

Coventry City Council

Coventry Connected Supplementary Planning Document (SPD)

Regulation 12(a) Report of Consultation and Consultation
Statement

August 2018

Introduction

This report sets out the consultation that took place in the lead up to and during public consultation of the Draft Coventry Connected Supplementary Planning Document (in this document referred to as the Draft SPD) from 12 February 2018 to 23 March 2018. It reviews the consultation responses received, the number of representations made and a summary of the main issues raised by the representors.

This document has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 which requires that Local Authorities set out the persons the local planning authority consulted when preparing the supplementary planning document, a summary of the main issues raised with the consultation responses, and how those issues have been addressed. Once adopted, the Coventry Connected Supplementary Planning Document will form part of the Council's Local Plan.

Background

The Coventry Connected Supplementary Planning Document has been prepared to provide technical guidance and support to the Accessibility policies set out in Chapter 10 of the new Local Plan. 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); and
- Assessment of freight suitability.

Public Consultation

The Draft Coventry Connected SPD was approved for public consultation by the Council's Cabinet Member on 30 January 2018. Public Consultation was held from 12 February 2018 to 23 March 2018. Notification of the Draft SPD consultation was emailed to:

- Statutory Consultees including adjoining Local Authorities; and
- Local Plan database contacts including individuals, developers and community groups.

Hard copies of the Draft SPD were made available in the customer contact centre and Council House in the city centre. The consultation was posted on the council's Facebook and Twitter account as well as appearing on the main council webpages.

Comments were requested via email to ldf@coventry.gov.uk. An email address and contact telephone number was provided on all the consultation material and the website for those who wanted to ask questions and seek further information.

Summary of Response to the Consultation

The Council received a total of 5 responses 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 the table below.

Table 1 – Summary of responses

| Response received | CCC reply |
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| Paragraph 1.18 of Appendix 5 of the Coventry Local Plan should reflect the flexibility of the SPD and include for out of city locations that the level of parking permitted at these locations should be determined on site by site basis. | This approach would negate the need for any car parking policy standards and is therefore not considered an appropriate amendment. Notwithstanding, the amendment is noted however paragraph's 1.19 to 1.21 address the requirement for further justification should any development not meet with the maximum car parking requirements as set out within Appendix 5. |
| We welcome the objectives outlined in Policies AC2, AC3 and the accompanying supporting material of the Coventry Connected SPD regarding the Local Plan's intentions to address the effects of development traffic. However, given that the document is predicated on providing guidance on how to model and assess the impacts of development on the local highway network, we have no further comments to provide. | Support is noted. |
| Concerns that an increased population from local housing population will lead to increased congestion on local roads and on UHCW site, leading to standing traffic on and around the site. It is reasonable to expect reduced air quality on and around the site as a result and anticipated increase in presentation at UHCW for respiratory related illness due to air quality Increased noise, dust, odour levels on and around the site from standing traffic | The CC SPD also includes guidance to encourage and promote enhanced public transport and active travel connectivity both with new routes and extensions of existing. This is very much with a view to promoting high quality attractive routes that people want to use as a genuine alternative to car travel. The SPD promotes opportunities for walking and cycling, access to public transport, minimising the need to travel and |

