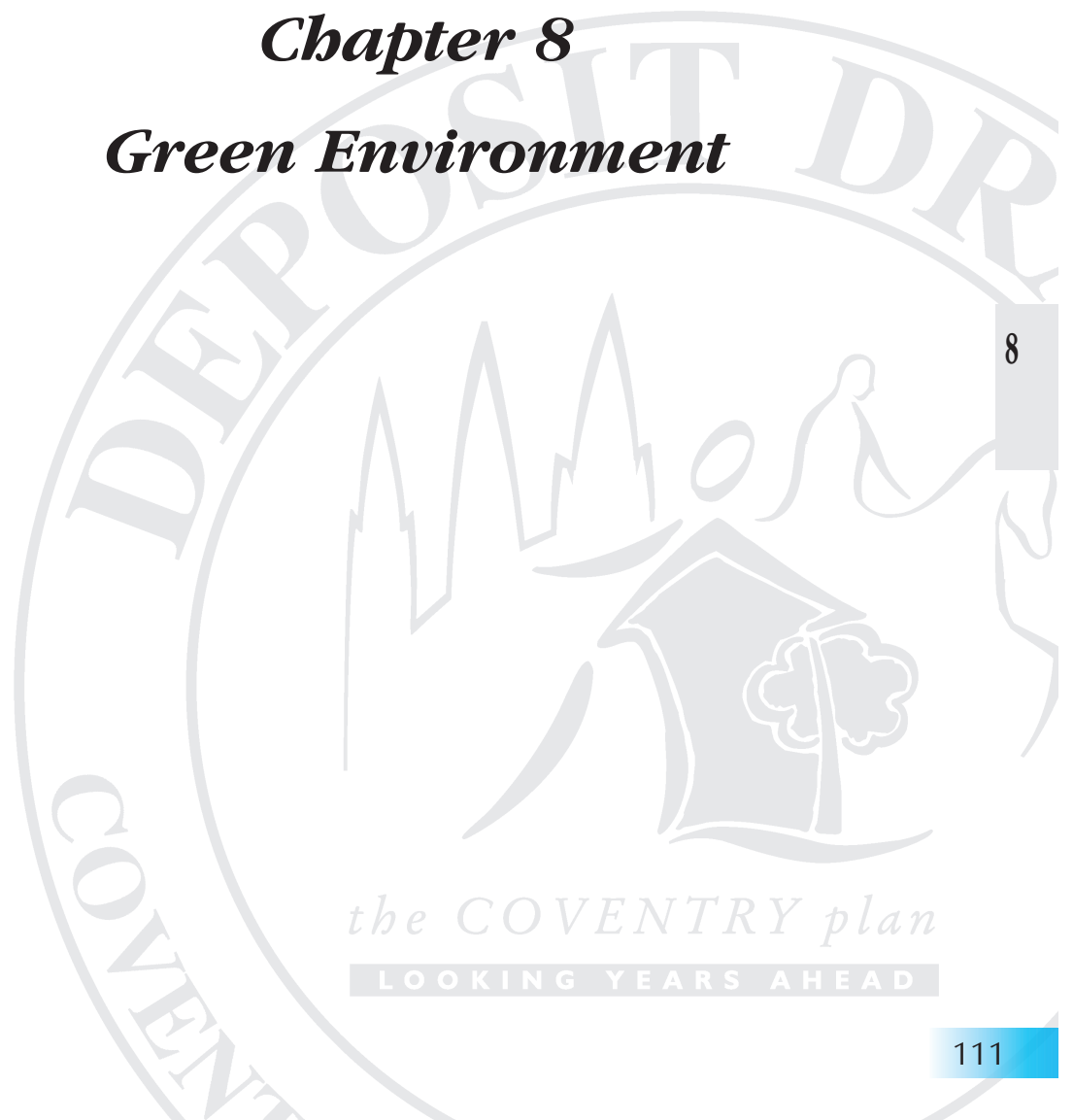
7.91 The City Council continues to anticipate few applications for landfill. Landfill remains the waste disposal technique of last resort; the purposes of the preceding policies have been to minimise landfill in a variety of different ways and, therefore, to reduce export of waste beyond the City's boundary.





## ***Chapter 8***

### ***Green Environment***





*the COVENTRY plan*

LOOKING YEARS AHEAD



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**INTRODUCTION AND POLICY AIM**

8.1 Within Coventry there is a wide variety of Green Spaces which 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 also have an educational and 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".

8.2 The policy aim of the 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**

8.3 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 it can be integrated into the proposal and avoid or minimise harm to wildlife.

8.4 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.

8.5 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.

8.6 PPG 9 "Nature Conservation" 1994 sets out the objective of ensuring that plan policies:

- contribute to the conservation and diversity of wildlife and its 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.

8.7 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 which 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**

- 8.8 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.
- 8.9 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 Habitat Survey covering the whole City to ensure that full account is taken of species and habitats in its long term commitment to biodiversity. In addition, research was undertaken into the level and provision of and vacancies in allotment gardens in Coventry in association with the Coventry Allotments and Gardens Council.
- 8.10 There are a number of documents which 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.

**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; and**
- **give protection to valuable wildlife habitats and landscape features.**

(Part 1 Policy)

- 8.11 Green Space comprises Green Belt designated by Policy GE 6 and Urban Green Space defined by Policy GE 9. Green Belt and Urban Green Space are mutually exclusive.
- 8.12 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. Some Green Spaces were donated to the City by benefactors while others were purchased by the City Council for the benefit of its citizens.
- 8.13 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 increased in importance, offering opportunities for recreation and providing rich habitats for urban wildlife and further improving and enriching the quality of life.

- 8.14 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.
- 8.15 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.
- 8.16 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.

## GREEN SPACE

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- 8.17 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 quality urban environment. Examples include parks, playing fields, school grounds, cemeteries, the grounds of large buildings, woodland, pockets of vacant and overgrown land and areas of water.
- 8.18 The protection and maintenance of these areas is also 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.**

**Projects will be selected and prioritised on the basis of:**

- **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.**

- 8.19 Green Spaces are especially important within parts of some 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 English Partnerships, Groundwork Coventry, the Countryside Commission, English Nature and Warwickshire Wildlife Trust.
- 8.20 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 is 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, brookstrays, linear open spaces and the Coventry Canal.

8.21 Green Space corridors 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.

8.22 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.

8.23 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 SPORT AND RECREATION IN GREEN SPACE**

Proposals that would result in the loss of, or a reduction in land used, or last used, for outdoor sport or recreation will not be permitted unless:

- minimum standards based on the National Playing Fields Association (NPFA) and English Nature targets for such land will be met in the locality following the development;
- in the case of a sports facility, any requirement for the particular form and quality of facility concerned will continue to be met; and
- the land to be developed has no other significant Green Space value.

**Where replacement provision is necessary in order to satisfy the first two criteria, it shall be of an equivalent or better quality, accessibility and value.**

8.24 Undeveloped land which has an established value for outdoor sport or recreation, including all playing fields, will be protected from development where there is, or would be, a deficiency in the quality and quantity of Green Space provision in the area resulting from any built development. The City Council uses the NPFA’s minimum standards of 2.43 hectares (ha) per 1,000 population as a starting point in planning outdoor playing space provision (see also paragraphs 8.26 and 8.27.).

8.25 It is recognised that the NPFA standards do not include general open land and passive or informal recreational land as their role is not necessarily a recreational one. It is important, therefore, that such space is protected by Policies GE 4 and 9 whatever the current level of formal recreational space. The NPFA standards also only include school and educational playing fields where they have some public use. However, where there is a shortage of such spaces and they become redundant from educational use, there may be an opportunity for adoption by the local authority to help meet any shortfall that is identified in the local area in terms of quantity, quality and accessibility.

8.26 The provision of accessible outdoor playing space will be based on the NPFA's minimum standard of 2.43 ha per 1,000 population, as subdivided by the NPFA, to include:

- 1.6-1.8 ha for youth and adult use per 1,000 population;
- 0.6-0.8 ha for children's play per 1,000 population.

8.27 The provision of informal Green Space will be based on English Nature standards, but adapted to reflect local circumstances and the City's needs:

- an accessible informal Green Space such as a nature reserve, community pocket park, millennium green, community woodland, or similar, at a minimum of 1 ha per 1,000 population;
- at least one accessible informal Green Space site of at least 20 ha within 2 kilometres of home;
- one accessible 100 ha site within 5 kilometres of home; and
- one accessible 500 ha site within 10 kilometres of home.

The above sites may include areas of parkland, green wedges and other Green Space corridors, woodlands and country parks. Where areas are accessible to the public only by means of the public footpath network, that accessibility will be protected by Policy AM 10 (and in the Green Belt by the promotion of the land use objectives).

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8.28 Although the total quantity of Green Space is a vital requirement for the City, it is not the only consideration. To be used effectively, proper distribution and location, ease and safety of access, and good quality are all essential. If the facilities are too far from the homes of would-be users, or are too inaccessible, there could be a shortage of provision. This is especially true for people with impaired mobility, such as elderly, disabled people and parents with young children.

8.29 Even if there is not a deficiency in the current levels of local Green Space provision, development may still not be permitted if, in the view of the City Council, the area has other Green Space value to the local community which clearly outweighs any benefits to be gained from its development.

8.30 Where it is considered appropriate to provide alternative outdoor sport or recreation provision in accordance with the above Policy, it must be replaced by a facility of an equivalent or better quality in a suitable location continuing to meet any needs of the former users of the provision replaced, and subject to equivalent or better management arrangements, prior to the commencement of development.

**GE 5: REDEVELOPMENT OF ALLOTMENT GARDENS IN GREEN SPACE**

**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.**

8.31 Allotment Gardens are a unique part of Britain's heritage and the City Council has a statutory duty to provide for those who wish to use them. In more recent years there has been a prolonged decline in usage of which the Plan must take account.

8.32 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. Policies concerned with 'Nature Conservation and the Green Environment' 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 need in the locality within a reasonable walking distance.

8.33 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.

## **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 should not harm the local landscape character or the visual amenities of the Green Belt.**

(Part 1 Policy)

8.34 There are six purposes of including land in Coventry's Green Belt:

- to check the unrestricted sprawl of the large built up areas of the City;
- to prevent Coventry from merging with the neighbouring towns of Birmingham; Kenilworth, Bedworth and Rugby;
- to assist in safeguarding the "Arden" countryside from encroachment;
- to preserve the openness of the City's countryside and green wedges;
- to maintain and improve the setting and special character of Coventry; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land (brownfield sites).

8.35 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.

8.36 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:

- 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 also 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, purposes and character.

8.37 In the local context, development of existing industrial or commercial sites as described in Policy GE 7 may prove appropriate, and also certain enhancements to indoor facilities ancillary to outdoor sports as described in Policy GE 8.

8.38 Inappropriate development is, by definition, harmful to the Green Belt. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Where very special circumstances do justify inappropriate development, that will nevertheless, be regarded as a departure from the Plan.

8.39 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.

8.40 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.

8.41 The City Council’s Ancient Arden Design Guidelines, will be applied in order to protect the openness, visual amenities, local distinctiveness or 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.

8 8.42 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.

8.43 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 of urban areas and providing people with access to the open countryside. Special attention will be given to the protection, conservation and enhancement of these green wedges and any development which would adversely affect their open character, visual

amenities or local distinctiveness will be strongly resisted.

8.44 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 achieved 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 proposes selective Green Belt changes to meet emerging circumstances to provide for people’s needs for jobs and sport and outdoor recreation.

**GE 7: INDUSTRIAL OR COMMERCIAL BUILDINGS IN THE GREEN BELT**

**The redevelopment, extension, infilling or other alteration of 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.

8.45 Historically, the development of Coventry has occasionally led to industrial and commercial buildings being located in the 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 should be taken to improve their impact on the Green Belt.



