



Coventry City Council

Council Meeting

30th March 2010

Booklet 1

Recommendation Minutes

INDEX TO MINUTES

Cabinet – 16th March, 2010

CABINET

9th March 2010

Cabinet Members
Present:-

Councillor Blundell
Councillor Mrs Dixon
Councillor Foster (Chair)
Councillor Mrs Johnson
Councillor Lee
Councillor Noonan
Councillor Ridley
Councillor Sawdon

Non-Voting Opposition

Representatives present:- Councillor Duggins
Councillor Mutton
Councillor Nellist

Employees Present:-

H. Abraham (Customer and Workforce Services Directorate)
M. Andrews (City Services and Development Directorate)
S. Brake (Community Services Directorate)
N. Clews (City Services and Development Directorate)
F. Collingham (Chief Executive's Directorate)
T. Errington (City Services and Development Directorate)
C. Forde (Council Solicitor and Assistant Director (Legal Services))
J. Grant (City Services and Development Directorate)
J. Handley (Customer and Workforce Services Directorate)
S. Iannantuoni (Customer and Workforce Services Directorate)
L. Knight (Customer and Workforce Services Directorate)
J. McGuigan (Director of Strategic Planning and Partnership)
J. Newton (City Services and Development Directorate)
M. Reeves (Chief Executive)
C. West (Director of Finance and Legal Services)
M. Yardley (Director of City Services and Development)

Apologies

Councillor Taylor
Councillor Williams

RECOMMENDATION

121. City Centre Area Action Plan

The Cabinet considered a report of the Director of City Services and Development, which outlined representations received on the City Centre Area Action Plan and sought authority to submit the revised draft for examination by the Secretary of State and for publication for a further 6 weeks of public consultation.

The Council was preparing a City Centre Area Action Plan to provide a statutory basis for the consideration of development proposals that would deliver the

transformational change of the City Centre outlined in the Core Strategy. A copy of the revised draft City Centre Area Action Plan was appended to the report submitted. Appendix 2 of the report identified the key concerns raised at the previous consultation and outlined how the Council had addressed these concerns.

The Cabinet noted that the Submission Draft of the City Centre Area Action Plan included a number of policies which proposed development guidance and changes to the key areas of Heritage and Design; Routes and Linkages; Building Heights; Spaces and Environmental Improvements; and Car Parking. These overarching policies were complemented with a further suite of policies related to 10 specific quarters, which built on the guidance in the Core Strategy.

The Cabinet further noted that the report had previously been considered by the Cabinet (City Centre) Advisory Panel and a briefing note detailing their consideration of this matter was circulated in advance of the meeting. The Panel had recommended that:-

- (a) An additional bullet point be added to part D of Policy CC 2, to specifically identify improved linkages between the Canal Basin and Bishop Street.
- (b) In paragraph 2.41, the words "is desirable" be replaced with "will be required".

In addition, the briefing note provided clarification in relation to the densities proposed for each of the identified sites in the Swanswell Quarter.

The Director of City Services and Development reported at the meeting that discussions had taken place earlier in the day with Government Office and it had been recommended that paragraphs 2.1 and 2.2 of the report submitted be included within the City Centre Area Action Plan after paragraph 1.11.

The Cabinet agreed the amendments proposed by the Advisory Panel and the Director of City Services and Development and requested that an updated report, clearly identifying these amendments, be produced prior to the consideration of this matter by the Council on 30th March 2010. This report, with amendments highlighted, is therefore appended to these minutes.

RESOLVED that, after due consideration of the options and proposals contained in the report and matters referred to at the meeting, the Cabinet recommend that the City Council:

- (1) Approve the Proposed Submission Document for Coventry's City Centre Area Action Plan.**
- (2) Approve its publication for a period of statutory consultation.**
- (3) Authorise the Director of City Services and Development, in consultation with the Cabinet Member (City Development), to make minor amendments to the City Centre Area Action Plan, where this is necessary to correct any errors and aid clarity.**

Report to

Cabinet (City Centre) Advisory Panel
Cabinet
Council

4th March 2010
9th March 2010
30th March 2010

Name of Cabinet Member:

Cabinet Member (City Development) - Councillor Ridley

Director Approving Submission of the report:

Director of City Services and Development

Ward(s) affected:

All Wards

Title:

City Centre Area Action Plan (AAP) – Submission Draft

Is this a key decision?

Yes

The proposals contained within the report relate to four specific Electoral Wards within the City and as such are deemed, within the City Council's constitution, to be a key decision.

Executive Summary:

The purpose of this report is to advise members of the representations received to the City Centre Area Action Plan (AAP) and to seek authority to submit the revised draft (appended to this report) for examination and publish for a further 6 weeks consultation.

The later stages of this report and Appendix 2 identify the key concerns raised at the previous consultation and outline how the Council has addressed these concerns.

Members should note that the Submission Draft of the City Centre Area Action Plan includes a number of policies which propose development guidance and changes to the following key areas: Heritage and Design, Routes and Linkages, Building Heights, Spaces and Environmental Improvements and Car Parking. These overarching policies are complemented with a further suite of policies related to 10 specific quarters, which build on the guidance in the Core Strategy.

Recommendations:

Cabinet (City Centre) Advisory Panel are asked to consider this report and convey their comments to the Cabinet

The Cabinet is asked to:

- a) Consider the responses to the representations received on the City Centre Area Action Plan and;
- b) Consider the comments of Cabinet (City Centre) Advisory Panel and;
- c) Recommend full Council to
 - (1) Approve the Proposed Submission Document for Coventry's City Centre Area Action Plan;
 - (2) Approve its publication for a period of statutory consultation;
 - (3) Authorise the Director of City Services and Development, in consultation with the Cabinet Member (City Development), to make minor amendments to the City Centre Area Action Plan, where this is necessary to correct any errors and aid clarity.

The Council are asked to:

Consider the comments of Cabinet (City Centre) Advisory Panel and the Cabinet and

1. Approve the Proposed Submission Document for Coventry's City Centre Area Action Plan; and
2. Approve its publication for a period of statutory consultation.
3. Authorise the Director of City Services and Development, in consultation with the Cabinet Member (City Development), to make minor amendments to the City Centre Area Action Plan, where this is necessary to correct any errors and aid clarity.

List of Appendices included:

A number of appendices are provided alongside this Cabinet Report to support its consideration. These include:

- The City Centre Area Action Plan – Submission Draft (Appendix 1).
- Detailed Report of Representations and comments made to the City Centre Area Action Plan preferred strategy (Appendix 2).

Other useful background papers:

- "Delivering the City Centre Masterplan" – Report to Cabinet on 22nd September 2009. Author: David Cockroft. This report is available through the Council's online CMIS system.
- City of Coventry (Far Gosford Street) Compulsory Purchase Order 2009 – Private Report to Cabinet on 25th August 2009. Author Andy Duncan. This report is available through the Council's online CMIS system.

Has it or will it be considered by Scrutiny?

This report will not be considered by Scrutiny. However, Members of Scrutiny Board 3 will be invited to attend the Cabinet (City Centre) Advisory Panel to jointly consider the report.

Has it, or will it be considered by any other Council Committee, Advisory Panel or other body?

Yes - Cabinet (City Centre) Advisory Panel 4th March 2010. Members of Scrutiny Board 3 will also be invited to attend this meeting.

Will this report go to Council?

Yes - 30th March 2010.

**Report title:
City Centre Area Action Plan (AAP) – Submission Draft**

1. Context

1.1 The Council is preparing a City Centre Area Action Plan to provide a statutory basis for the consideration of development proposals that will deliver the transformational change of the City Centre outlined in the Core Strategy.

2. Options considered and recommended proposal

2.1 The fundamental principles of the City Centre Action Plan have previously been identified through the Core strategy. This proposed the regeneration of the City Centre, the expansion of its boundary and the principle of ten development quarters, which would be used to guide specific types of development to specific locations. These fundamental principles were developed through considerable public consultation on a number of specific area Masterplans. These included the work carried out for the Council by Jerde Architects as well as the Swanswell, Coventry University and Friargate Masterplans, amongst others. Through the development of these Masterplans a number of different options and principles were considered and tested, before they eventually formed the initial policies of the Core Strategy (SG19 and SG20) and subsequently the City Centre Area Action Plan. These included different types of quarters and developments as well as options over the phasing of redevelopment within the Primary Shopping Area.

2.2 Set within the framework of the Core Strategy the Area Action Plan was given strong guidance and a more focused approach towards considering suitable, alternative options. The Sustainability Appraisal has considered significant testing of these alternative options and approaches.

2.3 Government Office for the West Midlands raised concerns at the previous consultation stage with regards the testing of alternative options (these comments are included in Appendix 2). Members are advised however that for reasons outlined above these concerns are addressed through the Sustainability Appraisal and the earlier evidence work which supports the Area Action Plan.

2.4 To this end Members are provided with the recommendations outlined earlier in this report.

3. Results of consultation undertaken

3.1 The previous stage of the City Centre Area Action Plan was published for seven weeks consultation between the 23 November 2009 and the 14 January 2010. This was carried out in accordance with the Councils Statement of Community Involvement. Fifty-nine representations were received from thirty-one representors covering a variety of aspects. Both positive and negative comments were received in relation to the draft plan. The document however, has now been modified in the light of the comments received. Although the general level of response was low, key representations were received from other government bodies, members of the public, other Council departments and partner organisations. It is our view that the relatively low response to the previous consultation exercise was a positive reflection of exhaustive consultation on earlier evidence documents such as the Jerde Masterplan.

3.2 The specific areas of support for the Area Action Plan focused around the:

- Encouragement of public transport as well as enhanced walking and cycling routes and linkages;
- Support for new office and retail floorspace and the intention to increase the amount available as well as its overall quality;
- The identification of the Canal and Canal Basin and the environmental improvements envisaged;
- The recognition of the role Coventry University can play in the regeneration of the wider area and its continued integration into the City Centre; and
- The retention of a circular market trading floor within a new building.

3.3 Areas of concern focused on the following areas and have been addressed accordingly:

- Lack of focus on Green Space and Green Infrastructure. - This has been addressed through increased references throughout the plan to green infrastructure. Reference has also been made in the objectives of the Area Action Plan to key environmental policies in the Core Strategy (EQ1 and EQ3).
- A need for greater consideration to flood risk within the City Centre. – The Council has recently commissioned a Level 2 Strategic Flood Risk Assessment (SFRA) for the City Centre, which is actively feeding into the evidence base for the Area Action Plan. This will address the concerns raised with regards flooding. The Council is also working with Severn Trent Water to address the Environment Agency's concerns about sewerage capacity within Coventry.
- A need to ensure high quality design. – Policy CC 1 has been strengthened in light of these concerns. The Council will also progress the Urban Design Framework to ensure new developments are built to the highest standards possible.
- Concern about the impact on Listed and Locally Listed Buildings, and the City's overall heritage. – Policy CC1 and its supporting text have been improved to highlight the need to protect and enhance the City's heritage. This must be considered however, in the context of ensuring a functional and attractive 21st Century City Centre.
- Representations were received in relation to the new Planning Policy Statement 4 Planning for Sustainable Economic Growth (PPS4) and the Area Action Plans consideration of this new national guidance. – We are actively considering the need to develop an update to the Councils Shopping and Centres Study (as updated 2008) in order to address these concerns.
- Whether the Area Action Plan was suitable to ensure implementation of the proposed developments. – A number of references have been added throughout the document to strengthen links to evidence documents, partnership working and committed funding streams. An implementation plan is also being developed to append to the Area Action Plan to provide guidance as to how all key developments will be delivered. This will be in keeping with national guidance (Planning Policy Statement 12).
- How the Area Action Plan will be monitored and what targets will be used to assess its progress. – The majority of targets within the Area Action Plan are linked to floorspace or housing delivery and will be assessed through existing Council monitoring practices. However, a specific monitoring table is being developed to append to the Area Action Plan to add greater clarity.
- Concerns about sufficient links to a sound evidence base. – Reference has been made in the introductory sections of the Area Action Plan to the evidence base that supported the Core Strategy, and which will subsequently support the Action Plan. A number of additional documents have also been identified which underpin specific parts of the new policy document. These include specific housing land availability assessments and Level 2 SFRA.

4. Timetable for implementing this decision

- 4.1 If approved by Members, the City Centre Area Action Plan will be submitted to the Secretary of State and be published for a 6-week public consultation. The Secretary of State will then appoint an independent inspector, who will consider the Area Action Plan and all consultation responses, to decide whether or not to approve the plan with or without changes. This will involve holding an Examination in Public, which is likely to be late in 2010, allowing the plan to be adopted in 2011.
- 4.2 If approved by the Inspector the Area Action Plan will then be monitored through the Councils Annual Monitoring Report. It is a national requirement that this is published no later than December each year.

5. Comments from Director of Finance and Legal Services

5.1 Financial implications

- 5.1.1 Due to the areas planned for redevelopment and the property interests held by the Council there will undoubtedly be some financial implications linked to shop rents and property receipts. The primary impacts will be linked to the precinct quarter, however these have been considered previously by an earlier report to Cabinet on 22nd September 2009 entitled "Delivering the City Centre Masterplan". The potential impact is currently being explored to determine values and timing of impact. The Council's approved budget for 2010/11 and future years has started to make provision for these costs.
- 5.1.2 The 'greening' of the City Centre may also add some cost implications in terms of future maintenance. Where possible we will look to secure section 106 contributions towards this, especially within the short term. Costs and any funding will however need to be firmed up once plans are more developed.
- 5.1.3 There is also the potential that there will be a cost implication, of up to £150k in taking the AAP through a public examination. It is expected however, that this will be able to be met, through existing budgets.

5.2 Legal implications

- 5.2.1 The type, size and scale of the redevelopment proposed by the plan will lead to the Council entering into legal agreements with developers for section 106 (of the Town and Country Planning Act 1990) contributions. There may also be legal issues related to highways and access issues that relevant officers should note. Where necessary the plan makes allowances for compulsory purchase orders and these may be necessary in terms of bringing about the proposals of the Area Action Plan. This has previously been identified to members in relation to the Far Gosford Street regeneration in a report to Cabinet on the 25th August 2009 entitled "City of Coventry (Far Gosford Street) Compulsory Purchase Order 2009".

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / LAA (or Coventry SCS)?

6.1.1 The AAP makes a number of links to all aims and objectives of Coventry's Sustainable Community Strategy (SCS). Through proposing new development opportunities and helping unlock redevelopment areas, the Area Action Plan will support the implementation of the SCS.

6.1.2 The Area Action Plan also promotes new, more sustainable buildings, which will help reduce Coventry's carbon footprint and tackle climate change. In addition the plan encourages new and enhanced areas of green space within the City Centre area. The Plan also includes proposals to reduce car usage, whilst encouraging and supporting new and enhanced sustainable transport routes and linkages.

6.1.3 By promoting and supporting the implementation of significant new development within the City Centre, the Area Action Plan is also expected to have a positive impact on a number of the Local Area Agreement National Indicators

6.2 How is risk being managed?

6.2.1 The main area of risk associated with the Area Action Plan is outlined in comments made under the Financial Implications section of this report. This acknowledges that there will be some financial risk involved in the envisaged regeneration, but that this is already being considered and worked into forthcoming budgets.

6.3 What is the impact on the organisation?

6.3.1 The Council has a number of land and property interests within the City Centre area, especially within the Precinct Quarter. The proposals within the City Centre Area Action Plan suggest that some of this land/premises may be sold or redeveloped as part of the City Centre regeneration. The impacts on the organisation however, will be to promote Coventry as having a truly world class City Centre, which is at the leading edge of sustainability, design, equality and diversity.

6.4 Equalities / EIA

6.4.1 As part of the Core Strategy submission an Equality Impact Assessments (EIA) was undertaken. It is advised that a separate assessment to support the City Centre Area Action Plan is not necessary as it is wholly consistent with the Core Strategy EIA. Further guidance will be sought from Government Office to ensure this is a reasonable course of action, given that the process is still subject to ongoing consultation.

6.5 Implications for (or impact on) the environment

6.5.1 The Area Action Plan promotes new, more sustainable buildings, which will help reduce Coventry's carbon footprint and tackle climate change. In addition the plan encourages new and enhanced areas of green space within the City Centre area. The Plan also includes proposals to reduce car usage, whilst encouraging and supporting new and enhanced sustainable transport routes and linkages.

6.6 Implications for partner organisations?

6.6.1 As part of the consultation process the Council has undertaken significant partnership working to help ensure successful implementation of the Area Action Plan. To this end significant funding streams have been secured through Advantage West Midlands. Coventry University have also given their support to the plans and have recently commenced development on a number of new buildings within the City Centre.

Report author(s):

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Director: Martin Yardley	Director of City Services and Development	City Services and Development	5/2/10	9/2/10
Members: Councillor Gary Ridley	Cabinet Member (City Development)		10/2/10	10/2/10

This report is published on the council's website:
www.coventry.gov.uk/cmis

To
Cabinet

Date: 9th March 2010

Subject
City Centre Area Action Plan

1 Purpose of the Note

- 1.1 To inform Cabinet of the Cabinet (City Centre) Advisory Panel's comments following their consideration of the report on the 'City Centre Area Action Plan' on 4th March 2010.

2 Issues Raised

- 2.1 The Advisory Panel identified a number of issues where they required clarification or additional information. The issues raised were as follows:-
- 2.1.1 Seeking specific clarification within policy CC 2 relating to enhanced linkages between the Canal Basin and the City Centre.
- 2.1.2 The use of the word "desirable" in Paragraph 2.41 was queried. Members felt that all new spaces, regardless of whether or not they were primarily academic in nature, should be accessible to the public as a whole and not restricted in anyway.
- 2.1.3 The density assumptions within the Swanswell quarter were questioned, as it was feared they were too high and would not bring about enough suitable family housing.

3 Recommendations

Further to these queries the Cabinet are requested to agree the following proposed changes:

1. An additional bullet point is added to part D of Policy CC 2, to specifically identify improved linkages between the Canal Basin and Bishop Street.
2. Para 2.41. The words "is desirable" are to be deleted and replaced with "will be required".
3. Although no alterations are proposed as part of issue 3, the table below clarifies the densities for each of the identified sites in the Swanswell quarter.

Scheme/site	Units	Density dph
"Wickes Site" Radford Road	210	160
Foleshill Road	200	50
Sandy Lane	150	60
Foleshill Road/Eagle Street	70	50
Coventry & Warwickshire Hospital site	330	50
Lower Ford Street	90	250
Brandish's garage	80	160
Godiva Place	220	220

dph = dwellings per hectare

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To
Council

Date: 30th March 2010

Subject
City Centre Area Action Plan

1 Purpose of the Note

1.1 To inform Council of the amendments to the 'City Centre Area Action Plan' that were agreed by Cabinet on 9th March 2010.

2 Issues Raised

2.1 The Cabinet requested the production of:

2.1.1 A 'tracked changes' version of the City Centre Area Action Plan' that clearly highlights changes that have been made to the document since the Cabinet (City Centre) Advisory Panel meeting of 4th March, and the Cabinet meeting of 9th March;

2.1.2 A note signposting where in the document these can be found; and

2.1.3 A note comparing expected densities of sites allocated for housing with a selection of housing developments that have recently been built in Coventry.

3 Location and full text of amendments

3.1 New text appears in capitals, bold and underlined.

3.2 New text to be inserted to the document, to follow paragraph 1.12 on page 7, to read:

OPTIONS CONSIDERED

1.13 **THE FUNDAMENTAL PRINCIPLES OF THE CITY CENTRE AREA ACTION PLAN HAVE PREVIOUSLY BEEN IDENTIFIED THROUGH THE CORE STRATEGY. THIS PROPOSED THE REGENERATION OF THE CITY CENTRE, THE EXPANSION OF ITS BOUNDARY AND THE PRINCIPLE OF TEN DEVELOPMENT QUARTERS, WHICH WOULD BE USED TO GUIDE SPECIFIC TYPES OF DEVELOPMENT TO SPECIFIC LOCATIONS. THESE FUNDAMENTAL PRINCIPLES WERE DEVELOPED THROUGH CONSIDERABLE PUBLIC CONSULTATION ON A NUMBER OF SPECIFIC AREA MASTERPLANS. THESE INCLUDED THE WORK CARRIED OUT FOR THE COUNCIL BY JERDE ARCHITECTS AS WELL AS THE**

SWANSWELL, COVENTRY UNIVERSITY, AND FRIARGATE MASTERPLANS, AMONGST OTHERS. THROUGH A DEVELOPMENT OF THESE MASTERPLANS A NUMBER OF DIFFERENT OPTIONS AND PRINCIPLES WERE CONSIDERED AND TESTED. BEFORE THEY EVENTUALLY FORMED THE INITIAL POLICIES OF THE CORE STRATEGY (SG19 AND SG20) AND SUBSEQUENTLY THE CITY CENTRE AREA ACTION PLAN. THESE INCLUDED DIFFERENT TYPES OF QUARTERS AND DEVELOPMENTS AS WELL AS OPTIONS OVER THE PHASING OF REDEVELOPMENT WITHIN THE PRIMARY SHOPPING AREA.

1.14 SET WITHIN THE FRAMEWORK OF THE CORE STRATEGY THE AREA ACTION PLAN WAS GIVEN STRONG GUIDANCE AND A MORE FOCUSED APPROACH TOWARDS CONSIDERING SUITABLE, ALTERNATIVE OPTIONS. THE SUSTAINABILITY APPRAISAL HAS CONSIDERED SIGNIFICANT TESTING OF THESE ALTERNATIVE OPTIONS AND APPROACHES.

Following paragraphs to be renumbered accordingly on pages 8 and 9.

3.3 A new bullet point to be added to Part D of Policy CC2: Routes and Linkages, on page 20 of the document, to read:

- **CANAL BASIN AND BISHOP STREET:**

3.4 Paragraph 2.41, on page 27 of the document, be amended to read:

2.41 There are various spaces within the Coventry University Masterplan including Gulson Road, Jordan Well and at Cox Street where the introduction of green space is required. Access to these spaces for the general public in conjunction with new routes and linkages, **WILL BE REQUIRED.**

3.5 Part B of Policy CC17: Greyfriars Quarter, on page 69 of the document, to be amended to read:

Policy CC 17: Greyfriars Quarter

B

Proposals for office development with active ground floor uses, shown on the City Centre Proposals Map, will be encouraged and supported, particularly on:

- land between Manor Road and Warwick Road; and
- land between Warwick Road and Grosvenor Road.

THIS WILL PROVIDE AT LEAST 125,000 M2 GROSS ADDITIONAL OFFICE FLOORSPACE

4 Assumed site densities compared with a selection of recent housing developments in Coventry

- 4.1 To guide members in visualising the types of developments proposed in the Area Action Plan table 1, below sets out a number of recent and ongoing developments across the City. The developments are varied in their size, type, density and location but show how development schemes, comprising both houses and apartments can be achieved at higher and lower densities.
- 4.2 Members should note that a number of these schemes have provided the basis for projecting site capacities in the Area Action Plan. Table 2 shows the full list of proposed residential allocations and identifies their projected capacity, site area and density. An explanation is also provided to comment on how specific densities were chosen.

Table 1 – Recent and Ongoing Developments in Coventry

Site	Number of Dwellings	Of which....		Site Area ha	Gross Density
		Houses	Flats		
Daimler Green*	630	535	95	24	26
Watery Lane	37	37	0	1	37
Banner Lane (whole site)**	650	378	272	15.84	41
Dunster Place	55	37	18	1.2	46
Browns Lane	96	54	42	2.1	46
Parkside Housing	286	171	115	5.7	50
Medway / Valley Road	271	227	44	5.1	53
Highfield Road	340	85	255	4.4	77
Vicroft Court - Queen Victoria Road	56	0	56	0.4	140
Lower Ford Street (CV1)	129	0	129	0.81	160
Manor House Drive - Riley House	112	0	112	0.51	220
Beauchamp House - Greyfriars Road	136	0	136	0.43	320

*The split between houses and apartments is based on an assumption of 85% houses and 15% apartments, as exact figures are uncertain.

**The split between houses and apartments is based on an assumption of 60% houses and 40% apartments. This in line with the Parkside development and represents an assumption based on the outline permission.