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| <p>(detrimental to patients, visitors, staff and local resident's wellbeing).</p> | <p>discouraging car use, all of which can help avoid increased congestion.</p> <p>Coventry City Council will also be developing an Air Quality SPD. This is expected to be issued for consultation in August 2018.</p> |
| <p>Consider and improve traffic limiting methods/Green schemes/Cycle schemes, promotion of walking and cycling</p> | <p>There are several references in the draft SPD to promoting active travel and reducing car use. Prime examples include the AC3 section of the SPD which provides detailed guidance around travel plans.</p> |
| <p>Impact on 'blue light' access to site, due to congestion, suggest alternative 'blue light' access for emergency vehicles.</p> | <p>The Coventry Infrastructure Delivery Plan, which supports the Coventry Local Plan, states a new grade separated junction will be created on the A46 near Walsgrave Hill Farm to support new development access and secure a blue light access to the city's hospital. We understand that the detailed planning and phasing of this infrastructure remains unclear at this time and may, to a degree, depend on the outcomes of the Rugby Local Plan and the development proposals associated with the wider Walsgrave Hill Farm site. We can confirm though that the delivery of this additional access remains a priority for the Council.</p> |
| <p>Under policy AC1, reference should be made to Coventry's emerging Bus Network Development Plan, Buses in Urban Developments (CIHT) and the role of intelligent mobility and Connected and Autonomous Vehicles (CAV) in supporting the future development</p> | <p>Comments are noted however this is already mentioned within Local Plan policy AC5 and elsewhere within the Local Plan and therefore will be key considerations of the LHA when inputting into planning decisions. Subsequently to add further detail into the SPD would be considered a duplication of the requirement. To add further detail into the SPD is not felt to be necessary at this time.</p> |
| <p>Under policy AC2, more emphasis should be placed on the Key Route Network, to ensure its efficient operation is not prejudiced by development – whether directly through the impacts of traffic generation; or through poor coordination/planning of works to deliver such development.</p> | <p>Already referenced Fig 10.1 Local Plan. Within Coventry every highway is important in terms in its efficient operation. As a consequence it is considered that there is no requirement to specifically emphasize the Key Route Network over and above any other highway. Subsequently to add further detail into the SPD would be considered a duplication of the requirement. To add further detail into the SPD is not considered to be necessary at this time.</p> |
| <p>Under policy AC4, consideration to existing cycling infrastructure, such as Coventry's canal and greenways should be made part of the criteria for decision making. Also, reference should be made to TfWM's bike hire scheme,</p> | <p>The West Midlands Cycle Charter is already referenced within the Local Plan. The West Midlands Design Guidance has been added, all other items are referenced in table 5.1.</p> |

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| together with the West Midlands Cycle Charter principles and West Midlands Cycle Design Guidance, to provide regional consistency | Bike hire schemes have been cited however specifically branded schemes have been omitted as they may date the policy if they change or re-brand. |
| Under policy AC5, Coventry's emerging Bus Network Development Plan should be acknowledged, which takes a long-term, spatial approach to planning the bus network, to support Coventry's Development Plan, including analysing development phasing to fulfil future growth ambitions. | Previously referenced in the Local Plan. Subsequently to add further detail into the SPD would be considered a duplication of the requirement. To add further detail into the SPD is not considered to be necessary at this time. |
| Under policy AC6, consideration should be given to the new West Midlands rail franchise. West Midlands Trains Ltd have been awarded the new franchise, which will see increased services and space for passengers, while stimulating economic growth and jobs across the region. The West Midlands rail investment Strategy and Stations Alliance should therefore be fully referenced in the relevant policy section. | Agreed, any references (6.3.2.1 add in Rapid Transit/VLR) |
| Under policy AC7, recognition of Delivery and Service Plans should be considered and built into planning conditions for significant developments. | Agreed Table 8.3 will be updated accordingly with supporting text within the body of the SPD |
| Key TfWM policy documents should be referenced throughout the guidance, where appropriate including the West Midlands Cycle Design Guidance, emerging Key Route Network documents, the Health and Transport Strategy and Coventry's emerging Bus Network Development Plan. | Although reference could be made to numerous best practice guidance documents throughout the SPD, a balance has to be achieved and an element of acknowledgement granted to existing developer knowledge on current policies related to transport. Therefore appropriate referencing has been made where deemed pertinent. Notwithstanding this, Key TfWM policy documents have been referenced and included where deemed appropriate and necessary. |
| It is also vital the SPD picks up on air quality and matters relating to this throughout, and that any land use changes help to improve air quality, and not worsen these problems. | Paragraph 4.3.8 draws on Policy EM7 of the Local Plan with regards to Air Quality and in addition Coventry City Council will be developing an Air Quality SPD. This is expected to be issued for consultation in August 2018. |
| WMCA and TfWM are keen to work collaboratively with Coventry City Council to develop and deliver the Draft Coventry Connected SPD | TfWM support is welcomed. |
| In response to the Coventry-Leicester item - The Midlands Connect Strategy (Mar 17) recognised the importance to the region of the Coventry-Leicester corridor. Network Rail is currently working with Midlands Connect to | Noted and welcomed. |

