
Cabinet Member

6th August 2018

Name of Cabinet Member:

Cabinet Member for Housing and Communities – Councillor E Ruane

Director Approving Submission of the report:

Deputy Chief Executive - Place

Ward(s) affected:

All

Title:

Coventry Connected Supplementary Planning Document (SPD)

Is this a key decision?

No.

This SPD provides technical guidance which supports the newly adopted Local Plan.

Executive Summary:

This SPD is intended to provide technical guidance and support to the Accessibility policies set out in Chapter 10 of the new Local Plan. The Local Plan provides the framework for determining planning applications across Coventry following its adoption on the 6th December 2017. This SPD has been developed in partnership between the Council's Planning and Highways functions and is intended to support ongoing joint working on all matters of transport considerations through the Planning process.

The SPD is structured to cover each of the Accessibility policies in turn (Policy AC1-AC7). This covers supporting technical detail around matters of:

- Transport Assessments.
- Travel Plans (including Green Travel Plans)
- Highway impacts.
- Promotion of a walking cycling and public transport (including Rapid Transit and rail improvements).
- Assessment of freight suitability.

Alongside the SPD the Parking Standards Appendix to the Local Plan is being re-issued as an appendix to the SPD.

Recommendations:

The Cabinet Member is requested to:

1. Note the consultation statement included at Appendix 3.
2. Approve a final round of consultation on the Coventry Connected SPD. The consultation is proposed to run for just over 6 weeks between Wednesday 8th August and Friday 21st September 2018.

List of Appendices included:

Appendix 1 – Coventry Connected SPD
Appendix 2 – Updated Car Parking Standards (Local Plan Appendix 5)
Appendix 3 – SPD Consultation Statement

Background papers:

None.

Other useful documents:

The Coventry Local Plan was adopted at full Council on the 5th December 2017, with adoption statements issued the following day. This SPD relates primarily to Chapter 10 of the Local Plan, which covers policies on accessibility and transport. The Local Plan can be viewed via the following link:

http://www.coventry.gov.uk/downloads/download/4881/adoption_statements

Has it been or will it be considered by Scrutiny?

No.

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

No

Will this report go to Council?

No.

Report title:
Coventry Connected Supplementary Planning Document (SPD)

1. Context (or background)

1.1 This SPD is intended to expand upon and support the Accessibility policies set out in Chapter 10 of the new Local Plan. The Local Plan provides the framework for determining planning applications across Coventry following its adoption on the 5th December 2017. This SPD has been developed in partnership between the Council's Planning and Highways functions and is intended to support ongoing joint working on all matters of transport considerations through the Planning process. The added technical support and guidance provided within the report will help applicants provide the correct information and assess the right areas of transport considerations early in the planning process. This will not only save time and money but will lead to better transport planning and stronger outcomes for infrastructure. The SPD is split across 8 chapters, with the first chapter providing the introduction and context. The following sections below summarise the considerations and detail provided within the SPD.

1.2 Policy AC1: Accessible Transport Network (Chapter 2)

This provides the overarching transport strategy that supports the Plan and provides a basis for the following policies in the Accessibility chapter. The SPD expands upon this policy by focusing primarily on the need for developers to ensure good quality transport systems allowing for people to access the jobs and services they require. Other key points regarding this section of the SPD includes a focus on providing greater choice in the different modes of transport, catering for a range of accessibility needs, delivering a high quality local transport network and supporting intelligent mobility infrastructure.

1.3 Policy AC2: Road Network (Chapter 3)

This section provides guidance for developers on what is required to ensure that developments can be accommodated into the local road network. The SPD expands upon this policy by considering the wider impact of the development's vehicle trips upon infrastructure and through providing a checklist for applications, it gives a generalised picture to the various areas of consideration required. Other key points regarding this section of the SPD include:

- guidance on when and how to assess impacts of the developments vehicle trips on the road network and the environment and how to mitigate against these;
- the use of scoping discussions in bringing about accurate and positive outcomes in relation to transport; and
- considering the Coventry Area Strategic Model (CASM) when assessing future developments (also using CASM when conducting travel impact assessments).

1.4 Policy AC3: Demand Management (Chapter 4)

This section supplies detailed guidance for developers, supporting development proposals through the planning application process (while this section gives guidance, the exact scope and content of a Transport Assessment (TA), Transport Statement (TS) or a Travel Plan (TP) will remain case specific). Within this section of the SPD, focus is placed on the importance of scoping discussions and transport assessments and how to prepare these; the required content for Construction Traffic Management Plans, Travel Plans, and parking standards for cars and bicycles; and Clean Air Zone development guidance.