8.46 Development or redevelopment of industrial or commercial buildings in the Green Belt should 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 should 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.

**GE 8: INDOOR FACILITIES ANCILLARY TO OUTDOOR SPORTS IN THE GREEN BELT**

**The extension of an existing building which is ancillary to sports pitches in green wedges in order to provide or improve training, social or administrative facilities for users of the pitches may be regarded as appropriate provided that the scale and design:**

- **have no more than a modest impact on the openness of the Green Belt;**
- **respect the character and appearance of the green wedge; and**
- **are not likely to lead to demand for the facilities to be made available to a wider range of users.**

8.47 This policy applies to those green wedges which are Green Belt. A green wedge is an open corridor bordered on both sides by the built urban area of Coventry. Such wedges are a distinctive feature of the Green Belt in Coventry and accommodate an important part of the outdoor sports provision of the City in locations close to where people live. In some instances this provision is accompanied by long established indoor facilities, typically in the form of clubhouse facilities some of which are outdated. The clubs occupying these premises sometimes face pressure to improve their indoor facilities in order to survive and thrive in their current location, a pressure exacerbated by the increased availability of grants and changing expectations of users in recent years. Given the increased mobility and independence of users, and the restricted availability of suitable alternative land within the urban area, clubs which are unable to compete successfully may move, or see their members move, to other more distant and perhaps less accessible premises. The result would be a

diminution of choice, an increased need to travel and more demand for development in greenfield and countryside locations elsewhere.

8.48 Since the purpose of this policy is both to preserve an appropriate use and protect the Green Belt, the predominance of the outdoor element must be maintained and impact on the openness, character and appearance of the Green Belt must be strictly controlled. In addition to the size and appearance of extended facilities, attention will be paid to the effect of associated works and uses such as parking and landscaping. Enhanced indoor facilities should be, and remain, subordinate to the use for outdoor sport and should not intensify activities not directly associated with that use. This will be achieved through careful consideration of their scale and design and the imposition of appropriate conditions.

8.49 Existing buildings are those existing at the time this Plan was placed on deposit. Proposals for new outdoor sports, or for the construction of indoor facilities at existing sites with no indoor training, social or administrative facilities, will be considered against the normal principles in national guidance. Where new indoor facilities are allowed on such sites, Policy GE 12 will not be available to support subsequent proposals for their extension.

**URBAN GREEN SPACE**

8

**GE 9: 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, or for its contribution to the character of an area or as a link between such areas.**

**Proposals which would reduce Urban Green Space or diminish its value will not be permitted except:**

- **in accordance with Policies GE 4, 5, 11 and 12;**
- **where, in an exceptional case, the wider public interest clearly outweighs such harm; or**
- **where local Green Space is enhanced overall by the development or compensatory measures.**

8.50 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 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 13 to 16.

8.51 Where development is considered to be justified, then 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.

8.52 When assessing whether a proposal is an “exceptional case”, the City Council will consider the NPFA and adapted English Nature standards as appropriate to estimate the degree of harm resulting from the proposed loss of land. (See paragraphs 8.26 to 8.27)

8.53 The extent and variety of all Urban Green Space within the City makes it impractical to identify on the Proposals Map. To show only some areas, however, might incorrectly imply that these are more important than areas which are not indicated. The Green Space Strategy shows the strategic corridors but cannot be a comprehensive record.

**GE 10: URBAN GREEN SPACE PROVISION IN NEW HOUSING DEVELOPMENTS**

**New housing developments must include formal and informal Urban Green Space, meeting or exceeding minimum standards based on the National Playing Fields Association (NPFA) and English Nature targets. Where the locality of the proposed development is not already served by Green Space meeting these minimum standards then a higher standard of open space provision is likely to be required.**

**Where Urban Green Space is provided within the development, the developer will also be required to ensure its maintenance through appropriate legal arrangements.**

**Where provision within the development is not practicable or would be of no significant value, the developer will be required to provide a sum of money sufficient to enable the provision (by creation or improvement) and maintenance of alternative local facilities of equivalent value.**

8.54 To ensure that adequate provision is made for accessible, quality Urban Green Space within new residential areas, the City Council will seek to apply guidelines based on the NPFA and English Nature standards adapted to reflect local circumstances and the needs of Coventry (see paragraphs 8.26 to 8.27). This provision does not include any open space adjacent to a highway used to house services or to allow for adequate sightlines. When considering the details of a proposal, the City Council will have regard to the Urban Green Space requirements in SPG.

8.55 It is important that Urban 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 Urban Green Space which also seek to enhance the wildlife potential of the area through its use of native species, the creation of wetland features or other approaches.

- 8.56 Play areas for children under primary school age should be designed to be safe, 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 be far enough away from houses to reduce the likelihood of general disturbance and noise.
- 8.57 To ensure that these new areas are appropriately maintained, the City Council will expect developers providing Urban Green Space to make adequate provision for its future maintenance.
- 8.58 In some instances it may not be possible or appropriate for a developer to incorporate the required level of Urban Green Space provision. This might be the case in a very small development or where the area already has adequate Green Space provision. In this case, the City Council will require the developer to enter into a planning obligation to provide a commuted sum of money to enable the City Council either to make new Urban Green Space provision in the locality, or to improve and enhance the quality of existing Green Space provision and facilities in the vicinity of the site.
- 8.59 The specific areas shown on the Proposals Map within green wedges have been formally withdrawn from Green Belt to accommodate proposed major facilities for outdoor sport together with indoor facilities. These developments are of a scale which could not be accommodated within the terms of Policies GE 6 and GE 8.
- 8.60 At Westwood Heath, Coventry University's playing fields are proposed to be reshaped for the University's own use as well as incorporating the relocation and expansion of the Midland Sports Centre for the Disabled. At Allard Way, the existing Municipal Sports Association ground is proposed to be reshaped to help the development of sports facilities incorporating community use in that part of the City. Parts of the existing playing fields at Caludon Castle, President Kennedy and Ernesford Grange Schools are likely to accommodate proposed or existing outdoor sports facilities, together with a substantial indoor element that would have been incompatible with Policies GE 6 and GE 8.

**GE 11: SITES FOR SPORTS DEVELOPMENT IN URBAN GREEN SPACE**

Sites for sports development in Urban Green Space are shown on the Proposals Map at:

- 1 Allard Way;
- 2 Westwood Heath;
- 3 Caludon Castle School;
- 4 President Kennedy School;
- 5 Ernesford Grange School.

The nature and extent of any built development will be considered on the basis of:

- maintenance of the predominant open character of the area;
- impact on the visual amenities and local distinctiveness of the area;
- a reasonable balance between the needs of the activity, nature conservation and landscape enhancement; and
- compatibility with other Plan policies.

These sites are not available for any other form of development and each site will be subject to a detailed design brief.

**GE 12: 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.

- 8.61 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 which could have a detrimental effect on the amenities of local residents.
- 8.62 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.
- 8.65 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 offering opportunities for education, active involvement and public enjoyment. Many of these sites are locally designated as Coventry Nature Conservation Sites (CNCS) and, in addition to being shown on the Proposals Map, are listed in the Appendix to this Plan.
- 8.66 The 49 sites have been selected after consideration whether:

- the Habitat Survey 1998 (or previous surveys of particular sites) revealed them to be of substantive nature conservation importance;
- 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 three stage assessment, certain sites of substantive nature conservation importance have not been designated as CNCSs. These are:

- Foleshill Gasworks (Policy OS 2-1);
- Three Spires Sidings (Policy OS 2-1);
- part of Houldsworth Crescent site (Policy H 7-17);
- Coventry Colliery railway sidings (Policy OS 2-2);
- part of Alderman's Green Industrial Estate (Policy E 7-14);
- part of Jaguar Whitley site (Policy E 7-17);
- line of the North-South Road phase 3 (Policy AM 16-1);
- Public Waste Disposal site, Whitley (Policy BE 29); and
- Baginton Fields housing site (Policy H 7-21).

Development proposals for these sites may afford some scope for the preservation of nature conservation interest and developers will be encouraged to explore such opportunities or offer compensatory provision.

## NATURE CONSERVATION AND THE GREEN ENVIRONMENT

### GE 13: 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.**

- 8.63 There are a very limited number of statutory Sites of Special Scientific Interest (SSSI) identified by English Nature primarily in recognition of their flora, fauna or geological features. They are designated to safeguard a representative series of the nation's most valuable natural history resource.
- 8.64 There are also a number of statutory Local Nature Reserves (LNR). 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.

8.67 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, have had a continuous cover of native trees and plants since 1600 AD or earlier and have not been cleared since then. 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 recreated.

**GE 14: 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.**

8.68 In addition to the sites protected by Policy GE 13 and those listed in paragraph 8.66, 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.

8.69 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 which could be taken to mitigate them.

8.70 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 15: 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.

8.71 This policy will apply to sites which are used for breeding, during migration or other passage movements, or for well established periods of residence.

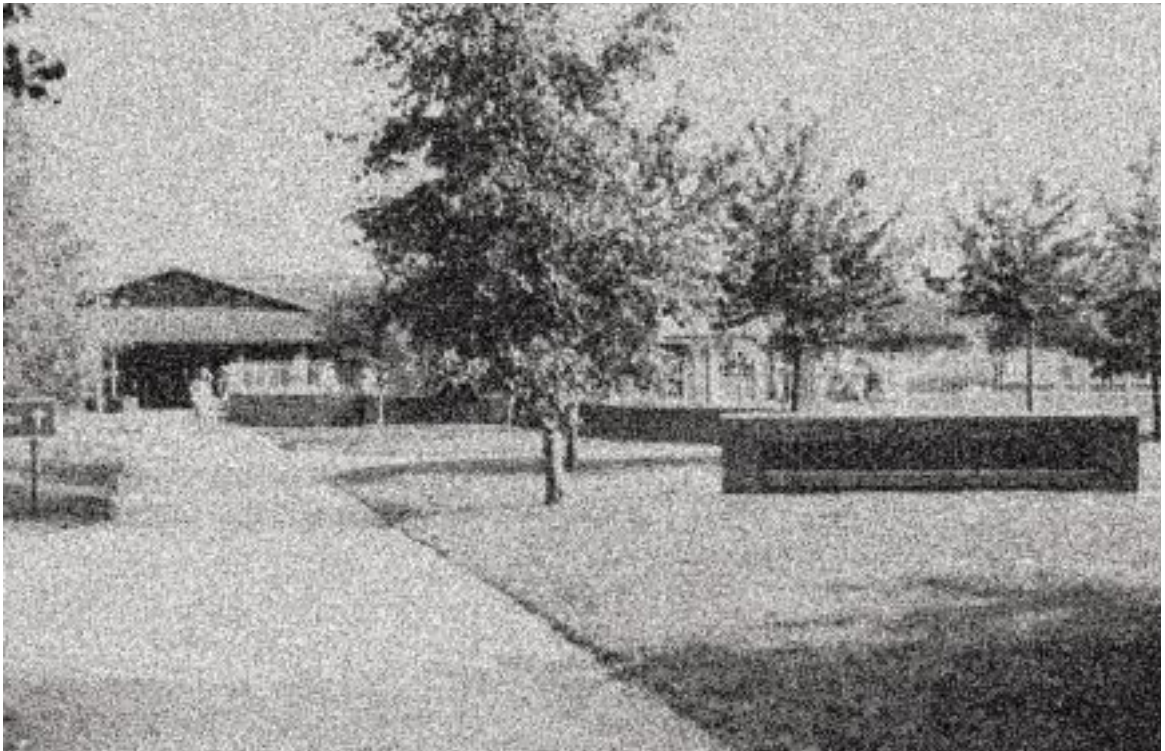
8.72 If development is permitted, the developer will be required to secure the protection of such animal and plant species as are protected by law. Due regard must also be given to other species included within Government lists, and species classified by the local biological records centre as being regionally scarce. This will help facilitate the survival of individual members of a species; reduce disturbance to a minimum; or provide adequate alternative habitats to sustain at least the current levels of populations where development or land use change is permitted.