NB: Some calculations may not be exact due to rounding

Table 2 – City Centre Area Action Plan Proposed Allocations

Quarter	Scheme/site	Units	Site Area (ha)	Density	Comment
Precinct*	Land West of Bishop Street and North and South of Lamb Street	75	-	-	See below
Precinct	Hales Street	60	0.21	284	Density linked to marketing brief
Precinct*	Primary Shopping Area – south	550	-	-	See below
Precinct*	Primary Shopping Area – north	300	-	-	See below
Precinct	Hill Street	60	0.15	400	Site development requires high rise building at high density to provide a feature building fronting the Ring Road
Precinct	Tower Street sites	140	0.88	160	In line with Lower Ford Street development
Swanswell	"Wickes Site" Radford Road	210	1.31	160	In line with Lower Ford Street development
Swanswell	Foleshill Road	200	4.00	50	In line with Parkside development
Swanswell	Sandy Lane	150	2.50	60	Scaled up density from Parkside development to take account of Drapers Field scheme which was developed at approximately 70dph
Swanswell	Foleshill Road/Eagle Street	70	1.40	50	In line with Parkside development
Swanswell	Coventry & Warwickshire Hospital site	330	6.60	50	In line with Parkside development
Swanswell	Lower Ford Street	90	0.36	250	Scaled up density from the Manor House Drive scheme. Higher density promoted to develop a feature building.
Swanswell	Brandish's garage	80	0.50	160	In line with Lower Ford Street development
Swanswell	Godiva Place	220	1.00	220	in line with Manor House Drive development
Far Gosford	Alma Street	90	0.56	160	In line with Lower Ford Street development
Whitefriars	Whitefriars Lane	130	1.37	95	Number of dwellings based on floor space assumptions as part of a mixed use development
Civic	St Patrick's Road/Friars Road	170	0.34	507	Density linked to extant permission
Civic	St Patrick's Road	80	0.25	320	Density linked to Greyfriars Road development
Parkside*	Land South of Ring Road St Johns and West of London Road	50	-	-	See below
Greyfriars*	Land West of Manor Road	220	-	-	See below

Greyfriars*	Land East of Grosvenor Road	220	-	-	See below
Butts	York Street	110	0.15	733	Density linked to extant permission
Butts	Earlsdon Park (former Butts College)	425	3.10	137	Density linked to extant permission
Butts	Upper York Street (Maxwell Centre)	140	0.45	308	Density linked to extant permission
Butts	Land between Rugby Stadium and Railway Line	85	0.39	220	Density linked to extant permission
Naul's Mill & Spon End Quarter	Transco site, Abbots Lane	350	2.19	160	In line with Lower Ford Street development
Naul's Mill & Spon End Quarter	Gas Workers Club, Middleborough Road	70	0.56	125	Density linked to an old application for the site
TOTAL		4,675	-	-	-

* Density and site area for these schemes can not yet be determined as the residential aspect is part of a mixed use scheme. The number of expected dwellings set against the full site area would give an abnormally low density. Instead the number of dwellings is projected based on floor space aspirations as part of each of the schemes.

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**CITY CENTRE AREA ACTION PLAN (AAP) -
2008-2021**

SUBMISSION DOCUMENT

March 2010

CITY CENTRE AREA ACTION PLAN (AAP) – 2008-2021

EMERGING STRATEGY

1 **Introduction and Process, Background, and Vision, Strategic Objectives and Evidence Base.**

2 **Heritage, Design, the Environment and Transport**

- CC 1: City Centre Heritage and Design
- CC 2: Routes and Linkages
- CC 3: Building heights
- CC 4: Spaces and Environmental schemes
- CC 5: Car Parking

3 **The Quarters**

3.1 **The Precinct Quarter**

- CC 6: The Primary Shopping Area
- CC 7: Primary Frontages
- CC 8: Primary Shopping Area regeneration - south
- CC 9: Primary Shopping Area regeneration - north
- CC 10: Development outside the Primary Shopping Area

3.2 **The Swanswell Quarter**

- CC 11: Swanswell Quarter

3.3 **The Far Gosford Quarter**

- CC 12: Far Gosford Quarter

3.4 **The Whitefriars Quarter**

- CC 13: Whitefriars Quarter

3.5 **The Cathedrals Quarter**

- CC 14: Cathedrals Quarter

3.6 **The Civic Quarter**

- CC 15: Civic Quarter

3.7 **The Parkside Quarter**

- CC 16: Parkside Quarter

3.8 **The Greyfriars Quarter**

- CC 17: Greyfriars Quarter

3.9 The Butts Quarter

CC 18: Butts Quarter

3.10 The Nauls Mill & Spon End Quarter

CC 19: Naul's Mill & Spon End Quarter

4 Implementation

APPENDIX 1 Remaining CDP Policies to be superseded

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1 Introduction and Process, Background, Vision, Strategic Objectives and Evidence Base.

Introduction and Process

- 1.1 The City Council is preparing a City Centre Area Action Plan (AAP) to provide a statutory basis for the consideration of development proposals that will deliver transformational change of the City Centre outlined in the Core Strategy.
- 1.2 The Council published the "Emerging Strategy" document in November 2009 for consultation which finished on 14th January 2010. It has now modified the document in the light of the comments that were received.
- 1.3 It will now be submitted to the Secretary of State, who will appoint an Inspector to decide whether or not to approve the plan with or without changes. This will involve the holding of an "Examination in Public" which is likely to be late in 2010 allowing the AAP to be adopted in 2011.

Background

- 1.4 Plans like this emerge from regional and City-wide documents. The regional plan is the Regional Spatial Strategy (RSS) 2008 which is being replaced, in part, by the RSS Phase Two Preferred Option 2007. In both documents, Policy PA11 is clear that the City Centre has a vital role to play in serving the Coventry and Warwickshire Sub- region and RSS 2 sets targets for retail and office developments in the City Centre in Policies PA12A and PA13A.
- 1.5 The Council's Core Strategy, which will guide how the City will develop over the next 20 years, was drawn up following a range of technical studies and consultation with partners and local people. More studies are taking place, particularly with regard to infrastructure provision, on a Sub-regional basis. The Core Strategy has completed its Examination in Public and the Inspector's report, which is binding on the City Council, is awaited.
- 1.6 The Core Strategy Vision set out in paragraph 4.2 sought "a diverse and thriving City Centre" which was expanded in paragraph 6.81 to "... transformational change to achieve a mixed-use City Centre ...". The Core Strategy also introduced a target for the number of new dwellings in the City Centre in Tables 2 and 3, set out in Policy SG 6. It should also be noted that Policy SG 10 will apply to the City Centre.
- 1.7 This change in the City Centre is expected to provide around 50% of all new jobs in the City and is crucial to delivering full employment. This challenge has been recognised by Advantage West Midlands (The Regional Development Agency) who are providing significant funding streams.
- 1.8 The Core Strategy recognised that if the City Centre is going to be successful in the future it needs to extend beyond its existing boundaries, provide new jobs and office accommodation, a better retail offer and new dwellings. Because the future development of the City Centre is so important to the overall success of Coventry as a whole, this AAP has been

prepared to ensure that strong planning policies help us get the City Centre local people want and deserve.

- 1.9 Taking this into account, the strategic vision for the City Centre can be identified as follows.

Vision and Strategic Objectives

- 1.10 The redevelopment of Coventry's City Centre will enhance the vitality and viability of the city as a whole, through regeneration and investment during the plan period. In addition to setting out the key regeneration principles for the City Centre, the Vision builds upon that identified in Chapter 4 of the Core Strategy, and the guiding objectives of the Sustainable Community Strategy. The key principles envisage Coventry as:

A truly world class City Centre at the leading edge of sustainability, design, equality and diversity which:

- (a) Preserves its heritage, whilst striking a balance between conservation and the need to ensure a functional and attractive 21st century City Centre, which is adaptable to changing local and global demands.
- (b) Preserve or enhance the character and setting of the historic built landscape and where appropriate the archaeological environment.
- (c) Maintain key views to the iconic three spires of Holy Trinity, St Michaels and Christchurch.
- (d) Continues to develop the role of the City as an international centre of peace and reconciliation.
- (e) Develops a safer, more accessible, prosperous and thriving 24hour City Centre, with enhanced retail and leisure facilities.
- (f) Enables education and training opportunities for all, by enhancing the Whitefriars, Swanswell and Parkside quarters to develop an integrated learning environment, which will meet the aspirations of all Coventry's residents.
- (g) Ensure that the City Centre is a focus for the entire sub-region, and is a national and international destination to live, work and do business.
- (h) Provide a City Centre that is focused on the pedestrian and cyclist, to ensure a safer and invigorating urban environment, with improved pedestrian routes, enabling better access to, education, shopping, green infrastructure and leisure activities; and to all modes of public transport.
- (i) Creates new, cohesive, sustainable communities through regeneration schemes such as Swanswell, in modern mixed-use developments, with a better mix of housing and employment opportunities, where people choose to live and work.
- (j) Has an attractive, easy to use, well designed and maintained built and green environment, which will help to reduce Coventry's carbon footprint and adapt to climate change.

- (k) Create a City Centre where people will choose to spend time, and which will enhance biodiversity and help to reduce health inequalities.
- 1.11 This AAP is underpinned by two key policies from the Core Strategy, which form the strategic objectives:
- (a) Policy SG 19: City Centre Strategy sets out the principle that the City Centre should be developed to make it a more attractive place for the City-wide community and the wider Sub-region. This means promoting, encouraging and supporting:
- high quality, legible environments and designs;
 - recognition, preservation and enhancement of key views of the three spires;
 - vital, viable and growing shops, services and leisure attractions;
 - central employment locations;
 - a variety of places to live;
 - accessibility for all; and
 - activities around the clock.
- (b) Policy SG 20: City Centre Quarters identifies ten 'Quarters' to give expression to these seven key elements. This Policy also identifies:
- the need for quarters to have predominant uses or activities but maintain an overall mix of appropriate and compatible uses;
 - the need for improved pedestrian and cycle links between the Quarters and into the surrounding city; and
 - the Primary Shopping Area and three shopping expansion areas for longer-term development.
- 1.12 Policies EQ1 and EQ3 of the Core Strategy will provide the necessary strategic objectives to address the provision of green infrastructure in the City Centre.

OPTIONS CONSIDERED

1.13 THE FUNDAMENTAL PRINCIPLES OF THE CITY CENTRE AREA ACTION PLAN HAVE PREVIOUSLY BEEN IDENTIFIED THROUGH THE CORE STRATEGY. THIS PROPOSED THE REGENERATION OF THE CITY CENTRE, THE EXPANSION OF ITS BOUNDARY AND THE PRINCIPLE OF TEN DEVELOPMENT QUARTERS, WHICH WOULD BE USED TO GUIDE SPECIFIC

TYPES OF DEVELOPMENT TO SPECIFIC LOCATIONS. THESE FUNDAMENTAL PRINCIPLES WERE DEVELOPED THROUGH CONSIDERABLE PUBLIC CONSULTATION ON A NUMBER OF SPECIFIC AREA MASTERPLANS. THESE INCLUDED THE WORK CARRIED OUT FOR THE COUNCIL BY JERDE ARCHITECTS AS WELL AS THE SWANSWELL, COVENTRY UNIVERSITY, AND FRIARGATE MASTERPLANS, AMONGST OTHERS. THROUGH A DEVELOPMENT OF THESE MASTERPLANS A NUMBER OF DIFFERENT OPTIONS AND PRINCIPLES WERE CONSIDERED AND TESTED, BEFORE THEY EVENTUALLY FORMED THE INITIAL POLICIES OF THE CORE STRATEGY (SG19 AND SG20) AND SUBSEQUENTLY THE CITY CENTRE AREA ACTION PLAN. THESE INCLUDED DIFFERENT TYPES OF QUARTERS AND DEVELOPMENTS AS WELL AS OPTIONS OVER THE PHASING OF REDEVELOPMENT WITHIN THE PRIMARY SHOPPING AREA.

1.14 SET WITHIN THE FRAMEWORK OF THE CORE STRATEGY THE AREA ACTION PLAN WAS GIVEN STRONG GUIDANCE AND A MORE FOCUSED APPROACH TOWARDS CONSIDERING SUITABLE, ALTERNATIVE OPTIONS. THE SUSTAINABILITY APPRAISAL HAS CONSIDERED SIGNIFICANT TESTING OF THESE ALTERNATIVE OPTIONS AND APPROACHES.

Evidence Base

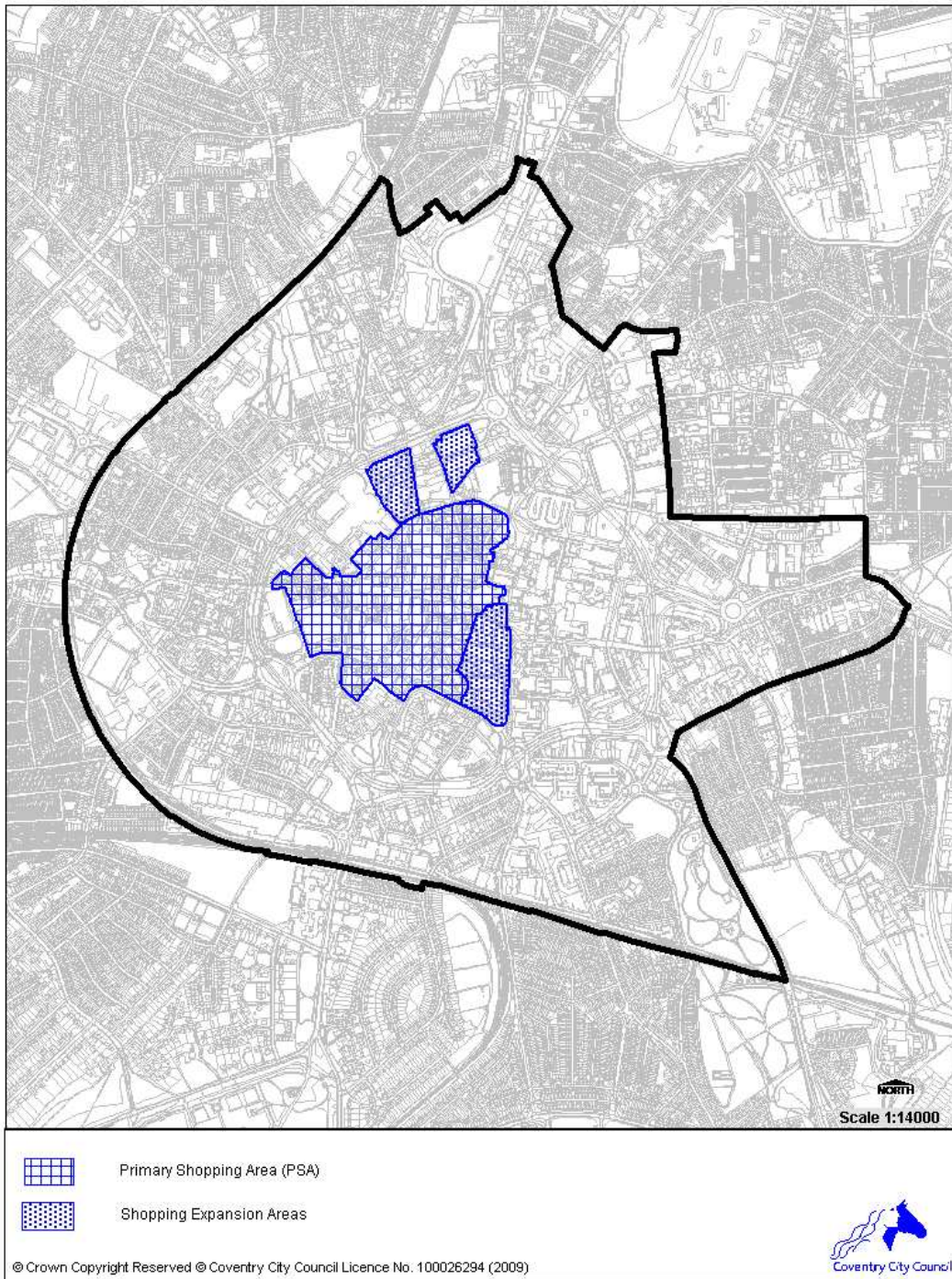
1.15 From the studies and consultation undertaken so far we know that we want a diverse and thriving City Centre. To achieve this we have to recognise that:

- the City Centre is under-performing. It fails in a number of important areas: footfall continues to decline, the sizes and quality of units do not meet the standards required by the higher quality shops demanded by local people and the current mix of units means that the heart of the city centre effectively shuts after 6pm.
- Office accommodation in the City Centre is also the wrong size, of poor quality and unattractive to potential investors. However, the spending power that office employment can bring to the City Centre is crucial. Severn Trent is a very good example of the importance of having top quality office accommodation in the City Centre and the extra spend power that will be brought to the City Centre each year by its 1,700 employees.
- The City Centre feels unconnected and, despite its compact size, it lacks well-connected routes and attractive gateways. The Ring Road, which keeps traffic moving effectively, is a particular problem although

Coventry University has shown how developments can spread under elevated sections.

- 1.16 In addition, the AAP is underpinned by the extensive evidence that has been prepared for the Core Strategy. Further technical studies will be commissioned to develop this evidence base. These studies will include:
- Strategic Flood Risk Assessment, Level 2 for all watercourses in the city centre.
 - Draft Housing Land Assessment for the city centre.
 - Transport Research Laboratory - Pedestrian Environment Study.
 - Draft Car Park Strategy.
- 1.17 The AAP is not intended to provide strict land use zonings and rigidity in its proposals. It is intended to provide a framework for the transformation of the City Centre, whilst ensuring that the required quantum of new residential, office and shopping floorspace is delivered. Employment opportunities are essential to the transformation of the City Centre and, whilst the policies indicate a predominant use within Quarters, it should be emphasised that this is not intended to preclude local opportunities to diversify the employment base.

Plan 1 – City Centre Inset Plan (Core Strategy)



2 Heritage, Design, the Environment and Transport

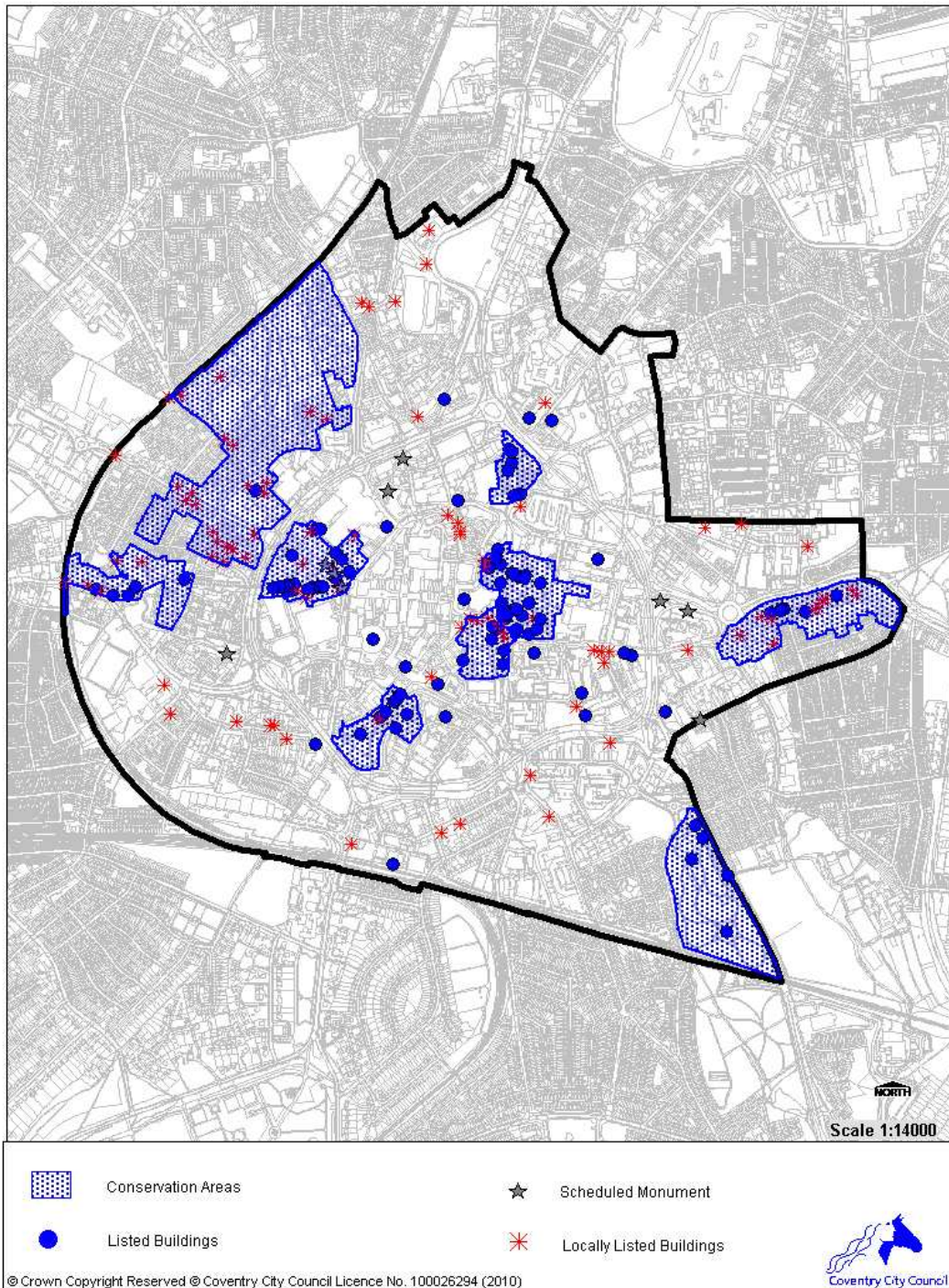
- 2.1 Core Strategy Policies EQ 1, SG 2 and AC 1 set out over-arching principles and approaches to achieve environmental quality and a sustainable and accessible City. This document applies those principles and approaches to the City Centre. The heritage, design and environment sections are principally derived from the Urban Design Framework (UDF) Supplementary Planning Document (SPD), which also builds on the approach in Core Strategy Policy EQ 1. A number of "Masterplans" and Frameworks also contribute in these areas.
- 2.2 Work on the UDF has highlighted a number of issues where this AAP should provide clear policies, consisting of:
- heritage and design;
 - routes and linkages;
 - tall buildings;
 - spaces and environmental schemes; and
 - car parking.