1.5 Policy AC4: Walking and Cycling (Chapter 5)

This section seeks to ensure the promotion and inclusion of safe and convenient walking and cycling routes as part of development proposals, aiming to create a more pleasant environment for pedestrians and cyclists. It highlights the key principles and requirements of cycling and walking in new developments and related infrastructure (in each; residential, employment and retail).

1.6 Policy AC5: Bus and Rapid Transit (Chapter 6)

This section promotes the support and enhancement of the bus and rapid transit (including Very Light Rail) infrastructure and services in Coventry, providing the guidance that developers need to adhere to for future developments. It outlines specific strategies for the Bus and Rapid Transit networks, their accessibility and planning for these in new developments, and assesses the impact of operating speeds and punctuality on the existing network.

1.7 Policy AC6: Rail (Chapter 7)

This section gives guidance to developers to ensure both the support and enhancement of the local rail network and the support of new railway stations with the primary aim of ensuring that new developments are well connected in regard to access to railway stations. The other points of focus for this section of the SPD are the development of new stations, the duration and frequency of services and consideration of the effect of HS2.

1.8 Policy AC7: Freight (Chapter 8)

The management of freight and the preference for utilising alternative methods of freight movement are considered in this section of the SPD. It expands upon this policy by focusing primarily on the guidance that developers would need to follow to ensure that freight movements to and from site are controlled but still providing facilities for freight on site. Other points of focus are the construction traffic management plans, the issues surrounding parking provision, and considering opportunities for using more alternative freight facilities (rail and air).

1.9 Alongside the SPD, and following a period of consultation we are re-issuing the Parking Standards Appendix of the Local Plan. The adjustments made to the appendix do not alter any of the parking standards themselves, they simply respond to points of clarification over types of development that have been identified following the implementation of the wider Plan. The changes include the 2 following points:

- a) Clarification that Halls of Residence should refer to purpose built student accommodation in more general terms; and
- b) That HiMO's relate to all forms of HiMO's including those that are included within use class category C4 and Sui Generis.

2. Options considered and recommended proposal

2.1 Two options have been considered in relation to this report. The first has formed the recommendations of this report and is to undertake a final round of consultation on the SPD to provide technical guidance and support to those submitting planning applications that involve matters of transportation and accessibility.

2.2 The second option is to not consult on this document and to rely solely on the policies in the Local Plan and how applicants interpret those policies. This option has not been recommended as it would place greater reliance on how applicants use the new policies which could generate greater inconsistency in evidence submitted in support of applications and lead to greater resource pressure for planning officers managing day to day caseloads. As such this technical guidance is important to the correct

understanding of policies within the new Local Plan (in so far as they relate to transport and accessibility). This level of detail was not provided within the Local Plan itself though as it would have extended the complexity and length of the Plan substantially.

3 Results of consultation undertaken

3.1 An initial round of consultation was undertaken in relation to this SPD during 12 February and 23 March 2018.

3.2 A total of 5 responses were received via email and post to the consultation as well as a range of informal comments and suggestions made through email, stakeholder meetings and consultation drop in events. A summary of the representations made, details of the respondent and the proposed action in response to the representations are set out in Appendix 3. In general terms the comments were supportive of the SPD with comments focusing more on matters of principle, technical adjustment or general observations. They can be summarised as follows:

- Some focused comments on matters of principle and policy that had already been dealt with through the local plan examination and subsequent adoption. As such these were not of relevance to the SPD.
- Specific comments related to links to Regional and Sub-regional strategies and supporting information such as Midlands Connect, Bus Network Strategies and bike hire Schemes etc. In these circumstances some links were strengthened but the request to add greater detail was not taken forward as it would have increased the length and complexity of the SPD without any genuine benefit. The key in this regard is the recognition of the supporting documents and signposts to them – which is included.
- Comments and recommendations relating to linked areas of policy such as health impacts, air quality and infrastructure. In all cases these comments overlap with other SPD's currently being developed. Officers have ensured appropriate cross referencing is contained within the SPD to ensure all documents work together.

4 Timetable for implementing this decision

4.1 Subject to approval by the Cabinet Member it is proposed to consult on the draft SPD for a period of just over 6 weeks between the 8th August and 21st September 2018.

4.2 This round of consultation will seek formal representations to the SPD. Following this round of consultation, all responses will be reviewed and the SPD will be updated for the final time. The SPD will then be presented for adoption via Cabinet Member meeting and Council in late 2018.

5 Comments from the Director of Finance and Corporate Services

5.1 Financial implications

Unlike the Local Plan or an Area Action Plan, a SPD is not subject to public examination. It therefore does not incur the same level of costs as a higher level Plan. As such any costs associated with the delivery of this SPD will be met through existing budgets attributed to the Planning and Housing Policy team.

