

**CABINET MEMBER (URBAN REGENERATION AND REGIONAL PLANNING)**

**3<sup>rd</sup> March, 2005**

Cabinet Member  
Present: - Councillor Arrowsmith (Cabinet Member (Urban Regeneration and Regional Planning))

Shadow Cabinet  
Members Present: - Councillor Batten  
Councillor McNicholas

Employees present: - J. Dooley (City Development Directorate)  
D. Elliot (City Development Directorate)  
J. Elrick (Legal and Democratic Services Directorate)  
L. Hobbs (City Development Directorate)  
M. Johnson (City Development Directorate)  
T. Jones (City Development Directorate)  
D. Lathbury (City Development Directorate)  
M. Smith (Legal and Democratic Services Directorate)

**Minutes**

The minutes of the meeting held on the 10<sup>th</sup> February, 2005, were signed as a true record.

Councillor McNicholas asked for his apologies for the meeting held on the 10<sup>th</sup> February, 2005, to be recorded.

**98. Exclusion of Press and Public**

**RESOLVED that, under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the items of business indicated below on the grounds that these items involve the likely disclosure of exempt information as defined in Schedule 12A of that Act, in particular those paragraphs of Part I of that Schedule as indicated: -**

<b>Minute No</b>	<b>Subject</b>	<b>Relevant Paragraphs of Part 1 of Schedule 12</b>
111.	Site in Barlow Road, Aldermans Green Industrial Estate	7 and 9
112.	Canley Regeneration - Masterplanning	8

**Public Business**

**99. Decriminalisation of Parking Working Group – Final Report and**

## **Recommendations**

The Cabinet Member considered a report of the Director of Legal and Democratic Services that detailed the findings and recommendations of the Scrutiny Board (3) Decriminalisation of Parking Working Group.

The report indicated that the City Council was due to take over the enforcement of on-street parking, known as the Decriminalisation of Parking Enforcement (DPE), from West Midlands Police on 4th April, 2005.

Scrutiny Board (3) at their meeting on 8<sup>th</sup> December, 2004 (their Minute 66/04 refers), were updated on progress towards introducing DPE in Coventry and at the request of the Cabinet Member, were invited to set up a Working Group to look in more detail at the various options available in developing more detailed policies for this development.

The Working Group met on 18<sup>th</sup> and 25<sup>th</sup> January, 2005 and received further reports and presentations from City Council officers and representatives of the Council's consultants RTA Associates. The report of 'Findings and Recommendations' was a Member report and constituted the results of their various deliberations on the issues discussed at the meetings. The report covered issues of both on and off-street parking.

One of the Working Group recommendations was for a seminar to be held immediately prior to the introduction of DPE in Coventry and the proposed date was Thursday 24<sup>th</sup> March, which the Cabinet Member confirmed.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting: -**

- (1) The report of the working group on the Decriminalisation of Parking be approved subject to the amendments identified and highlighted in bold, particularly in relation to the introduction of an off-peak fixed charge of £1.00 for on street parking in the City Centre.**
- (2) The decisions of the Cabinet Member reported to Scrutiny Board (3).**
- (3) The proposals for the Decriminalisation of Parking Enforcement be advertised for consultation.**

### **100. Proposed Car Park at Harnall Lane West: Car Park Opening Objection**

The Cabinet Member considered a report of the Director of City Development that on an objection received to the proposed opening of land at Harnall Lane West for a public pay and display car park.

At its meeting on 10th February 2004 (Minute 195/03 refers), Cabinet approved the heads of terms provisionally agreed with Coventry Primary Care Trust (PCT) for the disposal of Russell Street pay and display car park for them to

build a new health centre on the site. As part of the transaction, replacement public car parking facilities were to be introduced at Lincoln Street and Harnall Lane West. The PCT were to lay out the car park at Harnall Lane West although the Council was to retain ownership and the income produced.