City Centre Heritage and Design

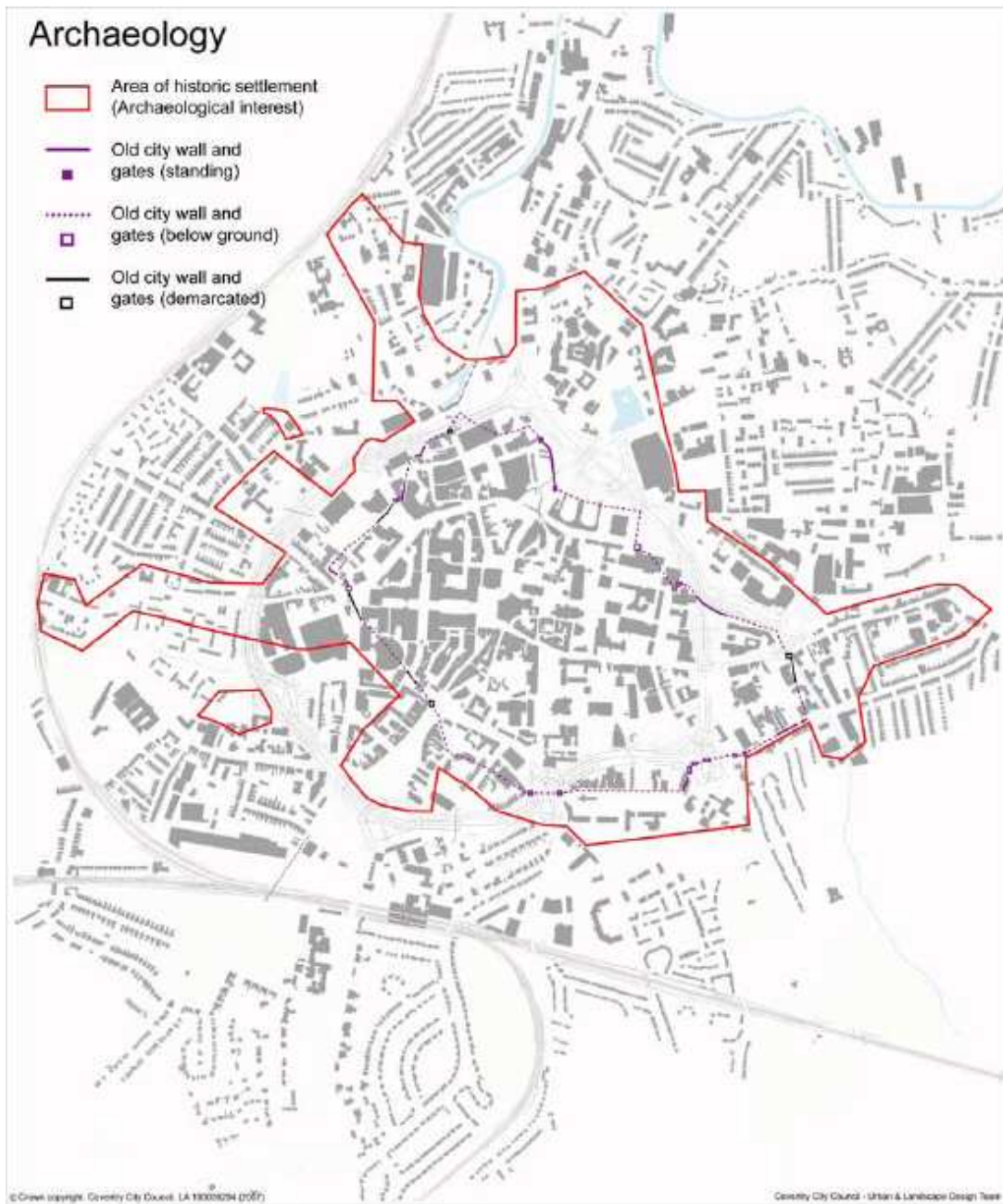
- 2.3 The City is proud of its heritage and this has been a major thread of comment over all the consultation exercises. The challenge is how to build on quality but recognise that not all of the past is worth saving and that some changes have compromised the principles behind the post-war concept. New development proposals need to:
- recognise Coventry's historic design heritage;
 - continue to seek a distinctive approach to City Centre development; and
 - recognise contemporary and innovative designs, particularly those likely to occur through adapting to climate change.
 - acknowledge the city's coal mining legacy and where necessary incorporate appropriate mitigation measures, if at all possible.
- 2.4 The UDF sets out a history of the historic City (which, it notes, is largely the area within the Ring Road) and describes:
- Scheduled Monuments, historic buildings (both Statutorily and locally Listed), Conservation Areas and Registered Parks and Gardens;
 - archaeology;
 - watercourses and pools; and

- topography.
- 2.5 These elements, together with the historic road pattern, provide a basis for an approach to the City Centre's layout and design that reflects its history. Prior to the mid 20th century the layout evolved from the medieval walled City with the visual prominence of the three medieval spires, particularly those of St Michael's and Holy Trinity churches on Hill Top giving a clear identity to the City. The role of St John's church was also significant as a possible origin of the phrase "being sent to Coventry". Parts of the Town Wall and Gates survive, both the line of the wall and the location of the gates are known (see plan 2b) and a Conservation Management Plan for them is being prepared.
 - 2.6 The medieval road system linked the City to Foleshill and the North, London to the South-East, Kenilworth and Warwick to the South and Allesley and later Holyhead to the West. Within the Town Wall, routes met in Broadgate and provided a further structural element to the City's development.
 - 2.7 There are fewer Listed Buildings than might have been expected for a prosperous medieval City as a result of wartime damage. There are, however, still a number of significant buildings surviving from the 14th and 15th centuries as well as the reconstructed buildings in Spon Street. Lady Herbert's Garden and the London Road Cemetery are Registered Parks and Gardens and there are other significant green spaces including Greyfriars Green. Some of these buildings and areas form the basis of Conservation Areas and are shown on Plan 2a.
 - 2.8 The UDF notes the area of archaeological interest around the area of the medieval City. Within this area, shown on Plan 2b, proposals must have regard to archaeological heritage. Adequately detailed assessments will be required at submission and, where appropriate, additional requirements will be placed on proposals in accordance with the requirements of PPG 15 (and its subsequent replacement (PPS15)). This will include the preservation of archaeological features in situ, with appropriate design and construction techniques to ensure that damage is not caused to them.
 - 2.9 Principally as a result of wartime damage, but also prior to that, a radical and completely new planned approach to the City Centre's layout occurred. Some of the particularly important buildings from this period are already statutorily listed including the iconic "new" Cathedral. The Jerde Masterplan suggests the retention of the Broadgate/Upper Precinct/Lower Precinct axis and the main buildings along it recognising the importance of this formal view. A balance must be struck, however, between conservation and the need to ensure a functional and attractive 21st century City Centre. The recent listing of the Retail Market has highlighted the potential conflicts. Whilst the market activity can be relocated, the future of the Listed Building itself needs to be considered as part of the regeneration of the City Centre.

Plan 2a - Heritage



Plan 2b – Archaeology



- 2.10 The roles of watercourses, particularly the Sherbourne that runs mainly in a culvert underneath the main City Centre, have been the subject of discussion and a Strategic Flood Risk Assessment has been commissioned. The Environment Agency is seeking widespread de-culverting and this has received serious consideration. However, given the extent of existing development over the culvert, its relative narrowness and depth and wider health and safety concerns, it is considered that de-culverting through the main City Centre is impractical. It would also conflict with the aims of other bodies. Plan 3 highlights the various watercourses, which flow through the City Centre area. These include the River Sherbourne, the Coventry Canal, the Springfield Brook, Spitalmoor Brook and Radford Brook.
- 2.11 Coventry Canal was constructed in the late 18th century to bring coal into the City but terminates in a relatively remote location outside the Ring Road. Redevelopment schemes should provide an opportunity to make further improvement to pedestrian and cycle linkages.
- 2.12 Rail corridors dating from the mid 19th Century separate the City Centre from areas to the south and west either by being in cutting or on embankment.
- 2.13 The City Centre has a distinctive topography, largely hidden by development, with the City Centre on a hill set within a bowl. Initial views into the City Centre therefore tend to look down from higher ground further out, followed by looking up from lower ground close in. This has implications both for tall buildings and the "roofscape" of lower ones.
- 2.14 The Jerde "City Centre Masterplan" has been subject to extensive public consultation and has informed the Core Strategy and this AAP. Eight "design principles" have been adopted. These are:
- Coventry Market to have a circular trading floor;
 - the River Sherbourne to be interpreted as a surface level water feature;
 - the "Central Arena" to be the focal point of the City Centre;
 - a larger, better connected retail circulation route improving pedestrian flows;
 - retention of key architectural buildings in the Upper Precinct;
 - increased green space;
 - strategically located "statement buildings" to provide the City with nationally recognised structures of quality; and
 - a more varied mix of uses.
- 2.15 Within the City Centre public art and architectural lighting must also be considered as part of development proposals.

Policy CC 1: Heritage and Design

A

Development proposals that bring forward the transformational change of the City Centre, particularly mixed-use developments with active frontages, will be promoted and supported. Developments will be expected to have appropriate regard to the City Centre's existing heritage and pay special attention to:

- protecting and enhancing the appearance, character and setting of Listed Buildings, Locally Listed Buildings, Conservation Areas and Registered Parks and Gardens;
- protecting and reflecting archaeological heritage;
- opportunities to reflect historic watercourses;
- road, rail and canal corridors; and
- the best parts of the post World War II reconstruction.

B

Development proposals should also contribute towards:

- enhancing townscape and landscape character; and
- providing high quality interconnected public spaces.

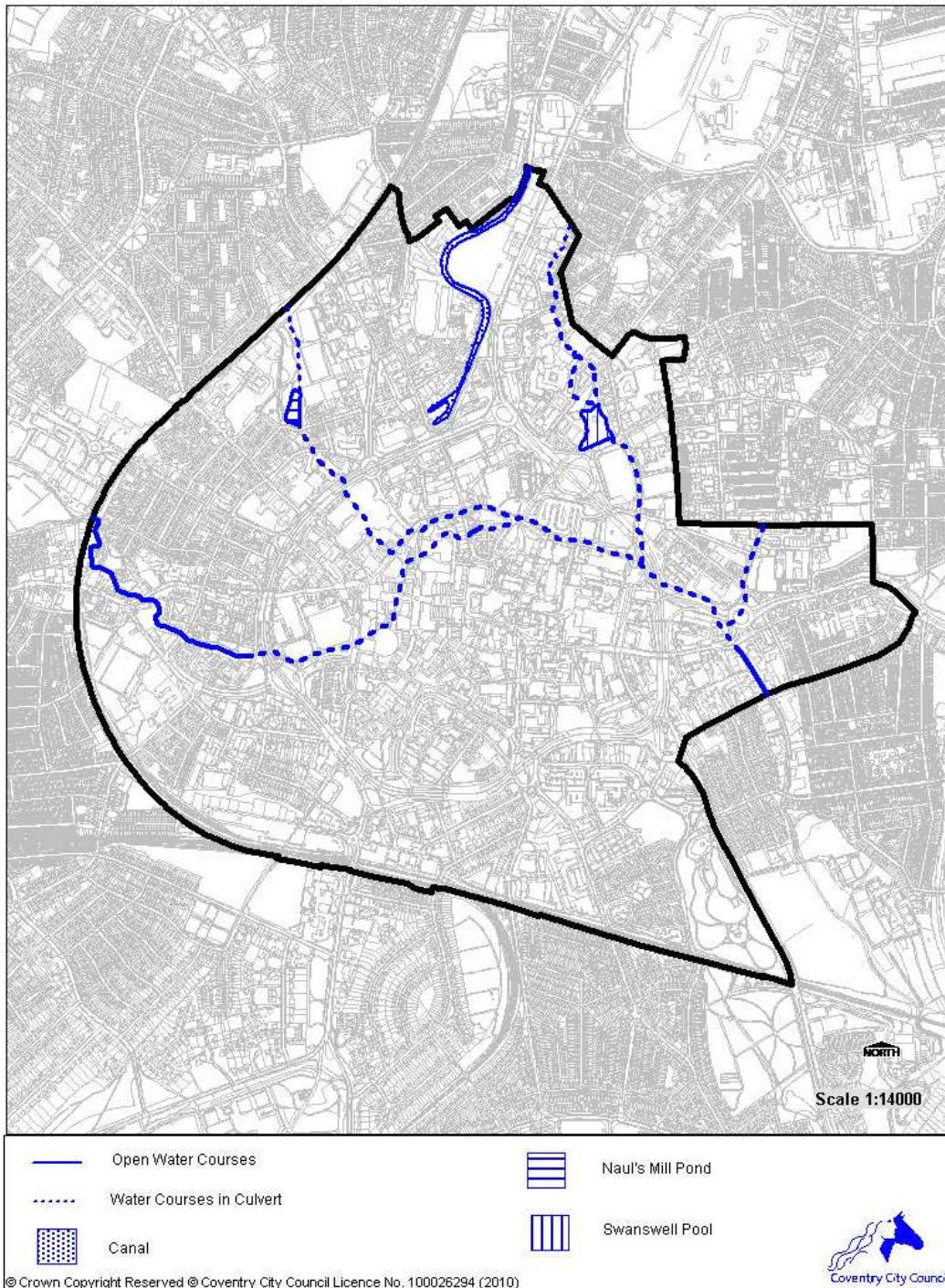
C

Developments would be expected to incorporate public art and architectural lighting.

D

Further detailed guidance will be provided in the Urban Design Framework SPD.

Plan 3 - Map of City Centre Watercourses



Routes and Linkages

2.16 Core Strategy Policy EQ 1 requires that all developments make places that inter-connect and are easy to move through. The UDF analysed movement patterns around the City Centre for pedestrians, cyclists and general traffic and identified where there are gaps and poor connections. This analysis also includes consideration of the railway and bus stations and major car parks. The Transport Research Laboratory has carried out a study of the pedestrian environment within the City Centre and has highlighted a number of inadequacies.

2.17 A City Centre, especially within the Ring Road, which gives priority to pedestrians and cyclists but permits bus penetration and connections is a key objective and a network of pleasant, safe and well-defined pedestrian and cycle routes which connect the various Quarters, buildings and spaces is a major element of this. The UDF identifies where connections are poor or where links are completely missing. Some of these will need to be addressed through new developments whilst some will need to be the subject of specific improvements. Maintaining and, where possible, improving access to existing areas and buildings will be a requirement in all new schemes.

2.18 Significant areas of concern include the links between:

- the Lower Precinct and Spon Street;
- Smithford Way and Belgrade Plaza;
- the Shelton Square/City Arcade area and Ikea;
- Broadgate and Hertford Street;
- along Market Way (Coventry Point); and
- along High Street between Earl Street and Broadgate.

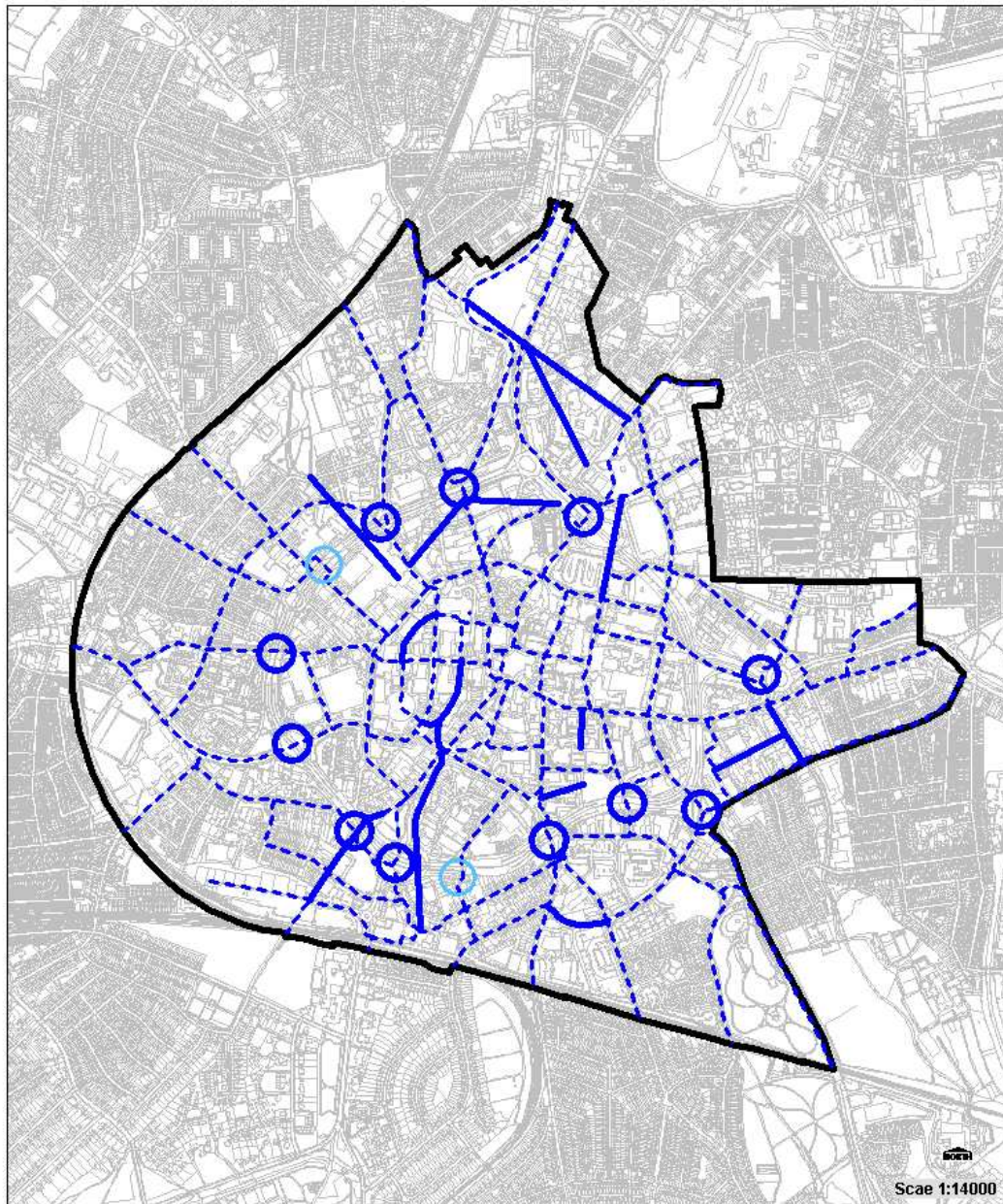
Improvements to these links would help in strengthening the pedestrian circuits around the City Centre and the accessibility of developments outside the main Precinct area. Specific solutions will be considered on a site-by-site basis in co-ordination with new developments.

2.19 Whilst the Ring Road functions very effectively in moving traffic around the edge of the main City Centre and providing access to it, a key challenge is providing safe and convenient pedestrian routes across it. The replacement of routes across the Ring Road that cannot be brought up to acceptable modern standards are considered as part of the development of some Quarters.

2.20 There are already a number of routes that have adequate pedestrian and cyclist provision. A new footbridge for pedestrian and cycle use is being built at Hill Street and the existing Friars Road/Manor Road bridge has been refurbished. "At-grade" crossings have been provided on a number of the Ring Road slip roads and some work has been done to improve subways

although more work in both areas is required.

Plan 4 – Routes and Linkages



- Existing Main Pedestrian Routes
- New and Improved Pedestrian Routes
- Ring Road Crossings
- Ring Road Crossings needing improvements

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- 2.21 The Swanswell Masterplan discussed a number of alternative approaches to improving the linkages between the City Centre and the area to the north to enable the quality of the pedestrian and cycle links to be improved.
- 2.22 Within the Ring Road, links between the main radial routes and the main car parks and service areas need to remain suitable for all traffic but the balance between different modes of transport needs to change towards the needs of pedestrians, cyclists and buses. Further improvements to public transport circulation are needed so that the accessibility of the City Centre to people who choose to use public transport or have no alternative is enhanced. These improvements will be co-ordinated through a City Centre Area Travel Plan, which is to be prepared and reviewed by the Council and its partners.
- 2.23 In the Greyfriars Quarter, the redevelopment of the station area could involve radical reconstruction of Ring Road Junction 6 to provide "at-grade" crossings for pedestrians and cyclists and a more direct route from the railway station to Christchurch Spire. This is discussed in the Greyfriars Quarter section of the AAP.

Policy CC 2: Routes and Linkages

A

Development proposals will be required to incorporate improvements to the significant routes and linkages as shown on Plan 4. This should be primarily for pedestrians, cyclists and shop mobility users but should also consider public transport and the linkages between these modes.

B

Development proposals will be required to incorporate improvements to crossing the Ring Road by:

- further improvements to at-grade crossings and subways; and
- improving existing bridges and constructing new ones.

C

The future form of Ring Road Junction 6 will provide for improvements in linkages between the railway station and Christchurch Spire.

D

Development proposals will be expected to incorporate improved or new linkages between:

- **CANAL BASIN AND BISHOP STREET:**
- Stoney Stanton Road and Foleshill Road;
- Foleshill Road and the new canal bridge at Electric Wharf;
- Priory Street and Swanswell Pool;

- Stoney Road and Puma Way;
- New Union Street and the STW offices;
- the STW offices and Earl Street;
- Warwick Row and the Central Six Retail Park;
- Belgrade Square and Nauls Mill Park;
- Bishop Street and Upper Well Street;
- Bishop Street and Chantry Place; and
- Greyfriars quarter and the Precinct quarter;
- through the Coventry University campus between Gosford Street and Gulson Road; and
- between quadrants of the Primary Shopping Area.

E

The Council will work jointly with its partners to produce an Area Travel Plan for the City Centre to support and encourage sustainable travel networks and connectivity, both within the central area and with the wider city.

Building heights.

- 2.24 With some notable exemptions, the general scale of buildings in the City Centre is of modest two storey buildings with some three storey and higher post war construction. More recently, heights have been increased, particularly where framing the Ring Road, in the context of the efficient use of land and also changing the visual image of the City Centre. Good examples are Priory Place and the area around IKEA at Croft Road and Queen Victoria Road.
- 2.25 Generally, taller buildings will continue to be promoted and, other than adjacent to Listed Buildings and/or within Conservation Areas and established residential areas, buildings should be not less than three storeys in height. This will continue the process of "building up" the City Centre.
- 2.26 Historically, "tall buildings", which are defined as those which are "substantially taller than their neighbours and/or which significantly change the skyline" (CABE and English Heritage), were those demonstrating power and wealth. In the City Centre, the historic "3 Spires" of St Michael's, Holy Trinity and Christchurch were supplemented in the 1960s by the construction of new tower blocks for high density residential and office use. These were carefully located to further improve legibility by providing

landmarks at the end of routes and closing off long-distance views.

- 2.27 The challenge now is to create a skyline which reflects the City's attractiveness and significance as a major Sub-regional centre and balances well-designed and carefully located new buildings with the historic locations and the views associated with them.
- 2.28 The UDF extensively analyses long- and short-distance views into and within the City Centre as well as building heights as they are affected by the topography. It looks at how tall buildings should complement the historic "3 Spires", frame key views but not obscure them. Conversely, it concludes that there are some locations where tall buildings would be encouraged to provide new landmarks that would aid legibility.
- 2.29 Areas where tall buildings will be acceptable are shown on Plan 5 and consist of key sites in the Precinct, Swanswell, Whitefriars, Civic, Parkside and Greyfriars Quarter particularly signifying gateway entrances on radial routes.

Plan 5 – Tall Buildings



★ Historic Three Spires



Area of Encouragement



View Cone - detailed assessment needed

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- 2.30 Further details of the approach are set out in the UDF. This primarily includes guidance on achieving high quality design for tall buildings, and the criteria for assessing tall buildings when they form part of proposals, including possible wind tunnel effects and Civil Aviation Authority requirements.

Policy CC 3: Building heights

A

Buildings should normally exceed three storeys except where the historic or established character dictates a lower height.

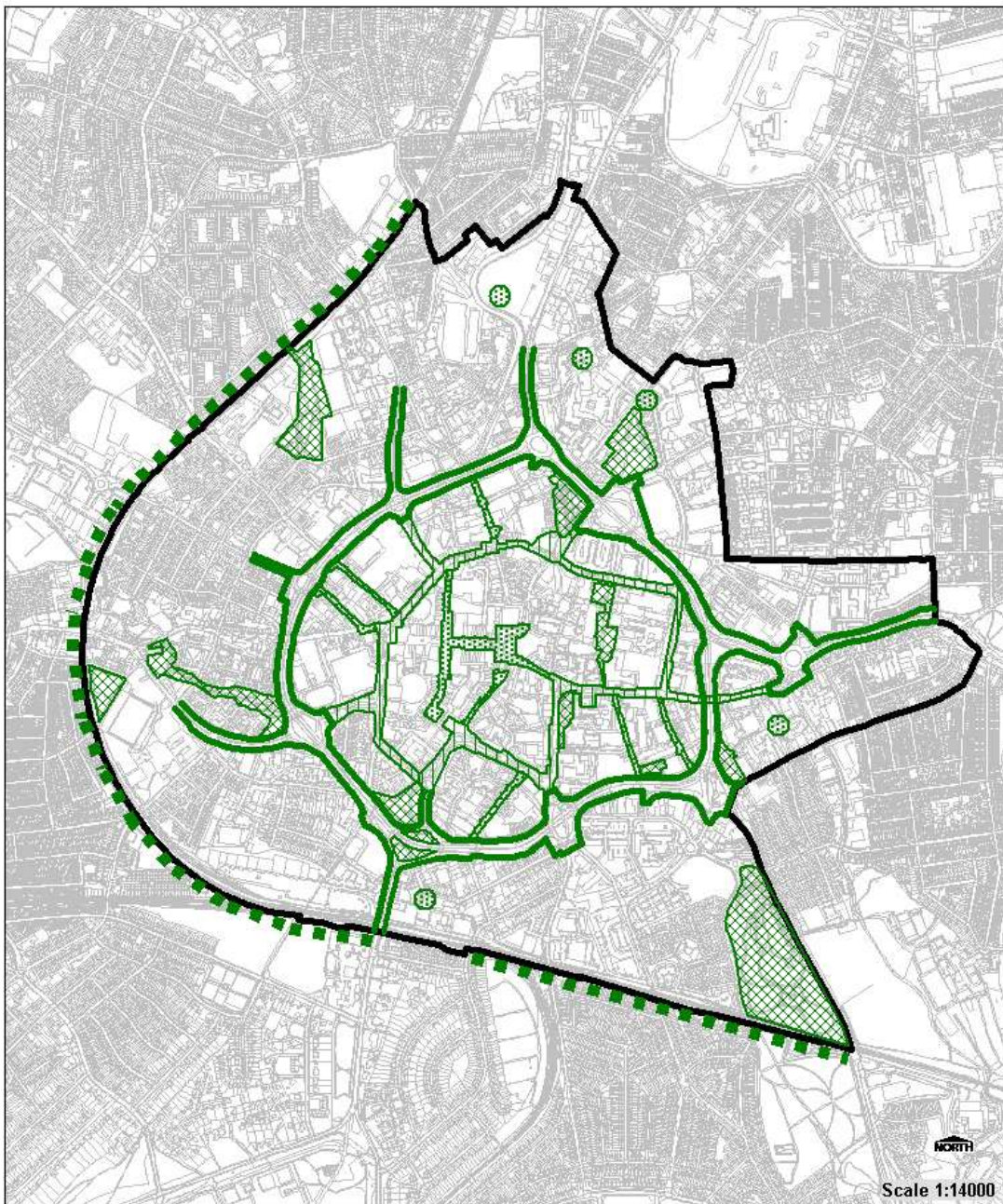
B







Tall buildings will be promoted, encouraged and supported within the areas shown on Plan 5 but will not normally be permitted outside these areas. Further guidance will be provided in the Urban Design Framework SPD.