5.2 Legal implications

Supplementary Planning Documents are produced under the Planning and Compulsory Purchase Act 2004 (as amended) and in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. This draft SPD has been produced in accordance with the relevant legislation and regulations. SPD's are subject to supporting evidence and consultation but are not publicly examined or subject to a Sustainability Appraisal. As such, their 'material weight' in planning terms is less than that of a Local Plan, Area Action Plan or other Development Plan Documents. Notwithstanding this, SPD's must be adopted by a resolution of the Local Planning Authority and are still important planning policy documents that provide technical guidance and supporting information to those submitting planning applications. An SPD does not introduce new policy, instead it builds and expands upon those set out in the higher level plan (in this case the new Local Plan) to ensure they are interpreted and delivered in the most efficient and effective way.

6 Other implications

None.

6.1 How will this contribute to achievement of the Council's Plan?

- A prosperous Coventry: The SPD will support the delivery of the accessibility policies in the Local Plan. It will provide technical guidance to ensure the Plan helps deliver enhanced public transport and transport infrastructure. This will help enable continued investment and regeneration through the statutory plan making process;
- Citizens living longer, healthier, independent lives: The SPD promotes greater use of public transport and active travel, helping to integrate new routes into existing networks and making them more attractive and user friendly;
- Making Coventry an attractive and enjoyable place to be: The SPD will support the delivery of the accessibility policies in the Local Plan. It will provide technical guidance to ensure the Plan helps deliver enhanced public transport and transport infrastructure. This will help enable continued investment and regeneration through the statutory plan making process. The SPD also promotes greater use of public transport and active travel, helping to integrate new routes into existing networks and making them more attractive and user friendly;
- Making places and services easily accessible: The SPD promotes greater use of public transport and active travel, helping to integrate new routes into existing networks and making them more attractive and user friendly. The SPD also supports the delivery of transport assessments and travel plans which will help people travel and move around the city in an easier and more efficient manner.
- Encouraging a creative, active and vibrant city: New transport infrastructure and improved accessibility, supported through the SPD, will facilitate and enable job opportunities and inward investment across Coventry and its surrounding areas.
- Developing a more equal city with cohesive communities and neighbourhoods: New transport infrastructure and improved accessibility, supported through the SPD, will facilitate and enable job opportunities and inward investment across Coventry and its surrounding areas. This will help ensure new and existing communities will have greater access to new jobs, leisure provisions and community facilities.
- Improving the environment and tackling climate change: The successful implementation of this SPD will help seek to mitigate the impacts of development on the environment through targeted guidance towards travel plans, highway assessments, public transport promotion, and integration of active travel and prioritisation of highways infrastructure.

6.2 How is risk being managed?

The primary risk associated with this SPD is the length of time it will take to formally adopt the SPD. Although the SPD can be a material consideration from the moment it is published its weight will be very low. As a result the Council will be reliant upon planning applicants to utilise the SPD at their own discretion and to their own benefit when developing planning applications. Based on the initial consideration of the accessibility policies of the Local Plan and officers engagement with planning consultants via pre-application services and informal discussions the publication of this SPD is actively awaited and encouraged. As such we consider this risk to be minimal.

6.3 What is the impact on the organisation?

No direct impact.

6.4 Equalities / EIA

A full Equality and Consultation Assessment (ECA) was undertaken as part of developing the Local Plan. As this SPD supports the delivery and technical interpretation of policies within the Plan no further assessment has been undertaken. As part of that analysis, the Council had due regard to its public sector equality duty under section 149 of the Equality Act (2010).

A key priority of this SPD is to support the interpretation and effectiveness of the accessibility policies within the new Local Plan. These policies focus on promoting greater accessibility to public transport and promoting active travel. In addition they prioritise investment in highway infrastructure and seek to promote better, more efficient movement around Coventry for all its citizens.

6.5 Implications for (or impact on) the environment

Key priorities of the accessibility policies within the new Local Plan (and therefore this SPD) include the promotion and increased uptake of active travel and the promotion of improvements to air quality through improved transport technology and increased use of alternatives to the car.

6.6 Implications for partner organisations?

The City Council as highways authority will continue to work closely with its partners in Warwickshire County Council to ensure the benefits of this SPD relating highways infrastructure will also be realised on a cross boundary basis.

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

Appendix 1 – Draft Coventry Connected SPD

Appendix 2 – Updated Car Parking Standards (Local Plan Appendix 5)

Appendix 3 – SPD Consultation Statement