

**Sustainability Appraisal/Strategic
Environmental Assessment Report**

City Centre Area Action Plan

January 2016



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1. NON-TECHNICAL SUMMARY

1.1 The Sustainability Appraisal/Strategic Environmental Assessment report has been produced alongside the City Centre Area Action Plan (or CCAAP for short) of the Local Development Framework for Coventry. It is a requirement of the UK and European Legislation. The CCAAP will set out the broad policy framework for the key planning issues facing the city centre up to 2021. The CCAAP will provide the context for subsequent SPDs. It will set out: This document is the sustainability appraisal of the CCAAP which considers:

- What the centre city should be like in 2031 (Vision);
- What needs to be changed and managed to realise the vision (Objectives);
- How these objectives can be achieved (Policies); and
- Targets to measure achievement.

The CCAAP aims to provide:

- an appropriate statutory basis for the development of the sites and buildings in the City Centre up to 2031;
- a coherent and logical policy framework based on a suite of areas/quarters so the Council can positively respond to planning applications which raise specific locational issues that go to the heart of city centre developments.

1.2 The Sustainability Appraisal aims to promote sustainable development through the integration of economic, environmental and social considerations into the preparation of Development Plans. A key function of the Sustainability Appraisal is to illustrate the benefits and risks of different policy options, to enable a transparent decision making process.

Methodology

1.3 The preparation of the Sustainability Appraisal of the CCAAP has involved two stages:

- Stage A: The production of a Scoping Report¹, which sets out the scope of the Sustainability Appraisal for the Coventry Local Development Plan (issued for consultation in June 2014); and
- Stage B: The production of this Sustainability Appraisal report.

1.4 The Scoping Report, 2015 sets out a Sustainability Appraisal Framework which develops a framework used to appraise the Area Action Plan. As part of the framework, 20 sustainability objectives were identified covering a range of aspects from environmental, economic and social issues such as: poverty,

¹ This report is available for download on the Council's website: www.coventry.gov.uk/localplan

housing provision, biodiversity, waste generation, energy conservation, climate change, economic growth, education, transport and nature conservation.

Baseline information and current state of the environment

1.5 The Scoping Report has enabled a Sustainability Appraisal Framework to be developed and this framework has been used to appraise the sustainability of the CCAAP. As part of the framework, twenty sustainability objectives were identified, covering a range of aspects from environmental, economic and social issues such as: poverty, housing provision, biodiversity, waste generation, energy conservation, climate change, economic growth, education, transport and nature conservation (please refer to table 3 in this report).

1.6 The Councils CCAAP has been tested against the sustainability objectives in appraisal matrices to identify likely positive effects and negative impacts that could arise. Headline findings of this appraisal concluded that the CCAAP is likely to have an overall positive effect, mainly on the economic, but also on social and environmental aspects of sustainability. Amongst the positive effects that are likely to be realised through the CCAAP:

- Provision of new employment and training opportunities;
- Reduction in social exclusion and poverty by providing accessibility to housing and employment needs;
- Promotion of improved health;
- Opportunities for good design within new development to contribute to local distinctiveness; and
- Enhanced overall physical and built environment within the city centre.

1.7 The most significant possible negative impacts identified may include:

- Significant increases predicated in the number of car-based trips to the City Centre as the diversity and number of retail and cultural facilities increases;
- Potential for increased levels of carbon emissions;
- Increases in higher concentrations of poor air quality in and around the Strategic Road Network.

1.8 The SA concluded that the overall impact of the CCAAP on the 20 sustainability objectives is likely to be positive. However, it suggests that policy drafting could improve its performance even further to offset and mitigate:

- the likely increase in car journeys through the provision of an increased retail and cultural offer;
- potential increases in direct energy consumption through the increase in the number of new buildings;
- anticipated increased air pollution through the predicted likely increase in the number and frequency of vehicular trips.

Suitable Alternative Options

1.9 As part of developing the CCAAP a number of possible options for meeting the issues were developed. These were appraised against the sustainability appraisal framework to help identify the most sustainable option. Table 6 in the main body of the report provides a summary of the comparison of the options.

1.10 A range of alternative approaches and options have been considered to help deliver the most appropriate and sustainable plan for the city centre. These have focused on:

- Not having a specific policy document for the city centre and leave the city centre to develop independently in an ad-hoc fashion. For the reasons set out above this option has been rejected as it will not deliver a coherent and high quality city centre that will support the ambitions of the city as a whole.
- The extent of the city centre in terms of its boundary and its relationship with the wider city. This has varied over time, mainly drawing on defensible boundaries and developable opportunities, but has always retained the land within the Ring Road as the focal point and prioritised opportunities to bridge or break through the Ring Road. As such, the development of specific planning policy guidance is considered essential to the rejuvenation of Coventry city centre.
- The development principles of the city centre in terms of the extent to which new development is promoted. This has explored approaches which:
 - Promoted the total redevelopment of parts or the entire city centre, including the initial JERDE Masterplan. This approach has had to be moved away from as it has not proved practical to deliver a complete rebuild of the city centre. In deed it would also have placed significant pressure on the centres heritage assets and existing character.
 - The retention of all existing buildings instead promoting reuse and refurbishment; and
 - The partial or targeted redevelopment of parts of the city centre, with the retention of the most important and viable structures. This has been identified as the most realistic and appropriate approach.
- The structure and design of the city centre moving forward. This has primarily focused on the need to zone the city centre into different areas and how those areas are defined having regard to their existing characteristics or development opportunities over the life time of the plan. It is this part of the process that led to the 12 areas being identified.
- Site specific options in terms of development have also been explored. That has been linked to extant planning permissions and also emerging development opportunities across the city. Developments have been considered and promoted with a view to relating to the areas within which they are located.

In considering alternative options it has also been important to have regard to market signals and ensure that the Plan is brought forward in a way that is

deliverable, viable and realistic and that helps create a balance between different uses and different parts of the city centre.

Mitigation measures

1.11 The SA concluded that the overall impact of the CCAAP on the 20 sustainability objectives is likely to be positive. However, it suggests that policy drafting could improve its performance even further. The overarching mitigation measures that could be incorporated into policy include:

- Identifying, and incorporating in the CCAAP, measures to increase the self-sufficiency and the level of travel generated by new development.
- Achieving high design standards in new developments, especially to protect historic environments within city centre and to maintain and create local distinctiveness.
- Include measures to protect exposed areas of the river Sherbourne corridor from development.
- The green infrastructure elements such as landscaping, green corridors, public open space and trees which should be part of the Friargate proposals (Greyfriars Quarter) should be identified.
- Further enhancement of the cityscape could be achieved through a strategy of street tree planting in line with the Councils Climate Change Strategy.
- Future consideration of the management and financing of the open spaces is also required.

Monitoring

1.12 A single monitoring framework is being developed to encompass the various documents that are being prepared as part of the Coventry Local Development Framework. This will ensure that the significant sustainability effects of implementing the plan are monitored to identify any unforeseen adverse effects and enable remedial action to be taken. Sustainability Appraisal monitoring will be incorporated into the existing monitoring arrangements.

2. INTRODUCTION

2.1 This report sets out the process and findings of the Sustainability Appraisal (SA) of the City Centre Area Action Plan (or CCAAP for short) document, which is part of Coventry’s Local Development Framework (LDF). Under the Planning and Compulsory Purchase Act 2004 and 2008 (PCPA), Local Planning Authorities are required to undertake a SA for all Local Development Documents (LDDs).

2.2 Government guidelines recommend that SA should be undertaken in a staged approach. Table 1 shows an outline of the stages as well as their relation to this and other documents. The SA was carried out in compliance with the European SEA Directive requirements.

What is the City Centre Area Action Plan?

2.3 Area Action Plans are the part of the statutory planning process that provides the planning framework for areas where significant change or intervention is needed. They are central to the delivery of a plan led process in that they set the policies and proposals that direct development to the city's key regeneration areas, as well as to the major opportunity sites.

2.4 The CCAAP policies explain the mechanisms for the delivery of the city centre vision for it to be a growing, accessible city centre where people choose to live, work and be educated and businesses choose to invest. The AAP does identify specific sites and areas to accommodate growth and key regeneration projects.

2.5 The CCAAP has been developed using the latest available evidence which includes the Shopping & Centres Study (2015). There has been extensive consultation exercises related to the Swanswell Masterplan, the Jerde "City Centre Masterplan" document (2008-2009) and the City Council's Urban Design Framework (UDF) document (2009). Previous versions of the City centre AAP were also issued for consultation in 2009 and 2010, whilst more targeted consultation activity around City Centre South, Friargate, Broadgate and wider public realm improvements have taken place in recent years. The AAP presents the Councils preferred approach for the future development of the city centre which has built upon the legacy of these past documents and outcomes of consultation events.

Table 1: Stages in the Sustainability Appraisal

Stage	Description	Where is it published?
Stage A	Setting the context and objectives, establishing the baseline and deciding on the scope.	Scoping Report - 2015
Stage B	Developing and refining options and	This report.

	assessing effects	
Stage C	Preparing the SA Report	This report.
Stage D	Consulting on the draft AAP and SA Report	February 2015 – April 2015.
Stage E	Monitoring the significant effects of implementing the AAP	To be done at a later stage.

2.6 The appraisal process has identified and recommended some additions that could improve policy development and its potential impacts. These suggested changes are highlighted in the conclusion section and will be explored as part of the consultation process.

Engagement

2.7 This report accompanies the CCAAP, proposed submission document. The Council welcomes your views on any aspects of this report. In particular the following questions are asked:

- Are there any significant effects that were not identified?
- Has the sustainability appraisal process been carried out in a clear and understandable way?

2.8 Following public engagement, responses will be collated, and sent to the Planning Inspectorate for consideration at the Examination.

SEA Requirements

2.9 The SA Report must show that the SEA Directive's requirements have been met. This is achieved through signposting the information required by the Directive in table 2. The information is spread between this SA Report, the CCAAP and the 2015 Scoping Report. These documents are available to view and download at: www.coventry.gov.uk/localplan

Table 2: Signposting of SEA Directives

SEA Directive Requirements	Where can it be found
<p>Preparation of an environmental report: in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated.</p> <p>The information to be given is (Art. 5 and Annex I):</p>	<i>This report</i>
a) an outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	<i>This report, section 2. Scoping Report page 34-38 and Appendix B</i>
b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	<i>Scoping Report page 40-41 and Appendix C and this report, section 6 (Task B4)</i>

c) the environmental characteristics of areas likely to be significantly affected;	<i>Scoping Report page 39 and Appendix C</i>
d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	<i>Scoping Report and Appendix E This report, section 2.</i>
e) the environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	<i>Scoping Report page 43-44 and Appendix A; Emerging AAP document</i>
f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship. Between the above factors (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	<i>This report, section 6</i>
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	<i>This report, section 7</i>
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	<i>This report, sections 3, 5 and Table 7</i>
i) A description of the measures envisaged concerning monitoring in accordance with Art. 10;	<i>This report, section 7</i>
j) A non-technical summary of the information provided under the above headings;	<i>Non technical summary in this SA Report</i>
The report must include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2).	<i>Information contained in this report</i>
Consultation: • Authorities with environmental responsibilities, when deciding on the scope and level of detail of the information which must be included in the environmental report (Art. 5.4)	<i>Scoping Report, pages 20-33</i>
• Authorities with environmental responsibilities and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2)	<i>Consultation on numerous Masterplans and detailed proposals as well as previous versions of the emerging AAP and this SA report</i>
• Other EU Member States where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7).	<i>Not applicable</i>
Taking the environmental report and the results of the consultations into account in decision-making (Art. 8)	<i>Ongoing process – initial consultation on the CCAAP in 2015 and associated responses directly informed the</i>

	<p><i>final version of the plan through the exploration of alternative options as set out in the SA/SEA report.</i></p>
<p>Provision of information on the decision: When the plan or programme is adopted, the public and any countries consulted should be informed and the following items are made available to those so informed:</p> <ul style="list-style-type: none"> • the plan or programme as adopted; • a statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report pursuant to Art. 5, the opinions expressed pursuant to Art. 6 and the results of consultations entered into pursuant to Art. 7 have been taken into account in accordance with Art. 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and • the measures decided concerning monitoring (Art. 9) 	<p><i>To be addressed later</i></p>
<p>Monitoring: of the significant environmental effects of the plan or programme's implementation (Art. 10)</p>	<p><i>This report, section 7</i></p>

3. BACKGROUND

Purpose of SA Report

- 3.1** The Sustainability Appraisal aims to promote sustainable development through the integration of economic, environmental and social considerations into the preparation of Local Development Documents (or LDDs for short). One of the key functions of the sustainability appraisal is to illustrate the benefits and risks of different development options and policy choices to enable a transparent decision making process.

Method of carrying out the assessment

- 3.2** The sustainability appraisal of the CCAAP has been consistently been carried out through a series of in - house workshops. Participants included professionals from planning, regeneration, housing strategy, environmental protection, urban design, commercial property and flood management and drainage. It should be noted that although guidance was provided and care was taken to ensure high levels of consistency, there is potential for subjectivity on the appraisal matrices.

Sustainability Appraisal Framework

- 3.3** The approach adopted in undertaking the SA is based on guidance set out in “Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks”, Department for Communities and Local Government and Coventry’s Sustainability Appraisal Scoping Report (2015).
- 3.4** The Sustainability Appraisal Framework developed in the Scoping Report is used to appraise the sustainability of all Local Development Documents (LDDs). The framework was developed as part of Stage A (refer to Table 1) in the Sustainability Appraisal process, and its preparation involved the following tasks:
- Identify and review relevant policies, plans, programmes, and sustainability objectives;
 - Collate environmental, social and economic baseline information;
 - Identify and discuss sustainability issues and problems relevant to Coventry;
 - Develop the SA framework: This task involved the following: formulate sustainability indicators and targets, which give structure and show the priorities of the SA and develop a list of 20 Sustainability Objectives (shown in Table 3); and
 - Consult on the scope of the SA: the consultation period took place in 2014, and changes suggested to the framework during the consultation period were taken into account in the preparation of this SA process.