Spaces and Environmental Improvements

- 2.31 Core Strategy Policy EQ 1 recognises the importance of providing attractive, safe, uncluttered, active, easily identifiable and high quality public spaces. Many comments in the previous consultation exercises have referred to the need for high quality design of spaces and environmental improvements to change the image and perception of the City Centre. There has been a particular concern with the lack of green infrastructure in and around the Primary Shopping Area (PSA) and Broadgate in particular.
- 2.32 There are some areas including Swanswell Pool and around Lady Herbert's Garden, the London Road cemetery, Greyfriars Green, the Sherbourne to the west of the City Centre, Naul's Mill Park, Priory Street and Little Park Street where green space has been retained, enhanced or created. Suggestions for some substantial new spaces have emerged from the various Masterplans and Frameworks.
- 2.33 The Coventry Green Infrastructure Study promoted the concept of a "green wheel" that would require the City Centre to act as the hub with strong radial "spokes" to the surrounding areas. This concept is developed in part through the general ambitions of this Policy to retain, enhance and create green spaces as well as some of the specific elements in the Quarters sections. The Study also promoted "green roofs" to provide energy savings, improved air quality, additional wildlife habitat and rainwater run-off control. A clear landscaping strategy is crucial and should be based on the principles in the UDF.

Plan 6 – Spaces and Environmental Improvements



- | | | | |
|---|---|---|--------------------------------------|
|  | Existing Significant Areas of Green Space |  | } Other Improvements and New Schemes |
|  | Ring Road Frontages and Approaches |  | |
|  | Inner Circulatory Road |  | Railway Corridor |

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- 2.34 Four basic elements of green space including both enhancement of existing spaces and new provision are identified on Plan 6:
- existing significant areas;
 - improving the Ring Road and the approaches to it;
 - improving the "Inner Circulatory Road" and the spaces around it: and
 - general "greening" of the rest of the City Centre.
- 2.35 Firstly, existing areas of green space would be retained and enhanced.
- 2.36 Secondly, around the Ring Road and the approaches to it, the improvement of existing spaces combined with setting back new developments from its edge would allow new strategic landscaping to be introduced.
- 2.37 Discussions on development around Greyfriars Green have promoted the concept of extending and linking the existing green areas by decking over part of the Ring Road to improve the pedestrian and cycle linkages to and from the railway station and provide a direct visual link as well. This could extend to the removal of the existing underpass at Greyfriars Road as well as the creation of a significant space in front of the railway station with a clear view to the PSA.
- 2.38 Thirdly, within the Inner Circulatory Road (which consists of Fairfax Street, Cox Street, Jordan Well, Earl Street, Little Park Street, New Union Street, Warwick Road, Greyfriars Road, Queen Victoria Road, Corporation Street and Hales Street), there are a number of key junctions and spaces that would benefit from work to improve the pedestrian environment, linkages and create "greener" locations, including tree-lined streets and boulevards. In addition to these, the links between the Inner Circulatory Road and the Ring Road such as White Street, Gosford Street, Croft Road and Upper Well Street need to be considered.
- 2.39 Particular locations for the provision of green infrastructure consist of:
- along Fairfax Street;
 - the junction of Cox Street, Gosford Street and Jordan Well;
 - the junction of Earl Street, High Street and Little Park Street;
 - the junction of Little Park Street and New Union Street;
 - around Christchurch Spire;
 - the junction of Greyfriars Road and Queen Victoria Road; and
 - between Lidice Place and Upper Well Street;
 - between Upper Well Street and Millennium Square.

- 2.40 Fourthly, the Jerde Masterplan suggested improvements to the Upper Precinct and around the Crossing Point (circular fountain), which fit logically with long-standing ambitions to improve Broadgate. The Swanswell Masterplan suggested the creation of a number of new and improved green spaces, in conjunction with new and improved pedestrian and cycle routes. These are explained in more detail in the section of the AAP referring to the Swanswell Quarter.
- 2.41 There are various spaces within the Coventry University Masterplan including Gulson Road, Jordan Well and at Cox Street where the introduction of green space is required. Access to these spaces for the general public in conjunction with new routes and linkages, **WILL BE REQUIRED.**
- 2.42 There are a number of smaller spaces and areas, such as Hill Street, Bishop Street and Friars Road where environmental improvements will be promoted, encouraged and supported where opportunities arise. An example of this approach is the work to the junction of Corporation Street and Bishop Street that has been agreed in association with the adjoining office and residential development.
- 2.43 The road, rail and canal corridors all offer opportunities for further green space in association with their routes and linkages roles.
- 2.44 The overall approach would be to maximise the amount of green space within new developments, however, this will have to take into account potential maintenance implications. The Council will work with developers to secure appropriate contributions towards any maintenance, which may result from the introduction of green spaces.

Policy CC 4: Spaces and Environmental Improvements

A

The improvement of existing spaces and the provision of significant new spaces will be required throughout the City Centre in conjunction with new developments and on the basis of the approach shown on Plan 6.

B

Priorities are shown on the City Centre Proposals Map and will include areas:

- of existing green space;
- around the Ring Road frontage and the approaches to it including:
 - a significant scheme over the Ring Road at Greyfriars Green;
 - the space between the Garden of International Friendship and Swanswell Pool along White Street;
- around the Inner Circulatory Road at:

- Fairfax Street;
- Cox Street/Gosford Street/Jordan Well;
- Earl Street, High Street/Little Park Street;
- Little Park Street/New Union Street;
- Christchurch Spire;
- Greyfriars Road/Queen Victoria Road;
- Lidice Place to Upper Well Street;
- Upper Well Street to Millennium Square;
- In other locations:
 - by City College in Swanswell Street;
 - within the Foleshill Road and Coventry and Warwickshire Hospital housing sites;
 - within the Coventry University site at Gulson Road;
 - around Station Square;
 - in Broadgate, the Upper Precinct and around the Crossing Point;
 - at Bishop Street; and
 - along road, rail and canal corridors outside the main City Centre.

C

In other parts of the City Centre, small-scale improvements will be promoted, encouraged and supported.

D

Development Schemes should follow the approach set out on Plan 6 and further guidance in the Urban Design Framework SPD.

Car Parking

- 2.45 At present there are around 6,500 short-stay and 7,000 long-stay public car parking spaces serving the City Centre. In addition, a number of office developments, mainly outside the Ring Road, have their own car parking, as does Coventry University for its staff.
- 2.46 Policy CC5 of this document provides a set of guiding principles to direct the provision of public car parking in the City Centre. This will include appropriate facilities for disabled people. Guiding principles for the

management of these spaces and a charging structure will be critical to influence model split but these are outside the scope of the AAP.

- 2.47 The major shopping redevelopment proposals in the AAP will affect the existing parking arrangements at Lower Precinct/Markets and Barracks and will also need to consider expansion of the current numbers to serve the additional floorspace. On the basis of the standards in PPG 13, the maximum amount of additional parking would be 4,450 spaces. Taking into account the accessibility of the City Centre and the proportion of people who come in by other means of transport than the private car, around an additional 2,000 spaces would be appropriate. Accessing these spaces would need to reflect the principles set out in AAP Policies CC 2 and CC 5.
- 2.48 Inside the Ring Road, existing short-stay public car parks are to be retained unless alternative, and at least equivalent provision is made. These are shown on Plan 7 at:
- West Orchards;
 - Barracks;
 - Lower Precinct/Markets;
 - Belgrade Plaza;
 - Skydome; and
 - Ford Street (Cox Street).

The car park at Ford Street (Cox Street) is suitable for development as a multi-storey car park to serve this part of the City Centre.

- 2.49 Long-stay public car parking is generally related to the Civic and Whitefriars Quarters where the bulk of office employment is located and these spaces are generally located in and around this area and also in the Parkside Quarter. Recognising that the City Centre is a generally accessible location and in order to promote the use of alternatives to the private car, further public long-stay spaces and proposals for new private spaces will only be accepted as part of a package in a Travel Plan which seeks to restrict the demand for long stay parking spaces.
- 2.50 New office developments in the City Centre are likely to require some provision of long-stay car parking spaces. On the basis of the standards in PPG 13, the maximum amount of additional parking would be around 7,000 spaces. Taking into account the accessibility of the City Centre and the proportion of people who come in by other means of transport than the private car, including both existing and new Park and Ride users (See Core Strategy Policy AC 1), around an additional 4,000 spaces would be appropriate. Consideration should also be given to making these spaces available to supplement supply of short stay spaces at times of higher demand like weekends.

2.51 Inside the Ring Road, existing long-stay public car parks to be retained unless alternative and equivalent provision is made are shown on Plan 7 at:

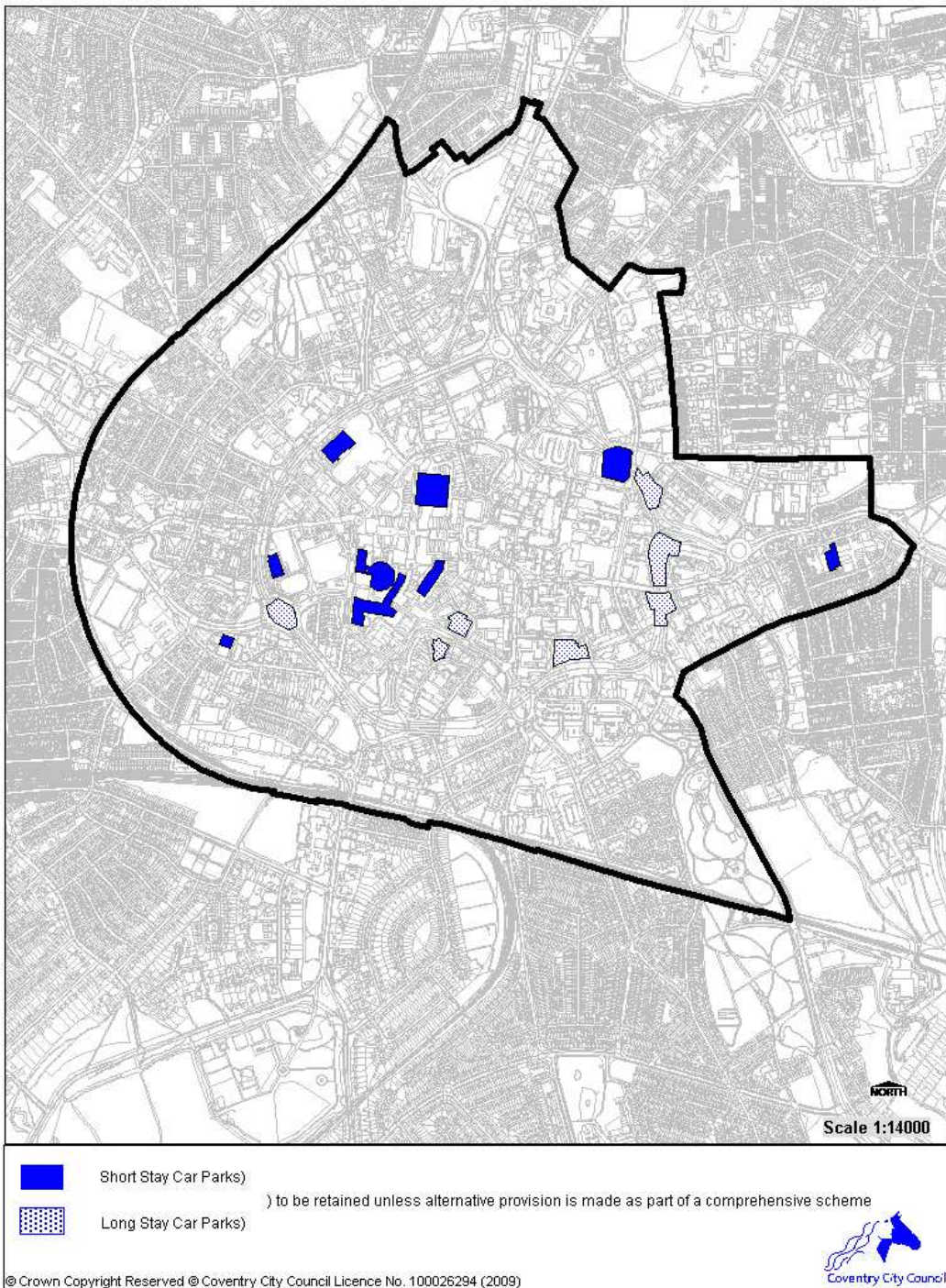
- St Johns Street;
- Manor House Drive;
- Christchurch House;
- Moat Street;
- Gosford Street;
- Grove Street; and
- Lower Ford Street.

2.52 In accordance with Core Strategy Policy IM 1, proposals will be expected to contribute to a package of measures which may include:

- public car parking in the City Centre;
- "Park and Ride" services; or
- other transport measures to improve access by means other than the private car will be encouraged as an alternative to private car parking.

This package will also need to be considered if any of the car parks identified above are proposed to be redeveloped.

Plan 7 – Public Car Parking



2.53 Other existing car parks are not proposed to be retained as there is a preferable redevelopment use for them. These consist of:

- Salt Lane;
- Whitefriars Lane;
- Bishop Street;
- Cheylesmore; and
- New Union Street.

Their redevelopment uses are discussed in the sections on the appropriate Quarter.

2.54 Parking for disabled people has been provided in most of the existing car parks and at least 5% of their total capacity is a desirable amount. The "Shopmobility" scheme on the ground floor of Barracks car park will be retained and required to be re-provided to serve the Primary Shopping Area if the car park is redeveloped.

2.55 Outside the Ring Road there are two areas where a different approach to public car parking is required. In Far Gosford Street and Queens Road, the existing public car parks should be retained at around their existing size and operated as short-stay car parks to support the shopping role of Far Gosford Street and the social, community and leisure uses in the Butts Quarter. In both these areas there is also some on street parking available.

2.56 Core Strategy Policy AC 1 refers to the preparation of Parking Standards as a Supplementary Planning Document (SPD) and standards for cycle parking are already available in the City Council's Sustainability SPD.

Policy CC 5: Car Parking

A

The guiding principles for City Centre car parking are:

- public car parking within the Ring Road should cater primarily for short-stay visitor parking supporting shops and services in the day-time and the leisure economy in the night-time;
- public car parking for long-stay commuter use should be provided by Park & Ride services and car parks around the Ring Road;
- access to new car parks should be directly from the Ring Road with only a short road connection;

- locations must be carefully assessed to ensure that congestion and delays are minimised and queuing does not interfere with other road users; and
- car park users should expect a short walk, up to 10 minutes to their final destination, guided by good quality pedestrian signage.
- the number of long-stay public car parking spaces to serve commuters, will be balanced between the need to meet the required growth in the city centre and sustainability principles.

B

Public car parks will be retained on sites shown on the City Centre Proposals Map but may be redeveloped in conjunction with other developments. Proposals to remove any of them completely will only be considered if adequate and suitable alternative provision is made through:

- replacement parking elsewhere within the Ring Road;
- "Park and Ride" services; or
- other transport measures which will reduce reliance on the private car.

C

Parking for disabled people will be provided to at least 5% of the total capacity of individual car parks.

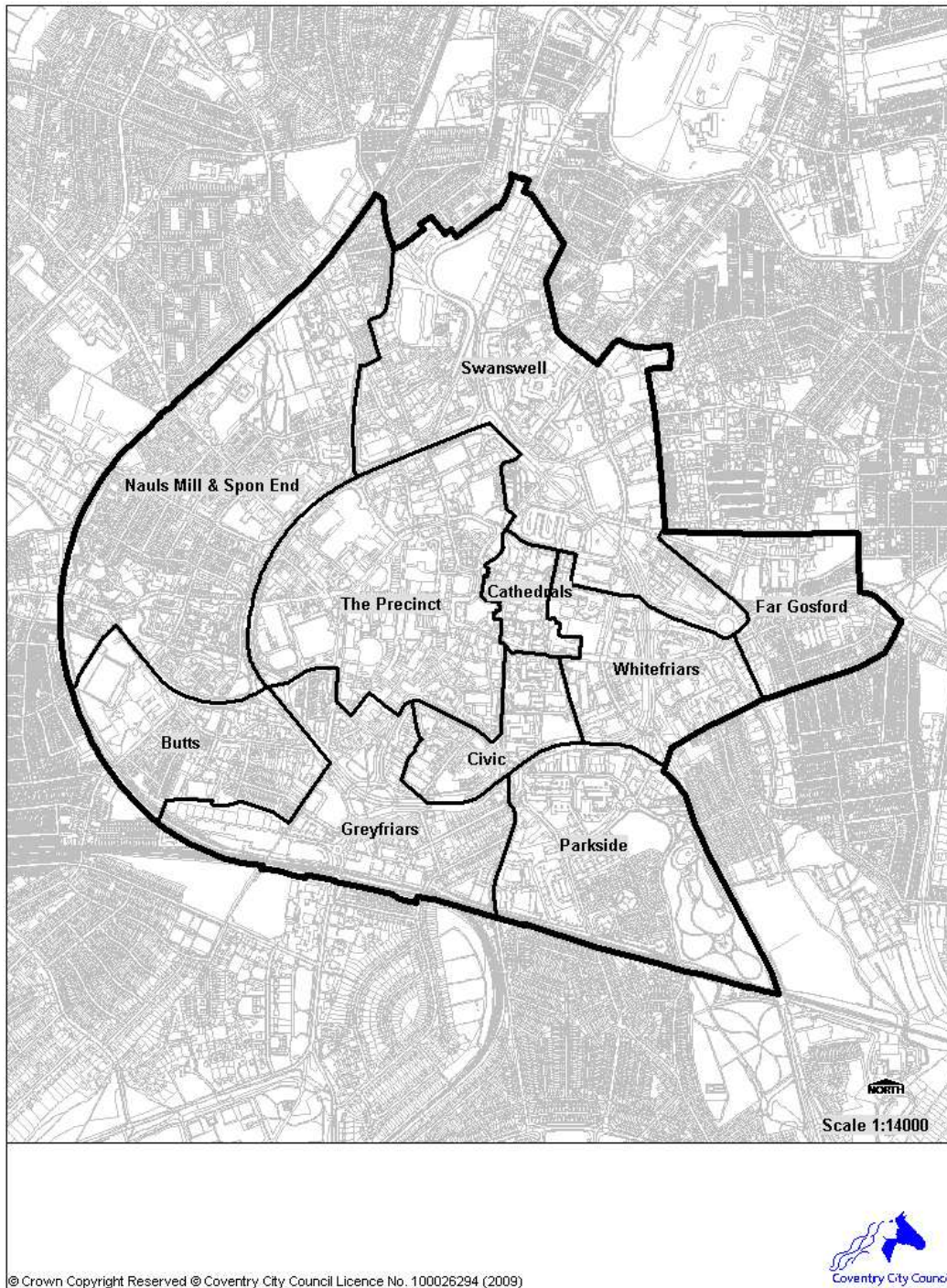
D

Further guidance on green travel measures and cycle parking is provided in the "Delivering a More Sustainable City" SPD.

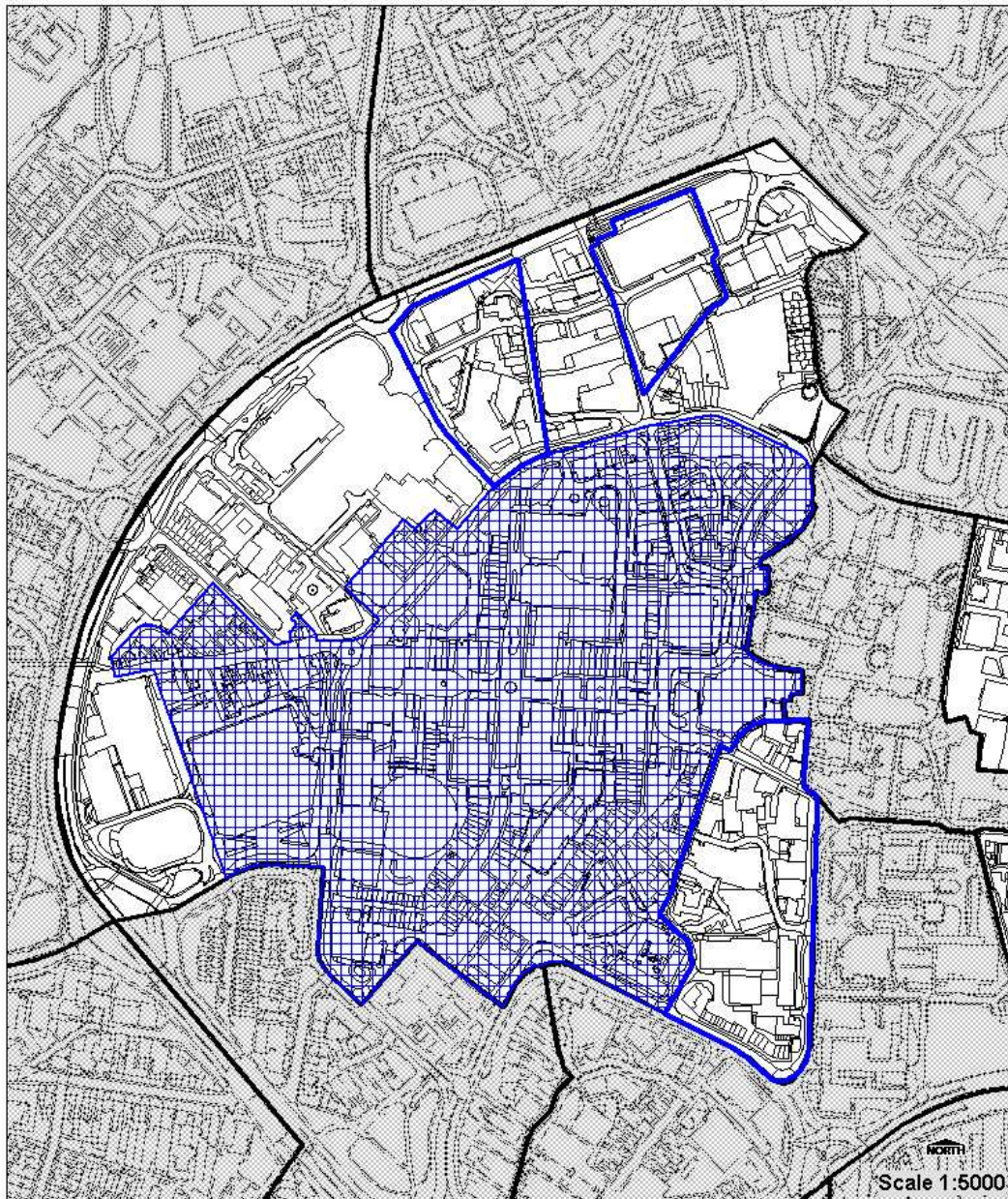
3 The Quarters


- 3.1 This section of the AAP considers the Quarters identified in the Core Strategy in more detail as well as noting particular opportunities and expectations. Boundaries are identified on Plan 8.
- 3.2 It considers predominant land use(s), although in all cases a mix of uses is preferred. This may be achieved by separate buildings within a large site but it may also be achievable and appropriate by mixing uses vertically within individual buildings.
- 3.3 There are some small general employment areas remaining around the City Centre. These will generally be retained to continue to provide diversity of employment opportunities and are referred to in the sections on individual Quarters.

Plan 8 – Quarters



Plan 9 – Precinct Quarter



 Primary Shopping Area (PSA)

 Shopping Expansion Areas

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3.1 The Precinct Quarter

3.1.1 The Precinct Quarter is the core of the City Centre and consists of:

- the main shopping area in the City Centre;
- an area to the east as far as Little Park Street between High Street and New Union Street which includes a mix of office and commercial uses; and
- an area within the Ring Road to the west and north which includes a variety of important uses and activities.

3.1.2 The Core Strategy identifies the major challenge for this Quarter as being to achieve the major comparison shopping floorspace target in the RSS Preferred Option in a way that reflects the overall City Centre Strategy. It will also make a contribution to meeting the RSS Preferred Option office floorspace target and the Core Strategy housing target.

The Primary Shopping Area (PSA)

3.1.3 The PSA is focused around the Precinct area but has been extended in the Core Strategy to include IKEA, Spon Street, parts of the area north of Corporation Street area and parts of New Union Street. It is shown on Plan 9.