As authorised by Cabinet, the Director of Legal and Democratic Services had undertaken the statutory process for varying the Off - Street Parking Places Order and no objections were received in respect of Lincoln Street, which was now open or Russell Street, which was due to close on 1 August, 2005. However, a single objection to Harnall Lane West had been received from the Trustees of the nearby Shree Krishna Temple.

The objection was not against the opening of the site for a pay and display car park in principle but requested that members of the Temple and the congregation should be able to use the car park for free after 6pm weekdays and at weekends.

The Cabinet Member listened to the concerns raised by the objectors, who attended the meeting, and agreed that Harnall Lane West car park should be free of charge at evenings and weekends for use by the public generally.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting: -**

- (1) Approval be given to Harnall Lane West Car Park being free of charge in the evenings and at weekends, for use by the general public.**
- (2) The Director of City Development be authorised to inform the objector in writing of the decision made.**

**101. Establishment of a Local Development Framework Members Advisory Group**

The Cabinet Member considered a report of the Director of City Development that sought to establish a Members Advisory Group for the City's Local Development Framework (LDF).

On 25th January 2005 (Minute 145/04 refers), Cabinet approved the submission of the Local Development Scheme to the Government Office for the West Midlands. This was the project management scheme required as part of the new planning system.

The report proposed terms of reference for the Members Advisory Panel which would be chaired by the Cabinet Member (Urban Regeneration and Regional Planning) and comprise Members of Planning Committee and Scrutiny Board (3) (Urban Regeneration and Regional Planning, Adult Education, Libraries and Leisure and City Services). Its tasks would be to:

- ensure Members' involvement at early stages in the preparation of new documents;
- enable the integration of various Council strategies throughout the LDF

- process;
- discuss major policy issues for the preparation of the LDF;
- offer political guidance on these issues; and
- oversee progress on the Local Development Scheme.

Meetings would be held as required, but at least quarterly.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting, agreement be given to the establishment of a Local Development Framework Members Advisory Group, with the terms of reference set out in the report.**

#### 102. **School Crossing Patrol – Site Authorisations and De-Authorisations**

The Cabinet Member considered a joint report which indicated that recent traffic and pedestrian surveys had established that the required national criteria for the provision of a School Crossing Patrol had been achieved at three new locations in the city. However, there were four existing sites which were no longer viable owing to the relocation or merging of the schools for which the Patrol sites were provided. The report requested authorisation of the new sites and de-authorisation of the sites that were no longer viable.

There were 147 authorised School Crossing Patrol sites in the city and there was a nationally recognised criteria which was used to justify the provision of a site based on traffic and pedestrian surveys.

A traffic and pedestrian survey was carried out every two years at School Crossing patrol Sites or when a site became vacant.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting: -**

**(1) Approval be given to the authorisation of School Crossing Patrol sites at:**

- a) Halford Lane outside Whitmore Park School**
- b) Green Lane outside Stivichall Primary School**
- c) The Chesils at the junction with Arundel Road**

**(2) Approval be given to the de-authorisation of the crossing sites at:**

- a) Broad Street**
- b) Walsgrave Road at the junction with Binley Road**
- c) Binley Road at the junction with Sky Blue Way**
- d) Sky Blue Way at the junction with Walsgrave Road**

#### 103. **Arena – Proposed Controlled Residents Parking Zones**

The Cabinet Member considered a report of the Director of City Development

that sought approval for the introduction of Controlled Residents Only Parking Zones on event days (those where more than 10,000 people were expected to attend) for roads in the vicinity of the Arena.

As part of the planning approval for the Arena development, certain requirements were incorporated into the Section 106 planning agreement. It was agreed that a Residents Parking Scheme be introduced in defined residential areas and that on major event days such areas be proactively enforced so as to ensure that the amenities of the residential areas were not unreasonably impaired by additional vehicles attracted to the Arena. The agreement defined a major event as one where the anticipated attendance was likely to be 10,000 people. This figure was based on a number of factors:

- the average gate was such that all first team football matches would be encompassed and
- the level of car parking at the site and the level of accessibility required through the Green Travel Plan (75% to have choice of alternative means of travel).