3.5 Table 3 shows the 20 Sustainability Objectives that were developed in the Scoping Report, and which have been used throughout this document to assess the sustainability performance of the City Centre Area Action Plan.

Table 3: Sustainability Objectives for Coventry

1	Improve accessibility to and use of basic services and amenities to all residents.
2	Enable vibrant and inclusive communities that participate in decision-making.
3	Reduce social exclusion and poverty.
4	Improve health, reduce health inequalities and promote active living.
5	Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability for local needs.
6	To reduce crime, disorder and fear of crime.
7	To encourage increased cultural and recreational activities across all sectors of the community.
8	To protect and enhance landscapes, local countryside, open spaces and the historic environment.
9	To protect and enhance biodiversity.
10	Promote a high quality built environment by improving design and layout and encourage local distinctiveness and stewardship of local environments.
11	Enhance quality and minimise air, soil, water, light and noise pollution levels.
12	Minimise and manage the risk of flooding and impacts of climate change.
13	To minimise greenhouse gas emissions and energy use and increase energy efficiency and the proportion of energy generated from renewable resources.
14	To minimise use of water, minerals and other natural resources.
15	To reduce travel by car and air.
16	To reduce pollution and waste generation and increase levels of reuse and recycling.
17	To meet local needs locally.
18	To improve Coventry's economy through developing a successful and diverse modern economy.
19	To ensure access to good quality employment opportunities for all.
20	Good education and training opportunities for all.

Table 4: City Centre Area Action Plan, objectives

1. Preserve or enhance the character and setting of the historic built landscape and where appropriate the archaeological environment;
2. Recognise, preserve and re-establish key views to the iconic three spires of St. Michaels, Holy Trinity and Christchurch;
3. Enhance its position as a focus for the entire sub-region and as a national and international destination to live, work and play;
4. Strive for high quality sustainable built design;
5. Provide opportunities to improve health and wellbeing;
6. Be attractive and safe for pedestrians, cyclists and motorists;
7. Have a connected public realm including public squares and green space, easily accessible through the creation of desirable and legible pedestrian routes;
8. Provide accessibility for all;
9. Contain high quality office space;
10. Include a variety of places to live which cater for different needs;
11. Enhance its retail and leisure offer to strengthen the city's sub-regional role;
12. Continue to develop a vibrant and attractive night time economy; and
13. Be a hub for education.

4. TASK B1: TESTING THE CCAAP OBJECTIVES AGAINST THE SA FRAMEWORK

Purpose

- 4.1** The objectives of the CCAAP have been tested against the sustainability objectives to identify both potential synergies and inconsistencies. This information may help in developing alternatives for the development of the APP, and may also help to refine the objectives.

Method

- 4.2** The CCAAP objectives have been tested against the sustainability objectives by means of a compatibility matrix. The matrix (table 5) presents the results of considering each of the objectives against each of the sustainability objectives sequentially.
- 4.3** In many ways the compatibility of the CCAAP objectives with the SA objectives will depend on how they are implemented through the policies. Therefore the appraisal was undertaken on the basis of the following assumptions:
- Any development should have due regard to the need to protect and enhance biodiversity and the natural and historic environment.
 - Development should take place in a way that limits the potential for excessive pollution and carbon emissions and uses resources efficiently to limit excessive waste.

Findings

- 4.4** There are several potential conflicts that have been identified. These principally stem from potential conflict between the AAP objectives of sub-regional centre and sustainability objective of climate change and light and noise pollution vs. night time economy. However, many other objectives of the CCAAP are wholly consistent with the appraisal process applied at that time, which relate to the socio-economic objectives.
- 4.5** Each of the key objectives has been tested separately as they each represent a separate outcome.

Table 5: AAP and SA Objectives Matrix

		Sustainability Objectives																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Area Action Plan Objectives	1.	✓	0	0	0	✓	0	0	0	0	✓	0	0	0	✓	✓	✓	✓	✓	✓	✓
	2.	0	0	0	0	0	0	0	✓	0	✓	0	0	0	0	0	0	0	0	0	0
	3.	✓	0	0	0	0	✓	✓	0	0	✓	0	0	0	0	0	0	✓	✓	✓	0
	4.	✓	0	✓	✓	✓	0	0	0	0	✓	0	0	0	0	0	0	✓	✓	✓	✓
	5.	✓	✓	✓	✓	✓	0	0	✓	x	x	✓	✓	✓	✓	✓	✓	✓	0	0	0
	6.	✓	0	0	0	0	0	0	0	0	x	0	0	0	0	0	0	✓	✓	✓	✓
	7.	✓	0	0	0	0	0	✓	0	0	0	0	0	0	0	0	0	✓	✓	0	0
	8.	✓	0	0	✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	✓	0	0	✓	✓	✓
	9.	✓	✓	✓	✓	✓	✓	✓	x	x	0	0	0	0	0	0	0	0	0	0	0
	10.	0	0	0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0
	11.	0	✓	✓	✓	✓	✓	✓	✓	✓	0	0	0	0	0	✓	✓	✓	✓	✓	✓
	12.	✓	✓	✓	✓	✓	0	0	✓	0	0	0	✓	✓	✓	✓	✓	✓	0	0	0
	13.	✓	0	0	0	0	✓	✓	0	0	✓	0	0	0	0	0	0	✓	✓	✓	0
		✓	Compatible			x	possible conflict						0	Neutral							

5. TASK B2: DEVELOPING THE OPTIONS

Purpose

- 5.1 The aim of developing and appraising realistic options is to compare the potential sustainability impacts of alternative ways of addressing and achieving the same objectives. The options should be sufficiently distinct to highlight the different sustainability implications of each in order to allow for meaningful comparisons.

Developing Realistic Alternative Options

- 5.2 The CCAAP strategy sets out the identification of spatial approaches for the future development of the city centre through the identification of nine quarters. The evolution of the AAP through past documents and the current document sensibly indicates there are a suite of four realistic alternative options for the future development of the city centre. These are shown in table 6. A comprehensive analysis of the suitable alternative options is set out in table 7 which details the outcomes of the appraisal process against the sustainability framework objectives. Para 155 of the NPPF is clear in that

“Local planning authorities should seek opportunities to achieve each of the economic, social and environmental dimensions of sustainable development, and net gains across all three. Significant adverse impacts on any of these dimensions should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where adverse impacts are unavoidable, measures to mitigate the impact should be considered. Where adequate mitigation measures are not possible, compensatory measures may be appropriate”.

- 5.3 Through the evolution of the CCAAP, the outcomes of the consultation to date suggest there are actually limited options given the continual pace of piecemeal development so doing nothing is not an option. It is important to note that the physical boundary of the city centre has been considered through previous public consultations and has been subsequently amended to focus on a more compact and tightly drawn geographical boundary. The focal point is within the ring road but some key areas such as Swanswell pool and Techno Park are integrated and inexplicably linked to support a growing city centre.
- 5.4 The extent to which the city centre in terms of its boundary and its relationship with the wider city has varied over time, mainly drawing on defensible boundaries and developable opportunities, but has always retained the land within the Ring Road as the focal point and prioritised opportunities to bridge or break through the Ring Road. The development of specific planning policy guidance is considered essential to the rejuvenation of Coventry city centre. To that extent, it has been feasible to draw out three distinct options for the relative geographical size of the city centre based on the following options:

City Centre Boundary Options	Key Characteristics
1. Existing City Centre Boundary as per the 2001 Coventry Development Plan Inset Plan	<ul style="list-style-type: none"> • heavily constrained by the ring road • geographically constrained • not large enough to meet future development needs • tight and compact – easy to access and navigate.
2. Expand towards the railway line to south and west	<ul style="list-style-type: none"> • sporadic and sprawling expansion • divorced from sustainable transport nodes and routes • provides land in abundance for potential new developments
3. Targeted expansion beyond the ring road	<ul style="list-style-type: none"> • Ability to meet development needs and market demands • Provides land in close proximity to existing transport nodes and routes

5.5 The range of options that have been developed and shown in Table 6 and above form different ways of addressing key planning issues facing the city centre up to 2031. The options were developed through previous iterations of the CCAAP and an analysis of technical studies carried out as part of developing the evidence base and LDF workshop discussions with key stakeholders and the wider community, and are an evolution of the options tested at the previous stage of the CCAAP preparation process. The options were tested against the Sustainability Appraisal Framework to assess their performance in sustainability terms, with reference to social, environmental and economic factors.

5.6 The broad strategic options that were selected are wholly consistent with national guidance on "Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents" and the draft guidance that preceded this. This guidance states that, "*only reasonable, realistic and relevant options need to be put forward.*" On this basis, only broad strategic options have been developed and considered.

Table 6: Realistic Alternative Options

Strategic Spatial Options			
1. Full scale rebuild (JERDE masterplan principles)	2. Partial rebuild	3. No rebuilding - just conversions and retention of existing buildings	4. Do nothing – maintain existing CDP, 2001 policy approach
Provide all new developments within the Broadgate/Upper/Lower Precinct Axis	Provide all new developments within the Broadgate/Upper/Lower Precinct Axis	Provide all new developments within the Broadgate/Upper/Lower Precinct Axis	Provide all new developments within the Broadgate/Upper/Lower Precinct Axis
Promote the dispersal of new development throughout the city centre	Promote the dispersal of new development throughout the city centre	Promote the dispersal of new development throughout the city centre	Promote the dispersal of new development throughout the city centre
Focus certain new developments within specific sections of the city centre	Focus certain new developments within specific sections of the city centre	Focus certain new developments within specific sections of the city centre	Focus certain new developments within specific sections of the city centre

Comparison of social, environmental and economic effects of the options

- 5.7** The options can be seen as the range of rational choices open to plan-makers for delivering the vision of the city centre. The Sustainability Appraisal process requires that the options be compared against each other and the sustainability framework, and also compared against a ‘business as usual’ option in order to establish whether the options considered will result in an improvement over the continued use of the existing Coventry Development Plan.
- 5.8** This section provides a comparison of the social, environmental and economic issues considered in determining the alternative options. It is not the role of the Sustainability Appraisal to determine the option(s) to be chosen as the basis of the preferred option. This is the role of those who have to decide which strategy is appropriate. Sustainability Appraisal can assist in the decision making by indicating the sustainability implications of each option and by putting forward recommendations for improvement.

Table 7: Assessment of CCAAP Alternative Options

Spatial Options/Approaches	Comments	Implication for AAP and Recommendation
<p>Option A: Full scale rebuild (JERDE masterplan principles)</p>	<p><u>Broadgate/Upper/Lower Precinct Axis</u></p> <ul style="list-style-type: none"> This area is already the retail core of the city centre and offers a focal point for current and future provision. The appraisal has identified that this approach has significant positive sustainability affects, which avoid a number of negative effects created by the 'Dispersal' option. This option would ensure the precinct area is accessible by foot, thus reducing the need to travel by car, and would take account of where accessibility would be increased with better links to the rail station. As a result, this option would also reduce air pollution and the consumption of fuel. Option would help promote linked trips and delivery complimentary uses with reduced risk of conflicting provisions. <p><u>Dispersal</u></p> <ul style="list-style-type: none"> This option has identified several significant negative impacts in relation to the 'dispersal' approach. These largely relate to the fact that a larger, more dispersed retail centre would not ensure that people could access the centre by foot, which would result in additional car journeys being made through the centre. In addition to not reducing the need for travel and transport by car, this option would also have the additional impact of increased levels of air pollution in the centre and increasing energy consumption through the use of fuel. Additionally with a more dispersed retail form, isolated patches of ad-hoc retail development would not always be viable and this is unlikely to result in the best pattern of provision. This would impact on the objective to provide employment opportunities and a successful and balanced local economy as badly located retail development, even within a successful city centre, is unlikely to be successful or viable. Furthermore, the dispersal and ad-hoc retail development would not result in a co-ordinated approach to the creation of a diverse and distinctive retail based city centre. 	<p>The way in which this option could be best accommodated means that both the 'Broadgate/Upper/Lower Precinct' areas and the 'Focused Growth' area, through providing a more compact retail city centre, would result in the significant positive effect of providing greater opportunities to create a diverse and distinctive retail centre, in terms of design and appearance, with buildings and spaces that work well together in exploiting a blank canvas approach through option A.</p> <p>This option does however raise some concerns over flooding and climate change, which means strong policies would be needed should it be the chosen approach given that a total rebuild could result in a greater level of hardstanding. This option could be mitigated to ensure all hard landscaping and buildings use permeable and lighter coloured materials to ensure greater infiltration and reflection of sunlight.</p>