3.1.4 The Core Strategy notes that:

- the comparison shopping floorspace target for the Strategic (City) Centre in the RSS Preferred Option is for 95,000 m² (1,022,600 sq ft) gross between 2006 and 2021 and a further 55,000 m² (592,000 sq ft) gross between 2021 and 2026;
- some City Centre developments have already taken place after these figures were established which reduces the requirement up to 2021 to around 60,000 m² (645,850 sq ft) gross;
- the Shopping and Centres Study (2008), taking account of commitments to lower order Centres and vacant retail warehouse space that is unlikely to be re-occupied, concludes that around 25,400 m² (273,400 sq.ft) gross is available to grow and strengthen the City Centre's sub-regional role up to 2016;
- the Shopping and Centres Study (2008) concludes that a further 46,800 m² (503,750 sq.ft) gross is available to support City Centre development up to 2021; and

- the Shopping and Centres Study concluded that the food offer in the City Centre had diminished through the closure of the Midlands Co-op superstore as a consequence of the IKEA proposal. A new food offer may be provided as part of one of the redevelopment schemes within the PSA.
- 3.1.5 The proposals for the regeneration of the retail element of the City Centre will include both improvements to existing floorspace and substantial amounts of new floorspace. The City Council has decided to phase the regeneration programme into two parts, broadly split along the Broadgate/Upper Precinct/Lower Precinct axis.
- 3.1.6 The area to the East of the Precinct Quarter as far as Little Park Street shown on Plan 9 is identified as one of the Shopping Expansion Areas. The approach to these areas is set out in paragraph 6.95 of the Core Strategy. This explains that these areas are identified to meet longer-term needs but could be brought forward earlier. This would only occur if they were able to accommodate a type of shopping development that could not be provided elsewhere in the City Centre, and would not impede the development of schemes within the Precinct Quarter. This area will be the third priority for development if additional land is required because of its indirect relationship to the PSA - South area. In the interim, the existing uses are expected to remain.
- 3.1.7 Spon Street has been included within the PSA in recognition of its specialised and high quality shopping role. However, it also has to relate to the leisure attractions in this part of the City Centre as well as traditionally being a leisure destination in its own right for restaurants and pubs. This has led to tensions between its daytime and nighttime roles as well as tensions over appropriate uses within a Conservation Area and for Listed Buildings.
- 3.1.8 The proposed approach will seek to give preference to daytime over nighttime uses and prevent further hot food takeaways (Class A5), which by their nature, will tend to be nighttime uses.
- 3.1.9 In addition to the major redevelopment sites discussed later, there is a site within the PSA at Hales Street where a mix of shopping and residential development will be appropriate. The residential element of this should provide at least 60 dwellings. There are also a small number of sites around Spon Street and Hill Street where residential development over a retail ground floor would be appropriate. Opportunities for "Living over the shop" developments will generally be supported and encouraged.

Policy CC 6: The Primary Shopping Area

A

The Primary Shopping Area, shown on the City Centre Proposals Map, will be the principal focus for all new shopping developments including redevelopment, refurbishment, extension or conversion for shopping uses. It is expected to accommodate the remaining Regional Spatial Strategy Preferred Option comparison shopping floorspace requirement up to and beyond 2021.

B

Spon Street, shown on the City Centre Proposals Map, will be promoted as a high quality shopping street with ancillary restaurant uses. Daytime uses will be given preference over nighttime uses and further hot food takeaways will not be permitted.

C

Residential development, shown on the City Centre Proposals Map, will be promoted, encouraged and supported as part of smaller development schemes at Hales Street, including at least 60 dwellings. Residential development on small sites around Spon Street and Hill Street will also be promoted, encouraged and supported.

Primary Frontages

3.1.10 Within the PSA, Primary Frontages will be designated that will contain a high proportion of Class A1 retail use but within which, financial and professional services (Class A2), restaurant and catering uses (class A3), drinking establishment (class A4), non-residential institutions (Class D1) and assembly and leisure (class D2) uses will be permitted providing they do not undermine the overall retail function of the primary frontage. This will also bring about more activities around the clock. Normally, there should not be more than around 30% of non-A1 uses in any of these frontages to ensure this predominance.

3.1.11 The Primary Frontages consist of:

- The Upper and Lower Precincts (both levels);
- Smithford Way and Market Way;
- West Orchards and Orchards Link (all levels);
- Broadgate and Cathedral Lanes (both levels).

In the course of new shopping developments, it may be appropriate to designate further Primary Frontages, through the imposition of planning conditions.

- 3.1.12 Outside the Primary Frontages, there is no reason to limit uses and, indeed, a wider mix of areas can add to the vitality of the PSA. Any mix of Class A uses together with Classes D1 (Non-residential institutions), D2 (Assembly and Leisure) and sui generis use (a use on its own) will be permitted, subject to the mix of uses being compatible.

Policy CC 7: Primary Frontages

Primary Frontages are shown on the City Centre Proposals Map.

Within the primary frontages non-A1 uses will be permitted if they will contribute to vitality and viability and providing that such uses would not normally represent more than 30% of the primary frontage but Class A5 and sui generis uses will not be permitted.

Outside the Primary Frontages, any mix of Class A uses will be permitted as well as D1, D2 and sui generis uses.

Primary Shopping Area (PSA) Regeneration - South

- 3.1.13 The area south of the Upper and Lower Precinct axis bounded by Hertford Street, Greyfriars Road and Queen Victoria Road and including the Retail Market, City Arcade, Bull Yard and Market Way will be targeted for significant new development.
- 3.1.14 Within the built development, an increase of around 55,000 m² (592,000 sq ft) gross of comparison shopping floorspace over and above the existing floorspace will be provided. This will be the major contribution towards the RSS Preferred Option target for 2006-2021. It may also include a convenience offer of around 3,000 m² (32,300 sq ft) gross. In order to meet a wide range of current operator needs, it will:
- make provision for wide frontage, deep units;
 - include a range of shop sizes to cater for independent traders;
 - redevelop City Arcade;
 - incorporate car parking spaces within the development at least sufficient to replace Barracks car park; and
 - include improved links to the Upper Precinct and across the area between Hertford Street and Queen Victoria Road.
- 3.1.15 In design terms it will:
- provide an attractive entrance to the PSA in front of Christchurch Spire from the south and the railway station, including a significant open space;

- provide an attractive entrance to the PSA from the west by IKEA;
- incorporate the listed mural presently on the former "Three Tuns" public house.

3.1.16 As part of this development, a significant residential element with the additional possibility of office and/or leisure elements will be promoted, encouraged and supported. Approximately, 550 dwellings should be provided.

Policy CC 8: Primary Shopping Area regeneration – South

A

The regeneration of the southern part of the Primary Shopping Area, shown on the City Centre Proposals Map, for predominantly comparison shopping will be promoted, encouraged and supported.

This will provide around 55,000 m² gross of additional floorspace and will include:

- a range of shop sizes;
- high quality entrances from the Precinct, Queen Victoria Road and Christchurch Spire;
- relocation of the Barracks car parking spaces within the development; and
- the incorporation of the listed mural.

B

Residential development will be required as part of this scheme to provide 550 dwellings.

Primary Shopping Area Regeneration - North

3.1.17 A further area for significant new comparison shopping floorspace will be promoted in the north of the PSA through a significant extension to the West Orchards Centre. Based on the existing Centre, the redevelopment area is likely to extend along Corporation Street as far as Lidice Place, along Smithford Way as far as the Central Library and, in the other direction, as far as Burges and Cross Cheaping.

- 3.1.18 This scheme is likely to provide, in total, around 34,000 m² (366,000 sq ft) gross of additional comparison shopping floorspace. This will be part of the comparison shopping floorspace required by the RSS Preferred Option in the period up to 2021 and part of the further floorspace required up to 2026. Like the scheme for PSA – South it should provide a range of shop sizes to cater for varying operator needs.
- 3.1.19 An important part of the built development will be attractive entrances on Smithford Way and at Corporation Street to link to Belgrade Square. In addition the scheme should enhance linkages to Spon Street and respond to the historic buildings in Cross Cheaping and Burges.
- 3.1.20 As part of this development, a significant residential element with the additional possibility of office and/or leisure elements will be promoted, encouraged and supported. Approximately, 300 dwellings should be provided.

Policy CC 9: Primary Shopping Area regeneration- north

A

The regeneration of the northern part of the Primary Shopping Area, shown on the City Centre Proposals Map, for predominantly comparison shopping will be promoted, encouraged and supported.

This will provide around 34,000 m² gross of additional floorspace and include:

- a range of shop sizes;
- high quality entrances at Smithford Way and Corporation Street; and
- linkages to Spon Street.

B

Residential development will be required as part of this scheme to provide 300 dwellings.

Outside the Primary Shopping Area

3.1.21 Around the PSA, there is an area which includes:

- the main City Centre leisure facilities in the Skydome Complex of the ice rink, cinema screens, night clubs and bars and the area of Watch Close;

- a significant residential area between Lower Holyhead Road and Hill Street that includes both old and new housing of a variety of types and styles;
 - the Belgrade Plaza development which includes a casino, hotels, restaurants and residential uses and the Belgrade Theatre;
 - a mix of office and other commercial uses between Upper Well Street and Bishop Street;
 - the former Royal Mail Sorting office building and land to the south of it; and
 - the Motor Museum and Millennium Square; and
 - the area between Greyfriars Lane and Little Park Street.
- 3.1.22 Little change is anticipated in the pattern of commercial leisure development in the Skydome and Belgrade Plaza developments. The Belgrade Theatre has recently completed an extension that will enable it to maintain its position and role in the City and wider sub-region. Developments to respond to further change in these markets will generally be encouraged and supported
- 3.1.23 The existence of offices and the current planning permission for an office and residential redevelopment at the southern end of Bishop Street suggests that a predominately office development area, but including other uses, bounded by the Ring Road, Bishop Street, Corporation Street and Chapel Street would be appropriate. The current permission will provide 7,825m² gross office floorspace, 37 dwellings and 3 small shops and is capable of extension as far as Lamb Street.
- 3.1.24 Between Lamb Street and the Ring Road a landmark development with frontage to the Ring Road could have significant scale including tall buildings. It would also accommodate predominantly office development with additional residential and/or leisure uses. The scheme must incorporate a strong linkage between Belgrade Plaza and the Canal Basin along the line of the Town Wall.
- 3.1.25 Residential redevelopment extending the small existing area in and by Lady Herbert's Garden will be encouraged and supported in mixed-use schemes that could incorporate other uses including offices and leisure uses on two sites either side of Tower Street. The northern site is currently occupied by vehicle parking for the Royal Mail Sorting Office (between Tower Street and the Ring Road) and a car hire business and the southern site by a private club and a range of commercial uses (accessed from Henry Street). It is expected that these sites together could provide at least 140 dwellings and will need to respond to their proximity to the Ring Road.
- 3.1.26 The area currently occupied by the Coventry Telegraph offices and other uses between Corporation Street and the Ring Road is identified as one of the Shopping Expansion Areas and shown on Plan 9. The general approach to these areas is set out in paragraph 6.95 of the Core Strategy;

this area will be the first priority for development if additional land is needed because of its direct relationship to the PSA - North area.

- 3.1.27 In the interim, or if the area is not ultimately required, the existing uses are expected to remain. In any redevelopment, the preserved length of the Town Wall must be retained and the line of the Town Wall should be expressed in the layout.
- 3.1.28 At the top of Hill Street, a site next to the Ring Road could come forward for redevelopment in the Plan period and could include at least 60 dwellings within a mixed-use scheme. The design would need to address the site's proximity to the Ring Road and its relationship to a conservation area and listed buildings.
- 3.1.29 The soon to be vacated Royal Mail Sorting Office, the Bishop Street surface car park which mainly serves the Sorting Office and the semi-vacant building to the south are all within one of the proposed Shopping Expansion Areas shown on Plan 9. The approach to these areas is set out in paragraph 6.95 of the Core Strategy; this area will be the second priority for development if additional land is needed because of its less direct relationship to the PSA - North area. Any scheme should provide a presence to the Ring Road and provide connections between the Canal Basin and Chantry Place. If the Royal Mail sorting office is demolished then the opportunity must be taken to reflect the presence of the Town Wall.
- 3.1.30 In the interim, continued use of the car park and re-use of the existing buildings will be encouraged.
- 3.1.31 The area between Greyfriars Lane and Little Park Street includes a mix of commercial offices, shops and services, the City's main telephone exchange and the Salt Lane car park. This car park, although popular, is small, difficult to access and its use impacts upon the Grade 1 Listed Ford's Hospital. The site is considered appropriate for office development. Any scheme must protect and enhance the setting of the listed building.
- 3.1.32 Opportunities for residential developments on small sites and in spaces over ground floor uses will generally be supported and encouraged.

Policy CC 10: Development outside the Primary Shopping Area

A

The area will be the principal focus for leisure and social/community uses and a secondary focus for office development. It will also incorporate a mix of other uses including residential and social, community and leisure. Proposals to enhance these roles will be promoted, encouraged and supported.

B

Proposals for predominantly office uses will be encouraged and supported in the area shown on the City Centre Proposals Map:

- between Chapel Street and Bishop Street; and

- at Salt Lane – around 9,000 m2 gross.

C

The existing residential character of parts of the area will be protected and strengthened and new residential development, shown on the City Centre Proposals Map, will be encouraged and supported at:

- Hill Street – at least 60 dwellings; and
- Tower Street - at least 140 dwellings.

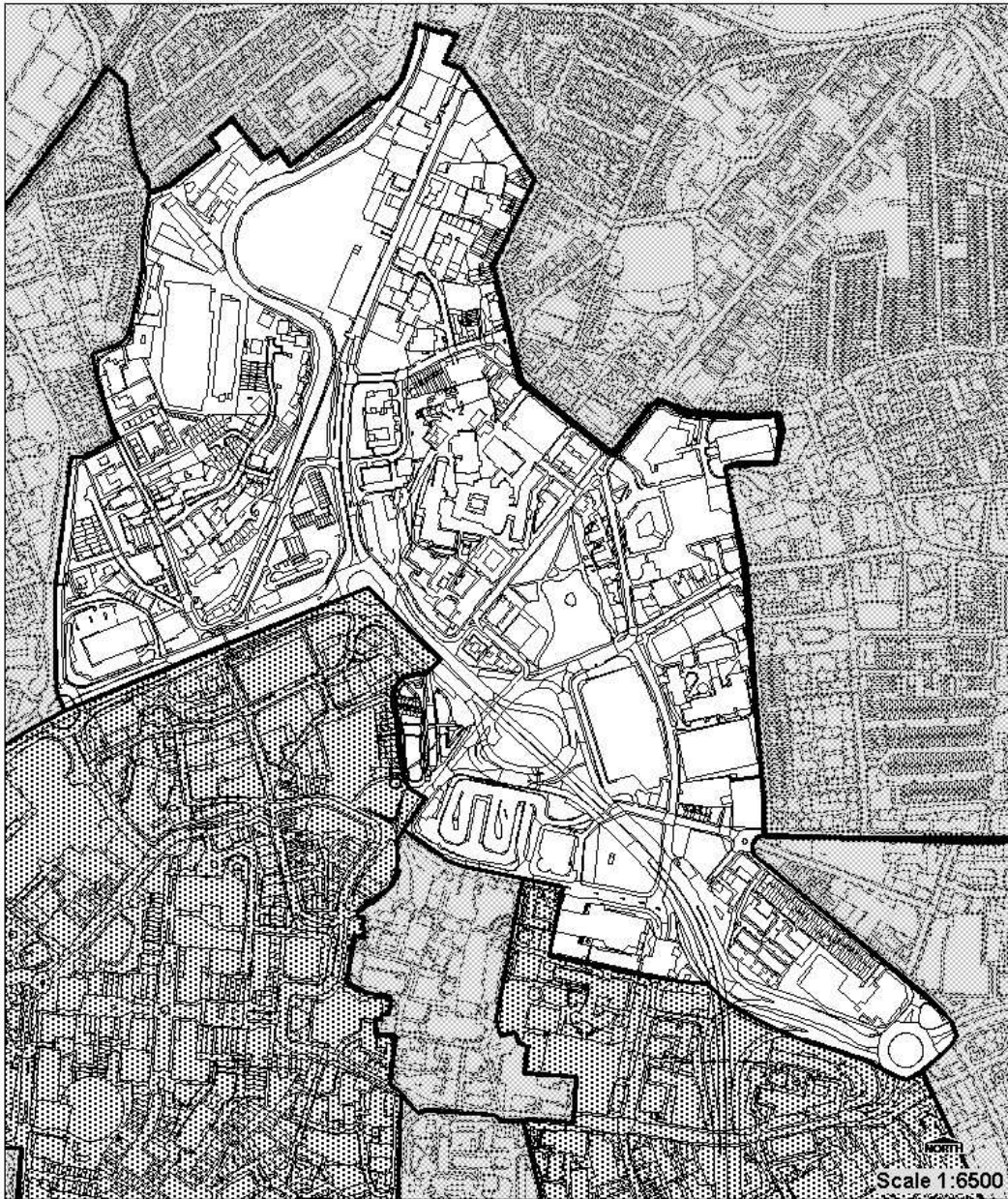
Residential use will also be encouraged and supported as a part of the predominantly office use developments as well as on small sites and over ground floor uses. This will include:

- land to the West of Bishop Street and North and South of Lamb Street – at least 75 dwellings.

D

The redevelopment of the Shopping Expansion Areas shown on Plan 9 will be promoted, encouraged and supported if there is a need for them during the Plan period and providing they do not prejudice the implementation of Policies CC 8 and CC 9.

Plan 10 – Swanswell Quarter



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3.2 The Swanswell Quarter

3.2.1 The Swanswell Quarter is a large area, mainly outside the Ring Road, to the north of the City Centre. It extends towards Radford in the North-West and includes parts of Foleshill and Hillfields in the north and Far Gosford to the east. It includes a wide mix of uses and activities including:

- vacant and under-used employment sites along Foleshill Road;
- older residential areas around Eagle Street, Lower Ford Street, St Nicholas Street and Sandy Lane and new housing areas at the canal basin and Lower Ford Street;
- the site of the former Coventry & Warwickshire hospital;
- the new City College campus and Sidney Stringer school site;
- Swanswell Pool;
- the Coventry Canal and Canal Basin; and
- Pool Meadow and the Coventry Swimming Baths and Sports Centre.

3.2.2 The Swanswell Initiative is driving regeneration of this area. The process has included a high level of ongoing community involvement and resulted in the preparation of a draft Masterplan.

3.2.3 The Core Strategy identified the major challenge for the Quarter as being the provision of major areas of new residential development together with significant developments for health, education and open space. Core Strategy Policy SG 7 allocates 1,400 dwellings (net) in the regeneration scheme. However, the AAP has increased the number of dwellings for this area to at least 1,860 dwellings (policy CC 11).

3.2.4 Work has already started to regenerate parts of the Quarter through the relocation of the City College into the "Learning Quarter". The existing Sidney Stringer School site is to be rebuilt as an Academy on the existing school site to the south of Primrose Hill Street with its Enterprise and Innovation Centre opposite on the north side towards the City College site.

- 3.2.5 A major health development in the area just south of Howard Street, to add to the existing Mental Health Resources building on Stoney Stanton Road already has planning permission. This will provide a City Centre Health Facility and a replacement local health centre for the Hillfields area. Development is expected to start in 2010.
- 3.2.6 The family residential development in and around the Quarter is expected to generate enough demand for a 2 Form Entry Primary School, which will need a site of around 1.75 ha within the Coventry & Warwickshire Hospital housing site. The new school is to be delivered in conjunction with this housing site and in accordance with policy IM1 of the Core Strategy.
- 3.2.7 A new footbridge over the canal has recently been constructed as part of the "Electric Wharf" development and, in order to improve pedestrian and cycle links from this part of the City to the main City Centre, a new pedestrian and cycle "green link" is proposed. This should run from the footbridge, across the Foleshill Road housing site and the Coventry & Warwickshire Hospital housing site to the front of City College.
- 3.2.8 On the west side of White Street, the open space areas of Lady Herbert's Garden, the Garden of International Friendship and Swanswell Pool can still be linked by new and improved green spaces in a co-ordinated approach with new developments in the area. These could:
- as far as practicable, replace the current bleak and hard areas of Volgograd Place with soft landscaping; and
 - remove Norton House and its ancillary buildings with the site landscaped.
- 3.2.9 The Swanswell Masterplan also envisaged the creation of a new "green link" extending the line of Priory Street as far as White Street to improve the linkages between these parts of the City Centre. This should be incorporated into developments within the area.
- 3.2.10 The Canal Basin and its historic character, is a part of the City's social and leisure attractions, and proposals to maintain and enhance this role will be appropriate. The opportunity to improve the connectivity with the Precinct Quarter should be positively pursued in any schemes coming forward in and around the Basin.
- 3.2.11 Pool Meadow bus station will remain as the main bus and long-distance coach interchange. Improvements to the site will be considered in partnership with bus and coach operators.
- 3.2.12 The Ford Street (Cox Street) car park would be retained (See Policy CC 5) and has the potential to be developed as a multi-storey car park.

Housing sites

- 3.2.13 There are a number of sites suitable for housing schemes.
- 3.2.14 On the site at the bottom of Radford Road, adjacent to the ring road currently occupied by Wickes, a new development of flats is proposed.

Local shops and services are available in the main City Centre and may be provided in the Canal Basin, these uses do not therefore need to be provided on the new site. The development will need to respond to the environmental issues posed by the proximity to the Ring Road and improve linkages to the Precinct Quarter.

- 3.2.15 At Sandy Lane, a high-density development of predominantly family houses is proposed. This could include the Sandy Lane Business Park providing that any jobs are retained within the Coventry Travel to Work area. There are already local shops and services in the immediate area and these uses do not need to be provided on the new site. An attractive frontage to the canal will be required as well as a good physical relationship to the "Electric Wharf" development.
- 3.2.16 On the Foleshill Road site, a high-density development of predominantly family houses is proposed incorporating a new public space and link between Foleshill Road and new canal bridge. Opportunities to improve pedestrian and cycle links along the canal should be considered. As there are no local shops and services in the immediate area, small-scale convenience shops and services to meet local needs will be appropriate, subject to Core Strategy Policy SC 2. A high standard of design will be required along what is still one of the major routes into the City Centre.
- 3.2.17 At the Northern end of the Quarter, land fronting onto Foleshill Road and/or Eagle Street is currently occupied by a mix of commercial and industrial operations with an older residential element along Eagle Street. In order to reinforce the residential character of this part of the sub-area, the redevelopment of the non-residential sites for predominantly family housing is proposed.
- 3.2.18 On land between Foleshill Road, Harnall Lane West, Stoney Stanton Road and the Ring Road, formerly occupied by the Coventry & Warwickshire Hospital a major high density residential redevelopment area for predominantly family houses is proposed. The "Octagon" building is Listed and will be retained as part of any redevelopment scheme. The former Nurses Home, which is locally listed, is to be retained and converted for new residential use. The strip of land fronting onto Foleshill Road and the Ring Road should be developed for high density flats and provide an appropriately scaled entrance to the Ring Road and main City Centre. The scheme should provide a public space with green linkages in accordance with policies CC 2 and CC 4.
- 3.2.19 On Lower Ford Street, Brandish's garage is a long-standing feature of this part of the City Centre but, in the past, attempts have been made to relocate by the company in order to expand the business. The AAP offers the opportunity to progress a relocation by allocating the site for a high density residential redevelopment.
- 3.2.20 The vacant site on the corner of Lower Ford Street and Cox Street is currently used as a temporary staff car park by Coventry University. The site should be redeveloped for residential use.
- 3.2.21 At Godiva Place there have been discussions over a considerable period of time relating to the possible relocation of the existing industrial use. The AAP offers the opportunity to progress the development by allocating the

site for a predominantly high-density residential development. Any employment relocation would need to be within the Coventry Travel to Work Area in accordance with Core Strategy Policy SG 17. Part of the site falls within views of the spires from Sky Blue Way and any development scheme must respect these views whilst providing a landmark building.

- 3.2.22 The listed former St Marks church in Swanswell Pool could be converted into residential use or provide for a social and community use. Other small infill schemes may come forward during the Plan period and these will be encouraged and supported.

Policy CC 11: Swanswell Quarter

A

The Swanswell Quarter will be the principal focus for new residential development, education and health uses and open space. All regeneration proposals should:

- reflect and enhance the area's character and diversity through mixed-use developments;
- ensure a mix of densities;
- improve and introduce high quality buildings and public spaces;
- make it easier and safer to get around especially on foot and bring more life and vitality to streets;
- deal with the negative impacts of the Ring Road;
- improve the area's image, identity and attractiveness;
- break up large development blocks and introduce greater permeability within and to the main City Centre; and
- maximise the potential of existing features.