Consideration had been given in consultation with local residents representatives as to how best to ensure that the amenity of residents was protected without inconveniencing those residents to an unreasonable extent. The option of Controlled Residents Parking Zones that were operated 24/7 were considered but discounted given the inevitable inconvenience caused to occupiers within the zones, particularly in respect of visitors and commercial uses. It was therefore proposed that the zones should be restricted to event days so as to mitigate any potential harmful effects.

Some roads included in the proposals had existing waiting restrictions and some of those restrictions would have to be revoked or amended to allow the introduction of the new scheme.

The cost of introducing the scheme was to be funded by the developer, Arena Coventry Ltd. The issue in respect of future maintenance costs of the scheme was still under discussion. The Scheme would include streets within the Foleshill, Longford and Holbrooks Wards and Councillors for all three wards would be kept informed of the process.

Councillors representing the Holbrooks Ward attended the meeting for consideration of this item. They requested on behalf of local residents that another area in Holbrooks be added to the proposed Residents Parking Zones. The Cabinet Member considered and agreed this request.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting: -**

- (1) Approval be given to the proposals to introduce Controlled Parking Zones and authority be delegated to Officers in terms of agreeing detailed arrangement.**
- (2) The Director of Legal & Democratic Services be instructed to**

**advertise the necessary proposed Traffic Regulation Order required to implement the Arena Controlled Parking Zone.**

- (3) Approval be given for an additional area in Holbrooks, as indicated on a map submitted by the Head of Development Regulations, to be added to the proposed Residents Parking Zones.**

**104. Planning Policy Statement No 1: Delivering Sustainable Development**

The Cabinet Member noted a report of the Head of Development Regulations which had also been considered by Planning Committee (their Minute 209/04 refers), which detailed the policies contained in Planning Policy Statement 1 Delivering Sustainable Development (PPS1), a copy of which was appended to the report. These policies emphasised the role of sustainable development, the role of planning in the wider delivery of quality development and community involvement in particular. The guidance must be taken into account by the local planning authority in the preparation of local development documents and in making decisions on individual planning applications.

This Planning Policy Statement replaced Planning Policy Guidance (PPG) 1 General Policies and Principles, published in February 1997, and set out the overarching planning policies on the delivery of sustainable development throughout the planning system. The guidance reinforced the importance of good design and expressly stated that design which was inappropriate in its context should not be accepted. The guidance was relevant to the preparation of regional and local development documents and may also be material to decisions on individual planning applications, as well as the preparation of supplementary planning guidance.

PPS1 outlined the Government objectives for the planning system, it stated that planning shapes the places where people live and work and the country we live in; good planning is a positive and proactive process and sustainable development the core principle underpinning planning. The guidance defined four aims for sustainable development: social progress which recognises the needs of everyone; effective protection of the environment; prudent use of natural resources; and the maintenance of high and stable levels of economic growth and employment. It stated that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development and identify ways of doing this.

It stressed that in order to meet these objectives the system needed to be transparent, flexible, predictable, efficient and effective.

A Plan led system must be developed in conjunction with the community and present a shared vision and strategy of how the area should develop to achieve more sustainable patterns of development. PPS1 continued to guide that where the development plan contained relevant policies, applications for permission should be determined in line with the plan unless material considerations indicated otherwise and that only policies in plans which could be implemented through the grant of planning permission could form the

framework for decisions (under the new section 39 of the Planning and Compulsory Purchase Act 2004). It emphasised that planning authorities must ensure that plans were kept up to date, with annual reports on how policies set out in the Plan were being achieved, that planning applications were dealt with expeditiously and there were enforcement regulations in place.

Much more emphasis was being placed on early engagement in pre-application discussions so that formal applications could be dealt with in a more certain and speedy manner.