	<p><u>Focused</u></p> <ul style="list-style-type: none"> • The ‘Focussing’ major retail development in one location around an area would result in the positive effect of creating greater opportunities to create diverse and distinctive spaces and places within the city centre with buildings that relate well with each other. • Strengthening this focus would promote viable development and provide certainty to the market, reducing risk. 	
<p>Option B: Partial rebuild</p>	<p><u>Broadgate/Upper/Lower Precinct Axis</u></p> <ul style="list-style-type: none"> • This option was considered to have some negative impacts principally through the conflict with established retail uses; however opportunities for mixed use provision could help mitigate these, especially if it helps to conserve heritage assets such as Broadgate House. <p><u>Dispersal</u></p> <ul style="list-style-type: none"> • The dispersed and ad-hoc location of new major office development would not result in a co-ordinated approach to the location of new office developments. This is unlikely to result in the creation of diverse and distinctive spaces and places within the city centre with an overall sense of place. • Would reduce opportunities to create linked trips between office workers and retail/leisure uses. <p><u>Focused</u></p> <ul style="list-style-type: none"> • The appraisal has identified several positive impacts in relation to the ‘focused’ option. These largely relate to the fact that this option would result in office development being located where it is most accessible by public transport and would promote rail travel as a principle form of transport for office workers. For example, the office developments as part of the Friargate masterplan. • This option would also have the additional impact of possibly decreasing the levels of air pollution in the city centre and decreasing energy consumption through the greater use of renewables as part of requirement set out in the SPD, and locating near to transport nodes such as bus stops and rail station. Furthermore, increases in car journeys to the centre are likely to further increase levels of road congestion which would not promote Coventry as an attractive location for firms to locate to, which may hinder economic development. 	<p>This option highlights the strengths of the existing policies within the CDP and means the developments already identified for the start of the AAP plan period are being brought forward on a sustainable footing. The approach does however raise some uncertainties over flooding and climate change, which means the existing policies, would need strengthening should it be the chosen approach.</p> <p>Consequently, the preferred approach is one which advocates the most sustainable parts of the earlier options and combines them as a single approach. The Area Action Plan will need to attempt to minimise and wherever possible, mitigate the identified negative impacts.</p>

	<ul style="list-style-type: none">• The appraisal has identified that the 'Focus' option has significant positive effects, which avoid a number of negative effects created by the 'Dispersal' option. This option would ensure that major new office development is centred on the station area, which would promote sustainable and active travel as a principle form of transport for office workers.• This option would encourage the promotion of rail travel and help to reduce road congestion, which in turn would help to prevent Coventry being seen as an unattractive location for firms to locate.	
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<p>Option C: No rebuilding - just conversions and retention of existing buildings</p>	<p><u>Broadgate/Upper/Lower Precinct Axis</u></p> <ul style="list-style-type: none"> • This option was identified as having a positive impact on many of the environmental objectives as it would help to minimise wider impacts across the city as a whole on areas of known ecological value. It is considered that in locating housing development within this axis would ensure that users would be well served by public transport and in close proximity to existing services and facilities. This would also minimise the need to use a private vehicle. • The appraisal has identified several significant negative effects in relation to this option. Residential units can be affected by the surrounding environment in this location through being overbearing, through over shadowing and through a loss of privacy. The location of tall buildings through the ‘Dispersal’ and ‘Ring’ options could potentially affect a greater proportion of neighbouring residential environments. • Existing tall buildings can have a significant effect on residential environments in terms of noise disturbance, and so this option could potentially affect a greater proportion of residential environments in this manner. <p><u>Dispersal</u></p> <p>This strategic option was considered to have a negative impact on the objectives related to the prudent use of natural resources and protection of water courses and biodiversity. The reason why this decision has been taken is because it is considered that by locating housing on random sites it is likely that the developments are more likely not to be served by mains sewerage and would therefore increase the risk of discharge of polluting material to ground or surface water bodies.</p> <p><u>Focused</u></p> <ul style="list-style-type: none"> • This option, as with the other two options, is shown as having a positive impact on the sustainability objective that concerns efficiency in land use. One of the main indicators for this objective is the percentage of residential development on brownfield land. 	<p>The assessment findings considered that to only look at the merits of sites proposed that were consistent with conversions and retentions would be an approach that would contain several flaws and may result in some, less sustainable sites being developed. For instance, there may be a site proposed in the city centre that may have many environmental constraints and if developed for housing may impact the end users.</p> <p>In terms of land uses, the option encapsulates many aspects of all options in combination. For example, option A means there is scope in all areas to maximise regeneration areas with housing led development that links with the axis approach with homes above shops. This can be linked to improving the vibrancy of the city centre with more people living there. It also encourages active and sustainable travel and natural surveillance in terms of more people being about at all times which can help reduce the fear of crime.</p> <p>This option can then help to spread these benefits, support mixed developments and improve economic viability. It also allows opportunities to provide different types of homes in different parts of the city centre e.g. students, older person’s and families.</p>
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<p>Option D: Do nothing maintain existing CDP, 2001 policy approach</p>	<p><u>Broadgate/Upper/Lower Precinct Axis</u></p> <ul style="list-style-type: none"> • This area has a predominantly pedestrianised route from Broadgate that is likely to promote walking and the use of public transport. • This option would result in significant positive effects in relation to the facilitation of access to adjacent open space and recreation facilities and to the support of a balanced local economy. Flagship cultural and leisure facilities would attract people to live, work and visit Coventry. This would support the Councils city centre first policy. <p><u>Dispersal</u></p> <ul style="list-style-type: none"> • This option has both significant positive and negative effects in relation to measures to reduce crime and fear of crime and to enhance community cohesion. There is a need to continue improving the public realm and delivering the current round of initiatives. This would help mitigate concerns around the lack of existing pedestrian friendly routes within the city centre and help to reduce crime against the person and the fear of crime. On the positive side the unique setting of the Ring Road offers the potential to create flagship public art at junctions that could foster a high degree of community identity and sense of belonging. <p><u>Focused</u></p> <ul style="list-style-type: none"> • A concentrated emphasis within a particular quarter or area would have a significant positive effect in relation to the creation of a diverse and distinctive place. This is especially true in relation to the Health and education quarter and Civic quarter, which seek to target public services in shared areas. However, the whole of the city centre would also need to be significantly upgraded in order to fully achieve this option approach. 	<p>All three options scored positively, although this option scored the least positively in terms of respecting the 9 character areas. For example, in the Cathedrals quarter, public art could reflect the historic legacy of Coventry perhaps by respecting the peace and reconciliation. It's more about a dispersed approach to link to mixed developments and active frontages with a focused element to link uses and art with their surroundings – e.g. Swanswell and Civic Quarters.</p> <p>However, from the evidence of the scoring, this option does not meet the challenges that have emerged since 2001 and scored negatively in respect of the socio-economic objectives mainly due to the fact policies for the city centre developed 15 years ago do not meet the challenges facing the city centre up to 2031.</p>
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Reasons for Rejecting Alternative Options

- 5.9** The results of a SA may reveal that there is no single, best performing option. Where there is no obvious discernible difference at a strategic scale, the SA process will record this as an outcome for that particular stage of the assessment process. Whilst SA informs plan making and selection of policies, the local authority is not obliged to carry forward the most sustainable options if they have reason to prefer an alternative option.
- 5.10** One of the overriding strategic issues that have become apparent throughout the SA/SEA process is the spatial pattern of growth, regeneration and site redevelopment and associated reasonable alternative options are massively constrained by the city's ring road. In terms of appraising the options and how areas of land are considered for potential future development, it is clear from the CCAAP, that the environmental constraints have been considered and applied.
- 5.11** The Council's suite of evidence base reports provide a clear understanding of many areas that are constrained by several environmental assets including, Flood Zones 3 and 2, listed buildings, conservation area status and potential effects on views and vistas, which have placed further restrictions on where land could be considered for intervention within the city centre.
- 5.12** Changing retail patterns have raised concerns about the full extent of retail needs over the long term and the viability of solely retail led regeneration. Therefore option A has been moved away from as it represents a non-viable or achievable alternative. Option C has been discounted, although retail needs are changing, the evidence base still highlights a need for retail growth, albeit at a smaller level than previously expected. Option B has therefore been identified as the most appropriate as it maintains an appropriate balance and platform from which to focus the city centres retail core.

6. TASK B3 AND B4: PREDICTING AND EVALUATING THE EFFECTS OF THE DRAFT CCAAP

Purpose

- 6.1 The purpose of this task is to predict the social, environmental and economic effects of the emerging CCAAP, as well as the sustainability implications of the CCAAP in general. ***The SEA Directive requires that the environmental report provides information on the likely significant effects, including secondary, cumulative, synergistic, short, medium and long term, permanent and temporary, positive and negative effects on the environment.*** It should also set out the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

Method

- 6.2 The effects of the submission document have been predicted and evaluated. A qualitative approach has been adopted and in line with current practice the following scale is used:

++	very positive
+	Positive
?	uncertain
o	neutral/no impact
-	negative
--	very negative

The prediction and evaluation of different spatial and policy options, including their implications, the recommended alternative, and the action that needs to be taken in order to improve the CCAAP have been analysed in Table 8. This analysis is carried out in a matrix format and includes considerations about possible long and short term and some cumulative effects in line with guidance.

Predicting effects of the CCAAP (Task B3)

- 6.3 The CCAAP does include site specific options, and the appraisal of the spatial options relate to ways in which the city centre could accommodate transformational change. Table 8 below indicates that the emerging CCAAP is likely to be more effective in promoting sustainable development if the following policy approaches are adopted:
- New housing growth in the city centre is part of a comprehensive mixed use scheme(s).
 - New housing growth at higher densities within the city centre.
 - The provision of new employment opportunities within the city centre.

- Consider limits on types of houses in order to ensure local needs are met.
 - Prioritise improvements to the city centre in terms of the environment, shops, offices, residential, culture and leisure.
 - Avoid the provision of additional long stay parking facilities, but there may be scope for additional short stay parking.
 - Implement transport infrastructure improvements in terms of better enforced travel plans, improved access for all and encouragement of sustainable and active transport for example electric car charging points, driverless technology, cycling and walking.
 - Avoid out-of-centre development wherever possible.
 - Develop carefully selected urban green space associated with quality and re-enhancement of other urban green space to be retained.
 - High density development within mixed use schemes.
 - Investigate whether the provision of new recycling facilities in the city centre should be shared with a wider area (i.e. Coventry, Solihull and Warwickshire). Potential to provide new recycling facilities on employment sites or along key transport routes.
- 6.4** Table 8 indicates that the impact of the CCAAP on the 20 Sustainability Objectives is likely to be positive. The CCAAP may however lead to the loss of urban green spaces, which in turn reduces recreational and leisure opportunities, an increase in the risk of flooding through increased hardstanding. There may also be potential conflicts between the compatibility of higher density development and the protection of local environments and local distinctiveness, and the ability to meet local needs ensuring that people live where they work. These negative impacts may prevent developments required to achieve Coventry's social and economic objectives.
- 6.5** The policy areas identified in the document relating to the growth of the city could potentially have negative impacts on local biodiversity, and therefore mitigation measures considering the needs of the local habitats should be included to protect and enhance the assets. However, there are opportunities for compensatory measures and the delivery of green infrastructure in a different way for example green roofs, green walls around the ring road and higher quality green spaces

Evaluating effects of the CCAAP (Task B4)

- 6.6** Having identified and described the likely effects of the CCAAP it is necessary to carry out an evaluation of their significance. This includes assessing: probability, duration, frequency and reversibility of the effects, including secondary, cumulative and synergistic effects. Table 8 details the likely significant effects against the sustainability appraisal framework and an overall assessment of the findings is detailed below.

Socio- Economic

- 6.7** All policies will either directly or indirectly enhance the retail facilities and the shopping experience in the city centre, and will positively affect the economic growth of the local (and regional) economy by improving access to a wider range of services and facilities (objective 1). By concentrating a diverse offer of services and retail in one area, the policies will reduce the need for travel (mainly by private car), therefore reducing carbon emissions and pollutants associated with car use (Objective 15). The policies will encourage residents and visitors to walk or cycle within the city centre, contributing positively to the vibrancy of this area by increasing the presence of the public on the streets.
- 6.8** The suite of area based policies have all been assessed as having positive effects on SA Objective 7, as providing additional retail floorspace is likely to enhance the diversity of Coventry's retail offer and encouraging new retail businesses to the area. This will encourage greater economic activity and attract visitors to the Centre, thus supporting the vitality and vibrancy of the City Centre.
- 6.9** The policies would contribute to defining the City Centre as Coventry's premium office-based employment hub. This is expected to reduce car use and encourage public transport (SA Objective 15) as the City Centre has good public transport links. Concentrating offices and associated employment alongside other services, such as retail, will reduce the need for residents to travel to different areas for work and shopping, therefore reducing the number of car journey and associated greenhouse gas and pollutant emissions made in the City (SA objective 13).
- 6.10** The policies are likely to have a positive feedback on the local economy because as more business move to, or start up, the City Centre has the potential to be seen as an exciting place to trade. This will increase the vitality and vibrancy of the city as there will be more opportunities for residents in terms of both employment and the services these businesses provide. They will also encourage economic regeneration by encouraging re-use of existing office stock.
- 6.11** The policies are anticipated to have positive effects on SA Objectives 18, 19 and 20 as a greater range and number of office-based employment opportunities may help residents in life-long learning by accessing training through work. Residents are also more likely to be satisfied with where they live if there is a suitable range of employment opportunities accessible to them.

- 6.12** Providing floorspace for new leisure opportunities is likely to encourage economic growth in the cultural and leisure area (SA Objective 4). This is due to an increase in business opportunities in the leisure sector, which in turn is likely to lead to employment opportunities and greater levels of local spending. The area specific policies in this area are expected to have a strong positive effect on SA Objective 4 as it is also expected to support the vitality and vibrancy of the City Centre, as it will encourage more visitors in the daytime and evening. It is also expected to contribute a sense of place in the City Centre, as a lively and interesting place to be.
- 6.13** The overarching policy approach to accessibility will have potential to encourage walking and cycling, and public transport use by making routes more suited to the needs of residents, such as creating additional bus stops. This is also likely to increase accessibility of goods and services in Coventry, as getting between two areas of the City will be easier, particularly for those unable to drive (SA Objective 15). The policy should also make road travel and parking more efficient, thus reducing congestion and the number of cars parked on roadsides and grass verges.
- 6.14** By developing the Fairfax regeneration area is likely to have positive effects to support a range of employment, business, retail and leisure facilities, both business activity and spending is expected to increase in the area. By promoting the Fairfax Quarter as a vibrant destination for both sport and shopping, it is likely that a greater number of people will start to use the area, thus attracting public-facing businesses, such as retail and leisure, and increasing spending in the area. Increased services and employment opportunities will also improve access to these for local people, who may not require daily use of the PSA (SA Objective 1).