- 8.73 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.

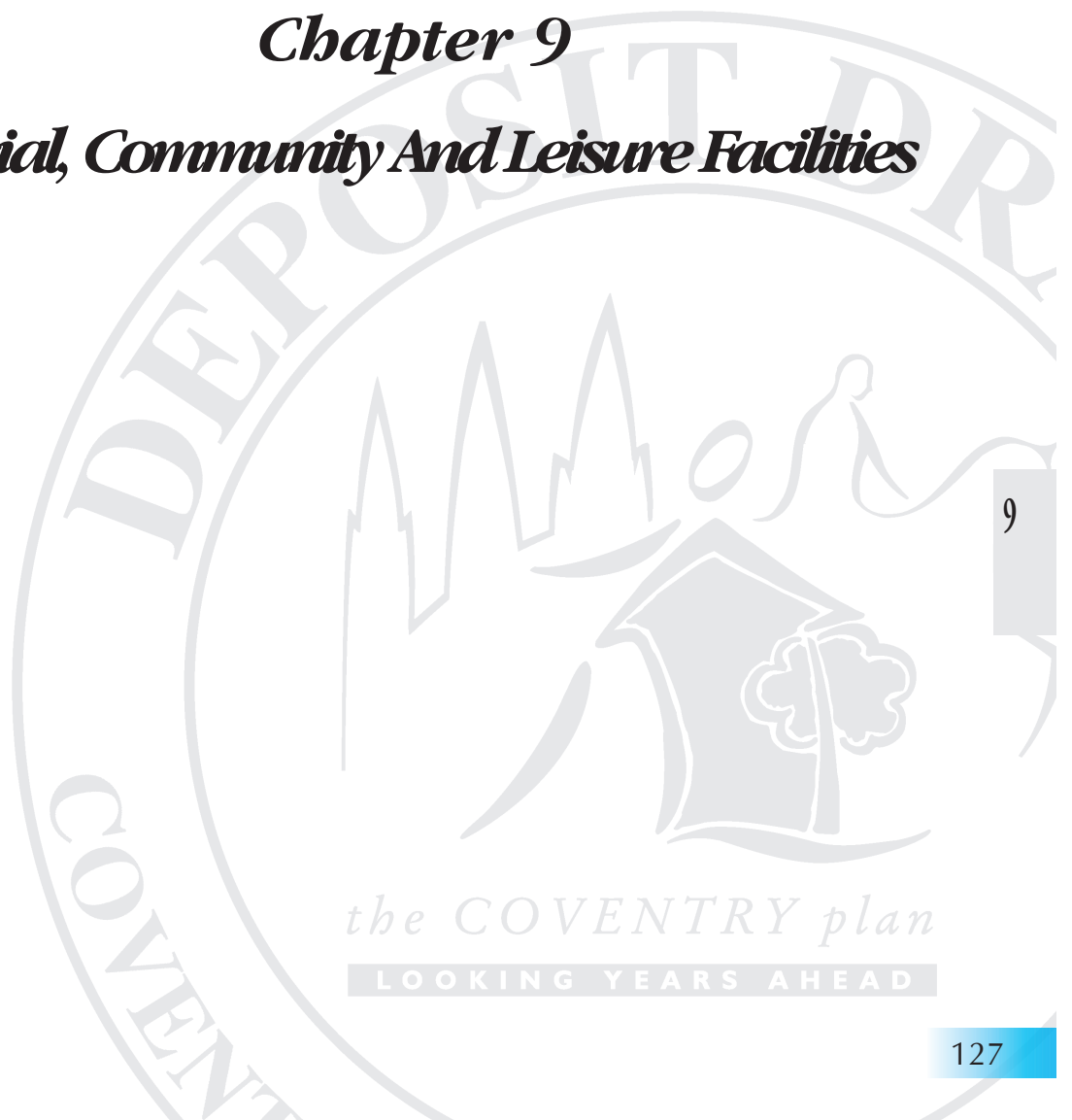
**GE 16: PROTECTION OF LANDSCAPE FEATURES**

**Important landscape features of value to the amenity or history of a locality, including mature woodlands, trees or hedgerows, will be protected against unnecessary loss or damage.**

- 8.74 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.
- 8.75 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”.
- 8.76 Under the Hedgerows Regulations 1997, it is against the law to remove some native hedgerows without the approval of the local planning authority.
- 8.77 Where valuable trees and hedgerows 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.



***Chapter 9***  
***Social, Community And Leisure Facilities***





*the COVENTRY plan*

LOOKING YEARS AHEAD



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**INTRODUCTION AND POLICY AIM**

9.1 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.

9.2 The policy aim 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**

9.3 Planning Policy Guidance Note (PPG) 6 “Town Centres and Retail Developments” 1996 and PPG 13 “Transport” 1994 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.

9.4 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 or by bicycle.

9.5 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.

9.6 “Regional Planning Guidance for the West Midlands” 1998 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**

9.7 The Coventry Community Plan has, as part of its underlying principle, to celebrate diversity of culture, as set out in paragraph 1.10.

9.8 Creating more jobs for Coventry people includes improving skills by working towards a high level of educational achievement, advancing skills by training, 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.

9.9 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.

9.10 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 initiatives 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)

9.11 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.

9.12 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.

9.13 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.

9.14 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 and Hindu 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 require differing levels of accessibility.

***The Scale and Location of Social, Community, Leisure and Indoor Sports 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 facility will meet an important unmet need; and
- any significant adverse impact upon the role of a defined Centre.

9.15 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 1 to 3 of the Shopping Chapter. Education centres include secondary facilities and above. This Policy does not apply to those sites allocated for outdoor sports development by Policy GE 12.

9.16 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.

9.17 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.

**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.

9.18 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.

9.19 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.

9.20 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.

9.21 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.**

9.22 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)

9.23 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.**

9.24 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.

9.25 Within Coventry there are four 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:

- Coventry Technical College,
- Henley College,
- Hereward College, and
- Tile Hill 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.

- 9.26 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.
- 9.27 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 12). 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".
- 9.28 Alterations to existing buildings in the light of changing educational requirements should not result in the loss of social, community, leisure and indoor sports facilities. Planning considerations will include the physical constraints on expansion at each site and the need to protect the amenity of surrounding areas.
- 9.29 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**

- 9.30 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 have published guidelines on good practice in planning matters affecting universities.

### **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.**

- 9.31 Coventry University's main teaching space, social space and student accommodation are located within the City Centre and are referred to in Policies CC 33 to 34. The University is also a major partner in the development of the Parkside Area referred to in Policy CC 31.
- 9.32 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.
- 9.33 The University's sports pitches at Westwood Heath form part of land designated for outdoor sport development. The proposals involve re-arranging the University's playing fields and providing space for the relocation and expansion of the Midland Sports Centre for the Disabled (See Policy GE 11).

### **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.**

- 9.34 The University's Central Campus straddles the boundary between Coventry and Warwickshire and the overall University site is split into 3 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. It also contributes substantially through the facilities in the University Arts Centre, its sports centres, open space and playing fields.

- 9.35 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 10 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.
- 9.36 The part of the Campus within the City include 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 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.
- 9.37 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.
- 9.38 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**

**Proposals for new hospitals will require a comprehensive development plan for the specific site and will be considered in accordance with the relevant Plan policies.**

- 9.39 Where a significant hospital development is proposed, a comprehensive hospital site development plan will be required to ensure that the proposal takes into account the impact of the proposals on the existing area and any future developments. The health sector generates up to 5% of all trips in the City, with two thirds of these being by people other than patients. Preparation of a "Green Travel Plan" will be required to ensure the sustainability of the proposal. It may also be necessary to prepare an Environmental Impact Assessment.
- 9.40 The Walsgrave Hospitals 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 Walsgrave Hospitals NHS Trust will be developing a major new hospital for Coventry and Warwickshire during the Plan period. Several alternative locations are being considered involving the Coventry and Warwickshire site or the Walsgrave site with the possibility of the provision of an inner city facility at Fairfax Street. All these options include the provision of a new mental health unit at the Walsgrave site.

#### **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)

**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.**

- 9.41 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.
- 9.42 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 9.18) and Policy SCL 2 applies to larger facilities.
- 9.43 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 11).

**ENHANCEMENT, RE-USE OR REDEVELOPMENT OF FACILITIES**

**SCL 13: ENHANCED FACILITIES**

**Where housing or commercial development adds significantly to demand for social, community, leisure, indoor sport, education, health or social care facilities, the provision or improvement of such facilities will be required as part of the development or by way of financial contribution.**

- 9.44 Residential developments and commercial developments often increase pressure on local services. This social and community infrastructure may include schools, nurseries, social services facilities, parks and libraries. Where the nature and scale of development is such as to increase significantly demand for facilities then developments should make commensurate contribution to their provision or improvement through a planning obligation (see Policy IM 2).
- 9.45 Developers should make appropriate provision for infrastructure, services and amenities made necessary by their development, either through providing facilities within their schemes or through contributions towards enhancing existing facilities. This again may be the subject of a Planning Obligation.

**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:**

- any need for those or alternative facilities 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.



9.46 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.

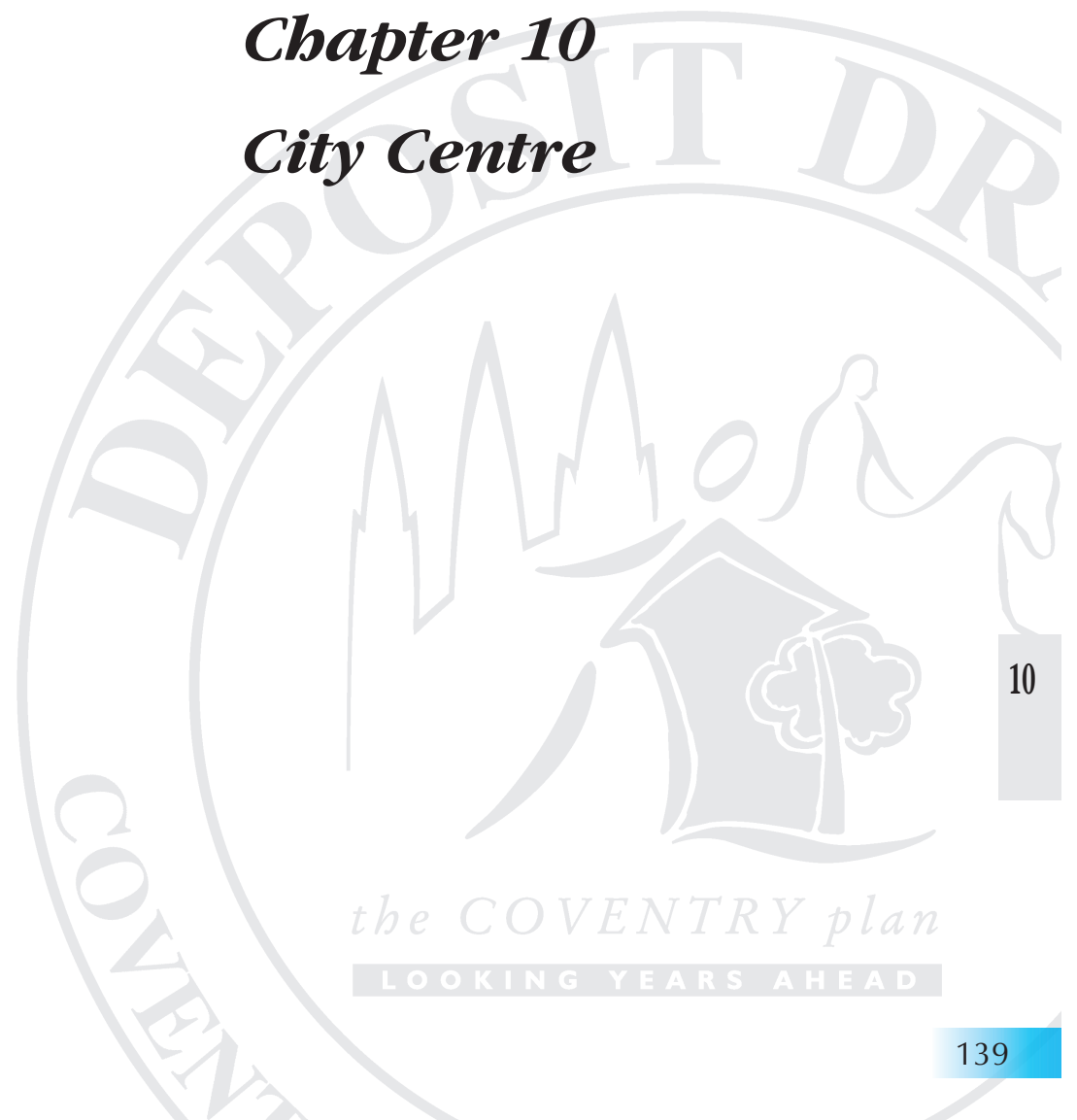


*the COVENTRY plan*

LOOKING YEARS AHEAD



***Chapter 10***  
***City Centre***





*the COVENTRY plan*

LOOKING YEARS AHEAD

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**INTRODUCTION AND POLICY AIM**