The report identified 6 key principles seeking to ensure that both development plans and planning applications contributed to the delivery of sustainable development, which included an integrated approach; global sustainability through policies which reduce energy use; spatial planning; promotion of a high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact; clear, comprehensive and inclusive access policies; and community involvement, for example in drawing up plan policies and development proposals.

PPS1 emphasised the need to promote community cohesion in both rural and urban areas through social cohesion and inclusion.

The role of planning in the protection and enhancement of the environment was promoted through positive policies on issues such as design, conservation and the provision of open space.

PPS1 promoted the prudent use of resources to ensure outputs were maximised whilst resources were minimised. Sustainable economic development was emphasised with the aim of bringing jobs and prosperity to all in line with regional economic strategies. Measures such as planning for different land uses with suitable infrastructure, being sensitive to local economic changes and actively promoting good quality development were emphasised in addition to ensuring that everyone had the opportunity of a decent home, in locations that reduced the need to travel.

The role of spatial planning was promoted by bringing together other means of implementing land use change, such as regional spatial strategies. However it cautions that any measures would have to be clearly identified in Development Plans and planning policies should not replicate or detrimentally effect issues covered by other legislative requirements, such as the role of building regulations.

The integration of the community within planning was emphasised within the document particularly within design, which should be high quality, safe and inclusive. Local distinctiveness could be promoted where this was supported by clear policies or supplementary planning documents. Consideration should however go beyond the aesthetic to address such issues as the need to connect people to access jobs and key services, integrate development into the existing built and natural environment; be integral to ensuring successful safe and inclusive places where everyone can benefit and consider the direct and indirect impacts on the natural environment.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting, the Cabinet Member note the revised advice.**

**105. Canley Regeneration Scheme – Update on Financial Implications**

The Cabinet Member (Urban Regeneration and Regional Planning) considered a joint report that provided an update on the financial aspects of the Canley Regeneration Project.

In November 2004 Cabinet approved the progression of the Canley Regeneration Project, based on a housing led option. The approval gave permission to proceed with the project, confirming that the provision of the one-stop shop and the new Midland Sports Centre should be included in the top priorities of the scheme. The remaining investment priorities for the area would be considered as part of the project plan and delivered depending on the amount of funding available. All capital receipts generated in the area were approved to be ringfenced to the Canley project in addition to a contribution from the Council's capital programme of £1m.

Following a "call-in" of the Cabinet report, Scrutiny Co-ordination Committee requested further details on the financing of the project. The report clarified the proposed financing arrangements for the project. Any changes would be built into the Council's capital programme and treasury management forecasts and reported to Members in the regular budget monitoring reports.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting: -**

- (1) The financing arrangements of the Canley Regeneration Scheme be noted.**
- (2) The report be referred to the Scrutiny Co-ordination Committee for consideration.**

**106. Revised Procedures for Consideration of Planning Proposals**

The Cabinet Member (Urban Regeneration and Regional Planning) considered a joint report that sought approval for the introduction on a trial basis of a scheme for the presentation to elected members of proposals for development prior to a planning application being submitted and also for a revised procedure in respect of the circumstances in which site visits could be undertaken.

The Code of Good Practice for dealing with Planning matters highlighted that Members of the Planning Committee were both representatives of the local community and also made decisions on planning applications that could affect large sections of the community. These could involve large sums of money and impact on the quality of the surrounding environment. It therefore recognised that it was important that such decisions were transparent, impartial and justifiable. The Code outlined procedures in respect of pre- application discussions by employees and in respect of site visits.

The modernisation agenda had resulted in considerable changes to the planning system with the introduction of the new Act and changes in emphasis. A detailed guide had been published by the Local Government Association for elected Members to explain the mechanics of the new system, a copy of this was appended to the report. Arising from this publication and on-going review of practices it was considered that there would be benefit in a structured approach to Members involvement in pre-application discussions.