Environmental

- 6.15** Sustainability implications of development in the Bishopgate Regeneration Quarter are uncertain in terms of SA Objectives 10 and 11. The SA Scoping Report notes that canals are a unique cultural heritage asset and contribute strongly to the townscape character of Coventry. Development in this area is likely to alter the built environment of this historic townscape. This will have implications for both SA Objectives 10 and 11, as historic features and the townscape are closely linked in this part of the City Centre.
- 6.16** This could have positive impacts if investment in learning facilities encourages regeneration of the surrounding townscape, including maintenance of the canal and towpath and refurbishment of historic buildings. Alternatively development could have a negative impact on the surrounding landscape if design of development is at odds with the historic environment or results in degradation of conservation features, such as demolition of listed buildings. The setting of

the canal may be damaged if development would detract from its current historic setting.

- 6.17** New buildings will inevitably create new demand for transport, but the CCAAP will encourage developers to include measures that promote walking and cycling and the use of public transport as well as promote mixed-use developments, reducing the need for commuting to work. Several of the impacts that have been identified in table 8 are irreversible. These include:
- The "heat island" effect: concentration of heat emitting buildings in a densely defined area can exacerbate the temperature of a specific environment comparable to areas in close proximity.
 - The loss of certain "urban" habitats may result in the loss of some species which are dependent upon that particular habitat. For example, pigeons and rats, birds of prey.
- 6.18** It is however recognised that there is a need for new homes, more office and retail floorspace premises together with associated infrastructure (highways, transport, public realms and green and blue infrastructure) in order to accommodate and deliver the transformational change in the city centre.
- 6.19** The policies are expected to protect and enhance Coventry's townscape character through re-use of existing buildings and contributing to the creation of a vibrant economic city centre (SA Objective 11). They scored positively in respect of increasing resource efficiency by encouraging use of disused buildings and building within existing urban boundaries, therefore protecting rural and agricultural land (SA Objectives 8 and 11).
- 6.20** Whilst an increase in impermeable surfaces is often associated with increased flood risk, the policies are expected to have no, or little, effect on flood risk as housing is to be delivered on existing housing sites and upper floors of commercial buildings. Most of the City Centre has low or very low risk of surface water flooding and there is no currently recognised flood risk as set out in the 2015 Strategic Flood Risk Assessment, Level 1 and Level 2 findings.
- 6.21** The overarching policy approach in respect of environmental management is assessed as having strong positive impacts against SA Objectives 9-15, as it promotes green infrastructure, which can contribute to reducing flood risk and improving carbon dioxide absorption. It also encourages buildings to be designed to both prepare for and mitigate climate change, including incorporation of renewable sources of energy, such as solar panels and PV arrays. The use of 'eco-friendly construction products' implies that resource use during construction will be minimised, as materials will be from recycled or sustainable sources (SA Objective 13).
- 6.22** Table 9 is an appraisal of the main policy areas outlined in the emerging CCAAP. As noted earlier, the appraisal was carried out through a dedicated workshop and results in recommendations for taking the policy areas forward.

Table 8: Predicting the effects of the CCAAP

Appraisal of City Centre Area Action Plan

Predicting and evaluating the effects

++	very positive
+	Positive
o	neutral/no impact
-	Negative
--	very negative

Guidance:

Consider short, medium and long term effects/impacts of the AAP

	AAP	Likely <i>Positive</i> effects of AAP on sustainability objectives	Possible <i>Negative</i> impacts of AAP on sustainability objectives	
Sustainability Objectives	1	+	1) The AAP makes attempts to encourage public transport use hence potentially making services and amenities more accessible. 2) Locating services near to housing (and vice versa) could have a positive impact on accessibility. Walking distance to local services would be enhanced through new routes.	It is not the case that people necessarily wish to live where they work, hence in practice, the attempts of the AAP may have neutral impact on sustainability objectives.
	2	o	AAP may help a little in making things more accessible, but largely a personal decision as to whether someone wishes to take part in decision-making. Participation in the decision making process has been substantial in terms of political meetings, community forums. Improved accessibility into the city centre means people can access points to vote in an easier way.	No real negative impact identified between the AAP and this Sustainability Objective.
	3	+	Long term positive impact potential: provision of new homes, many being affordable and new employment opportunities may provide for those who are currently excluded. Clearance of land which was previously used for anti-social behaviour will also have positive impacts to reduce such behaviour. If regeneration areas are realised then that would attract investment which could provide job opportunities.	No real negative impact identified between the AAP and this Sustainability Objective.

4	+	The AAP has a long term potential to improve health - through the promotion of more sustainable modes of transport and provision of more recreational facilities. Cycling and walking routes would provide opportunities for active lifestyles, including promoting cycling to work.	Higher density buildings could result in reduced levels of private green spaces having negative impact for promoting health and active wellbeing.
5	++	The AAP directly attempts to provide new housing which seeks to fulfil housing needs, including affordable housing. Short, medium and long term positive impact on sustainability objective. Opportunity for affordable housing in the context of new dwellings could enable local needs to be realised.	No real negative impact identified between the AAP and this Sustainability Objective.
6	+	Some potential for crime reduction to be built into new developments. May however be more influenced by other SPD rather than as a direct effect of this AAP. Increased lighting of a 24 hour city could reduce the fear of crime. However, with improved public realm plus more residential and employment opportunities within the CC there will be opportunities to increase natural surveillance and reduce the fear of crime. There will be a balancing act as the point about pubs/clubs is a valid one.	If aspirations for a '24 hour' city are realised this means pubs and clubs are open late, likely to increase crime and disorder.
7	+	Maintaining views of three spires would encourage the presentation of the heritage of the city and the regeneration areas helping enhance cathedral setting and the 4 character areas in the city centre that can help ensure excellent design.	Loss of some urban green spaces may reduce recreational opportunities.
8	+	AAP provides the potential to contain growth in areas and protect other areas - such as some areas of green belt, open countryside and green spaces.	Loss of urban spaces to development - significant short and long term negative impact on environment.
9	0	No real biodiversity losses or gains - some biodiversity is affected detrimentally by development, whereas other areas are protected and hence also their biodiversity.	No real biodiversity losses or gains - some biodiversity is affected detrimentally by development, whereas other areas are protected and hence also their biodiversity.
10	++	Long term possibility to create high quality built environment through new development of improving design and could lead to local distinctiveness.	No real negative impact identified, although high density development <i>may</i> impact upon this objective. This highlights the importance of excellent design.

11	0	AAP will encourage reduction in pollution levels through reducing the need to travel and encouraging active and sustainable travel as well as promoting high quality buildings that are more energy efficient. Greatest impact would be through other SPDs focusing on more detailed aspects of design and pollution reduction.	AAP will encourage reduction in pollution levels, but really greatest impact would be through other SPDs focusing on more detailed aspects of design and pollution reduction.
12	0	Deculverting of the river Sherbourne together with Flood Risk Assessments for specific development sites would mitigate any proposed water management and drainage issues.	Growth proposed in AAP will create additional hard standing, likely to result in the removal of vegetation and is unlikely to protect people from flooding and the impacts of climate change.
13	0	AAP will encourage reduction in pollution levels and look to reduce the city centres carbon footprint through initiatives such as Heatline and other renewable energy programmes. Greatest impact would be through other SPDs focusing on more detailed aspects of design and pollution reduction.	AAP will encourage reduction in pollution levels, but really greatest impact would be through other SPDs focusing on more detailed aspects of design and pollution reduction. It's almost not applicable, simply because other plans address the issues of green house gas emissions.
14	0	No real negative impact identified between the AAP and this Sustainability Objective	No real negative impact identified between the AAP and this Sustainability Objective.
15	+	This AAP has real potential to achieve medium and long term positive impacts to reduce car travel (less potential to reduce air travel) by encouraging sustainable modes of transport, and developing houses, employment and services in close proximity.	As the city centre becomes more vibrant more people will be attracted to visit it, which could create more car usage, although public transport improvements does give opportunities to minimise this impact .
16	+	Establishment of some large scale recycling facilities could have positive long term environmental benefits. The opportunity for new buildings to connect to Heatline project emphasise this. Provision of small scale recycling facilities could also result in some short term environmental gains and encourage reduction in waste generation. The location of the new facilities, both large and small scale would have to be carefully considered.	No real negative impact identified between the AAP and this Sustainability Objective provided the new facilities are carefully located - appropriate to whether the facility is large or small scale.

	17	++	The AAP encourages the growth of Coventry city centre to provide for employment, housing and service needs. Potential to create short, medium and long term benefits on economy and housing needs of Coventry.	Concern that the provision of employment and housing in close proximity will not necessarily mean that people will live where they work - some people choose not to.
	18	++	The AAP would have a significant direct effect on improving Coventry's employment opportunities and create a diverse modern economy.	No real negative impact identified between the AAP and this Sustainability Objective.
	19	++	The AAP has a positive potential to provide access to good quality employment for all through the establishment of new employment opportunities	No real negative impact identified between the AAP and this Sustainability Objective
	20	++	This AAP may open up training and education opportunities through vocational training alongside the establishment of new employment. The continued growth of the University and expansion of local education facilities within the Swanswell area will all have positive effects.	May not provide training and education for <i>all</i> but does increase opportunities and accessibility to learning.

Table 9 – Sustainability Appraisal of CCAAP policy areas

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
CC2 Enhancement of Heritage Assets		
<p>All development within, or affecting the setting of, a Conservation Area (Figure 2) shall preserve and enhance its character and appearance and adhere to the policies of the relevant Conservation Area Management Plan.</p> <p>All development relating to or in close proximity to heritage assets such as statutory and locally listed buildings, Scheduled Monuments, public artwork and non-designated heritage assets (Figure 2) shall be undertaken sympathetically to those heritage assets and seek to enhance their setting.</p> <p>Within Archaeological Constraint Areas and areas of archaeological potential (Figure 3), appropriate archaeological assessment will be required prior to the determination of a development proposal. Where significant archaeological remains are found they shall be recorded in a manner proportionate to their significance. Remains of high significance shall be preserved and protected.</p> <p>Development within the city centre primary shopping area must respect the principles and significant elements of the post-World War II reconstruction.</p>	<p>Achieving this is to some extent dependent on the type of sites released to meet the transformational change and in particular in relation to urban green spaces. However, there is some concern in relation to the potential of green spaces to attract anti social behaviour.</p> <p>There may be cases where certain forms of heritage assets suggest the value of which is not currently recognised and only appreciated after a long period of public embrace, neglect or even hostility. A good example of where this has happened is the traditional 1960s designs.</p>	<p>Requirement for designs to safeguard community heritage assets, e.g. by providing protection to buildings that are considered historic legacies.</p>
CC3 Building Design		
<p>High quality design will be required for all new buildings with the criteria set out in the supporting text above forming an integral part of the building design process. All new buildings shall be sustainably designed to maximise energy efficiency and limit carbon emissions and the resultant impact upon the environment.</p>	<p>A considerable number of neutral impacts but the way in which new developments are designed can have positive outcomes both environmentally and economically but in the end social benefits can be realised with the end users.</p>	<p>Continue to promote high quality design.</p>
CC4 Public Art		
<p>Public art should, where appropriate, form an integral part of the design process of any future development proposals. Rather than stand-alone pieces of public art, there is an opportunity to incorporate this into the design of the buildings e.g. through the use of artist/architectural glass or ironmongery etc. thus giving it more legitimacy and integrity. Established public art shall be retained in redevelopment proposals unless the benefits of its removal outweigh the harm of its loss. Where public art is lost replacement works shall be incorporated into new development unless robust justification is provided highlighting that this is not viable.</p>	<p>It is not totally clear if compensatory provision would be required in the event that Open Space is lost. This wording may be an unintended 'wedge in the door' for developers, as very often, valuable areas of Open Space are not physically used but are simply 'there' provide visual amenity. In such circumstances therefore, it may be difficult to prove that there is an actual demand for</p>	<p>No change to policy</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
	it.	
CC5 Lighting		
Carefully considered architectural lighting proposals for new buildings and refurbishment of existing buildings will be encouraged to enhance the overall appearance of the City during the hours of darkness.	This can enhance the environmental and economic success by encouraged a more welcoming and ambient environment.	No change to policy
CC6 Public Realm		
All development proposals will be required to integrate soft and hard landscape designs as appropriate. The palette of materials and street furniture for any development proposal will need to accord with broad palette that already exists in the city centre and reflect the character of its respective quarter.	This scored almost exclusively positive scores and builds upon the economic investment from the public sector in order to stimulate greater levels of private sector investment.	No change to policy
CC11 Accessibility		
<p>Development proposals in the city centre will be required to incorporate improvements to the significant routes and linkages as shown in Figure 9 above.</p> <p>Where appropriate, development proposals will be required to incorporate improvements to crossing the Ring Road to ensure enhanced connectivity between the city centre and the wider city for pedestrians and cyclists and should reflect the priorities in the supporting text above. This will be of particular relevance at:</p> <ul style="list-style-type: none"> • Ring Road Junctions 1, 2, 4 and 5 • The Canal Basin crossing between Ring Road junctions 9 and 1 • Connectivity between Parkside and Much Park Street <p>Development proposals should support the needs of pedestrians and cyclists by incorporating new dedicated safe and direct pedestrian and cycle routes which integrate seamlessly into established networks.</p> <p>Development proposal should have regard to, and where appropriate, make provision for:</p> <ul style="list-style-type: none"> • Infrastructure which supports the intelligent mobility agenda • The inclusion of public transport infrastructure • The development of Mobility Hubs • The delivery of the Coventry Station Masterplan • The provision of high quality cycle 	<p>Travel by bus and train were both considered to be positive in relation to this policy. Although the policy is positive, it is almost impossible to enforce people not to use their car or ensure they cycle wherever possible. It is therefore dependant on the people moving into the city centre to take responsibility for achieving these goals. This element scored negative since they enable and accommodate increased motor traffic.</p> <p>Improvements to the ring road, changes to junctions and new linkages were considered to be positive in relation to objectives 1, 10,17, 18 and 19 as they would help facilitate economic growth.</p> <p>There was uncertainty as to how this policy scored in relation to environmental sustainability.</p>	<p>Promote the non-car improvements, for example, bus, cycle and pedestrian route improvements and signage.</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<p>Parking</p> <p>Proposals for the redevelopment, intensification and enhancement of the following car parks will be encouraged as part of the wider regeneration of the city centre.</p> <ul style="list-style-type: none"> • Salt Lane car park(See policy CC13); • Cheylesmore / New Union Street car parks (See policy CC14); • Bishop St car park (See policy CC25); • Whitefriars St car park (See policy CC14); • Leicester Row Car Park; • Cox St Car Park (See policy CC25); • Christchurch House Car Park (See policy CC14). • Far Gosford St car park; • *Gosford Street car park; • Grosvenor Road car park (See policy CC12); • *Grove Street car park; • Barracks Car Park (See policy CC19) • City Arcade car park <p>Redevelopment proposals must consider the following factors:</p> <ul style="list-style-type: none"> • Changes which affect the provision of public car parking spaces must be clearly justified as part of an on-going strategic review process and shown to have an acceptable impact on the performance and accessibility of the city centre and overall car parking provision. • The redevelopment and improvement of surface level car parks will be prioritised. • New car parking should be accommodated in a multi-storey format. • Proposals for multi storey car parks should respect the charter and scale of the surrounding environment and maximise opportunities for high quality aesthetics. • Changes should have regard to other relevant policies including the Coventry Connected SPD and Coventry Car Parking Strategy. <p>a. The provision of new surface level car parking will not be supported within the city centre unless its provision is to support the implementation of longer term regeneration schemes. In such cases surface level provision will only be allowed on a temporary basis.</p> <p>b. Development proposals which result in significant changes to the location or</p>		