B

New and enhanced spaces and linkages will be provided as specified in Policies CC 2 and CC 4.

C

Proposals will focus on the promotion and encouragement of housing schemes, shown on the City Centre Proposals Map at:

- the "Wickes" site at Radford Road – at least 210 dwellings;
- Sandy Lane - at least 150 dwellings;
- Foleshill Road - at least 200 dwellings;
- Foleshill Road/Eagle Street – at least 70 dwellings;

- Coventry & Warwickshire Hospital site – at least 330 dwellings;
- "Brandish's garage" site – at least 80 dwellings;
- land at Lower Ford Street/Cox Street – at least 90 dwellings; and
- Godiva Place – at least 220 dwellings.

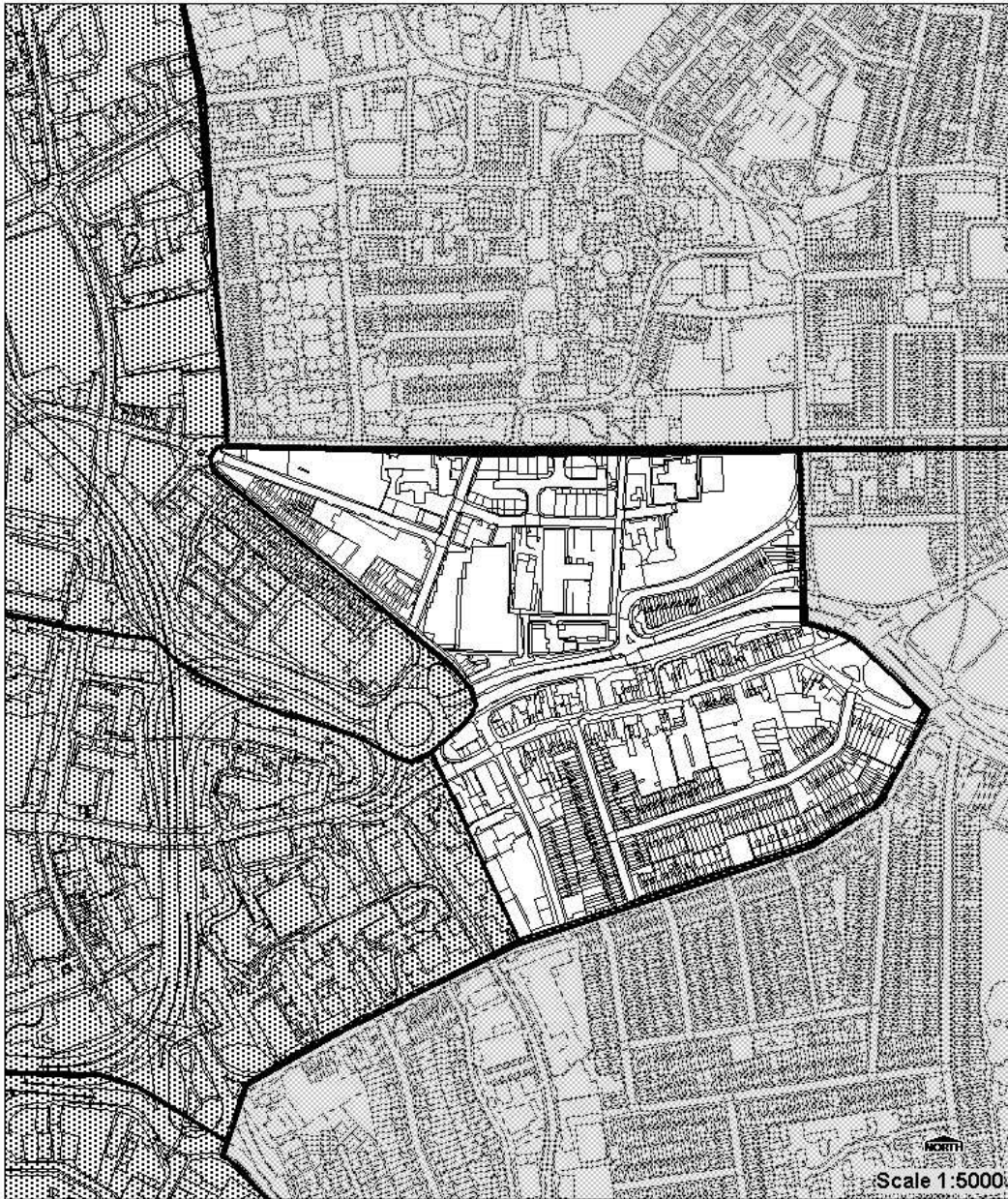
Conversions and infill residential developments on smaller sites throughout the Quarter will be encouraged and supported.

D

Other site specific allocations shown on the City Centre Proposals Map are:

- Pool Meadow bus station to remain as the main bus interchange and be improved for local bus, long-distance coach traffic and tourist coaches;
- a new multi-storey car park will be constructed on the existing Ford Street (Cox Street) car park site;
- the site bounded by Stoney Stanton Road, Swanswell Street, Wheatley Street, Lower Ford Street and the Hillfields flats will form the "Learning Quarter" where various educational initiatives will be concentrated;
- a new 2 Form Entry Primary School; and
- health facilities to meet both City-wide and local needs will be focused on the area south of Howard Street.

Plan 11 – Far Gosford Quarter



3.3 The Far Gosford Quarter

- 3.3.1 The Far Gosford Quarter consists of two areas separated by Sky Blue Way with Far Gosford Street and its surrounding residential areas to the south and a mixed area of residential, employment and social and community uses, including parts of Coventry University, to the north as far as Raglan Street and East Street.
- 3.3.2 The Core Strategy identified the challenges for the Quarter as being to develop its historic character, reflect its location on the periphery of the main City Centre adjacent to Coventry University for uses like creative industries and continue to serve the local communities.
- 3.3.3 The historic character of Far Gosford Street is recognised through its designation as a Conservation Area and has begun to be improved through a Townscape Heritage Initiative, adopted as Supplementary Planning Guidance, which will continue until 2012. So far this has principally improved the highway areas with work underway to refurbish a number of the historic buildings and add new development. This latter process will continue through a series of projects that exploit backland and peripheral sites for new developments and repair and refurbish the older buildings. Some of these projects already have planning permission and others are being brought forward including a suggested budget hotel at the western end of the area.
- 3.3.4 The location on the edge of the main City Centre adjacent to Coventry University means that it has continued to be part of the City's "bohemian quarter". It serves a citywide function for musical instruments, specialist cycles and specialist restaurants. Expanding this role, the area is considered to be suitable for the expansion of "creative industries". The Government's definition of creative industries includes arts and antiques; crafts; design and fashion; film, photography and video; music; radio and TV and visual and performing arts. There is a lack of suitable space to accommodate these sorts of activities and some of the projects referred to above will contribute to meeting this need; together with refurbishment of the Industrial Estate on the Southern side of the Street.
- 3.3.5 Far Gosford Street itself has previously been defined as a Local Centre and it should continue to provide for day-to-day convenience shopping, some service and catering uses and social and community uses. The general approach set out in Core Strategy Policy SC 1 parts A and B will apply except that further hot food takeaways (Class A5) will not be permitted. It is considered that there are adequate numbers of hot food takeaways in the Street as well as permissions that have not been implemented.
- 3.3.6 The residential area to the South as far as Gulson Road is expected to remain unchanged apart from a small number of infill residential development sites and conversions. Core Strategy Policy SG 13 will be applied with respect to proposals for student housing.
- 3.3.7 The area between Sky Blue Way and East Street includes parts of Coventry University as well as employment, residential and social and community uses. The uses currently in the Coventry University buildings are understood to be relocating to the new Engineering Faculty building at Gulson Road but with the University re-using the existing buildings and/or

looking to enhance connectivity in accordance with their Masterplan. The other employment uses at Napier Street and Read Street are expected to remain unchanged and will continue to provide diversity of employment in this part of the City Centre.

- 3.3.8 The residential elements include older housing in Lower Ford Street and Alma Street and purpose built student accommodation at West Street. There are a small number of infill residential development sites in the older area as well as a large bespoke industrial building on Alma Street, which could be redeveloped to provide housing for around 90 dwellings. The site of the existing cash and carry warehouse in Hood Street, is part of a Strategic Employment Site, shown on Map 5 of the Core Strategy and on the Proposals Map. Although this site offers an opportunity for a landmark redevelopment, any proposals should be brought forward in accordance with Policy SG17 of the Core Strategy.
- 3.3.9 The social and community uses consist of a Catholic Church and Southfields Primary School. The uses are expected to remain unchanged although there is the possibility that the school will need to be expanded to cater for the increased population in new housing to the west. Where a need is demonstrated these new developments will be expected to contribute towards enhanced education facilities in accordance with Core Strategy policy IM1.

Policy CC 12: Far Gosford Quarter

A

The Far Gosford Quarter will be a mix of creative industries, employment, local shopping, residential and social and community uses.

B

The regeneration of Far Gosford Street, shown on the City Centre Proposals Map, will be;

- enhanced as a historic environment;
- promoted as a centre for creative industries; and
- regarded as a Local Centre except that further hot food takeaways (Class A5) will not be permitted.

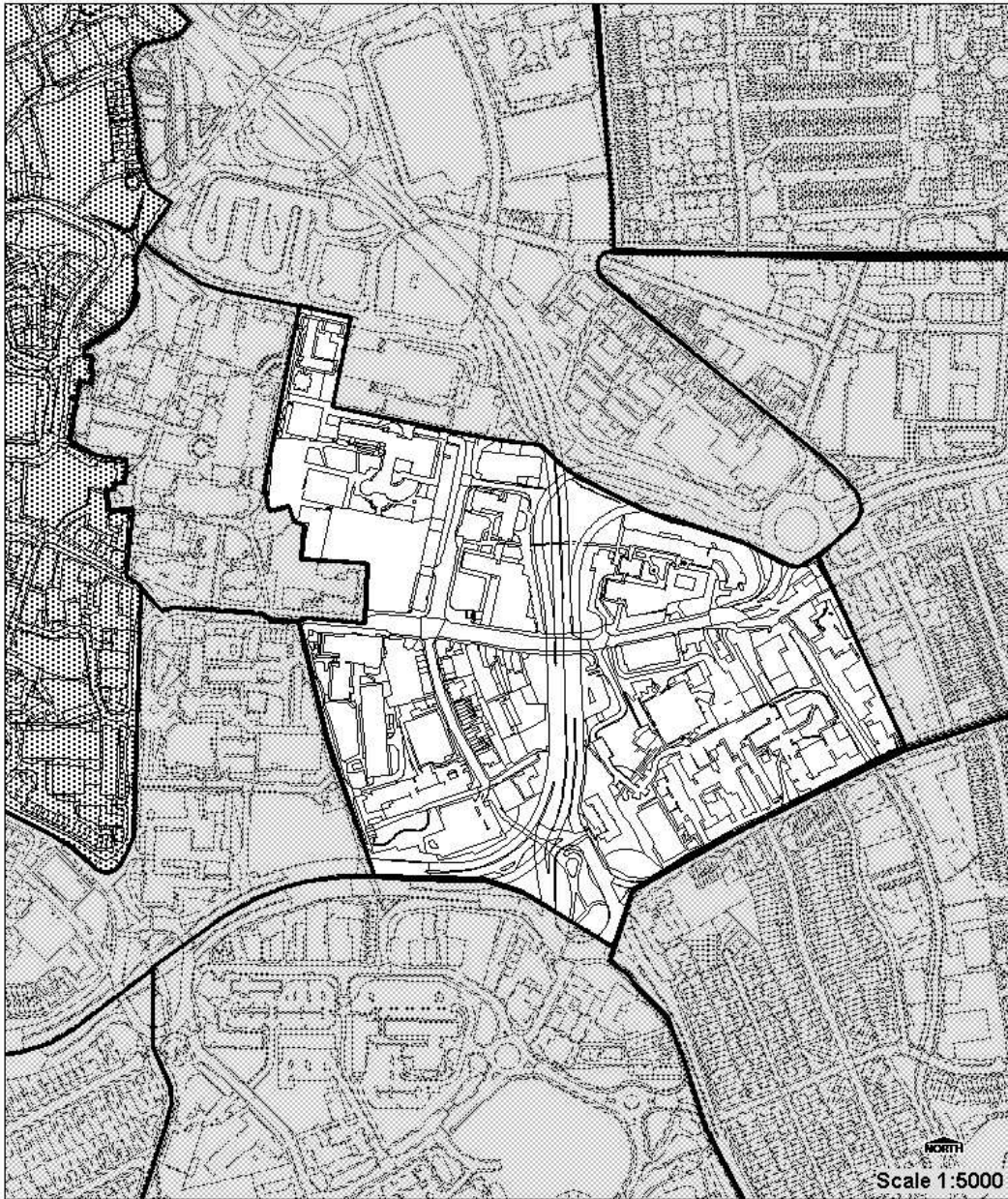
C

Proposals for residential development, shown on the City Centre Proposals Map, will be encouraged and supported at:

- Alma Street - at least 90 dwellings.

Infill residential developments on smaller sites throughout the Quarter will be encouraged and supported.

Plan 12 – Whitefriars Quarter



3.4 The Whitefriars Quarter

- 3.4.1 The Whitefriars Quarter is based around the main Coventry University campus area, which incorporates lecture buildings along Cox Street, Gosford Street and Jordan Well, the library and new student accommodation. The quarter extends under the main loop of the Ring Road to the South-West and is bounded by Cope Street and a section of the Ring Road to the North, Gulson Road and another section of the Ring Road to the South and Much Park Street to the West. In addition to the University buildings, it includes the shops, pubs and houses South of Jordan Well and Gosford Street and around Whitefriars Street.
- 3.4.2 The Core Strategy identifies the challenges to the Quarter as being to integrate University developments and ensure that it remains active during the parts of the year when the student population is away.
- 3.4.3 The University has prepared a "Masterplan" and has already promoted new buildings at Jordan Well (student services), Gulson Road (engineering studies) and Gosford Street (replacement car-parking) with the last of these already under construction. It envisages further work to:
- improve connectivity and linkages between the various sites and buildings;
 - replace or refurbish the Priory Halls accommodation blocks;
 - redevelop other parts of the main University campus; and
 - extend the main University campus towards Parkside.
- 3.4.4 The University is considering the future of Priory Halls between Priory Street and the Coventry Swimming Baths and Sports Centre, which will provide an opportunity to enhance the setting of the Cathedral and improve visual linkages with other Quarters.
- 3.4.5 Historic environmental features exist in the area between Gosford Street and Gulson Road. There is a standing section of the Town Wall in Gulson Road and the line of the Wall crosses the site to meet Gosford Street at the River Sherbourne. Development proposals should respect and recognise this route. There is also an exposed section of the River Sherbourne and the environmental setting of this should be enhanced and public access across the site should be improved. New developments in this area will help facilitate these improvements.
- 3.4.6 Maintaining activity when the student population is away means developing a range of uses and activities that will appeal to the non-student market and general residential use should be part of this. A site incorporating the Whitefriars Lane car parks and buildings in social and community uses should be redeveloped predominantly for offices with a significant residential element. The scale of development will need to respond to the site's proximity to the Ring Road whilst its design will need to facilitate improved linkages across the Ring Road, respect the view of the three spires from London Road and recognise the historic routes of Whitefriars Lane.

Policy CC 13: Whitefriars Quarter

A

The Whitefriars Quarter will continue to support the main Coventry University campus. Outside the campus area, a range of other mixed-uses will be encouraged and supported.

B

Development proposals for the replacement Priory Halls should provide for the opening of a visual link from the Swanswell Quarter through to Priory Street and improvements in the setting of the Cathedral.

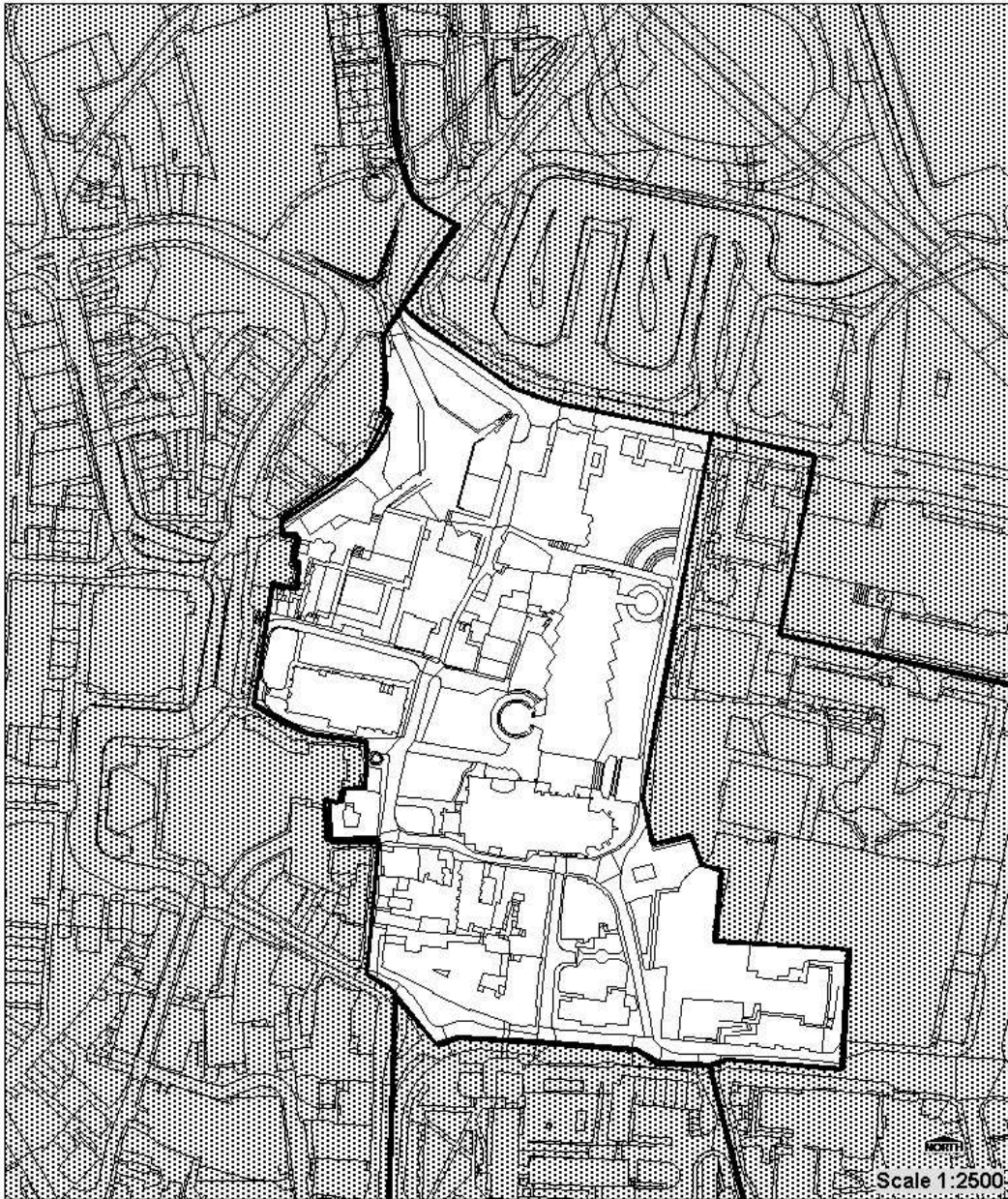
C

Within the Coventry University campus improved linkages and spaces will be required including new public routes connecting Gulson Road and Gosford Street.

D

Developments at Whitefriars Lane, shown on the City Centre Proposals Map, should be for predominantly office use but including a significant residential element – around 130 dwellings.

Plan 13 – Cathedrals Quarter



3.5 The Cathedrals Quarter

3.5.1 The Cathedrals Quarter lies north of High Street, Earl Street and Jordan Well and extends to Fairfax Street to the north. It includes:

- the three cathedrals;
- other historic buildings in a variety of uses;
- the City's main art gallery and museum; and
- part of Coventry University's Priory Hall accommodation and the Britannia Hotel.

The City Council's "Phoenix Initiative" has created a pedestrian link between the Hill Top area with the 14th century ruined cathedral, its modern replacement, (both dedicated to St Michael), Holy Trinity church and the Motor Museum in Hales Street. The work uncovered parts of the 11th century monastic cathedral dedicated to St Mary and included the construction of Priory Place and Millennium Square. Priory Street has been pedestrianised between the new Cathedral and Coventry University. Almost all the Quarter lies within the Hill Top Conservation Area.

3.5.2 The Core Strategy identified the challenge for this Quarter as being to develop its tourism role and facilities, in conjunction with the Motor Museum, so that more people visit the City and, once here, stay longer.

3.5.3 In addition to the Cathedrals and St Mary's Hall, the re-use of Drapers Hall and the former County Court building for primarily tourism purposes will be promoted and encouraged.

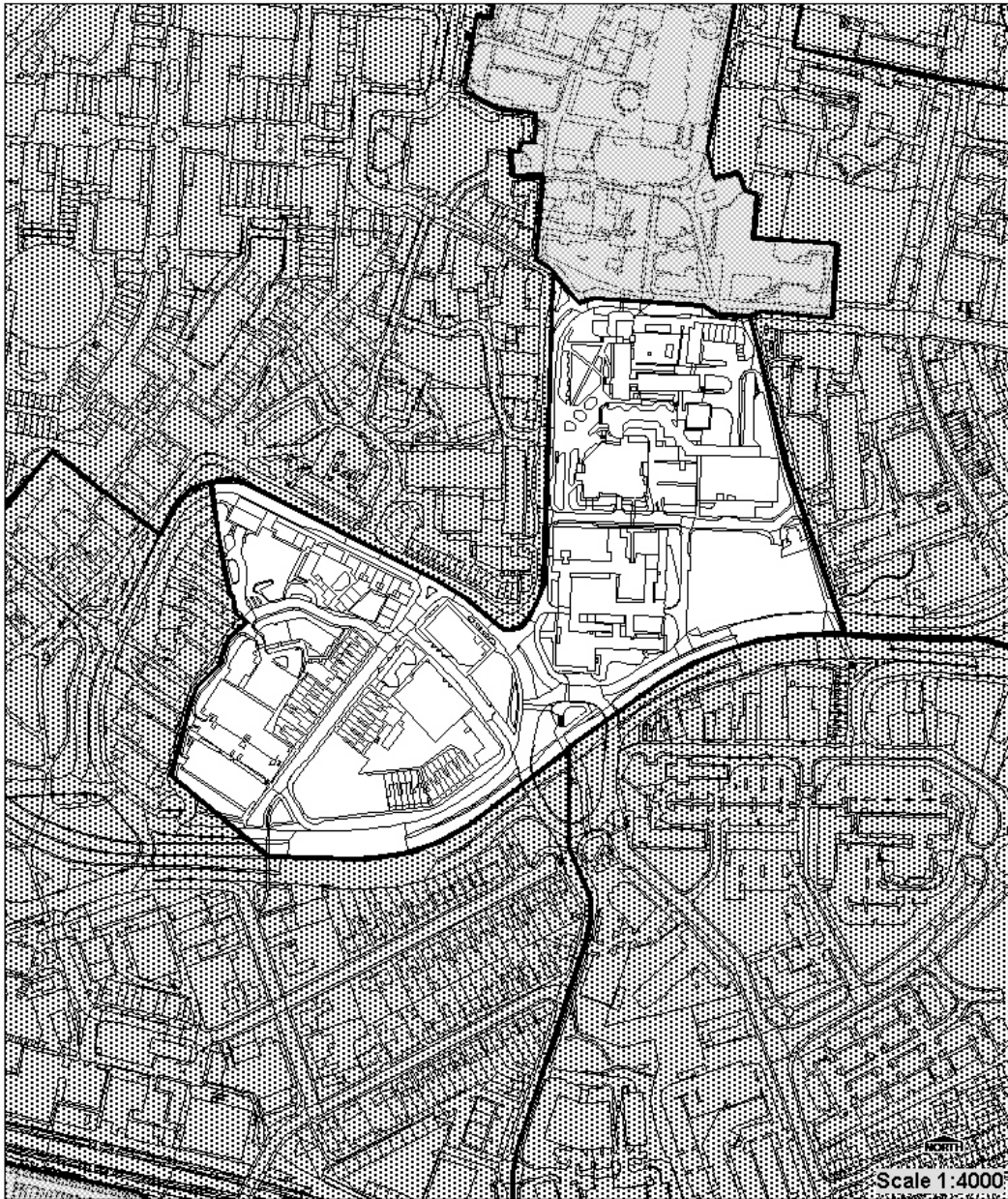
3.5.4 Improvements to the historic environment, streetscape and cultural offer are envisaged as including the continued sensitive enhancement of the public realm based on traditional detailing. Within this Quarter in particular, pedestrian access should be prioritised over vehicular traffic, whilst recognising the need to maintain access provision for less mobile people.