In respect of pre-application discussions it was recommended that for a trial period of six months developers (which could include City Council employees in the role of developers) should be able to request, prior to submission of formal applications for major or potentially contentious proposals, to make a presentation to all Members of the Council in the form of a Development Forum.

The procedure for Site visits was also detailed within the report and it was proposed that the Standards Committee be recommended to amend the Constitution so as to enable a visit to be scheduled for any application where in discussion with the Chair it was felt that a visual appreciation was necessary prior to any consideration of the report and of any petitions and/or comments from public speakers.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting:-**

- (1) The Standards Committee be recommended to amend the Constitution to enable a modified procedure for site visits as outlined in the report.**
- (2) It be agreed to introduce for a trial period of six months a scheme and associated protocol that enables presentations to elected members and the public of proposals for development prior to a planning application in accordance with procedure set out in paragraph 4 of the report.**
- (3) The Cabinet Member and the Planning Committee receive a report at the end of the trial period.**

**107. Traffic Schemes Associated with the Closure of Canley Level Crossing**

The Cabinet Member considered a report of the Director of City Development on the progress being made to the proposed junction improvements at Earlsdon Avenue/Kenilworth Road and A45/Charter Avenue which also sought a decision on what option, as set out in paragraphs 4.1 and 4.2 of the report, should be taken to progress the schemes listed. The report concerned land within the wards of Earlsdon, Wainbody and Westwood. The A45/Charter Avenue scheme sat on the boundary of all three wards.

Work carried out by consultants identified that traffic flows at the junction of Earlsdon Avenue / Kenilworth Road and the Sir Henry Parkes / A45

roundabout were likely to increase following the closure of Canley level crossing to road traffic. This work was carried out as part of the West Coast Main Line public inquiry in 2001. Coventry City Council argued that Network Rail (Railtrack at the time) should contribute a financial sum towards the cost of traffic improvements required as a direct result of the crossing closure. Canley level crossing was formally closed on 6<sup>th</sup> June 2004.

Two Section 106 agreements were made. These stated that Network Rail must make a contribution of £232,000 towards the cost of a junction improvement on the A45/Charter Avenue and £27,000 towards highway improvement schemes within a 2km radius of Canley level crossing.

The purpose of the A45/Charter Avenue scheme was to reduce the level of traffic using the Sir Henry Parkes Road / A45 traffic island by providing an alternative route on to the A45 from Charter Avenue. New signals would be installed on the A45 to allow a right turn directly from Charter Avenue, which was currently operating well under capacity. Provision would be made for improved pedestrian and cycle facilities across the A45. This section of the A45 became congested during peak periods with tailbacks frequently stretching back approximately 1km from the Kenilworth Road. It was likely that this would impact on the operation of the proposed junction. It was not clear whether the closure of the crossing had had a major effect on queue lengths, however informal surveys indicated that there was no significant change.

Preliminary design for this scheme was completed and the estimated cost was £525,000. Further highway improvements were also due to be carried out in January 2006 on the A45 Sir Henry Parkes roundabout as part of PrimeLines. This could have an effect on traffic flows in the area.

Following the closure of Canley Level Crossing the need for a traffic improvement scheme at Kenilworth Road / Earlsdon Avenue was identified in 2001 by consultants on behalf of the City Council. Traffic flows were predicted to increase by an average of 12% on the Kenilworth Road and by 12% on Earlsdon Avenue. To monitor the actual effect of the crossing closure more accurately, detailed traffic counts were commissioned to compare the before / after scenario. The results showed that changes to flows varied significantly between the north and southbound carriageway on Earlsdon Avenue. It was unclear why traffic had decreased on the southbound carriageway and whether this was associated with the closure of the crossing. Traffic flows had increased by an average of 7% on Kenilworth Road.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting:-**

- (1) The MOVA (microprocessor optimised vehicle actuation) traffic management arrangements for Earlsdon Avenue/Kenilworth Road be pursued.**
- (2) Work on the A45/Charter Avenue junction cease until other proposed works associated with PrimeLines on the Sir Henry Parkes traffic island are completed with detailed design work**

**to continuing based on an evaluation of the traffic situation.**

**108. Site in Barlow Road, Aldermans Green Industrial Estate**

The Cabinet Member considered a report of the Director of City Development that set out terms provisionally agreed for the leasehold disposal of a site in Barlow Road in Henley Ward.