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| produce a feasibility study, which will identify the service specification and infrastructure requirements of a new service between the two cities. | |
| Comment 7.3.1 states that the Coventry has E-W and N-S rail links to the West Midlands, S.E. of England and London. Trains also depart from Coventry to Manchester with direct services available. | Noted and welcomed. |
| Any potential additional railway stations on the WCML would need to be carefully considered and discussed in detail with Network Rail. | Acknowledged, the Council would expect to do this as part of the proposals for any new stations. |
| The new services between Coventry and Leamington Spa operate from February 2018, not late 2017. | The text has been amended to take the date clarification into account. |
| Second Cross Country service before HS2, unlikely due to insufficient capacity. | Noted, the SPD is intended to support the Local Plan until 2031 after HS2 becomes operational. |
| Delivery of additional capacity on London Midland services – London Midland no longer operate the route. There is also no capacity to increase services for Rugby, Northampton, Milton Keynes etc. | Noted, references to route operator to be updated. |
| There are currently no rail freight facilities in Coventry. The council should consider their comments in light of Prologis Park. Please note that these are initial comments and that further comments may be submitted. | Comment noted. Notwithstanding Prologis Park's proximity to Coventry, the rail freight elements of the park remain the responsibility of NBBC and WCC. Coventry City Council are however committed to ongoing work with our partners to explore future opportunities at this location. |

General Comments and amendments

Schedule of Amendments

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| 3.3.2 Scoping | Paragraph reworded to reflect cross boundary working |
| 4.1 Policy & Guidance Framework Table | DfT: Guidance of Transport Assessment (withdrawn 2014) Reference removed |
| 4.2 Thresholds for Transport Assessments/Transport Statements/Travel Plans | Threshold information updated to aid clarification on cumulative total development site level |
| 4.3.4.5 Securing Travel Plans through legal agreements | Clarification on potential penalties for unmet targets |
| 4.3.4.6 Monitoring of Travel Plans | Added clarification around developer funding to monitoring measures. |
| 4.3.4.7 Failure to deliver agreed travel plan targets and measures | Paragraph updated |
| 4.3.8 Clear Air Zone Development Guidance | Amended to add clarity that we are introducing measures. |
| 5.1 Introduction | Amended to add clarity |
| 5.3.1 Requirements for Walking Infrastructure for Developments | Added Education and Health facilities. |

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| 6.1 Introduction | References to emerging VLR put into brackets and included under the umbrella term of Rapid Transit |
| 6.3.1.1 The role of buses in Coventry | Paragraph rewritten to give more clarity on this subject |
| 6.3.1.2. Objectives for the bus network in Coventry | Added to first bullet point (covers access to bus stops, vehicles and the frequency of service) |
| 6.3.2.1 The role of rapid transit within Coventry | Rapid Transit/VLR added |
| 6.3.2.2 Objectives for the rapid transit network in Coventry | Added new table 6.2 threshold information |
| 6.3.3.1. Guiding Principles | Added new table 6.2 threshold information |
| 6.3.6.2 Assessing bus and rapid transit accessibility to new developments | Updated to enhance clarity and definition |
| 7.1 Introduction | Added additional information |
| 7.3.3.1 Improving Access to Railway Stations | Enhanced clarity, revised text on access to rail stations |