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<p>supply of public car parking spaces will be required to address any associated necessary changes to associated car park signing and management systems.</p> <p>c. Proposals for the redevelopment of White Street Coach Park will be encouraged, where they are linked to appropriate amendments to Ring Road junction 2.</p>		
CC7 Tall Buildings		
<p>The location of proposed tall buildings will be considered in relation to the views of the three spires, with development proposals reflecting the view cones identified on plan. Further guidance will be provided in a Tall Buildings SPD.</p>	<p>In the context of a growing and accessible city centre, this policy scored positively. It was considered that this policy would have an economic and social benefit as increased building heights could accommodate a greater diversity and number of potential office uses. No negative impacts were identified.</p>	<p>No change to policy</p>
CC8 Green and Blue Infrastructure		
<p>New development will be expected to maintain the quantity, quality and functionality of existing green and blue infrastructure. In line with the city's Green Space Strategy and Local Flood Risk Management Strategy, development proposals should enhance blue and green infrastructure, and create and improve linkages between the quarters. Any development which is likely to adversely affect the integrity of a blue or green corridor will be required to be expressly justified and where appropriate, mitigation measures put in place.</p> <p>Developments adjacent to the Ring Road should maximise all opportunities to develop the greening of vertical surfaces as far as reasonably possible. Opportunities to add greenery to the area on a north-south axis through the city centre, defined on figure 6 as the 'Green Spine', will generally be encouraged and supported.</p> <p>Trees that contribute towards public amenity shall be retained and protected unless they have a short life expectancy (less than 10 years), are dangerous or the benefits of their loss significantly outweigh the harm that would be caused. Where trees are lost, notable replacement planting must be provided.</p>	<p>The environmental positivity's are beyond reproach and the resultant social benefits meant this scored positive in respect of the social objectives. It is logical and reasonable to assert that users of these spaces are likely to experience beneficial outcomes of their experiences and visits to these areas of the city centre as they offer a welcome respite to the high density built up nature of the city centre.</p>	<p>No change to policy.</p>
CC9 Drainage and Flood Risk		
<p>Development shall be designed and located to minimise the risk of flooding and if permitted development, be resilient to flooding. The opportunity must be exercised to maximise the</p>	<p>This scored particularly positive in respect of all environmental objectives and indirectly in relation to the</p>	<p>Active exploration of de-culverting opportunities along the culvert</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<p>absorption of surface water run-off by the ground. Sustainable Urban Drainage methods shall be incorporated into new developments including treatment for water quality.</p> <p>When development occurs, a Flood Risk Assessment will need to be produced to appropriately consider the risk of flooding from all sources.</p> <p>When development occurs, it must consider the evidence in the Local Flood Risk Management Strategy, Surface Water Management Plan and Strategic Flood Risk Assessment. This includes all sites being treated as a Greenfield site when calculating permissible discharge rates.</p> <p>When development is proposed it should utilise water use reduction systems such as grey water harvesting to reduce the water usage within the proposed developments.</p> <p>Where a development proposal lies adjacent to the existing de-culverted river Sherbourne, a natural sinuous river channel should be retained. Consideration should be given to remove culverts along Fairfax Street as shown in Figure 7 in order to create multi-functional green/blue spaces or consider opportunities to create a water channel that respects the alignment of the River Sherbourne.</p>	<p>economic. If businesses benefit from improved drainage and less risk of flooding there are more likely to invest further in the city centre.</p>	<p>sections of River Sherbourne would be recommended given the environmental, social and untapped economic benefits this is likely to generate.</p>
CC10 Environmental Management		
<p>New development must be designed to minimise pollution within the city centre and ensure that any impacts of pollution are appropriately considered and mitigated. In doing so new development schemes (including conversions and changes of use where appropriate) must ensure that:</p> <ol style="list-style-type: none"> 1. All construction and demolition schemes adhere to a construction environmental management plan which must be submitted to and approved by the council before works commences. The CEMP must specify how the developer will mitigate noise and dust emissions from the works. 2. All opportunities to connect to heat line or implement renewable energy generation have been explored and included as part of new development unless shown to be unviable or inappropriate. 3. Ground contamination needs have been assessed and remediated using the most up to date Environment Agency Model. 	<p>The overarching strategic nature of this policy suggests that many of the environmental weaknesses of the suite of policies that comprise the AAP could be offset if the principles of this policy are adhered to. This scored positive in respect of the environmental, social and economic objectives.</p>	<p>No change to policy</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<p>4. Proposals for site investigation and remediation schemes (where appropriate) are based on ‘fitness for purpose’ using appropriate risk assessment and are approved by the Council in advance of development.</p> <p>5. New residential development schemes and the introduction of fixed plant machinery have been designed to meet internal and external noise levels specified in the most recent and most appropriate British Standards</p> <p>6. Appropriate odour extraction systems are incorporated where the sale / preparation / consumption of food takes place within the relevant buildings.</p> <p>7. Have regard to other relevant policies within this City Centre AAP and its supporting documentation.</p>		
CC12 Business Quarter		
<p>Development proposals within this area must be informed by the approved Masterplan (as identified in the supporting text or any approved amendment thereafter)</p> <p>The business quarter will be the default location within the city centre for new office development. As such, at least 185,000sq.m of office space is to be allocated within this area.</p> <p>The provision of A1-A5 retail floor space will be allowed as part of mixed use buildings and to support the creation of active frontages. Any individual unit should not exceed 500sq.m gross and should not be of a scale that would cause inappropriate competition with the Primary Shopping Area.</p> <p>Within the business quarter an allocation is to be made for the provision of at least 400 new homes</p> <p>Other uses that are considered acceptable within the business quarter include:</p> <ul style="list-style-type: none"> a. Leisure and recreation uses, including hotels; b. Social and community uses; c. New multi-storey car parking; and d. Provisions for public transport infrastructure <p>Improvements to and expansion of the railway station will be supported so long as it does not negatively affect the listed building.</p>	<p>Very positive scorings in respect of objectives 18, 19, 20. This promotes a positive result in respect of objective 5 as there are more job opportunities this would facilitate the ability of those new job holders to purchase homes of their choice in locations that they choose.</p>	<p>No change to policy.</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<p>Greyfriars Green will continue to be protected as an important 'green' asset to the city centre. Any development proposals that would erode the character of the Green will not be accepted.</p>		
<p>CC13 Cathedrals and culture quarter</p>		
<p>All development proposals within the Hill Top and Lady Herbert's Garden and The Burges Conservation Area will only be considered acceptable if they demonstrate that they preserve and enhance the historic environment of the area and are in adherence with the policies of the respective Conservation Area Management Plans.</p> <p>Development in areas adjoining the Conservation Areas should enhance their setting and improve linkages between them and other areas of the city centre.</p> <p>Development on the vacant site between Palmer Lane and Hales Street should maximise the opportunity to reveal and enhance the River Sherbourne.</p>	<p>It is considered that intention of the policy is particularly robust. However, there is some concern in relation to the potential of green spaces to attract anti-social behaviour e.g. Lady Herbert's Garden, which will need to be protected and the setting enhanced.</p> <p>SA Objective 15 (To reduce travel by car) and policy have potential to be complementary.</p>	<p>No change to policy.</p>
<p>CC14 Civic Quarter</p>		
<p>New developments within the Civic Quarter must have regard to its historic characteristics of public service provision. As such, the following uses will be acceptable:</p> <ul style="list-style-type: none"> • Social and community uses • Leisure and recreation uses • Educational uses, including new university provisions • Office use • Residential development • New multi-storey car parking <p>Other commercial activities (excluding A1 retail) will be supported where they support the provision of active frontages within a mixed use development.</p> <p>The provision of new retail development is unlikely to be supported within the Civic Quarter unless it can be demonstrably shown to form an integral part of a mixed use scheme.</p> <p>Opportunities to expand the programme of public realm improvements will be supported</p> <p>The existing surface level car park at Cheylsemore is to be redeveloped for a multi-storey provision and incorporated into the adjoining New Union Street multi storey car park. As part of this scheme the overall quality of the parking provision must be improved.</p>	<p>Surrounding land use classification and the degree to which emerging sustainable development policy is implemented and is feasible will have an impact on the outcome of most of the objectives. However, it should also be stated that they are likely to have a very positive impact on improving employment, training and education opportunities.</p> <p>This policy shines a light on a potential flaw in SA Objective 5 which seeks to provide housing to meet 'local need'. If someone takes up a job from outside the area and move to the city, do they constitute 'local'? In this regard, it is noted that some local authorities include lengths of residency as a condition of eligibility to some lower end private sector housing.</p> <p>Two key objectives are to promote inclusive communities and to reduce poverty and social exclusion. However, there is no guarantee that jobs can go to local residents. However, as against this, SA objectives 19 & 20 aim to ensure good quality employment, education and</p>	<p>No change to policy</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
	<p>training opportunities which will help to compensate for this. If jobs are taken up by people from outside the area. The negative impact of re-development could be mitigated or overcome if other modes of transport become increasingly viable as part of grouping together of employment units and economies of scale. However, if the prevailing car culture persists, the number of car journeys is likely to increase rather than diminish. Impact of employment facilities (through education and public services) on SA Objective 7 (increased cultural and recreational activities) can be variable. Consideration should be given to Best Practice in this regard (i.e. Peugeot Stoke where new recreation facility is available to whole community). Strategy cannot ensure that new employment premises will employ local people. However, as against this, SA objectives 19 & 20 which seek to ensure access to good employment, education and training opportunities do offer options and opportunities that could be taken up.</p>	
CC15 Far Gosford Street Quarter		
<p>New developments, changes of use and conversions within the Far Gosford Street Quarter must respect and reflect the areas historic character. As such: All development proposals, including applications for signage, within the area will only be considered acceptable if they demonstrate that they respect the historic environment of the area and are in keeping with the aims of the Far Gosford Street Conservation Area Appraisal and Management Plan, published 2013 (or any subsequently published updated documents). All new build development within the area must be accompanied by an initial Archaeological Report identifying what archaeological work may be necessary ahead of commencement. Far Gosford Street will be regarded as a local centre meaning proposals for local shopping provisions will be supported. This will however exclude the provision of any further hot food takeaways (use class A5), which will not be permitted.</p>	<p>It is uncertain that development on PDL will be compatible with SA Objectives 8 & 9 (Protect landscape & Protect diversity) as development could potentially adversely affect an existing urban landscape The contribution of the policy towards the objectives to reduce flooding and climate change is questionable. No specific mention appears to be made of housing at the other end of the spectrum – executive housing.</p>	<p>No change to policy</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<p>To support the local centre designation a mix of creative industries, employment, residential and social and community uses will be supported within the Far Gosford Street Quarter.</p> <p>The use of upper floors of buildings for residential or office use will be supported and encouraged providing that appropriate noise insulation is provided to ensure that the use is compatible with ground floor commercial activity.</p>		
CC16 Health and Education (Swanswell) Quarter		
<p>A New developments within the Health and Education Quarter must have regard to its established character; respond to the environmental issues associated with its proximity to the Ring Road and deliver high quality buildings and public space which reflect this areas position as a gateway to the inner city centre. As such, the following uses will be acceptable:</p> <ul style="list-style-type: none"> • Education provisions; • Public Health provisions; • Residential development; • Social and community uses; and • Green and blue infrastructure <p>All prospective developments should:</p> <ul style="list-style-type: none"> - reflect and enhance the area's character through mixed-use developments; - ensure a mix of residential densities where appropriate; - improve and introduce high quality buildings; - Promote active travel and ensure it becomes easier and safer to move within the quarter and into adjoining parts of the city centre - Mitigate the negative impacts of the Ring Road; <p>B The conversions of existing buildings, where appropriate, and the development of small infill opportunities for new residential developments will be encouraged and supported in principle. The reuse of the listed buildings which remain as part of the former Coventry and Warwickshire Hospital site will be allocated for conversion to residential use, with the provision of up to 80 units.</p> <p>C Remaining land at the Former Hospital site or to the rear of Primrose Hill Street should be retained for the provision of a new 2 form entry primary school to serve the needs generated from wider housing provision across the city centre</p>	<p>In this area of the city centre, specify what diversity is and what isn't. Define diversity in the Coventry context more clearly in terms of what acceptable development is and what isn't in the context of the areas character.</p> <p>Define what would be classed as improve the areas image – how? and what would be detrimental, and how this could be measured.</p> <p>No detail as to how communities could participate in decision making – e.g. community ownership of resources & strategies i.e. 'grass-roots empowerment as opposed to top-down management'.</p> <p>There is a potential for increased affordability as the pressure for more energy-efficient homes continues to grow.</p> <p>There is concern that the continuing culture of private car ownership may offset the energy savings of energy efficient buildings.</p>	<p>No change to policy</p>
CC17 Leisure and Entertainment Quarter		
<p>All development proposals within the Spon Street Conservation Area, including applications</p>	<p>Scored exclusively positive and neutral outcomes. The</p>	<p>No change to policy.</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<p>for signage, will only be considered acceptable if they demonstrate that they respect the historic environment of the area and are in keeping with the aims of the Spon Street Conservation Area Appraisal and Management Plan, published 2015 (or any subsequently updated documents). Spon Street will be encouraged as a suitable and attractive location for specialist and independent retailers. In order to protect the availability of property for such use, further hot food takeaways (use class A5) will not be permitted within this quarter.</p> <p>Development for at least 95 homes on vacant land between Bond Street, Hill Street and Ryley Street will be supported subject to:</p> <ul style="list-style-type: none"> - The development providing an active frontage at ground floor to Belgrade Plaza. To provide this activity A1-A4 uses will be considered appropriate - High quality design that both relates well to the modern Belgrade Plaza development whilst ensuring the setting of adjacent listed buildings and Spon Street Conservation Area is preserved - Satisfactory noise mitigation measures, where required. <p>Proposals for a hotel or residential use on the vacant site bounded by Ringway Hill Cross, Upper Well Street and Ryley Street will be supported and encouraged. The development will be expected to be high density and well-designed reflecting its prominent position adjacent to the Ring Road and its location adjacent to the sizeable Belgrade Plaza development. Active frontages, where appropriate, will be encouraged within use classes A1-A4</p> <p>Redevelopment proposals for land on Watch Close abutting Ringway Rudge for residential accommodation will be considered acceptable subject to high quality design and noise and air quality mitigation.</p> <p>The re-development or conversion of the property known as Ringway House on Hill Street will be encouraged for residential use of up to 30 units subject to high quality design that respects the amenities of neighbouring residential properties.</p> <p>Opportunities to improve the linkages between:</p> <ul style="list-style-type: none"> • Spon Street and the Primary Shopping Area; • Belgrade Plaza and the Primary Shopping Area; and • Belgrade Plaza with the Northern Regeneration Area • Improvements to the Ring Road underpass and Spon End will be promoted and encouraged. Where appropriate these improved linkages should be incorporated 	<p>increased offer through this policy is likely to attract trade and investment, particularly the evening economy. The proposed improvements to the highway linkages scored particularly well in respect of mitigating the potential of higher carbon emissions.</p> <p>Policy will promote efficient use and location of shopping facilities for local communities.</p> <p>Proposal is likely to be beneficial in relation to improving employment opportunities.</p> <p>Proposal is likely to be particularly beneficial in relation to improving employment opportunities, to promote shopping development and thus the local economy.</p>	