- 10.1 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.
- 10.2 The policy aim 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 creating:
- 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
- 10.3 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**

- 10.4 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:
- emphasis on a plan-led approach to promoting development in town centres;
  - emphasis on the sequential approach to selecting sites for development for retail, employment, leisure and other key town centre uses.

- 10.5 In dealing with town centres, guidance seeks:
- promotion of mixed use development and 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.
- 10.6 "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**

- 10.7 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 has 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), an Urban Design Study and City Centre Access Strategy (Urban Initiatives), Lighting (Speirs & Major) and Public Art (PACA).
- 10.8 The City Centre Retail Health Check established the shopping profile, structure and mix and also covered the other indicators listed in PPG 6.
- 10.9 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.

- 10.10 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 for both services and vacant (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.
- 10.11 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.
- 10.12 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.
- 10.13 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.
- 10.14 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 impending work on the Lower Precinct will increase the level again.
- 10.15 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.
- 10.16 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.
- 10.17 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 overcomplicated 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.
- 10.18 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 the 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 equality 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, 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.

10.19 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%).

10.20 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.

10.21 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, more green spaces and water features would improve things.

10.22 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 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.



- 10.23 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.
- 10.24 The City Council, in partnership with the private sector, has formed the City Centre Company which has taken over the management of the car parks within the Ring Road and the public spaces within the main Precinct.
- 10.25 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.
- 10.26 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.
- 10.27 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;
- “night time economy” locations.

10.28 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 below.

### 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.**

(Part 1 policy)

10.29 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 10.2 .

10.30 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 9.

### *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.**

10.31 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.

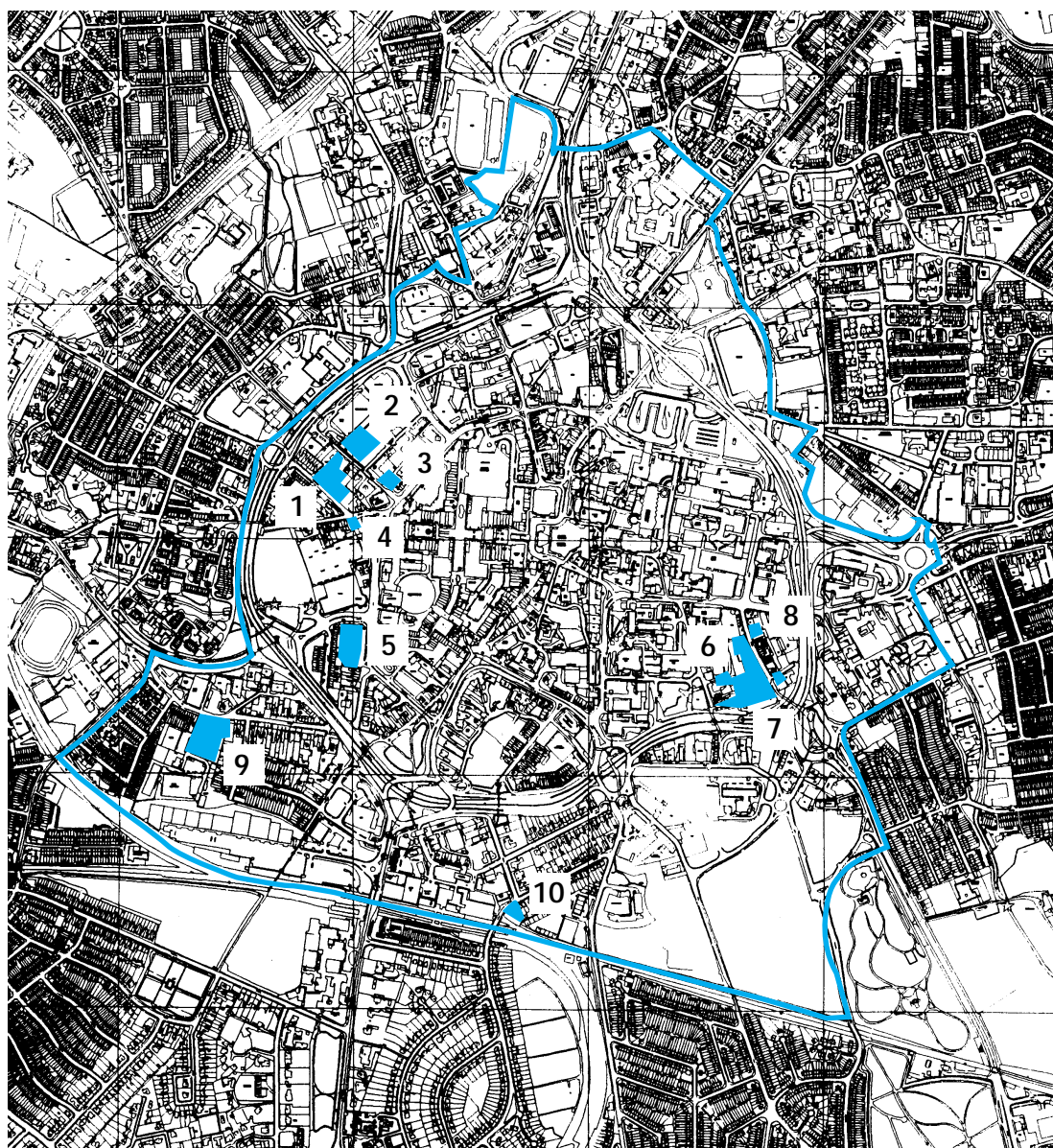
### *A Living Heart*

#### 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 residential, employment and education sites and areas.**

**Residential 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.**



**NEW RESIDENTIAL SITES**

- |                                    |  |
|------------------------------------|--|
| 1. Lower Holyhead Road/Hill Street | 6. Whitefriars Street (Coventry University Car Park) |
| 2. Hill Street/Bond Street         | 7. Whitefriars Lane Car Parks                        |
| 3. Hill Street/Corporation Street  | 8. 64 - 76 Whitefriars Street                        |
| 4. Spon Street/Queen Victoria Road | 9. Winfray Annexe, Butts                             |
| 5. Queen Victoria Road             | 10. Site Adjacent 39 Stoney Road                     |

10.32 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 residential and office employment which co-exist well with each other and with Coventry University. To achieve the 1,000 unit target referred to in the Housing Chapter at paragraph 3.32, three elements are identified:

- new residential sites (referred to in Policy CC 4);
- office conversions (referred to in Policy CC 5);
- “living over the shop” (referred to in Policy CC 6).

The identified new residential sites are spread throughout the City Centre in order to increase the general mix of activities. Sites suitable for a mix of uses but where residential must be a substantial element are identified in Policy CC 7. Other sites may also emerge which will contribute to this element of the Strategy and these are referred to in Policy CC 8.

10.33 The general suitability of the City Centre for a range of employment uses is stressed in the overall 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 Southside, Queens Road/Butts, Station and Parkside Areas (the last linked to Coventry University) and employment uses may also form a part of the development of the Phoenix Area.

#### CC 4: NEW HOUSING SITES

**New housing will be promoted and encouraged on sites shown on the Proposals Map at:**

- 1 Lower Holyhead Road/Hill Street;**
- 2 Hill Street/Bond Street;**
- 3 Hill Street/Corporation Street;**
- 4 Spon Street/Queen Victoria Road;**
- 5 Queen Victoria Road;**
- 6 Whitefriars Street (Coventry University car park);**
- 7 Whitefriars Lane car parks;**
- 8 64-76 Whitefriars Street;**
- 9 Winfray Annexe, Butts;**
- 10 Site adjacent 39 Stoney Road.**

**A further 200 dwellings will be incorporated within the Phoenix 1 and 2 areas.**

**Other uses which are both ancillary and compatible may be included where it can be proved that this will assist in bringing the sites forward.**

10.34 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. The housing sites are all considered suitable for owner-occupier developments, especially sites 9 and 10; apart from these two, all are considered suitable for social or student developments. Broadly, owner-occupier developments are sought to widen the social mix of the City Centre.

10.35 Part of the Parkside 2 area is identified in Policy H 7-4 and the Drapers Field site is identified in Policy H 7-7 as Principal Housing Sites. The Phoenix 1 and 2 areas are referred to in Policies CC 37 and CC 39. A site in Greyfriars Lane is to be developed as an extension to Fords Hospital for special needs housing.

10.36 In some cases, an ancillary element of development will be required in order to achieve other objectives for Distinctive Areas. At sites CC 4-3 and CC 4-4 in particular, specialised retailing at ground floor level would help to link existing retail frontages and promote the general character of the West End Area.

**CC 5: OFFICE CONVERSIONS**

**Proposals to convert redundant office buildings to residential use will be permitted subject to a satisfactory residential environment being created.**

10.37 It has become clear that a number of existing office blocks in the City Centre are no longer suitable for that use as a result of changing space and technical requirements. Conversion to residential use has already started to happen but is most likely to be suitable for the social or student housing market. Buildings which are considered suitable include Coventry Point, Market Chambers and Ringway House.

**CC 6: "LIVING OVER THE SHOP"**

**Proposals to convert space above shops and other commercial uses to residential use will be permitted subject to a satisfactory residential environment being created.**

10.38 There are some locations where space above shops and other commercial premises is not being used to its full potential. "Living Over The Shop" has been promoted as an effective way of both achieving more residential units in the City Centre and providing increased income or security for property owners. A scheme is under development above the Coventry & East Mercia Co-op building in Corporation Street which would reuse the top storey of the existing building and add more development above. West Orchards House and the AEUW Offices in Corporation Street are also considered to be suitable and, in other areas, detailed investigations will be carried out to assess the attitude of owners and the feasibility of the work.

**CC 7: OTHER SITES FOR RESIDENTIAL USE**

**Residential use should form a substantial element of the redevelopment of sites shown on the Proposals Map at:**

- 1 Manor House Drive;
- 2 Sibree Hall and Greyfriars Road car park;
- 3 East side of Grosvenor Road.

10.39 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. Residential use should be a substantial element of that mix in the three identified sites, detailed below. 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.

10.40 The site at Manor House Drive, referred to in Policy CA 38 of the 1993 Plan as Friars Road/Ringway St Patrick, has been the subject of discussion with the site owner. The exact type of residential use will be established by the market and other acceptable uses include offices, hotel or leisure uses including pub/restaurant (although this will be subject to the criteria in Policy S 11). In view of the location of the site, a development of up to 8 storeys will be acceptable on the frontage to Ringway St Patrick while development at the other end of the site will need to relate to the existing buildings in Friars Road and the listed Cheylesmore Manor building.