The site had been available to let for many years but had failed to attract any serious interest. Discussions had now been held with one of the Council's tenants and the proposed terms of the disposal were detailed in the private report on the agenda. The disposal would be by way of a building agreement and an agreement for a 125-year ground lease at a rent.

If the transaction were completed, 9 jobs would be secured in Coventry. The alternative of not disposing of the site would result in no financial benefit to the City Council.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting, approval be given in principle to the terms for disposal of the site in Barlow Road at a rent, the details of which, are referred to in the report on the private part of the agenda (Minute 111. below refers).**

**109. Canley Regeneration - Masterplanning**

The Cabinet Member considered a joint report that indicated that the principle of appointing masterplanners for the Canley Regeneration Project was agreed by Cabinet on the 16<sup>th</sup> November, 2004. The appointed masterplanners would be asked to provide a masterplan and outline a planning application. This would provide the Project with a framework document to work to, which had been drawn up in consultation and agreement with the relevant stakeholders.

In November 2004 Cabinet approved the progression of the Canley Regeneration Project, based on a housing led option.

It was anticipated that the briefs would be sent out at the beginning of March. The submissions would be shortlisted and the successful tenderers would be asked to present to a selection panel. The successful masterplanners would be employed for 5-6 months. During this time they would undertake consultation and draw up a masterplan and outline planning application based upon the recommendations detailed in the recent Cabinet Report and the needs and aspirations of the Canley residents and other stakeholders

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting:-**

- (1) Approval be given to the funding for the appointment of masterplanners.**
- (2) The Director of City Development be authorised to invite tenders and appoint specialist masterplanners in compliance with**

**Standing Orders relating to contracts, to undertake public consultation, masterplanning and outline planning application work.**

**110. Outstanding Issues**

The Cabinet Member noted a report of the Director of Legal and Democratic Services that identified those issues on which further reports had been requested and were outstanding so that members were aware of them and could monitor progress.

A table set out in the report outlined items where the Cabinet Member had requested a report back to the meeting. The following comments/ amendments was made: -

It was agreed that item 3 on the list of Outstanding Issues 'Coventry Rapid Transit – Result of Bid for Government Funding', could now be deleted.

**Private Business**

**111. Site in Barlow Road, Aldermans Green Industrial Estate**

Further to Minute 108/04 above, the Cabinet considered the terms provisionally agreed for the disposal of a site in Barlow Road in Henley Ward. The terms were commercially sensitive and therefore could not be published.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting:-**

- (1) Approval be given to the disposal of site 'A' shown on the plan attached to the report to a chosen company for the terms outlined in Paragraph 4.1 of the report.**
- (2) Authority be delegated to the Head of Property and Projects in consultation with the Cabinet Member to vary the terms of the disposal for the reasons specified in Paragraph 4.2 of the report.**
- (3) Approval be given to the proposals for dealing with the chosen company's existing lease referred to in Paragraph 4.4 of the report.**

**112. Canley Regeneration - Masterplanning**

Further to Minute 109/04 above, the Cabinet Member (Urban Regeneration and Regional Planning) considered the maximum amount of expenditure proposed to be incurred by the Council under a particular contract for the supply of goods or services.

**RESOLVED that, after due consideration of the options and the proposals contained in the report and the matters raised at the meeting,**

- (1) Approval be given to capital expenditure for the appointment of masterplanners.**
- (2) The Director of City Development be authorised to invite tenders and appoint specialist masterplanners in compliance with Standing Orders relating to contracts, to undertake public consultation, masterplanning and outline planning application work.**