3.5.5 Coventry University will be considering the future of the part of Priory Hall, which lies between the Cathedral and Pool Meadow during the Plan period. This would provide an opportunity to enhance the setting of the Cathedral. Redevelopment of the Britannia Hotel either for a new hotel or some other appropriate use, but with a more sympathetic building style would also be encouraged and supported.

Policy CC 14: Cathedrals Quarter

The Cathedrals Quarter will be the principal focus for tourism and proposals to enhance this role, while protecting and enhancing the historic environment, will be promoted, encouraged and supported.

Plan 14 – Civic Quarter



3.6 The Civic Quarter

3.6.1 The Civic Quarter is bounded by High Street and Earl Street to the North, Much Park Street to the East, the Ring Road to the South and Manor House Drive and Little Park Street to the West. It includes:

- a substantial area currently occupied by City Council offices;
- the Crown Court, Magistrates Court and West Midlands Police Station complex;
- new offices for Severn Trent Water (STW) amounting to around 20,000 m² gross under construction at St Johns Street;
- the surface car park at Cheylesmore and the multi-storey car park at New Union Street;
- shops, commercial offices and premises in New Union Street; and
- residential uses in St Patrick's Road, Friars Road and Manor House Drive.

3.6.2 The Core Strategy identified the challenge for this Quarter as being to maintain a suitable balance between offices and residential use and to manage any impacts on the small shops and services.

3.6.3 Five possible sites have been identified for predominantly office redevelopments with active ground floors incorporating a range of other uses:

- the Police Station site;
- the area between Little Park Street and Much Park Street;
- the area around the junction of New Union Street and Little Park Street; and
- the Cheylesmore and New Union Street car parks.

These sites would make a significant contribution towards the RSS Preferred Option office floorspace target.

3.6.4 The police have indicated that a new building more suited to their operational needs would be desirable and building at a higher density would release land for commercial development. A new direct pedestrian route between the STW offices and the junction of New Union Street and Little Park Street would be required across this site. The area between Little Park Street and Much Park Street could similarly be redeveloped at a higher density. The strip of small shops around the corner of New Union Street and Little Park Street could be redeveloped for a mixed-use development of offices and shops or residential. The Cheylesmore and New Union Street car parks could be redeveloped to provide a significant amount of office development and a landmark building at this entrance to the City Centre

from the Ring Road.

- 3.6.5 There is an existing planning permission for residential development on the corner of St Patrick's Road and Friars Road for around 170 dwellings. This area is also suitable for further residential developments along St Patrick's Road with a further 80 dwellings. These will need to be of an appropriate scale along the Ring Road and respond to the environmental issues caused by the sites' proximity to it.
- 3.6.6 The existing shops and service on New Union Street devoted substantially to estate agent A2 use are considered to be at risk from continued expansion in internet business. A combination of increased employment and residential development would be likely to enable the area to change to reflect new demands.

Policy CC 15: Civic Quarter

A

The Civic Quarter will be a secondary focus for new office (Class B1a) and residential developments and include a mix of other uses.

B

Proposals for predominantly office developments, shown on the City Centre Proposals Map, will be promoted, encouraged and supported on:

- the Police Station site – around 34,000m² gross additional office floorspace;
- the area between Little Park Street and Much Park Street – around 27,000m² gross additional office floorspace;
- the corner of New Union Street and Little Park Street – around 3,000m² gross new office floorspace; and
- the Cheylesmore and New Union Street car parks – around 17,000m² gross new office floorspace.

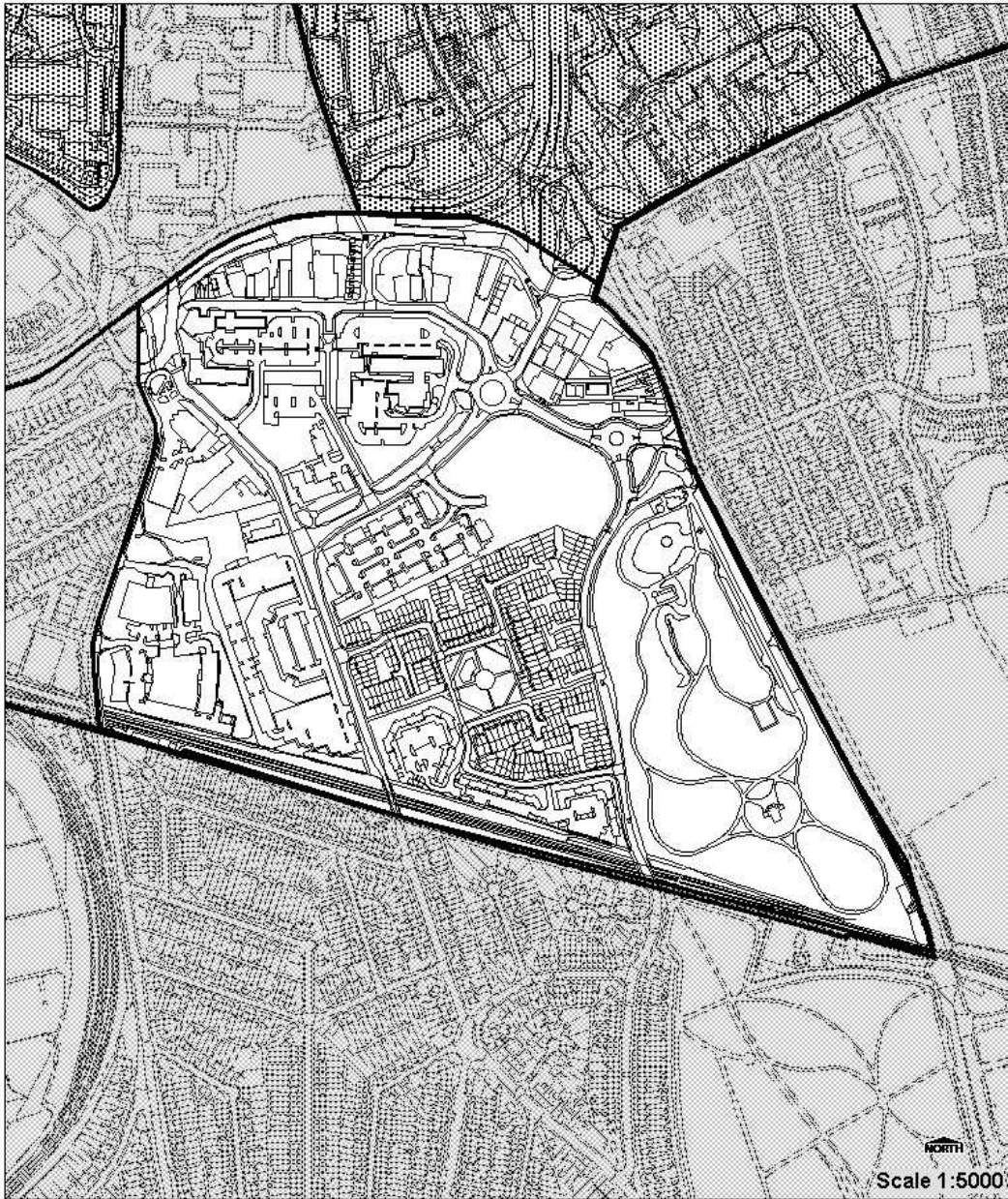
These developments will be expected to include other uses with active ground floors.

C

Residential development, shown on the City Centre Proposals Map, will be promoted, encouraged and supported at:

- the Friars Road/St Patricks Road site – at least 170 dwellings; and
- St Patrick's Road – at least 80 dwellings.

Plan 15 – Parkside Quarter



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3.7 Parkside Quarter

3.7.1 The Parkside Quarter is bounded by the Ring Road to the North, London Road to the East, the Coventry-Rugby railway line to the South and Mile Lane to the West. It includes:

- the City's historic cemetery, which is a Grade 1 Registered Park and Garden within the Charterhouse Conservation Area;
- a recently developed residential area between Quarryfield Lane and Mile Lane;
- office developments between Mile Lane and Quinton Road;
- Coventry University's main research and development area between Parkside and the new residential area; and
- an under-developed strip of land fronting onto London Road and the Ring Road North of Parkside.

3.7.2 The Core Strategy identified the challenge for this Quarter to be the completion of the redevelopment process along the strip of land fronting onto London Road and the Ring Road between Quarryfield Lane and Mile Lane. The office developments, Coventry University area and the under-developed strip are identified as part of a Strategic Employment Site in Map 5 of the Core Strategy and on the Proposals Map.

3.7.3 In the part of the frontage strip between Short Street and Mile Lane there is a mix of uses including small areas of housing. Of these, only the area of housing at Short Street needs to be retained to enable a small residential focus within this quarter.

3.7.4 There are two additional sites that form part of the employment area consisting of a vacant site at Deasy Road and the site in the angle between Mile Lane and Quinton Road currently occupied by a car dealership and the City Council's main training building.

3.7.5 These sites, totalling around 4.60 ha, should be developed predominantly for a mix of office (Class B1a) and research and development (Class B1b) uses. This will complement the Coventry University uses in the area, increase employment levels in a sustainable location and make a significant contribution towards the RSS Preferred Option office floorspace target.

3.7.6 In addition to the uses, which are indicated for retention, a proportion of the site's area would be acceptable for residential, small-scale leisure and Coventry University uses. A residential aspect, similar in nature to the permission at London Road (for approximately 50 apartments) would therefore be considered suitable. A planning permission has also been granted for the redevelopment of the church and conference site at the corner of Short Street. This will retain the existing uses and provide an enhanced community provision.

- 3.7.7 The main pedestrian and cycle links between this Quarter and the main City Centre are neither convenient nor pleasant. At the London Road roundabout it may be possible to introduce a pedestrian phase into the traffic lights to enable a surface level crossing to Paradise Street. At Short Street it may be possible to widen and improve the end of the underpass although this may involve changes to the slip road from the Ring Road. Consideration needs to be given to improving the linkages at and across the Mile Lane roundabout. A new pedestrian and cycle link is also required between Stoney Road and Puma Road.
- 3.7.8 The line of the Town Wall runs along Parkside with a visible section between Transport House and New Gate Court. These must be reflected in any development proposals.
- 3.7.9 Other parts of the Quarter are expected to remain largely unchanged.

Policy CC 16: Parkside Quarter

A

The Parkside Quarter will be a secondary focus for office (Class B1a) and research and development (Class B1b) uses and Coventry University developments.

B

Proposals for predominantly office and research and development use will be promoted, encouraged and supported on 4.60 ha of land, shown on the City Centre Proposals Map:

- in the area between Quarryfield Lane and Mile Lane;
- at Deasy Road; and
- in the angle between Mile Lane and Quinton Road.

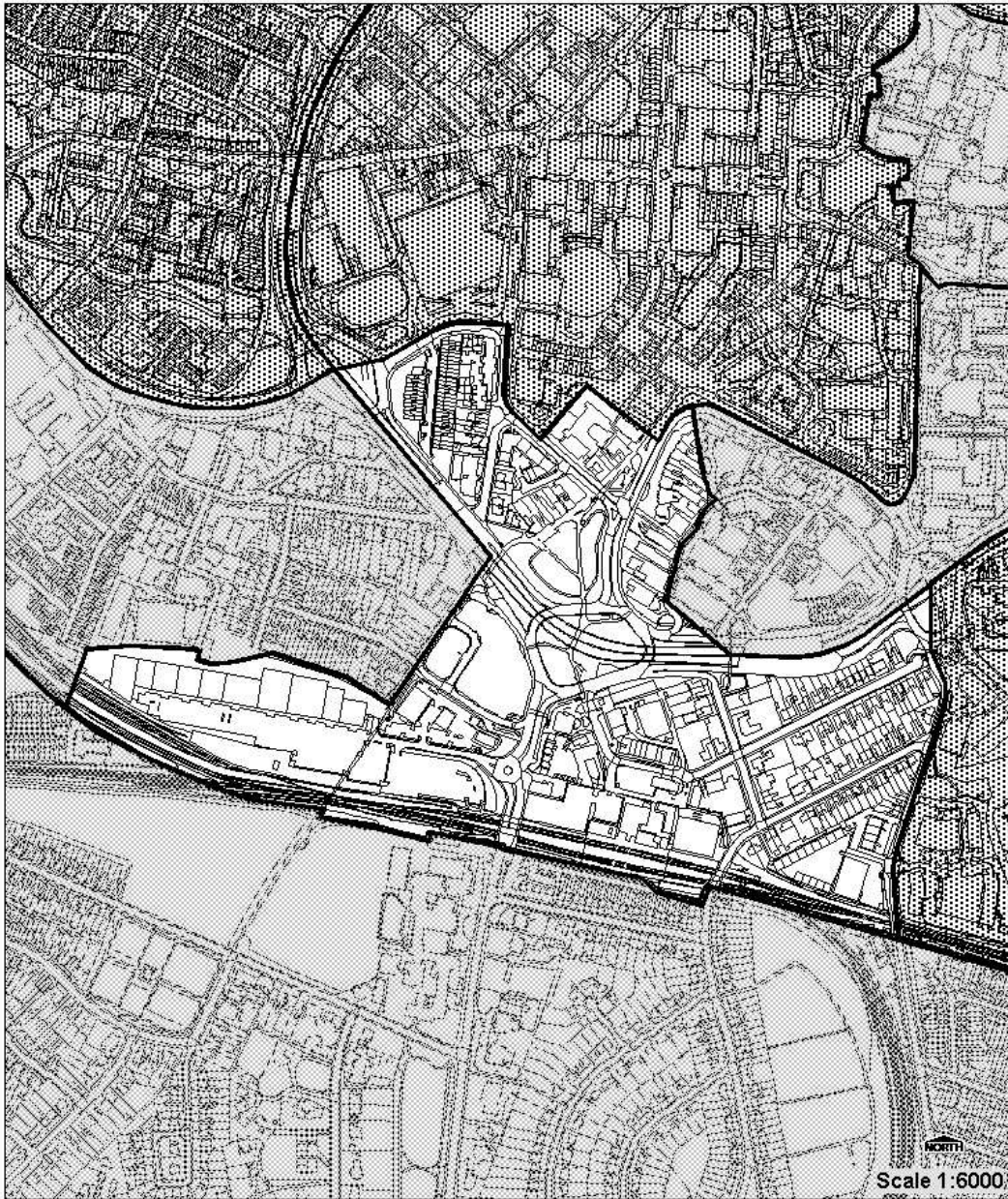
Developments may include residential, small-scale leisure and Coventry University uses. This will include:

- Land South of Ring Road St Johns and West of London Road – around 50 dwellings

C

Improvements to the links between the Quarter and the main City Centre for pedestrians and cyclists will be promoted, encouraged and supported.

Plan 16 – Greyfriars Quarter



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3.8 The Greyfriars Quarter

3.8.1 The Greyfriars Quarter combines sites inside and outside the Ring Road in a wide variety of uses between the Precinct Quarter and the railway station area. These consist of:

- Greyfriars Green Conservation Area and the buildings that enclose it with a mix of office, shopping and social and community uses;
- a mixed area of offices residential, church and community uses to the west as far as Croft Road;
- the Central Six Retail Park and a cleared site to its east on Warwick Road;
- the mainly office area around the railway station; and
- the mainly residential area between Quinton Road and Manor Road.

3.8.2 The Core Strategy identified the challenges for this Quarter to be to:

- implement new office developments around the transport interchange;
- integrate the new developments with the rest of the City Centre by significantly improving the pedestrian and cycle links across the Ring Road; and
- integrate all new developments with the surrounding area.

Most of the area south of the Ring Road is identified as a Strategic Employment Site in Map 5 in the Core Strategy and on the Proposals Map. The RSS Preferred Option indicated an office floorspace target of 250,000 m² gross, which is intended to be substantially met in this Quarter.

3.8.3 Discussions have been taking place to agree the framework for a major proposal that will cover the area between Manor Road and Grosvenor Road. The principles that have been established are:

- an office-led mixed-use City Centre Quarter, providing an attractive working and living environment;
- a positive experience on entering and leaving the City Centre from and to rail and bus services on foot or by cycle;
- a walkable business neighbourhood, closely linked to other parts of the City Centre and to nearby residential areas;
- a development where car use is limited and well managed;
- enhanced greenspace, biodiversity and historic environment;

- sustainable building construction and management, limiting carbon emissions;
 - a planned townscape with high quality buildings, streets and spaces achieving a distinctive, safe and attractive area; and
 - a managed development process.
- 3.8.4 In more detail, the amount of new office space within the quarter is expected to contribute at least 125,000 m² towards the RSS Preferred Option total. For residential, a minimum amount of 25,000 m² floorspace is envisaged which equates to at least 440 units.
- 3.8.5 A certain amount of existing retail space will be affected by the redevelopment plans. The outline permission granted enables up to 18,800 m² gross of "retail" space (Classes A1, A2, A3, A4 and A5) within the scheme subject to control on the amount of convenience floorspace/size of retail units. A requirement for a mix of retail uses will be necessary to ensure that the area does not compete with the PSA.
- 3.8.6 Other uses which may be acceptable as an element in the overall mix will include hotels (Class C1), other residential institutions (Class C2) and social, community and leisure uses (Classes D1 and D2).
- 3.8.7 As part of the passenger rail improvements on the Coventry-Nuneaton line, a new bay platform will be constructed to the west of the current platforms. This will enable a more frequent service to be operated without impinging on the West Coast Main Line and Cross-Country services.
- 3.8.8 The development will improve connections between rail, bus and taxi services by including direct and convenient links in the station forecourt and at Warwick Road.
- 3.8.9 A major element of the scheme is a combination of environmental enhancement to Greyfriars Green and improvements to pedestrian and cycle links between the station area and the main City Centre. These are discussed in Policies CC 2 and CC 4.
- 3.8.10 The existing mixed area of offices and residential use between Greyfriars Green and Croft Road, the existing mainly residential uses in Park Road and Stoney Road and the existing employment uses at Quinton Road and Hornchurch Close are expected to remain unchanged.

Policy CC 17: Greyfriars Quarter

A

The Greyfriars Quarter will be the principal focus for office developments to meet the Preferred Option target and a public transport interchange. It will also be a secondary focus for residential, hotel, leisure and open space development.

B

Proposals for office development with active ground floor uses, shown on the City Centre Proposals Map, will be encouraged and supported, particularly on:

- land between Manor Road and Warwick Road; and
- land between Warwick Road and Grosvenor Road.

THIS WILL PROVIDE AT LEAST 125,000 M2 GROSS ADDITIONAL OFFICE FLOORSPACE

C

Proposals to improve the public transport interchange will be encouraged and supported through:

- a new bay platform at the railway station; and
- provision of bus facilities on Warwick Road.

D

Proposals for residential development, shown on the City Centre Proposals Map, will be encouraged and supported, particularly on:

- land immediately west of Manor Road – at least 220 dwellings; and
- land immediately east of Grosvenor Road – at least 220 dwellings.

E

New areas of open space, shown on the City Centre Proposals Map will provide a direct at grade pedestrian and cycle links between the railway station and Bull Yard and will incorporate improvements to Greyfriars Green.

F

Developments must respect views of the three spires from Spencer Park.

G

Shopping development will be limited to not more than 18,800m² gross of "retail" (Class A) space including the replacement of existing "retail" floorspace in the Quarter and will also be subject to limits on unit sizes and nature of the goods to be sold.

Plan 17 – Butts Quarter



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3.9 The Butts Quarter

- 3.9.1 The Butts Quarter is bounded by the Butts Radial Road and Spon End to the North, Grosvenor Road to the East and Coventry-Nuneaton railway line to the South and West. It consists primarily of:
- the mixed office, residential, local shopping and social, community and leisure uses around Queens Road and Regent Street as far as Albany Road;
 - the Earlsdon Park development based around the former City College building and site; and
 - the Coventry RFC "Butts Park Arena" on the Butts Radial Road.
- 3.9.2 The Core Strategy identified the challenge for the Quarter to maintain an appropriate balance between the social, community and leisure uses and a growing residential element. This reflects tensions between the local shopping, leisure and residential uses in the mixed area east of Albany Road and uncertainty regarding the nature and implementation of the Earlsdon Park scheme and further phases of the rugby ground development.
- 3.9.3 The Queens Road area traditionally served as an important part of the City Centre's small-scale office market but this has gradually declined as more central locations have become available at competitive rents. Some buildings have already been converted to residential use and more small changes would be accepted. In this part of the Quarter, there are planning permissions for 110 dwellings and leisure use at York Street, 140 dwellings at Upper York Street (Maxwell Centre) and a small development under construction at Bedford Street.
- 3.9.4 The local shopping, social, community and leisure uses are mainly clustered around the junction of Butts, York Street and Upper York Street and include social clubs, a church, a hotel and a group of cafes, restaurants and bars. The social, community and leisure uses have been expanding to meet demands that have been displaced from other parts of the City, which has resulted in a degree of congestion and pressure on parking.
- 3.9.5 Recently, a new focus on office and residential uses in the Quarter has been the Earlsdon Park development. This principally provides a major office development of 9,900 m² gross, initially for the National Curriculum Development Authority as well as additional office space, at least 425 dwellings, a number of units for A3/A4 use, and a 100-bed hotel. It also retains the former College Theatre. Implementation of the approved scheme is likely to take some time and may need to respond to changing market demands.
- 3.9.6 Coventry Rugby Club's development so far has been confined to a large stand on the Eastern side of the pitch, although there are permissions for residential development on the Western side, adjacent to the railway and commercial development on the Butts Radial Road frontage.

Policy CC 18: Butts Quarter

A

The Butts Quarter will continue to be a mix of offices, residential, local shopping and social, community and leisure uses.

B

The retention of small-scale office uses in the Quarter will not be required and changes to residential use will be accepted.

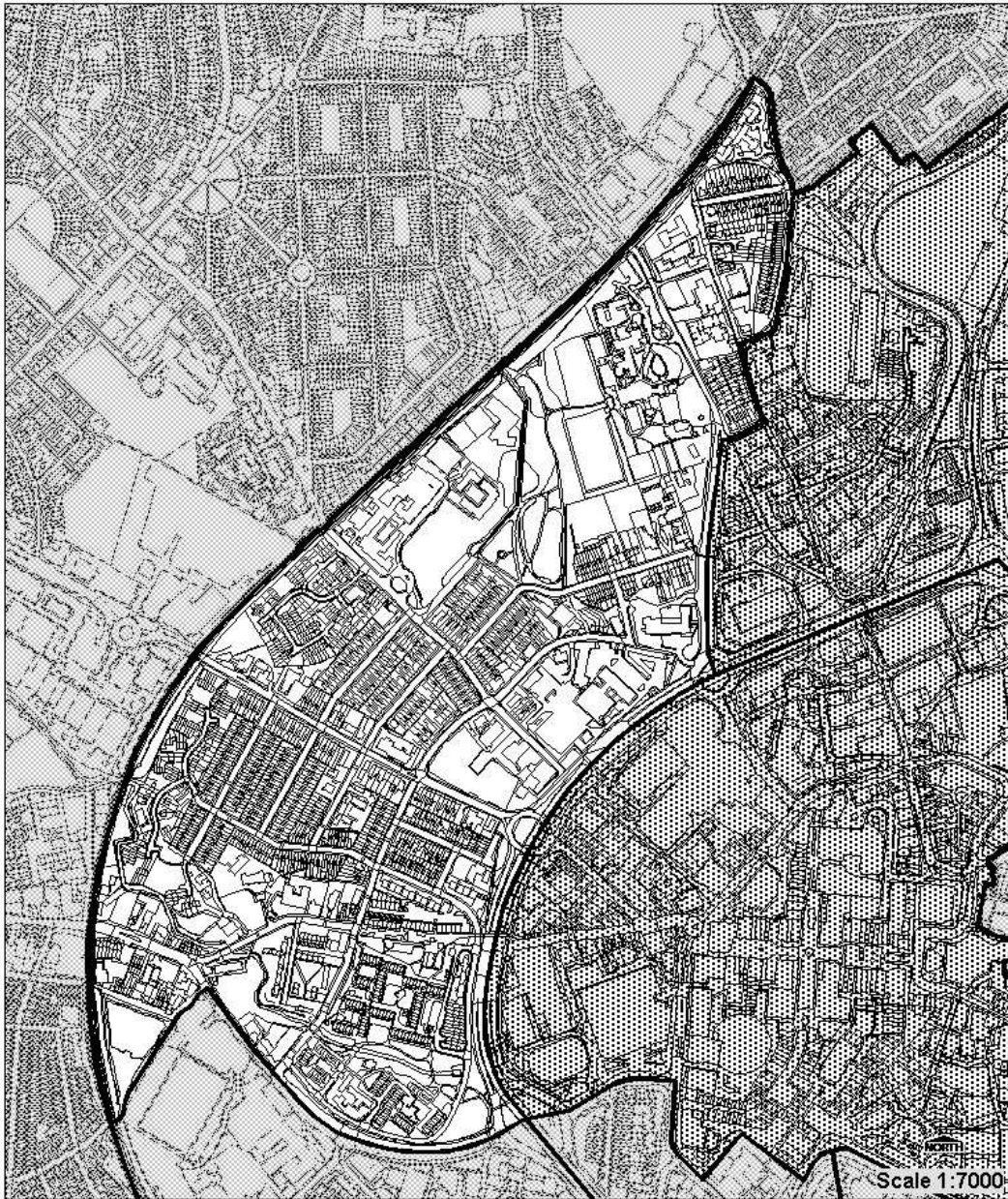
C

Proposals for residential use, shown on the City Centre Proposals Map, will be encouraged and supported at:

- Earlsdon Park (Former Butts College site) – at least 425 dwellings;
- York Street – at least 110 dwellings;
- Upper York Street (Maxwell Centre) – at least 140 dwellings; and
- Land Between the Butts Park Arena and the railway line – at least 85 dwellings.