10.41 The site consisting of the Sibree Hall and the Greyfriars Road East car park was identified as part of a larger Development Option Site in Policy CA 38 of the 1993 Plan. In addition to the substantial residential element, public car parking provision must be retained (referred to in Policy CC 13) and business office and social, community and leisure uses would also be acceptable. The scale of the development will need to relate to the listed buildings on the Warwick Row frontage.

10.42 The site on the east side of Grosvenor Road consists of the Park Court office development, a surface level car park intended to be retained in the 1993 Plan and the former Parkside car dealership, now vacant. In addition to the substantial residential element and in the light of the location adjacent to the Station, business offices and a hotel will also be acceptable uses.

**CC 8: CITY CENTRE WINDFALL SITES**

Proposals for the redevelopment of other City Centre sites should seek to include residential use as part of the overall scheme wherever this is feasible in environmental and economic terms.

10.43 In this context, a windfall site is one for which the proposed uses are not identified by a policy in this Chapter. It is important that when unforeseen redevelopment opportunities emerge, the potential for residential use is carefully considered. It is not possible to identify all these opportunities for residential development within the City Centre which may emerge.

***Warm and Welcoming Public Spaces***

**CC 9: WARM AND WELCOMING PUBLIC SPACES**

Improvements to the environment of City Centre will be promoted and encouraged. This will be through a combination of major environmental improvement schemes, smaller scale improvements and greening exercises.

10.44 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 below. The major problem for the Canal Basin is the access to it across the Ring Road and this is referred to in Policies CC 44 and CC 46.

**CC 10: 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;
- 14 Station Square.

10.45 The locations include those identified through the Urban Design Study and generally follow the categorisation set out in paragraph 10.25. The schemes will all include improved and integrated lighting schemes and public art. Particular details are:

- in Broadgate and High Street, apart from involving the removal of vehicular traffic if this is possible, the removal of the existing canopy, remodelling Broadgate to improve the link with the Upper Precinct and remodelling High Street 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;
- 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.

10.46 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 11: ACCESSIBLE TO ALL**

**Improvements to accessibility to and within the City Centre to provide access for all sectors of the community will be promoted and encouraged. These will include:**

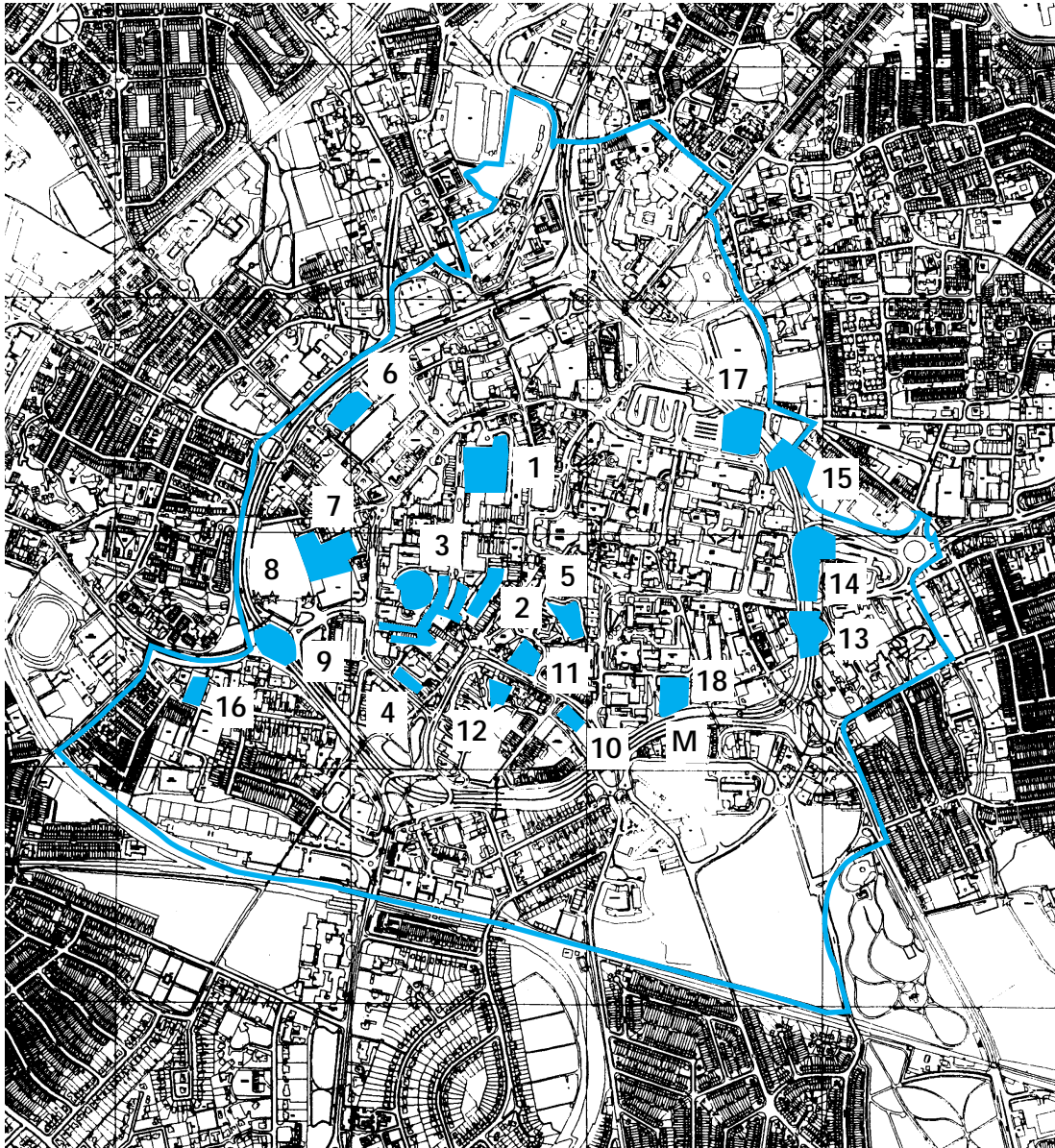
- promotion of a “City Centre People Mover”;
- schemes to make crossing the Ring Road easier for pedestrians and cyclists;
- provision of an adequate supply of car parking for shoppers; and
- opening some streets for car traffic and parking in the evening.

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

**The removal of buses from Broadgate and High Street and the complementary development of other convenient locations for public transport interchanges will be sought.**

10.47 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.

10.48 One way of helping people to get around the City Centre is the concept of a City Centre People Mover. This could take a variety of forms ranging from a conventional diesel bus through to electric powered vehicles or a fixed-track ultra-light system. The route would depend, to some extent, on the system but would link all the major destinations within the City Centre. It would be able to cross the Millennium Boulevard and run through Broadgate and High Street if a non-polluting vehicle is used.



**PUBLIC CAR PARKING**

- |                        |  |
|------------------------|--|
| 1. West Orchards       | 10. New Union Street                         |
| 2. Barracks            | 11. Christchurch House                       |
| 3. Market/City Arcade  | 12. Manor House drive                        |
| 4. Greyfriars Road     | 13. Gosford Street                           |
| 5. Salt Lane           | 14. Grove Street                             |
| 6. Leigh Mills         | 15. Lower Ford street                        |
| 7. Queen Victoria Road | 16. Queens Road                              |
| 8. Leisure World       | 17. Ford Street                              |
| 9. Moat Street         | 18. St. Johns Street                         |
|                        | M. Multi-storey car park at St. Johns Street |



- 10.49 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 42 to CC 46.
- 10.50 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.
- 10.51 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.
- 10.52 The existing layout of Broadgate and High Street causes inconvenience for many through a combination of high pedestrian and bus flows and illegal use by private cars and other vehicles during the day. The desired solution consists of the removal of all vehicular traffic from these areas, apart from the City Centre People Mover if it is a non-polluting vehicle. It is recognised that this will involve major reorganisation of bus routes and the relocation of public transport interchanges in the City Centre and will require investigation by the City Council and public transport planners and providers.
- 10.53 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 7. 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 “Orange Badge” drivers. Car parking standards are Supplementary Planning Guidance, referred to in Policy AM 18, and planning obligations in accordance with Policy IM 2 will be sought to implement this policy.

#### CC 12: CAR PARKING AND NEW DEVELOPMENTS

Private car parking provision for new developments will be subject to maxima standards and will be limited in the case of non-residential development to that necessary for the essential operational needs and provision for “orange badge” holders.

The developer will be required to contribute in fair and reasonable proportion to the cost of meeting or reducing demand for additional parking provision through public car parking, park and ride schemes or other transport measures.

Supplementary Planning Guidance will implement these principles in detail.

#### CC 13: PUBLIC CAR PARKING

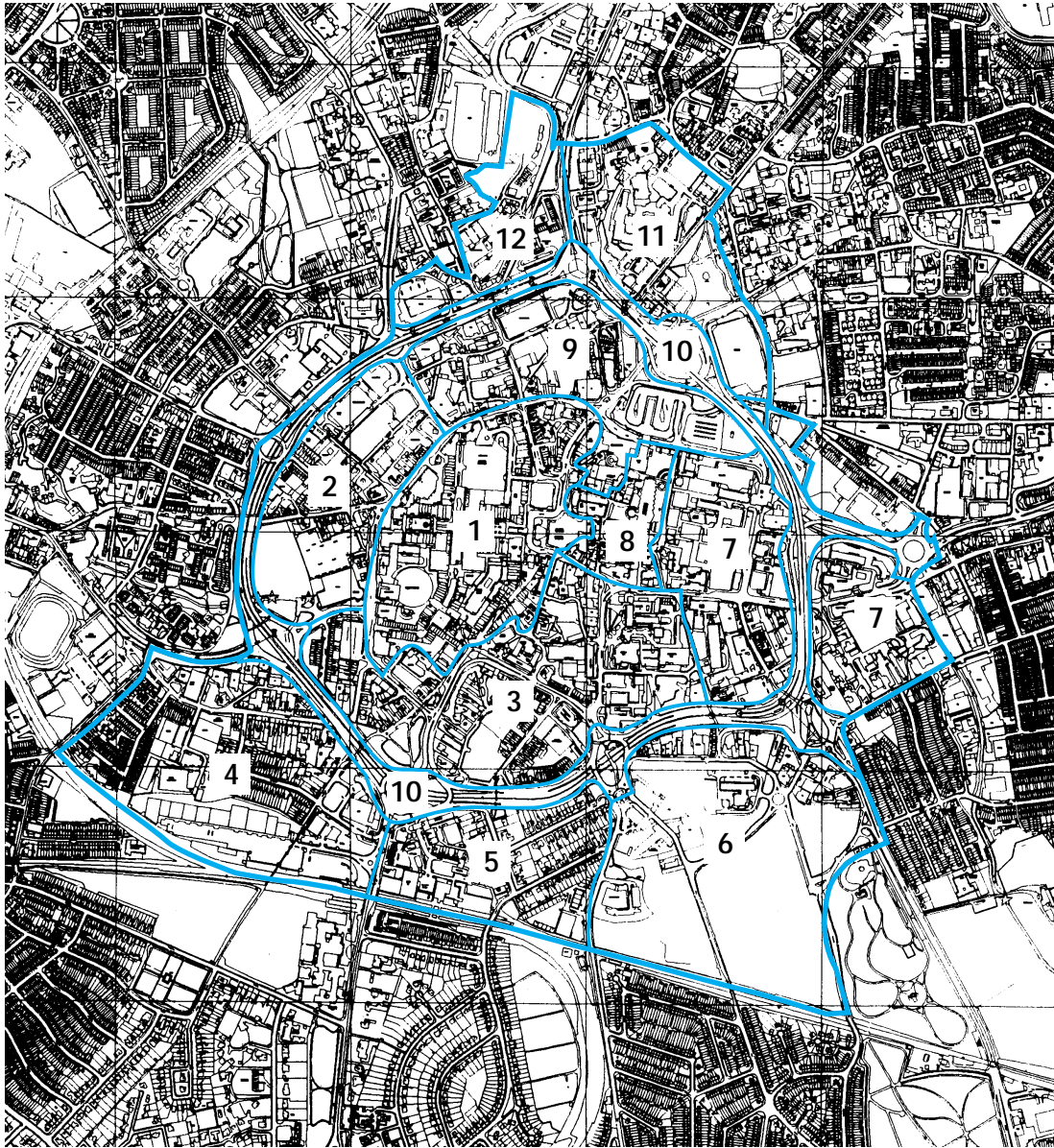
Public Car Parks will be retained on sites shown on the Proposals Map at:

- 1 West Orchards;
- 2 Barracks;
- 3 Market/City Arcade;
- 4 Greyfriars Road;
- 5 Salt Lane;
- 6 Leigh Mills;
- 7 Queen Victoria Road (Central Midlands Co-op);
- 8 Leisure World;
- 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;
- 18 St Johns 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;
- a financial contribution towards replacement parking within the City Centre; or
- a financial contribution towards the provision of “Park and Ride” services.