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
into, or supported by, new development proposals		
CC18 Primary Shopping Area Quarter		
<p>The Primary Shopping Area is identified by the red line in Figures 18a and 18b and again in Appendix 1. This will be the principal focus and default location for all new shopping developments including redevelopment, refurbishment, extension or conversion of buildings for shopping uses. This area is expected to accommodate at least 40,000sq.m of gross new floor space up to 2031, covering a range of retail needs (A1-A5). This will be phased in accordance with Table 5 in the supporting text.</p> <p>a. Opportunities to provide a new purpose built convenience food offer of up to 10,000sq.m within or in close proximity to the PSA will also be encouraged.</p> <p>b. Other proposals that would introduce new town centre uses within the PSA will be encouraged and supported where they do not undermine or conflict with this or any other policy within this AAP.</p> <p>c. Opportunities for new residential provision above new or existing ground floor town centre uses will be supported with a view to supporting the vitality and viability of the city centre as a whole. This will be subject to appropriate design and appropriate mitigation of environmental concerns outlined in policy CC10.</p> <p>d. Opportunities to reinforce the original design concept of the Gibson plan and the precinct cross will be encouraged and supported. This could include the removal the central fountain as well as the external escalators and the ramp within Upper Precinct leading to West Orchards, which should be replaced with attractive and less intrusive structure(s) (1).</p> <p>e. The removal of the building, at ground level below Broadgate House, between Broadgate and Hertford Street, currently occupied by the Nationwide Building Society (2) will be supported. The removal of this structure will improve linkages between Broadgate and Hertford Street and thus enhance and</p>	<p>General: Evaluation of the city centre in relation to objectives is challenging as the potential impact may vary. It is considered difficult to reconcile the objective of enhancing quality with minimising noise, light and air pollution.</p> <p>The achievement of some objectives is dependent on other strategies (e.g. reduction of travel by car depends on the Transport strategy).</p> <p>Policy is likely to promote objectives of sustainable development and promotion of the local economy and as well as social inclusion but only in relation to the city centre.</p> <p>There is some reservation that focusing on the City centre may divert re-generation resources from elsewhere.</p>	<p>No change to policy.</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
encourage pedestrian movement through the city centre.		
CC19 Primary Shopping Area regeneration – south		
<p>The regeneration of the Southern part of the Primary Shopping Area, for predominantly comparison shopping will be promoted, encouraged and supported. This should be delivered in accordance with Masterplan which supports the approved planning permission (outlined above) or replacement document. This will include:</p> <ul style="list-style-type: none"> • A range of shop sizes that reflect market requirements; • High quality entrances from the Precinct, Queen Victoria Road and Bull Yard; • The redevelopment of the Barracks car park and the relocation of the parking spaces as part of a new multi storey car park incorporated within the development; • The relocation of the listed mural situated in Bull Yard to new and prominent site situated within the new development; and • The retention of the listed market building, with significant improvements made to its setting and connectivity to Queen Victoria Road and Market Way • Associated residential provision of at least 40 homes as part of upper floors above retail uses. • Complimentary leisure, office and hotel uses as part of upper floors above retail uses. 	<p>The relationships between this policy and the SA objectives are largely positive with some neutral impacts which are unrelated to a policy of this nature. The strongest positive relationships are focused on access to local facilities and objectives that aim to improve local shopping facilities. The majority of neutral impacts are linked to both environmental and economic objectives. Some of the neutral impacts could become positive if local community facilities were to include facilities such as green infrastructure. Although it is largely accepted that these provisions are addressed in other policies perhaps this particular policy could benefit from defining 'local community facilities'.</p>	<p>If the 'primary shopping area' is divided into North and South, is this the convenient planning entity, wouldn't it be better to define these as 'quarters' rather than defining the precinct and then having to add some elements, take others out, and divide it in two?</p>
CC20 Primary Shopping Area regeneration- north		
<p>The regeneration of the northern part of the Primary Shopping Area, focused around Smithford Way, will be promoted and encouraged for predominantly comparison shopping. This will provide for:</p> <ul style="list-style-type: none"> • A range of shop sizes that reflect market requirements; • High quality entrances at Smithford Way and Corporation Street; • Enhanced linkages to Belgrade Plaza and Spon Street. • Associated residential, leisure, office and hotel uses on upper floors above retail uses 	<p>The promotion of City centre is likely to have multiple benefits in terms of sustainability objectives. Very compatible with SA Objective 8 (Protect landscape). Policy should include some form of reference to the design of these facilities. However, effect on pollution levels or impacting on climate change dependent on design measures (e.g. incorporating green roofs). Policy will retain primacy of the city centre in respect of the retail hierarchy.</p>	<p>No change to policy although needs to be consistent with PSA regeneration south</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
CC21 Cathedral Lanes		
<p>Cathedral Lanes will be promoted for a change of use to café and restaurant uses, with such uses encouraged to spill out onto Broadgate Square to help reflect the new public realm.</p> <p>Opportunities should also be taken to enhance the façade of the building and create a new link through the building in order to improve the connectivity from Broadgate/Upper Precinct to Coventry Cathedral and the Hill Top Conservation Area.</p>	<p>The promotion of cathedral lanes is likely to have multiple benefits in terms of connectivity with the cathedrals quarter and wider links with the University. Likely to be positive in respect of the evening economy thus scoring positive in respect of objectives 18,19 and 20 in particular.</p>	<p>No change to policy.</p>
C22 Primary and Secondary Frontages		
<p>A) Primary Frontages, shown in appendix 1, are expected to include a high proportion of retail uses which may include food, drink, clothing and household goods. A clear majority of A1 retail uses should remain within all Primary Frontages at all times. Where proposals would result in less than 60% of primary frontages being classed as A1 retail then the applicant will be expected to demonstrate exceptional circumstances to justify a change of use. Under no circumstances though will A1 retail be allowed to fall below 51% of primary frontages. Class A5 and sui-generis uses will only be permitted in exceptional circumstances.</p> <p>B) Proposals to remove the external escalator within Upper Precinct leading to West Orchards and replace with an attractive and less intrusive structure will be supported.</p> <p>C) There is an aspiration to remove the building currently occupied by the Nationwide Building Society, at ground level below Broadgate House, between Broadgate and Hertford Street. The removal of this structure will improve linkages between Broadgate and Hertford Street and thus enhance and encourage pedestrian movement through the city centre.</p> <p>D) Secondary frontages are defined as any frontage situated within the PA that is not identified as a Primary Frontage in appendix 1. Within such frontages a mix of Class A uses will be permitted as well as D1, D2 and sui generis uses.</p> <p>E) Mixed use development including active ground floor uses (A1, A2, A3, A4) with upper floor residential provision of at least 60 homes will be promoted on the land at the junction of Hales Street and Trinity Street. As part of any development opportunities should be taken to enhance the setting of the exposed River Sherbourne at Palmer Lane. The site is also situated</p>	<p>The relationships between this policy and the SA objectives are largely positive with some neutral impacts which are unrelated to a policy of this nature. The strongest positive relationships are focused on access to local facilities and objectives that aim to improve local community facilities. The majority of neutral impacts are linked to both environmental and economic objectives. Some of the neutral impacts could become positive if local community facilities were to include facilities such as green infrastructure. Although it is largely accepted that these provisions are addressed in other policies perhaps this particular policy could benefit from defining 'local community facilities'.</p>	<p>No change to policy.</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<p>within the Lady Herbert's Garden Conservation Area and should be designed accordingly.</p>		
CC23 Technology Park Area (Parkside)		
<p>Development proposals within the Parkside area, should support the hi-tech character that has been developed within this part of the city centre. As such, the following uses will be acceptable:</p> <ul style="list-style-type: none"> • Hi-Tech industry use • Research and Development activity • Other Education facilities • Residential provisions • Leisure and recreation uses • Social and community uses • Office use • New multi-storey car parking <p>The area of land situated north of Parkside and Deasy Road, South of Ring Road St Johns and West of London Road will be allocated as the London Road Gateway. This area must create a high quality frontage to the Ring Road and London Road, including high quality landscaping and more efficient use of land.</p> <p>Developments within the London Road Gateway as well as the vacant sites at:</p> <ul style="list-style-type: none"> • land East of Cheetah Road; • land situated between Swift Road and Mile Lane; and • The site of the former Formula One hotel should make provision for at least 285 new homes and 27,000sq.m of gross floor space linked to the Technology Park. <p>Opportunities to improve the linkages and connectivity across the Ring Road, especially at junctions 4 and 5 of the Ring Road and the subway linking Short Street with Much Park Street will be promoted.</p> <p>The provision of a well-designed multi-story car park will be supported within a suitable location within the Parkside area subject to appropriate design and access.</p>	<p>Impact on many SA objectives may be neutral or unknown. Furthermore, it should also be noted that there may be circumstances whereby development may actually result in improvement of the environment.</p> <p>Could involve the loss of jobs from long established sites now considered to be non-conforming uses.</p> <p>Policy cannot ensure employment to local community but will promote access to employment, education and training opportunities from which the whole community can benefit.</p>	<p>No change to policy.</p>
CC24 University Quarter		
<p>A) Within the University area, proposals for redevelopment, refurbishment, extension or conversion of buildings for the following uses will be supported subject to high quality building and landscape design:</p> <ol style="list-style-type: none"> a. Education and faculty buildings; b. University administrative facilities; c. Residential provision including Student accommodation; and d. Multi-story car parks <p>B) Land to the east of The Computer and</p>	<p>9 of the objectives were considered to have a positive relationship with the policy whilst a further 3 were considered uncertain. 1 was ranked as negative whilst the remaining 7 objectives were neutral.</p> <p>Objective 6 is uncertain, as the policy does not seem to identify the promotion of a</p>	<p>Acknowledge the business and enterprise nature of the quarter by renaming the policy – University and Enterprise Quarter.</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<p>Engineering Building on Gulson Road will be allocated for the development of a Phase II Computer and Engineering Building or an alternative faculty building. A large innovatively designed building will be supported on the site.</p> <p>C) The demolition of the Priory Halls and Foundation Campus building at Priory Street will be supported with new high quality residential buildings being introduced to support the setting of the Cathedrals and improving pedestrian routes and vistas along Priory Street. New development should make provision for at least 85 new homes.</p> <p>D) Proposals to bring the Grade I listed Whitefriars Monastery into regular use will be strongly supported subject to that use not having a detrimental impact upon the architectural and historic interest of the building.</p> <p>E) Any redevelopment proposals for the Sir John Laing building will be supported only if they include measures to enhance the setting of the adjacent Grade II* listed 'Medieval Ruin' sandstone building.</p> <p>F) Any redevelopment proposals for the James Starley building will be supported subject to high quality design and measures to significantly improve the pedestrian environment along the western side of Cox Street adjacent to the site.</p> <p>G) University Square shall remain as an attractive public square at the interface of Coventry Cathedral, the Herbert Art Gallery and Museum and Coventry University.</p> <p>H) Within this area new development, where applicable, shall seek to improve and enhance the following pedestrian routes: <ul style="list-style-type: none"> a. Jordan Well/Gosford Street to Far Gosford Street b. Gosford Street and Gulson Road c. Cox Street between the junction with Fairfax Street and junction with Jordan Well. </p>	<p>safe environment for students to live and be educated. It is therefore unknown whether or not development in this way would help reduce crime especially that aimed at and carried out by students, or indeed reduce the fear of crime.</p> <p>Objective 13 is uncertain as it depends on the type of accommodation developed. If the policy was to promote high or improving eco standards then this would be positive. This is a similar case with objective 16, although a positive outcome is also dependant on the students living in the accommodation.</p> <p>Objective 8 has been identified as having a negative relationship for 2 specific reasons.</p> <p>Development of purpose built student accommodation in the city centre especially will more than likely have some impact on the historic environment. The 2nd reason being that the development of student accommodation in centre's means less land is available in these locations for family housing. This places additional pressure on Greenfield and Green Belt land on the edge of the City.</p>	
CC25 Regeneration Areas		
<p>A) Proposals for comprehensive redevelopment within the Bishop Street and Fairfax Street regeneration areas for a mix of uses including a significant proportion of residential development will be encouraged and supported.</p> <p>B) Both areas will be primarily promoted for new residential development in a range of types and tenures although a range of other uses will be acceptable subject to conformity with other parts of this AAP. These include: <ul style="list-style-type: none"> • Office; </p>	<p>Need for liaison with other strategies from other Departments (i.e. Housing) and agencies to avoid city's private housing stock falling into disrepair. Positive aspects such as deculverting opportunities – but balanced against risk of flooding and removing the slip roads at junction 2 and improved accessibility to the wider city centre and enhancing the</p>	<p>No change to policy.</p>