Infill residential schemes on smaller sites throughout the Quarter will be encouraged and supported.

Plan 18 – Naul's Mill & Spon End Quarter



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3.10 The Naul's Mill & Spon End Quarter

- 3.10.1 The Naul's Mill and Spon End Quarter is a mainly residential area bounded by Radford Road and Sandy Lane to the North, the Ring Road to the East, the Butts Radial Road and Spon End to the South and the Coventry-Nuneaton railway line to the West. As well as residential uses it includes two significant school complexes of Bablake and Barrs Hill, located either side of Naul's Mill Park. It also incorporates the Naul's Mill Conservation area.
- 3.10.2 The Core Strategy did not identify a challenge for this Quarter on the basis that little significant change was expected. No significant redevelopment of the older areas of private housing is being promoted. It is understood that Whitefriars, the major social landlord, have no intention of redeveloping any of their housing.
- 3.10.3 Two significant sites have, however, been identified for new housing at Middleborough Road (social club) and Abbots Lane (British Gas/Transco site). The former has been identified through the SHLAA process and is considered suitable for predominantly family housing whilst the latter is immediately adjacent to the Ring Road and suitable therefore for a high density flats scheme that can respond to the environmental issues that proximity to the Ring Road brings. Smaller sites throughout the Quarter may also be brought forward for residential development and this will be encouraged and supported.
- 3.10.4 "Houses in Multiple Occupation" (or HiMOs for short) have been an issue particularly in the northern part of the Quarter and policy has sought to resist further such uses because of their impact on local services and the amenity of occupiers of properties within the area. This policy approach will continue.
- 3.10.5 Naul's Mill Pool is a historic feature whose setting, environment and accessibility are in need of improvement. Developments within this quarter will be expected to contribute towards these improvements in accordance with Core Strategy policy IM 1.
- 3.10.6 A new direct link is required to connect Belgrade Square to Naul's Mill Park through the Abbots Lane site, reflecting the line of the Radford Brook.

Policy CC 19: Naul's Mill & Spon End Quarter

A

The Naul's Mill & Spon End Quarter will continue to be a predominantly residential area except that further Houses in Multiple Occupation (HiMOs) will not be permitted.

B

Proposals for new residential developments, shown on the City Centre Proposals Map, will be encouraged and supported at:

- Gas Workers Club, Middleborough Road – at least 70 dwellings; and
- Transco Site, Abbots Lane – at least 350 dwellings with new "green link" to the main City Centre at Upper Well Street.

Infill residential schemes on smaller sites throughout the Quarter will be encouraged and supported.

C

Nauls Mill Park and the links to it will be enhanced in conjunction with surrounding developments.

4 Implementation and Monitoring Framework

- 4.1 Implementation of the AAP policies and proposals will require partnership working with a number of bodies and organisations in both the public and private sectors. The City Council will consider the use of Compulsory Purchase Order (CPO) powers in appropriate situations.
- 4.2 The challenge in making transformational change has been recognised by Advantage West Midlands (the Regional Development Agency) through their provision of significant funding streams. However, it is envisaged that there will also be partnerships with developers and that contributions towards all forms of infrastructure will be required in accordance with Core Strategy policy IM 1.
- 4.3 The targets arising from the RSS 2 and Core Strategy have been outlined above. The following Tables show how these targets are expected to be met in the Plan.

Table 1 - OFFICE FLOORSPACE

(Target from the RSS Preferred Option – 250,000 m2 by 2026)

Quarter	Scheme/site	Origin	Size (m2 gross)
Precinct	Well Street/Bishop Street	Permission	7,800
Precinct	Chapel Street/Bishop Street	AAP Policy CC 10	
Precinct	Salt Lane	AAP Policy CC 10	9,000
Whitefriars	Whitefriars Lane	AAP Policy CC 13	
Civic	STW St Johns Street	Permission	20,000
Civic	Police Station site	AAP Policy CC 15	34,000
Civic	Site between Much Park Street and Little Park Street	AAP Policy CC 15	27,000
Civic	New Union Street/Little Park Street	AAP Policy CC 15	3,000
Civic	Cheylesmore and New Union Street car parks	AAP Policy CC 15	17,000
Parkside	Deasy Road	AAP Policy CC 16	
Parkside	Quarryfield Lane – Mile Lane	AAP Policy CC 16	
Parkside	Mile Lane/Quinton Road	AAP Policy CC 16	
Greyfriars	"Friargate"	AAP Policy CC 17	At least 125,000
Butts	Earlsdon Park (former Butts College) Site	Permission	9,900
TOTAL			At least 252,700

Table 2 - COMPARISON SHOPPING FLOORSPACE

(Target from the RSS Preferred Option – 95,000 m2 by 2021 reduced to 60,000 m2 by already completed developments)

Quarter	Scheme/site	Origin	Size (m2 gross)
Precinct	South	AAP Policy CC 8	55,000
Precinct	North	AAP Policy CC 9	35,000
Precinct	Shopping Expansion Area – Upper Well Street	AAP Policy CC 10	
Precinct	Shopping Expansion Area – Bishop Street	AAP Policy CC 10	
Precinct	Shopping Expansion Area – New Union Street	AAP Policy CC 10	
TOTAL			90,000

Table 3 - RESIDENTIAL UNITS

4.3 The Core Strategy set a target of 6,000 net dwellings for the City Centre by 2026. This included the 3,055 City Centre Broad Locations figure and the 1,400 figure for Swanswell, which was included within the component "Net Capacity of Major Regeneration Schemes" (Core Strategy Table 2). The Table below identifies refined locations and specific sites for housing within the City Centre Area, which supersedes the 2 components of the Core Strategy Housing Land Supply.

Quarter	Scheme/site	Origin	Units
Precinct	Hales Street	Marketing brief	60
Precinct	Primary Shopping Area – south	AAP Policy CC 8	550
Precinct	Primary Shopping Area – north	AAP Policy CC 9	300
Precinct	Hill Street	AAP Policy CC 10	60
Precinct	Tower Street sites	AAP Policy CC 10	140
Precinct	Land West of Bishop Street and North and South of Lamb Street	Permission and AAP Policy CC 10	75
Swanswell	"Wickes Site" Radford Road	AAP Policy CC 11	210
Swanswell	Foleshill Road	AAP Policy CC 11	200
Swanswell	Sandy Lane	AAP Policy CC 11	150
Swanswell	Foleshill Road/Eagle Street	AAP Policy CC 11	70
Swanswell	Coventry & Warwickshire Hospital site	AAP Policy CC 11	330
Swanswell	Lower Ford Street	AAP Policy CC 11	90
Swanswell	Brandish's garage	AAP Policy CC 11	80
Swanswell	Godiva Place	AAP Policy CC 11	220
Far Gosford	Alma Street	AAP Policy CC 12	90

Whitefriars	Whitefriars Lane	AAP Policy CC 13	130
Civic	St Patrick's Road/Friars Road	Permission	170
Civic	St Patrick's Road	AAP Policy CC 15	80
Parkside	Land South of Ring Road St Johns and West of London Road	AAP Policy CC 16	50
Greyfriars	Land West of Manor Road	AAP Policy CC 17	220
Greyfriars	Land Immediately East of Grosvenor Road	AAP Policy CC 17	220
Butts	York Street	Permission	110
Butts	Earlsdon Park (former Butts College)	Permission	425
Butts	Upper York Street (Maxwell Centre)	Permission	140
Butts	Land between The Butts Park Arena and the Railway Line	Permission	85
Naul's Mill & Spon End Quarter	Transco site, Abbots Lane	AAP Policy CC 19	350
Naul's Mill & Spon End Quarter	Gas Workers Club, Middleborough Road	AAP Policy CC 19	70
TOTAL			4,675

4.4 Further to the site-specific allocations there have been a total of 630 completions within the expanded City Centre area between April 1st 2006 and March 31st 2009 (these are detailed in the Councils Annual Monitoring Report (AMR)). In addition, a further 225 dwellings have been identified within the City Centre boundary, which are either under construction or have an outstanding planning permission. With the exception of the Belgrade Plaza contribution, these sites are relatively small in nature and have a capacity below 50 dwellings. The contribution of these sites will also be monitored through the AMR and the Strategic Housing Land Availability Assessment (SHLAA).

4.5 When considering past completions, outstanding permissions and proposed allocations a total of 5,530 dwellings are identified for the City Centre area for the period 2006-2021. This makes no allowance for windfall developments during this period, which is in keeping with the same principles used in the Core Strategy. This is despite robust evidence, which demonstrates historic trends of windfall completions within the expanded City Centre boundary. The overlooking of a windfall allowance despite this evidence provides the City Centre housing land capacity with a significant degree of flexibility when monitoring completions over the plan period. Any alterations to this approach will be addressed through the AMR and/or revised SHLAA.

4.6 Densities, where estimated, are based on those achieved at:

- Parkside housing (60% houses, 40% flats) – 50/ha;

- Lower Ford Street (100% flats) - 160/ha and average flat size of 55 m2; and
- Manor House Drive (100% flats) – 220/ha

Monitoring

4.7 Section 10 of the Core Strategy identified the importance of monitoring policies within Local Development Document's. Monitoring requirements identified in the Core Strategy between 2006 and 2026 consist of the development of:

- 150,000m2 gross comparison shopping floorspace;
- 250,000m2 gross office (B1a) use; and
- 6,000 new net dwellings.

In addition to these development targets the Core Strategy monitoring indicators for policies SG 2, EQ 1, EQ 3, EQ 4, EQ 5 and AC 1 will also be specifically assessed in relation to the City Centre. The EQ policies in particular will provide a specific focus for AAP Policy CC 4.

4.8 Table 4 below builds on this by identifying a set of indicators related to the policies of the proposed City Centre Area Action Plan Submission Document, as well as targets to measure performance. Progress against these targets will be assessed through the Annual Monitoring Report (AMR).

Table 4: Monitoring Framework

Indicator	Target
Policy CC 1 – Heritage and Design	
Number of Conservation Area Plans adopted and number of appraisals undertaken annually.	1 plan to be adopted within 5 years of adoption of AAP for the City Wall. Appraisals to be undertaken in line with assessment standards.
Number of archaeological assessments undertaken as part of planning applications.	To be undertaken in accordance with national guidance.
Number of vacant Listed / Locally Listed Buildings re-used / occupied.	To be assessed annually against emerging trends, but to achieve an overall reduction in vacant Listed/Locally Listed Buildings over the plan period.
Policy CC 2 – Routes and Linkages	
Metres of new/existing cycle lanes developed/enhanced.	Provision to increase annually.
Policy CC 3 – Building Heights	

Number of new buildings granted planning permission above 3 storeys in height, which are either inside or outside the 'areas of encouragement'.	Number of schemes outside the areas of encouragement should be minimised and lower than the number of schemes within the areas of encouragement.
Policy CC 5 – Car Parking	
Number of people using Park and Ride services.	To increase annually.
Net change in short and long stay public car parking spaces.	To have approximately 8,500 (short stay) and 9,000 (long stay) public spaces by 2021.
Policy CC 6 – The Primary Shopping Area and Policy CC 12 – Far Gosford Quarter	
Number of new hot food takeaways granted planning permission on Spon Street and Far Gosford Street.	No new hot food takeaways are to be permitted on Spon Street or Far Gosford Street.
Policy CC 7 – Primary Frontages	
% Of primary shop frontages in non-A1 use.	Not to exceed 30% at any given time.
Policy CC 11 – Swanswell Quarter	
Number of buses and coaches entering pool meadow.	As a minimum usage should remain consistent, however signs of annual increase in usage would be preferred.
Policy CC 14 – Cathedrals Quarter	
Number of visitors to the Cathedrals and Herbert Art Gallery.	To increase on an annual basis.
Policy CC 18 – Butts Quarter	
Number of permissions granted for changes of use within the quarter. Specifically to C3 use from another use class.	To be assessed annually against emerging trends.
Policy CC 19 – Naul's Mill and Spon End Quarter	
Number of new 'Houses in Multiple Occupation' (HiMO) granted planning permission.	Zero HiMO's granted permission annually.
Policy CC 8 – CC 19 – All Quarters	
Amount of floorspace (m2) completed by use class in the City Centre area (Core Output Indicator BD4)	To be in accordance with the targets and principles set in individual policies.

4.9 Infrastructure requirements can be found in Table 5 of the Core Strategy. Table 5 below also identifies a number of focused proposals, which have been identified throughout the Area Action Plan.

Table 5 Implementation Plan

Table to be added

Appendix 1 - Remaining CDP Policies to be Superseded

Policy	Title	Superseded by:
CC 4	New Housing Sites	CC 10, 11, 12, 15, 18 and 19
CC 5	Sites and Areas with a Substantial Housing Element	CC 8, 9, 10, 13, 16 and 17
CC 7	Major Environmental Improvement Schemes	CC 3 and CC 4
CC 10	Public Car Parking	CC 5
CC 13	The Central Shopping Area	CC 6
CC 15	Smithford Way Redevelopment	CC 9
CC 16	Barracks Redevelopment	CC 8
CC 18	The West End Area	CC 10
CC 21	The Southside Area	CC 10 and 15
CC 23	The Queens Road/Butts Area	CC 17 and 18
CC 24	Queens Road/Butts Area – Social, Community and Leisure	CC 18
CC 25	The Station Area	CC 17
CC 26	Station Area Sites	CC 17
CC 27	The Parkside Area	CC 16
CC 30	The Coventry University Area	CC 13
CC 33	The Cathedral Area	CC 14
CC 34	The Phoenix Area	CC 10 and 11
CC 38	Phoenix 3	CC 10
CC 39	Pool Meadow	CC 11
CC 40	The Ring Road Area	CC 2 and 4
CC 41	Subways	CC 2
CC 42	Bridges	CC 2
CC 43	“At-grade” Crossings	CC 2
CC 44	The Swanswell Area	CC 11
CC 45	The Coventry and Warwickshire Hospital Site	CC 11

Appendix 2 - Glossary

<p>Advantage West Midlands (AWM) The name of the Regional Development Agency for the West Midlands Area. The Regional Development Agency is a Public body, which encourages economic development in a region.</p> <p>Annual Monitoring Report (AMR) Published once a year and submitted to the Government by local planning authorities or regional planning bodies assessing progress with and the effectiveness of policies.</p> <p>Area Action Plan (AAP) A Development Plan Document that focuses upon a specific location or an area subject to significant change.</p> <p>Area of Local Distinctiveness Area of local historic and architectural significance which, although not important enough to be declared as a Conservation Area, has sufficient distinctiveness and character to merit preservation.</p> <p>'At-grade' crossing Crossing at ground / surface level.</p> <p>Brownfield Land Previously developed land occupied by a permanent structure and associated development, such as car parking, which can be re-developed for other uses.</p> <p>City Centre The City Centre boundary is detailed in Plan 1. This boundary is defined by natural and physical elements as well as social, cultural and economic activities.</p> <p>Commission for Architecture and the Built Environment (CABE) CABE is the government's advisor on architecture, urban design and public space. The organisation aims to promote design and architecture to raise the standard of the built environment.</p>	<p>Comparison shopping Items not bought on an everyday basis, but after comparison of alternatives from various sources such as clothes, shoes and electrical items.</p> <p>Compulsory Purchase Order An order issued by the government or a local authority to acquire land or buildings for public interest purposes. (E.g. land for new roads).</p> <p>Conservation Area Area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.</p> <p>Convenience Goods Items bought on an everyday basis such as food shopping.</p> <p>Core Strategy Development Plan Document setting out the spatial vision and strategic objectives of planning framework for an area.</p> <p>Coventry Development Plan (CDP) The Coventry Development Plan 2001 is the existing statutory land use Plan for the city, which the Local Development Framework will supersede. It comprises the policies against which proposals for physical development are currently evaluated and provides the framework for change and development in the city.</p> <p>Coventry Green Infrastructure Study Evidence base document detailing the Council's plan for 'Green Infrastructure', (the strategic network of green spaces and the links between them across the City).</p>
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<p>Coventry Shopping and Centres Study An evidence base document prepared in 2006 and updated in 2008 by Nathaniel Lichfield & Partners (NLP) looking at the City Centre, the major district centres and the district centres and to assess the need for retail and commercial leisure uses.</p> <p>Coventry Travel to Work Area A sub regional catchment area for people that work in the City.</p> <p>Density In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.</p> <p>Development Development is defined under the Town and Country Planning Act 1990 as “the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land”.</p> <p>2 FE Primary School Two-form entry primary school, designed to accommodate 2 classes per primary year group.</p> <p>Footfall The number of people who go into a shop or business in a particular period of time.</p> <p>Green Roofs Green roofs are vegetated layers that sit on top of the conventional roof surfaces of a building. Their principal functions are in reducing surface water run off, providing a wildlife habitat, reducing the need for air conditioning and, on larger scales, providing recreational space.</p> <p>Jerde Masterplan Plan commissioned by the City Council and partners in 2008 to redevelop the City Centre.</p>	<p>Listed Buildings Listing marks and celebrates a building's special architectural and historic interest, and also brings it under the consideration of the planning system so that some thought will be taken about its future. All buildings built before 1700 which survive in anything like their original condition are listed, as are most of those built between 1700 and 1840. The criteria become tighter with time, so that post-1945 buildings have to be exceptionally important to be listed. A building has normally to be over 30 years old to be eligible.</p> <p>Local Development Framework (LDF) Comprises a portfolio of documents, including a core strategy, proposals and a series of Area Action Plans, which collectively will deliver the spatial planning strategy of a local planning authority.</p> <p>Mixed Use Development Mixed-use development is the practice of allowing more than one type of use in a building or set of buildings. In planning zone terms, this can mean some combination of residential, commercial, industrial, office, institutional, or other land uses.</p> <p>Park and Ride Facility, which provides parking for cars, and an interchange for transferring passengers onto public transport, particularly at approaches to or outskirts of a city.</p> <p>Planning Obligation Legal agreements between a planning authority and a developer to ensure that certain works which are necessary and relevant to a development are undertaken or financial contributions made to facilitate associated infrastructure works and development.</p> <p>Planning Policy Statements (PPS) & Planning Policy Guidance (PPG) Documents, which set the national policy framework.</p>
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<p>Primary Frontages A high proportion of Class A1 Retail uses but within which, financial and professional services (Class A2), restaurant and catering uses (Class A3), drinking establishment (Class A4), non residential institutions (Class D1) and assembly and leisure (Class D2) uses will be permitted, providing they do not undermine the overall retail function of the primary frontage. This will also bring about more activities around the clock. Normally, there should not be more than 30% of non-A1 uses in any of these frontages to ensure this predominance.</p> <p>Primary Shopping Area (PSA) The central shopping area, as defined on the City Centre Proposals Map. The PSA is focussed around the Precinct area but has been extended in the Core Strategy to include IKEA, Spon Street, parts of the area north of Corporation Street area and parts of New Union Street. It is shown on Plan 8.</p> <p>Quarter An area of the City Centre with a predominant character, use or set of activities taking place within a defined boundary. These boundaries are specified and plans for the areas detailed in chapter 3 of the AAP.</p> <p>Regional Centres Study (RCS) Regional Centres Study – Undertaken by Regional Assembly as part of the Phase 2 Revision of the RSS with recommendations for the definition of Centres and targets for comparison shopping, office, commercial & leisure floorspace across the region.</p> <p>Regional Spatial Strategy (RSS) Prepared by Regional Assemblies and approved by Government and forms part of the Development Plan. It sets out how a region should develop in spatial terms over a long-term time frame.</p>	<p>Registered Parks and Gardens The Register of Parks and Gardens of special historic interest in England and now containing nearly 1450 sites, was established, and is maintained by, English Heritage.</p> <p>Shopping Expansion Areas These are longer-term areas of land identified to accommodate additional comparison-shopping floorspace between 2021 and 2026. (See plan 8).</p> <p>Strategic Employment Site Sites employing 50 or more people.</p> <p>Strategic Flood Risk Assessment (SFRA) The purpose of a Strategic Flood Risk Assessment (SFRA) is to identify and analyse current and future broad scale flooding issues.</p> <p>Strategic Housing Land Availability Assessment (SHLAA) Replaces the Urban Capacity Studies and makes an assessment of the amount of land that is available for housing development.</p> <p>Sustainable Communities Strategy (SCS) Sets out the strategic vision for an area; identifies priorities for action; identifies how agencies and organisations are addressing the issues and may identify additional initiatives to be undertaken.</p> <p>Sustainable Drainage Systems (SuDS) Sustainable Drainage Systems absorb rainfall and release it gradually, improving drainage and reducing the risk of flash flooding.</p>
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<p>Supplementary Planning Document (SPD) These are LDD documents (Local Development Documents) that provide further detail of policies and proposals in a 'parent' Development Plan Document. Not subject to external scrutiny and without the status of DPD's, but are a material consideration in the evaluation of planning applications. They will replace Supplementary Planning Guidance (SPG's).</p> <p>Sustainable Development Development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.</p> <p>Sustainable Transport Modes of transport which are less damaging to the environment than the private car including public transport, walking and cycling.</p> <p>The Swanswell Initiative & Masterplan Swanswell is the part of Coventry that straddles the northern section of the city's Ringway: a large area of around 60 hectares comprising a wide range of challenges and opportunities. The Swanswell Initiative aims to provide 2000 new homes, 7000 jobs, a new City Centre Heath Facility, new Learning Quarter, new office space, and will transform the local environment. The Draft Swanswell Masterplan is available to download on the City Council's Website.</p> <p>The Three Spires The historic three spires of St. Michael's, Holy Trinity and Christchurch are a characteristic element of the city centre skyline, to which new development is intended to complement.</p> <p>Townscape Heritage Initiative The Townscape Heritage Initiative (THI) is the Heritage Lottery Fund's grant giving programme for the repair and regeneration of the historic environment in towns and cities throughout the UK.</p>	<p>Travel Plan A travel plan is a package of measures produced to encourage people to use alternatives to single-occupancy car-use. Such a plan for example, could include: car-sharing schemes, a commitment to improve cycling facilities, a dedicated bus service or restricted car parking allocations.</p> <p>University Masterplan Planning guidance document produced by Coventry University to identify their development plans for the next 10 years.</p> <p>Urban Design Framework for the City Centre (UDF) Supplementary Planning Document This urban design framework will provide the broader context that regeneration should take place in. It is intended to help facilitate a city centre, which is more sustainable, accessible, connected, welcoming, lively and safe.</p> <p>Use Classes Order 1987 The Town and Country Planning (Use Classes) Order 1987 (amended) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same Use Class. The Use Classes are as follows:</p> <ul style="list-style-type: none"> A1 Shops A2 Financial & Professional Services A3 Restaurants & Cafes A4 Drinking Establishments A5 Hot Food Takeaway B1 Business (can be subdivided into B1a: Offices, B1b: Research and Development and B1c: Light Industry) B2 General Industrial B8 Storage & distribution C1 Hotels C2 Residential Institutions C3 Houses and flats D1 Non-residential institutions D2 Assembly & Leisure Sui Generis A use, which is not within any specific Use Class and for which any change of use, will require planning permission.
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