A new multi-storey car park will be constructed at St Johns Street over the existing surface level car park.



10

- |                           |                             |
|---------------------------|-----------------------------|
| 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     |

10.54 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 (2).

***Sparkling through Good Design and Management***

**CC 14: SPARKLING THROUGH GOOD DESIGN AND MANAGEMENT**

**Improved design and management of the City Centre will be promoted and encouraged through partnerships with landowners, developers, businesses and the City Centre Company.**

**This will include:**

- **major lighting and public art schemes; and**
- **an approach to urban design that recognises the Distinctive Areas of the City Centre.**

10.55 The partnership that the City Council has established through the City Centre Company 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.

10.56 The Lighting and Public Art Strategies need to be linked with the Urban Design Study both in the promotion of the mini and major environmental improvements and referred to in Policies CC 9 and CC 10 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.

***DISTINCTIVE AREAS***

**CC 15: 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.**

10.57 The identification of Distinctive Areas, also shown on Text Map CC (3), helps to focus development in appropriate parts of the City Centre where this is desirable. Within these Areas, in accordance with Policy OS 9, 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 16: THE CENTRAL SHOPPING AREA**

**The Central Shopping Area is shown on the Proposals Map.**

**Within this Area, proposals for redevelopment, refurbishment, extension or conversion for shopping uses will be promoted and encouraged.**

**Outside this Area, proposals for refurbishment, extension or conversion for shopping uses be considered in the light of the character of the relevant Distinctive Area and its role. Proposals for redevelopment and conversion for shopping will not be permitted except as indicated in other City Centre policies.**

10.58 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 Central 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 20.

10.59 The Coventry Shopping Study has identified capacity for up to 67,300 sq m gross of in-centre development during the Plan Period. Following the “sequential test” set out in Government guidance, the City Centre sites identified below will be the main priorities for refurbishment and redevelopment but other proposals may arise for smaller parts of the Area which will normally be supported in the interests of maintaining the Area’s role.

10.60 Outside the Central Shopping Area, redevelopment for shopping will not be permitted except for:

- small scale redevelopments in association with residential use (referred to in Policy CC 4);
- sites at the corner of New Union Street and Little Park Street (referred to in Policy CC 25); or
- the Phoenix 1 development area which includes shopping both within the Central Shopping Area and outside it (referred to in Policy CC 37).

Refurbishments and extensions which help to support a changing role will be permitted. This would apply to sites and shops within the West End, Southside or Cathedral Areas if owners sought to adapt to meeting changing needs.

**CC 17: LOWER PRECINCT REFRUBISHMENT**

**The refurbishment of the Lower Precinct area shown on the Proposals Map for predominantly shopping uses will be promoted and encouraged.**

10.61 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.

10.62 As a result of these influences, the current proposal 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.

**CC 18: 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.**

10.63 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 Coventry & East Mercia 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 10.

**CC 19: BARRACKS REDEVELOPMENT**

**The redevelopment of the Barracks Car Park area shown on the Proposals Map for predominantly shopping uses will be promoted and encouraged.**

10.64 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 13.

**CC 20: 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 11. 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 normally be required.**

**Outside the Primary Frontages any mix of Class A uses will be accepted.**

- 10.65 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.
- 10.66 Within the Primary Frontages, shops (Class A1 of the Town & 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. 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.
- 10.67 In West Orchards, Orchards Link and Cathedral Lanes, each individual floor level will be considered as a separate Primary Frontage.

- 10.68 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 11. 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 21: 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.**

- 10.69 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 "Leisure World" development between Croft Road and Spon Street and the prospect of further developments in this general market.
- 10.70 The construction of the "Leisure World" 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. Their response to this pressure is helped by the removal of restrictions on the mix of Class A uses.

10.71 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 Policy CC 4 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 22: 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.**

10.72 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 23: ARTS AND MEDIA CENTRE**

**Proposals for the development of an arts and media centre or other similar uses on land at Bond Street/Upper Well Street shown on the Proposals Map will be promoted and encouraged.**

10.73 As a result of the changing national pattern of the provision of arts and media training, Coventry University, in partnership with the City Council and the Belgrade Theatre Trust, have prepared a proposal for an arts and media centre on a site bounded by Bond Street, Upper Well Street and Ringway Hill Cross. The proposal includes both teaching and performance spaces, much of which are intended to be publicly available. The identified site includes part

of the main Bond Street car park and the Bond Street Annexe car park. Alternative car parking will be provided by the demolition of Coronet House. If this particular proposal does not proceed at this location, it is considered that the site should still be used for an arts, media or leisure related development, given its location adjacent to the Belgrade Theatre.

**The Southside Area**

**CC 24: 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.**

10.74 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.

**CC 25: 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 retail on the ground floor of 1-8 Union Buildings.**

- 10.75 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 10.60.

### ***The Queens Road/Butts Area***

#### **CC 26: 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.**

- 10.76 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 7.

#### **CC 27: 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.**

- 10.77 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 28: 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 business office, hotel and residential uses will be promoted and encouraged.**

**The improvement of transport links between this Area and the rest of the City Centre will be required.**

- 10.78 The Station Area consists of the post-war office redevelopment in association with the listed Station buildings and the surviving pre-war area of Manor Road, Park Road and Stoney Road which has largely retained its residential use and character. A new housing site which would continue this theme is identified in Policy CC 4. 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 10-14. The key improvement which is required is the link between the Station Area and the rest of the City Centre and Policy CC 29 below sets out a process for beginning this with other elements referred to in Policies CC 45 and CC 46.

#### **CC 29: STATION AREA SITES**

**Proposals for the redevelopment of the multi-storey car park site shown on the Proposals Map for a new access to Warwick Road and a mix of uses including replacement car parking, business offices, hotel and public house/restaurant will be encouraged.**

**Proposals for the redevelopment of the eastern side of the Station shown on the Proposals Map for business offices will be encouraged.**

10.79 The creation of a new access to Warwick Road is the key first stage in the reorganisation of Station Square and will be a requirement of any development proposal. The other part of the former multi-storey car park site should be redeveloped to provide replacement car parking space and a mix of other uses which could include business offices, hotel and replacement public house. On the eastern side of the station, the original parcels area provides an opportunity for business office development.

**The Parkside Area**

**CC 30: 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.**

10.80 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.

10.81 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 Further Education Funding Council and a car showroom. A further 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 7-4.

**CC 31: 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.**

10.82 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 is committed.

10.83 In addition to the “TechnoCentre” building, the concept of the development of the northern part of the area envisages offices, further research and development uses together with ancillary light industrial uses. It is identified in Policy E 7- 5.

10.84 The development of the southern part of the area is to be for residential purposes, a capacity of 300 units is identified in Policy H 7-4. 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.

10.85 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 32: 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.**



10.86 The Parkside 3 area consists of the fringe between Parkside and the Ring Road/London Road. Some of this area was included within Policy CA 38 of the 1993 Plan but a more comprehensive approach is now felt necessary to consolidate the redevelopment of the Parkside 2 area. In view of the range of uses that are likely to remain and the need for general environmental compatibility, the predominant suitable uses are business offices and research and development work. An acceptable ancillary use in the area between Paradise Street and Quarryfield Lane would be a pub/restaurant. The area is identified in Policy E 7-6.

***The Coventry University Area***

**CC 33: 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.**

10.87 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 and “The Planet” Club towards Ford Street. Coventry University plans to consolidate more of its activities in and around its main campus including 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.

10.88 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.

**CC 34: GULSON ROAD SITE**

**Proposals for the redevelopment of this site shown on the Proposals Map by Coventry University for a new library, arts provision and a major residential development will be encouraged.**

10.89 Coventry University has now begun the construction of a new library building behind the William Morris building on Gosford Street and future plans include a linked building for arts use which could also link up with the surviving Whitefriars monastic buildings. On the Gulson Road frontage, a major residential development is envisaged to contribute towards the estimated 600 multi-person units required for the expansion of the University and to encourage students to live close to the campus.

***The Cathedral Area***

**CC 35: 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.**

10.90 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 above.

10.91 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 10-12.

**The Phoenix Area**

**CC 36: 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, limited retail, leisure and recreation, residential and employment uses will be promoted and encouraged.**

10.92 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.

10.93 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 offer 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.

**CC 37: 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 limited retail, residential, business office and hotel uses.**

10.94 The substantial grant offer 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.

Development along the major public spaces and south of Hales Street will include specialised retail, cafes, etc with residential space above and the replacement of some of the Britannia Hotel facilities. The limited retail redevelopment is referred to in paragraph 10.60. 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 38: 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.**

10.95 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 39: 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, residential, hotel, business offices and leisure and tourism uses will be promoted and encouraged.**

- 10.96 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.
- 10.97 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 a significant residential element 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.

**CC 40: 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 residential, business offices and social, community and leisure uses will be supported.**

- 10.98 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 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.

- 10.99 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 residential and business offices.

**CC 41: POOL MEADOW**

**The role of Pool Meadow bus station as the centre of all long distance, excursion and tourist traffic will be promoted and encouraged.**

**Within the Pool Meadow East area, proposals to redevelop the site for uses including City Centre health facilities, leisure and public car parking will be promoted and encouraged.**

- 10.100 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. To promote the use of the bus station, the City Council will seek to persuade bus and coach operators to use it for both regular long-distance services and excursion traffic rather than White Street which will revert to its previous purposes for bus and coach parking only. It will be also able to accommodate coaches unable to wait by the Cathedral as a result of the Priory Street environmental improvement scheme referred to in CC 10
- 10.101 For the Pool Meadow East area, a combination of uses including City Centre health facilities (if the major new hospital is built at Walsgrave), leisure and public car parking 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.

**The Ring Road Area**

**CC 42: 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.

10.102 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.

**CC 43: SUBWAYS**

A reduction in the number of subway crossings of the Ring Road will be sought. Subways which have 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.

10.103 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.

10.104 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 44: 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.

10.105 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. 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 45: "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.

10.106 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.

**CC 46: DOWNGRADING THE RING ROAD**

Opportunities to downgrade the Ring Road around its northern side will be considered in the light of the benefits to be gained.

- 10.107 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.
- 10.108 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.

### ***The Swanswell Area***

#### **CC 47: THE SWANSWELL AREA**

**The Swanswell Area is shown on the Proposals Map**

**Within this Area, the redevelopment of the Coventry & Warwickshire Hospital site and the enhancement of Swanswell Pool will be promoted and encouraged.**

- 10.109 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 either as a result of the downgrading of the Ring Road referred to in Policy CC 46 or through improvements under elevated sections of the Ring Road that are retained.