Policies	Comments by workshop participants (Critical analysis)	Implication for AAP and Recommendation
<ul style="list-style-type: none"> • Retail and commercial; • Social, community and leisure uses; • Education uses (including those linked to the university); • Multi storey car parking; and • Green and blue infrastructure <p>C) Proposals for the redevelopment and reconfiguration of existing parking facilities at Cox Street and Bishop Street will be welcomed, subject to forming part of a comprehensive scheme that does not reduce the overall level of city centre parking, unless otherwise shown to have an acceptable impact on the city centre as a whole.</p>	<p>setting of the cathedral. The Junction 2 plan is a likely to realise the gateway to the city centre linked to pool meadow so big opportunities around objective 10.</p>	
CC26 Warwick Row		
<p>Proposals for limited and sympathetic infill development in the Warwick Road area will be encouraged and supported where appropriate.</p> <p>Applications for conversions or changes of use will be considered on the basis of their relationship with adjoining buildings and uses. Where appropriate, proposals should complement existing styles and designs of adjoining buildings.</p> <p>The site at the junction of St Patricks Road and Friars Road is to be allocated for at least 35 new homes and should provide a high quality building, fronting the Ring Road. Proposals should also incorporate opportunities to provide a green frontage to the Ring Road and relate positively to the pedestrian routes between Friars Road and the train station.</p> <p>Proposals should enhance the character and quality of the local environment and be compatible with other AAP policies.</p>	<p>This scored positively well in respect of environmental objectives particularly objective 6 and 7. Objective 5 also scored positively given the scope for new homes within this tightly drawn quarter.</p>	<p>No change to policy.</p>

7. TASK B5 AND B6: MITIGATION AND MONITORING MEASURES

Mitigating adverse impacts and maximising beneficial effects (Task B5)

7.1 The SEA Directive requires information to be provided on *'the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme'*. Mitigation measures also include proactive avoidance of adverse effects and measures to enhance positive effects.

7.2 This chapter considers significant potential adverse effects that have been identified through the assessment process and recorded as uncertain using the assessment classification. Mitigation measures can take a wide range of forms, including:

- changes to the CCAAP options, including bringing forward new options or adding or deleting options;
- refining options in order to improve the likelihood of beneficial effects;
- minimising adverse impacts by ensuring strong policy criteria are developed technical measures to be applied during the implementation stage. This may also include setting guidelines or applying design principles.

7.3 The mitigation hierarchy has been considered a sequential process that operates in the following way: firstly, if possible, adverse effects should be avoided. Failing this, the nature of the effect should be reduced, if possible, so that it is no longer significant. If neither avoidance nor reduction is feasible, mitigation measures should be considered. Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting biodiversity effects or provision of new supporting green infrastructure. In the case of this SA Report, mitigation has been supplied to help address negative effects so that, if possible, no residual affects remain. Mitigation measures referred to at previous stages have been taken into account, as far as possible in preparing the CCAAP.

The positive effects of the CCAAP could be maximised with the addition of mitigation measures. These include:

- An investigation as to whether new recycling facilities should be shared with a wider area (i.e. Coventry, Solihull and Warwickshire) to determine what is the most sustainable way forward in terms of the provision of new facilities in the city centre.
- An integrated approach to development and infrastructure, co-ordinating housing provision with employment generation, public transport, environmental improvement and public service provision.

7.4 In order to mitigate and minimise the possible negative impacts of the CCAAP, the following mitigation measures are recommended in accordance with the draft policies contained in the CCAAP:

- Full opportunities to require new buildings to connect to the existing heat line
- Carefully plan any high density developments and ensure that the provision of apartments is not in excess of need.
- Undertake a study to establish commuting patterns over a specified time period.
- In considering sites for release, reference should be made to the need to ensure that a range of sites can be provided to accommodate small and medium size businesses and particularly those users at the lower end of the market.
- Opportunities for development on brownfield land should be fully explored and consideration given to the redevelopment for employment use of existing underused sites.
- Provision of employment land premises:
- It will be important to ensure that any future land that is promoted is suitable for a range of users, particularly small to medium size enterprises. Consideration should be given to taking steps to ensure that certain types of employment development are accommodated on sites to ensure a diversity of employment opportunities.
- Consideration needs to be given to incorporating recycling schemes into employment developments to encourage recycling
- Make provision to encourage linked trips throughout the city centre.
- Ensure the provision of SUDS within new development to minimise the risk of flooding.
- Achieve high design standards in new developments, especially to protect the historic environment within the city centre and create local distinctiveness.
- Mitigate the loss of urban green space to development through the enhancement of those green spaces that are not considered for development.

Accessibility

- Potential negative effects include ensuring additional housing is located near to services and facilities that have sufficient capacity for the expected number of additional residents in the area. If this is not possible, development should be located near a high frequency bus route that provides access to services that have sufficient capacity. Alternatively, the development could provide new services or contribute to expansion of existing nearby services, where these do not currently have additional capacity.
- Consideration should be given to car free developments in the city centre, wherever possible. This could be encouraged by securing electronic charge points throughout the city centre as well as improved cycle parking facilities, improved pedestrian and cycle ways and connectivity to public transport.

Waste Management:

- Consideration should be given to preparing an SPD/DPD to ensure that new waste management facilities are planned and developed in a coherent and sustainable way.

- Sustainability of new developments could be maximised by implementing the suggestions included in the critical appraisal process, including implementation of waste minimisation incentives, ensuring easy access to recycling facilities and following applicable Building Regulations and building codes such as BREEAM.

Historic Environment

- Many of the policies may alter historic features through changing their surroundings. This may be temporary, during construction work, or permanently through alteration of the physical townscape, such as demolition of old buildings and construction of new ones. The first stage of the mitigation hierarchy, avoidance, may be achieved by retaining and reusing existing buildings, without any external modifications. If this is not possible, for example existing buildings are unsafe or unfit for purpose, new construction should be designed in a way that is sympathetic to any nearby historic features and it should fit in with surrounding development.
- CC11 may have a negative impact on historic features if changes in traffic flow and changes in sustainable transport services result in a greater flow of traffic in the vicinity of these features. This could occur even if there was less traffic in Coventry overall, although the likelihood of increased traffic near historic features is very low. Nevertheless, mitigation measures should be implemented to ensure that this does not occur. Suggested mitigation consists of ensuring that multiple additional bus services do not pass by historic features. If traffic restriction measures are put in place in the city centre, measures should be taken to discourage drivers from taking alternative routes that would increase traffic in the vicinity of historic features, particularly in the vicinity of the Cathedrals quarter.

Monitoring the significant effects of implementing the CCAAP (Task B6)

- 7.5** This process will continue with the preparation of the Coventry Local Plan process and will encompass monitoring information in connection with Sustainability Appraisal.
- 7.6** The CCAAP itself will need to be monitored to determine whether the recommended policy direction is appropriate. If it becomes clear that some of the suggested targets/standards become obsolete or unachievable, then they will need to be revised as appropriate.
- 7.7** A single monitoring framework is being developed to encompass the various documents that are being prepared as part of the Local Plan. This will ensure that the significant sustainability effects of implementing the plan are monitored to identify any unforeseen adverse effects and enable remedial action to be taken. Sustainability Appraisal monitoring will be incorporated into the existing monitoring arrangements.

APPENDIX 1: SPATIAL OPTIONS APPRAISAL

Objectives	Full scale rebuild JERDE masterplan principles			Partial rebuild			No rebuilding - just conversions and retention of existing buildings			Do nothing			<table border="1"> <tr><td>++</td></tr> <tr><td>+</td></tr> <tr><td>?</td></tr> <tr><td>0</td></tr> <tr><td>-</td></tr> <tr><td>--</td></tr> </table> very positive positive uncertain neutral/no impact negative very negative	++	+	?	0	-	--
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12	-	?	?	+	+	?	0	0	?	?	?	?							
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Objectives	Full scale rebuild JERDE masterplan principles			Partial rebuild			No rebuilding - just conversions and retention of existing buildings			Do nothing			++	very positive
	Brodgate/Up per/Lower Precinct Axis	Dispersal	Focused	Brodgate/Up per/Lower Precinct Axis	Dispersal	Focused	Brodgate/Up per/Lower Precinct Axis	Dispersal	Focused	Brodgate/Up per/Lower Precinct Axis	Dispersal	Focused		
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18	+	+	O	O	+	+	+	+	?	-	o	+		
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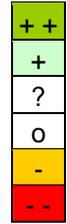
Comments:

Options B scored the least number of negatives and so is considered the most sustainable, with option B also attracting a higher number of double positives. Option D scored the highest number of negatives and is therefore considered the least sustainable followed by option A. Mitigation and monitoring measures will need to be considered for each of the options should they be selected as the preferred approach.