#### **CC 48: THE COVENTRY & WARWICKSHIRE HOSPITAL SITE**

**Proposals for the redevelopment of the Coventry & Warwickshire Hospital site for either a new hospital or a mix of residential and employment use will be promoted and encouraged.**

**The redevelopment site may be extended by the inclusion of sites and properties in the area bounded by Stoney Stanton Road, Howard Street, Harnall Lane West and Foleshill Road.**

- 10.110 The Walsgrave Hospital NHS Trust has been successful in achieving agreement for a Public Finance Initiative funded redevelopment of their sites at Coventry & Warwickshire and Walsgrave Hospitals. Their initial planning applications only relate to land within their control but could be extended to ensure a comprehensive scheme on sites and properties in the area bounded by Stoney Stanton Road, Howard Street, Harnall Lane West and Foleshill Road. These include the Hillfields Health Centre, Russell Street car park, a number of vacant sites, a terrace of residential properties, the Salvation Army Hostel and the Ambulance Station.
- 10.111 If the Hospital development does not proceed, redevelopment for a mix of residential and employment uses will be promoted with the retention of some of the existing uses or their inclusion in a redevelopment scheme.

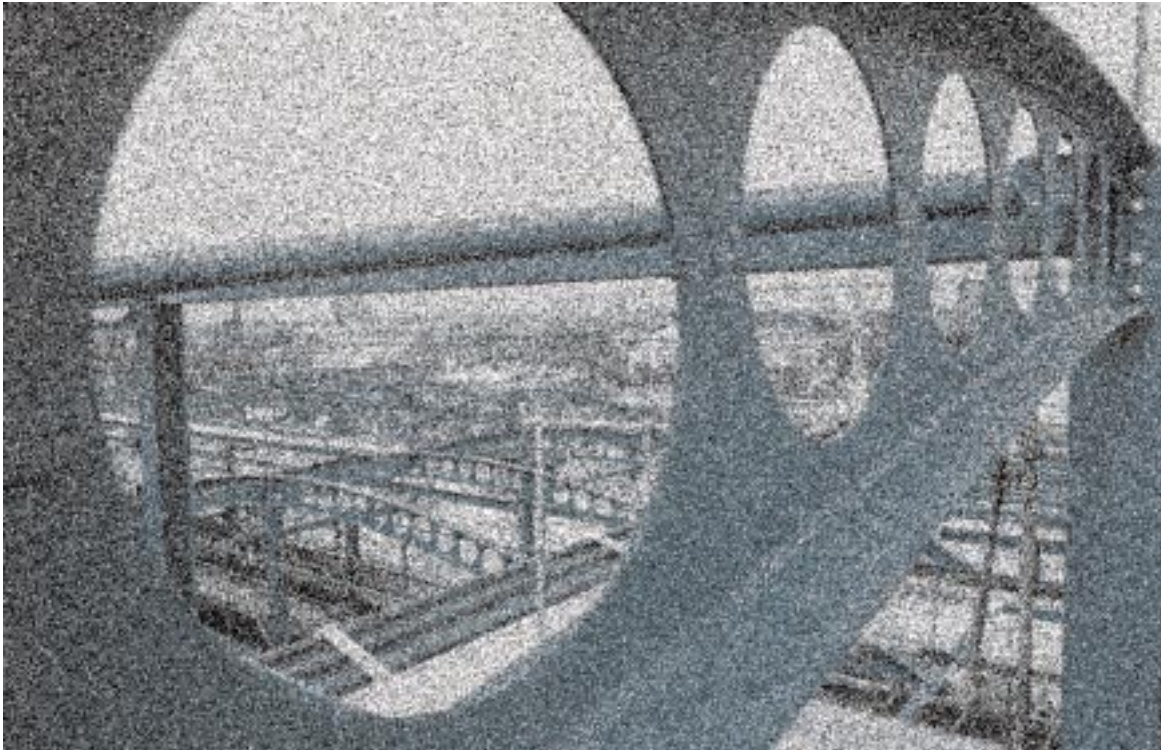
### ***The Drapers Fields Area***

#### **CC 49: THE DRAPERS FIELDS AREA**

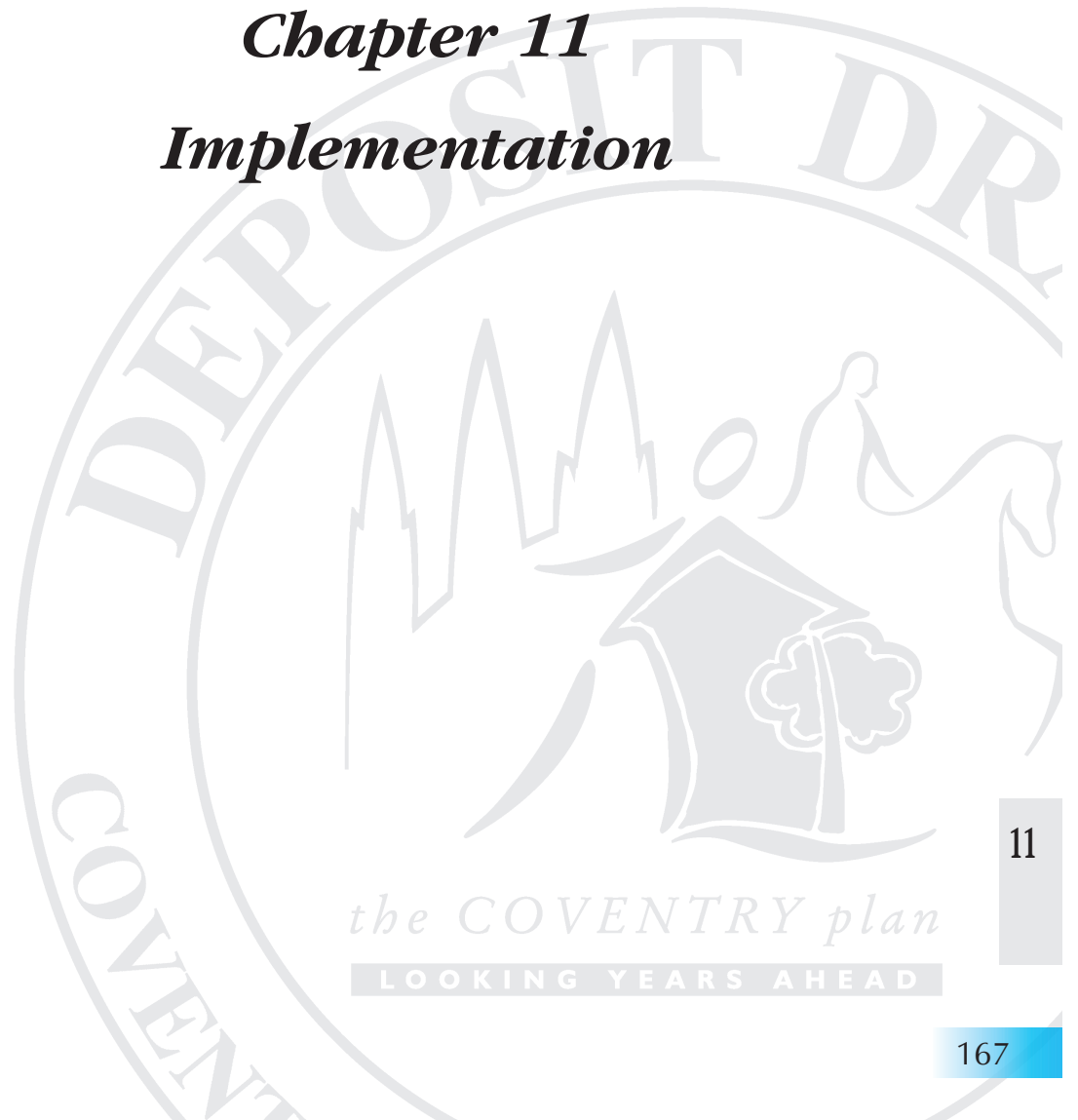
**The Drapers Fields Area is shown on the Proposals Map.**

**Within this Area, further residential development will be encouraged as well as further enhancement of the Canal Basin and surrounding buildings.**

10.112 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 H 7-7 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.



## ***Chapter 11*** ***Implementation***







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## INTRODUCTION

11.1 This Chapter of the Plan provides an indication, firstly, of how the Plan will be monitored and eventually reviewed and, secondly, the overall policy basis of the Plan for the preparation of Supplementary Planning Guidance and the preparation of Planning Obligations. Both matters are cross-referred to on many occasions in preceding chapters of the Plan.

### **Monitoring and Review**

11.2 Monitoring the Plan is a crucial component of Plan implementation and, therefore, will be carried out regularly. Much monitoring of relevant subjects is in any case required by government. The development process will be monitored and the results published in an annual Monitor document that will cover at least the Housing and Employment land supply. Other aspects of the Plan will be monitored at longer intervals and the outcomes published in relevant annual Monitors.

11.3 The Plan will be reviewed, beginning well before its expiry date, with work likely to be started around the middle of the Plan period 1996-2011. This start will be dependent on:

- the findings of regular monitoring of the Plan; and
- publication of the Government's revision to its 1998 Regional Planning Guidance for the West Midlands, which runs to 2011, rolled forward to 2016 or beyond.

11.4 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

### IM 1: SUPPLEMENTARY PLANNING GUIDANCE

**Supplementary Planning Guidance will be prepared where greater detail is necessary to achieve the Plan policies.**

**Consultation will take place with all appropriate bodies, including residents, before new guidance is adopted.**

11.5 Supplementary Planning Guidance (SPG) provides an opportunity for developing appropriate extra detail to provide greater clarity and assistance. 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.

11.6 The following non-Conservation Area documents carried over from the 1993 Plan will form SPG in 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 7.50. For the avoidance of doubt, all SPG's considered to be up to date and in force at the time of Deposit of this Plan is listed in the Appendix at the end of this Plan.

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

**PLANNING OBLIGATIONS**

**IM 2: 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.**

**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 should be assured.**

11.8 “Planning obligations” under Section 106 of the Town and Country Planning Act 1990 (as amended) enable developers to give undertakings or local authorities to agree with developers that certain works are carried out in association with any proposed development. If planning obligations should be necessary, relevant and directly related in scale and kind to the proposed development, they may be required to:

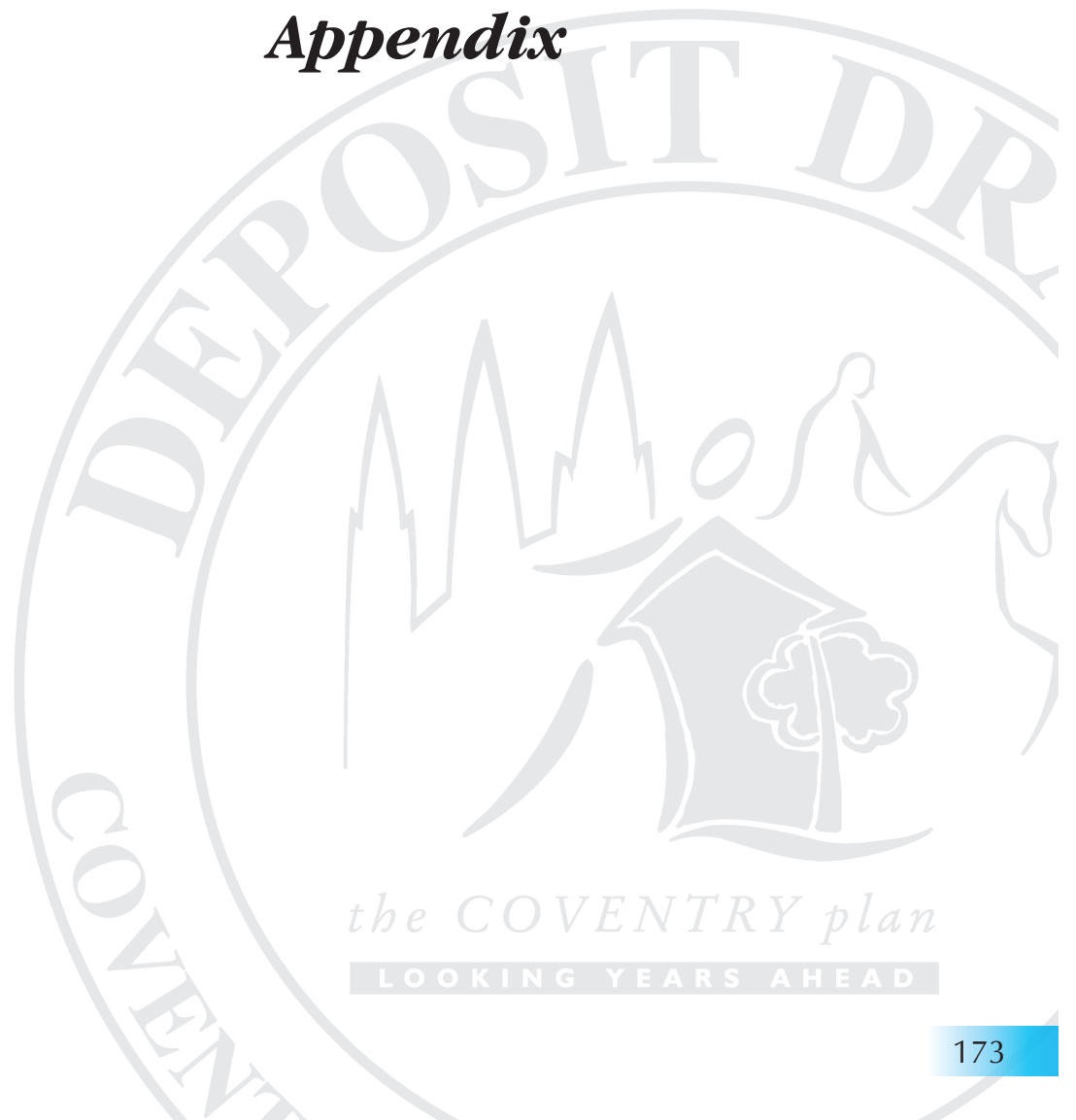
- enable the development to proceed;
- contribute to the cost of related facilities;
- secure the appropriate balance of uses, for instance within mixed developments;
- offset or redress on- or off-site impacts of development; and
- provide a means of securing higher quality development.

11.9 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 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 balance the advantage and the distribution of financial burdens.





## *Appendix*





*the COVENTRY plan*

LOOKING YEARS AHEAD

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## Proposed Coventry Nature Conservation Sites (CNCS)

| Name of Site   | OS Grid Reference                 |
|--|-----------------------------------|
| 1 <b>Bagington Fields</b>  | SP358759                          |
| 2 Belcher's Wood   | SP289835                          |
| 3 Binley Little Wood   | SP378777                          |
| 4 Bunsons Wood   | SP314845                          |
| 5 <b>Burnsall Road</b>   | SP305774 & 304772                 |
| 6 <b>Hearsall Common Pond</b>  | SP312786                          |
| 7 <b>Herald Way Marsh (Claybrooks Marsh)</b>   | SP379769 (SSSI & <b>LNR</b> )     |
| 8 <b>Coundon Wedge Grasslands</b>  | SP302814                          |
| 9 <b>Duggin's Lane Pond</b>  | SP274775                          |
| 10 Elkin Wood  | SP281838                          |
| 11 <b>Finham Park Ponds</b>  | SP321759                          |
| 12 Hall Yard Wood  | SP306844                          |
| 13 Harvest Hill Daffodil Meadow  | SP279822                          |
| 14 Hawkesbury Spinney  | SP364844                          |
| 15 Hawke's End Spinney   | SP300829                          |
| 16 Hawke's End Wood  | SP299834                          |
| 17 Hearsall Common Woodland  | SP309786                          |
| 18 <b>Houldsworth Crescent</b>   | SP331838                          |
| 19 Kenwilworth Road Spinney and Wainbody Woods   | SP304742 - 317765 ( <b>LNRs</b> ) |
| 20 <b>Leys Farm Ponds</b>  | SP281829, 281832                  |
| 21 Limbrick Wood   | SP289786 ( <b>LNR</b> )           |
| 22 <b>Longford Nature Park</b>   | SP347835                          |
| 23 Long Lady Wood  | SP296842                          |
| 24 <b>Mill Farm Meadow</b>   | SP294828                          |
| 25 <b>Pickford Brook Meadows</b>   | SP290805                          |
| 26 <b>Pickford Farm Ponds</b>  | SP282817                          |
| 27 Pickett's Wood  | SP274819                          |
| 28 Park Wood   | SP283771 ( <b>LNR</b> )           |
| 29 Pig Wood  | SP281783 ( <b>LNR</b> )           |
| 30 Pikehorn Wood, <b>Keresley Mere</b> and The Alders  | SP309840                          |
| 31 Plants Hill Wood  | SP280781 ( <b>LNR</b> )           |
| 32 <b>Potters Green Mineral Line</b>   | SP373814                          |
| 33 <b>Purcell Road Meadow</b>  | SP360817                          |
| 34 <b>Rough Close and adjoining meadows</b>  | SP270785                          |
| 35 <b>Sharman's Tip</b>  | SP382789                          |
| 36 <b>Siskin Drive Bird Sanctuary</b>  | SP366753                          |
| 37 <b>Sowe Valley: Dorchester Way</b>  | SP378803-379794                   |
| 38 <b>Sowe Valley: Aldermoor to London Road</b>  | SP364781-358764                   |
| 39 <b>Sowe Valley: Wyken Croft to Ansty Road</b>   | SP366809-376808                   |
| 40 Stivichall Common and <b>Canley Ford</b>  | SP311769-323774 ( <b>LNR</b> )    |
| 41 <b>Stoke Floods</b>   | SP375788 ( <b>LNR</b> )           |
| 42 Ten Shilling Wood   | SP290771 ( <b>LNR</b> )           |
| 43 Tile Hill Wood  | SP280790 (SSI)                    |
| 44 <b>Tocil Wood and Brookstray</b>  | SP304755                          |
| 45 Westwood Way Pond   | SP291766                          |
| 46 Whitley Grove, Stonebridge Meadows LNR & <b>Lower Sowe Valley &amp; Sherborne Valleys</b> | SP348756-354763                   |
| 47 Willenhall Wood and Meadow  | SP370762 ( <b>LNR</b> )           |
| 48 <b>Woodway Grange Moat</b>  | SP369819                          |
| 49 <b>Wyken Slough</b>   | SP363835 (LNR)                    |

Note: Proposed new or extended sites are in **Bold Italics**



## Supplementary Planning Guidance

### 1. SPG forming part of the 1993 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. Current SPG

|   |                          |
|---|--------------------------|
| 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              |

#### 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    |

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- CC 36: THE PHOENIX AREA
- CC 37: PHOENIX 1
- CC 38: MUSEUM OF BRITISH ROAD TRANSPORT
- CC 39: PHOENIX 2 - BISHOP STREET/TOWER STREET
- CC 40: PHOENIX 3 - LAMB STREET/CHAPEL STREET
- CC 41: POOL MEADOW
- CC 42: THE RING ROAD AREA
- CC 43: SUBWAYS
- CC 44: BRIDGES
- CC 45: "AT-GRADE" CROSSINGS
- CC 46: DOWNGRADING THE RING ROAD
- CC 47: THE SWANSWELL AREA
- CC 48: THE COVENTRY & WARWICKSHIRE HOSPITAL SITE
- CC 49: THE DRAPERS FIELDS AREA

### IMPLEMENTATION

- IM 1: SUPPLEMENTARY PLANNING GUIDANCE
- IM 2: PLANNING OBLIGATIONS





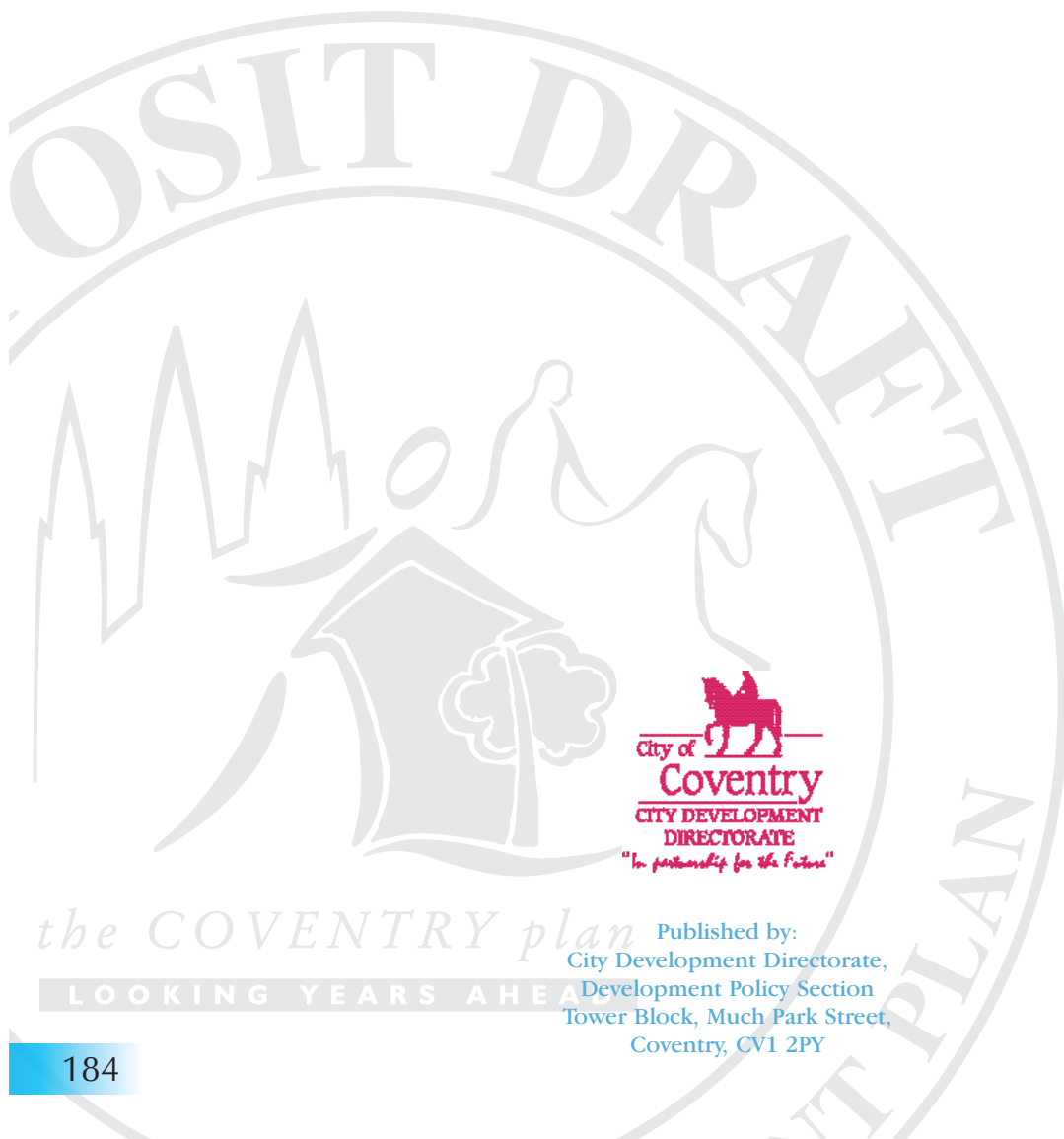
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