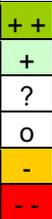
APPENDIX 2: APPRAISAL OF PROPOSED POLICIES

Policy CC1: Enhancement of Heritage Assets			
	<p>A) All development within, or affecting the setting of, a Conservation Area (Figure 2) shall preserve and enhance its character and appearance and adhere to the policies of the relevant Conservation Area Management Plan.</p> <p>B) All development relating to or in close proximity to heritage assets such as statutory and locally listed buildings, Scheduled Monuments, public artwork and non-designated heritage assets (Figure 2) shall be undertaken sympathetically to those heritage assets and seek to enhance their setting.</p> <p>C) Within Archaeological Constraint Areas and areas of archaeological potential (Figure 3), appropriate archaeological assessment will be required prior to the determination of a development proposal. Where significant archaeological remains are found they shall be recorded in a manner proportionate to their significance. Remains of high significance shall be preserved and protected.</p> <p>D) Development within the city centre primary shopping are must respect the principles and significant elements of the post-World War II reconstruction</p>	<p>++</p> <p>+</p> <p>?</p> <p>o</p> <p>+</p> <p>--</p>	<p>very positive</p> <p>positive</p> <p>uncertain</p> <p>neutral/no impact</p> <p>negative</p> <p>very negative</p>
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Policy CC2: Building Design		
<p>High quality design will be required for all new buildings with the criteria set out in the supporting text above forming an integral part of the building design process. All new buildings shall be sustainably designed to maximise energy efficiency and limit carbon emissions and the resultant impact upon the environment.</p>		<p>very positive positive uncertain neutral/no impact negative very negative</p>

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Policy CC3: Public Art			
	<p>Public art should, where appropriate, form an integral part of the design process of any future development proposals. Rather than stand-alone pieces of public art, there is an opportunity to incorporate this into the design of the buildings e.g. through the use of artist/architectural glass or ironmongery etc. thus giving it more legitimacy and integrity. Established public art shall be retained in redevelopment proposals unless the benefits of its removal outweigh the harm of its loss. Where public art is lost replacement works shall be incorporated into new development unless robust justification is provided highlighting that this it is not viable.</p>		<p>very positive positive uncertain neutral/no impact negative very negative</p>
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	Policy CC4: Lighting													
	Carefully considered architectural lighting proposals for new buildings and refurbishment of existing buildings will be encouraged to enhance the overall appearance of the City during the hours of darkness.	<table border="1"> <tr> <td>++</td> <td>very positive</td> </tr> <tr> <td>+</td> <td>positive</td> </tr> <tr> <td>?</td> <td>uncertain</td> </tr> <tr> <td>o</td> <td>neutral/no impact</td> </tr> <tr> <td>-</td> <td>negative</td> </tr> <tr> <td>--</td> <td>very negative</td> </tr> </table>	++	very positive	+	positive	?	uncertain	o	neutral/no impact	-	negative	--	very negative
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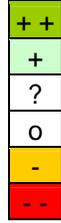
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Policy CC5: Public Realm		
	<p>All development proposals will be required to integrate soft and hard landscape designs as appropriate. The palette of materials and street furniture for any development proposal will need to accord with broad palette that already exists in the city centre and reflect the character of its respective quarter.</p>	 <p>very positive positive uncertain neutral/no impact negative very negative</p>
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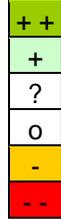
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	<p>Policy CC6: Routes, linkages and gateways</p> <p>Development proposals will be required to incorporate improvements to the significant routes and linkages as shown on Figure 4.</p> <p>Development proposals will be required to incorporate improvements to crossing the Ring Road to ensure enhanced connectivity between the city centre and the wider city. This will be of particular relevance at:</p> <p>Junction 1</p> <p>Junction 4</p> <p>Junction 5</p> <p>Basin Crossing between Ring Road Junctions 1 and 9</p> <p>between Parkside and Much Park Street</p> <p>And should reflect the priorities identified in the supporting text (above).</p>	<p>++ very positive + positive ? uncertain 0 neutral/no impact - negative -- very negative</p>
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Policy CC7: Tall Buildings		
	The location of proposed tall buildings will be considered in relation to the views of the three spires, with development proposals reflecting the view cones identified on plan. Further guidance will be provided in a Tall Buildings SPD.	 very positive positive uncertain neutral/no impact negative very negative
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Policy CC8 – Green and Blue Infrastructure		
<p>New development will be expected to maintain the quantity, quality and functionality of existing green and blue infrastructure. In line with the city's Green Space Strategy and Local Flood Risk Management Strategy, development proposals should enhance blue and green infrastructure, and create and improve linkages between the quarters. Any development which is likely to adversely affect the integrity of a blue or green corridor will be required to be expressly justified and where appropriate, mitigation measures put in place.</p> <p>Developments adjacent to the Ring Road should maximise all opportunities to develop the greening of vertical surfaces as far as reasonably possible. Opportunities to add greenery to the area on a north-south axis through the city centre, defined on figure 6 as the 'Green Spine', will generally be encouraged and supported.</p> <p>Trees that contribute towards public amenity shall be retained and protected unless they have a short life expectancy (less than 10 years), are dangerous or the benefits of their loss significantly outweigh the harm that would be caused. Where trees are lost, notable replacement planting must be provided.</p>		<p>very positive positive uncertain neutral/no impact negative very negative</p>

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Policy CC9: Drainage & Flood Risk		
	<p>A) Development shall be designed and located to minimise the risk of flooding and if permitted development, be resilient to flooding. The opportunity must be exercised to maximise the absorption of surface water run-off by the ground. Sustainable Urban Drainage methods shall be incorporated into new developments including treatment for water quality.</p> <p>B) When development occurs, a Flood Risk Assessment will need to be produced to appropriately consider the risk of flooding from all sources.</p> <p>C) When development occurs, it must consider the evidence in the Local Flood Risk Management Strategy, Surface Water Management Plan and Strategic Flood Risk Assessment. This includes all sites being treated as a Greenfield site when calculating permissible discharge rates.</p> <p>D) When development is proposed it should utilise water use reduction systems such as grey water harvesting to reduce the water usage within the proposed developments.</p> <p>E) Where a development proposal lies adjacent to the existing de-culverted river Sherbourne, a natural sinuous river channel should be retained. Consideration should be given to remove culverts along Fairfax Street as shown in Figure 7 in order to create multi-functional green/blue spaces or consider opportunities to create a water channel that respects the alignment of the River Sherbourne.</p>	 <p>very positive positive uncertain neutral/no impact negative very negative</p>
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Policy CC10 – Environmental Protection														
	<p>New development must be designed to minimise pollution within the city centre and ensure that any impacts of pollution are appropriately considered and mitigated. In doing so new development schemes (including conversions and changes of use where appropriate) must ensure that:</p> <ul style="list-style-type: none"> a. All construction and demolition schemes adhere to a construction environmental management plan which must be submitted to and approved by the council before works commences. The CEMP must specify how the developer will mitigate noise and dust emissions from the works. b. All opportunities to connect to heat line or implement renewable energy generation have been explored and included as part of new development unless shown to be unviable or inappropriate. c. Ground contamination needs have been assessed and remediated using the most up to date Environment Agency Model. d. Proposals for site investigation and remediation schemes (where appropriate) are based on ‘fitness for purpose’ using appropriate risk assessment and are approved by the Council in advance of development. e. New residential development schemes and the introduction of fixed plant machinery have been designed to meet internal and external noise levels specified in the most recent and most appropriate British Standards f. Appropriate odour extraction systems are incorporated where the sale / preparation / consumption of food takes place within the relevant buildings. g. Have regard to other relevant polices within this City Centre AAP and its supporting documentation. 	<table border="1"> <tr><td>++</td><td>very positive</td></tr> <tr><td>+</td><td>positive</td></tr> <tr><td>?</td><td>uncertain</td></tr> <tr><td>0</td><td>neutral/no impact</td></tr> <tr><td>-</td><td>negative</td></tr> <tr><td>--</td><td>very negative</td></tr> </table>	++	very positive	+	positive	?	uncertain	0	neutral/no impact	-	negative	--	very negative
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Policy CC11 Car Parking		
	<p>Proposals for the redevelopment of the following existing surface level car parks will be encouraged as part of the wider regeneration of the city centre. Schemes will be encouraged, which complement existing nearby uses and designs in those specific quarters.</p> <ul style="list-style-type: none"> • Bishop St Car Park, • Whitefriars St Car Park, • Far Gosford St Car Park, • Leicester Row Car Park and; • Cox St Car Park. <p>Proposals for the redevelopment of White Street Coach Park will be encouraged, where linked to amendments to the Ring Road. Proposals to redevelop/re-configure Salt Lane and Cheylsemore surface level car parks to a multi-storey format will be encouraged.</p> <ul style="list-style-type: none"> • Salt Lane car park should be sympathetically designed to take account of its surroundings, specifically the Fordes Hospital site. • Cheylsemore car park should, where possible, be linked to the existing multi-storey car park at New Union Street, which in turn would allow for an improved design of the existing New Union Street car park. <p>Proposals for shared use multi-storey car parks in the Technology Park Quarter and Fairfax Street Regeneration area will be encouraged. The council will work with partners to encourage public and private usage at appropriate times.</p> <p>Proposals for new multi-storey public car parks will be considered, provided they are of good design, are accessible by a short drive from the Ring Road and ensure an appropriate relationship with adjacent buildings and uses.</p> <p>Suitable proposals for parking in the Friargate quarter will be encouraged, subject to appropriate design and suitability to the surrounding area. Where appropriate, opportunities for shared public and private parking will be explored.</p> <p>The provision of new surface level car parking will not be supported within the city centre unless its provision is to support the implementation of longer term regeneration schemes. In such cases surface level provision will only be allowed on a temporary basis.</p> <p>New cycle parking provision should be made as part of new developments within the city centre. This should be in conformity with the requirements in the Developing a more Sustainable City SPD, or replacement document.</p>	<p>++ very positive + positive ? uncertain 0 neutral/no impact - negative -- very negative</p>
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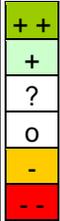
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Policy CC12 Business Quarter														
	<p>Development proposals within this area must be informed by the approved Masterplan (as identified in the text or any approved amendment thereafter)</p> <p>B) The business quarter will be the default location within the city centre for new office development. As such, at least 185,000sq.m of office space is to be allocated within this area.</p> <p>C) The provision of A1-A5 retail floor space will be allowed as part of mixed use buildings and to support the creation of active frontages. Any individual unit should not exceed 500sq.m gross and should not be of a scale that would cause inappropriate competition with the Primary Shopping Area.</p> <p>D) Within the business quarter an allocation is to be made for the provision of at least 400 new homes</p> <p>E) Other uses that are considered acceptable within the business quarter include:</p> <ul style="list-style-type: none"> a. Leisure and recreation uses, including hotels; b. Social and community uses; c. New multi-storey car parking; and d. Provisions for public transport infrastructure <p>F) Improvements to and expansion of the railway station will be supported so long as it does not negatively affect the listed building</p> <p>G) Greyfriars Green will continue to be protected as an important 'green' asset to the city centre. Any development proposals that would erode the character of the Green will not be accepted.</p>	<table border="0"> <tr><td style="background-color: #92d050; text-align: center;">++</td><td>very positive</td></tr> <tr><td style="background-color: #90ee90; text-align: center;">+</td><td>positive</td></tr> <tr><td style="background-color: #e0e0e0; text-align: center;">?</td><td>uncertain</td></tr> <tr><td style="background-color: #e0e0e0; text-align: center;">o</td><td>neutral/no impact</td></tr> <tr><td style="background-color: #ffff00; text-align: center;">-</td><td>negative</td></tr> <tr><td style="background-color: #ff0000; text-align: center;">--</td><td>very negative</td></tr> </table>	++	very positive	+	positive	?	uncertain	o	neutral/no impact	-	negative	--	very negative
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	<p>Policy CC13 Cathedrals and Cultural Quarter</p> <p>All development proposals within the Hill Top and Lady Herbert’s Garden and The Burges Conservation Area will only be considered acceptable if they demonstrate that they preserve and enhance the historic environment of the area and are in adherence with the policies of the respective Conservation Area Management Plans.</p> <p>Development in areas adjoining the Conservation Areas should enhance their setting and improve linkages between them and other areas of the city centre.</p> <p>Development on the vacant site between Palmer Lane and Hales Street should maximise the opportunity to reveal and enhance the River Sherbourne.</p>	<table border="0"> <tr><td>++</td><td>very positive</td></tr> <tr><td>+</td><td>positive</td></tr> <tr><td>?</td><td>uncertain</td></tr> <tr><td>o</td><td>neutral/no impact</td></tr> <tr><td>-</td><td>negative</td></tr> <tr><td>--</td><td>very negative</td></tr> </table>	++	very positive	+	positive	?	uncertain	o	neutral/no impact	-	negative	--	very negative
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Policy CC14: Civic Quarter		
	<p>New developments within the Civic Quarter must have regard to its historic characteristics of public service provision. As such, the following uses will be acceptable:</p> <ul style="list-style-type: none"> • Social and community uses • Leisure and recreation uses • Educational uses, including new university provisions • Office use • Residential development • New multi-storey car parking <p>Other commercial activities (excluding A1 retail) will be supported where they support the provision of active frontages within a mixed use development.</p> <p>The provision of new retail development is unlikely to be supported within the Civic Quarter unless it can be demonstrably shown to form an integral part of a mixed use scheme.</p> <p>Opportunities to expand the programme of public realm improvements will be supported</p> <p>The existing surface level car park at Cheylsemore is to be redeveloped for a multi-storey provision and incorporated into the adjoining New Union Street multi storey car park. As part of this scheme the overall quality of the parking provision must be improved.</p>	 <p>very positive positive uncertain neutral/no impact negative very negative</p>
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Policy CC15: Far Gosford Street Quarter		
	<p>New developments, changes of use and conversions within the Far Gosford Street Quarter must respect and reflect the areas historic character. As such:</p> <ul style="list-style-type: none"> - All development proposals, including applications for signage, within the area will only be considered acceptable if they demonstrate that they respect the historic environment of the area and are in keeping with the aims of the Far Gosford Street Conservation Area Appraisal and Management Plan, published 2013 (or any subsequently published updated documents). - All new build development within the area must be accompanied by an initial Archaeological Report identifying what archaeological work may be necessary ahead of commencement. <p>Far Gosford Street will be regarded as a local centre meaning proposals for local shopping provisions will be supported. This will however exclude the provision of any further hot food takeaways (use class A5), which will not be permitted.</p> <p>To support the local centre designation a mix of creative industries, employment, residential and social and community uses will be supported within the Far Gosford Street Quarter.</p> <p>The use of upper floors of buildings for residential or office use will be supported and encouraged providing that appropriate noise insulation is provided to ensure that the use is compatible with ground floor commercial activity.</p>	 <p>very positive positive uncertain neutral/no impact negative very negative</p>
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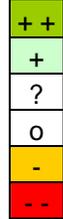
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Policy CC16: Health and Education Quarter														
<p>A New developments within the Health and Education Quarter must have regard to its established character; respond to the environmental issues associated with its proximity to the Ring Road and deliver high quality buildings and public space which reflect this areas position as a gateway to the inner city centre. As such, the following uses will be acceptable:</p> <ul style="list-style-type: none"> • Education provisions; • Public Health provisions; • Residential development; • Social and community uses; and • Green and blue infrastructure <p>All prospective developments should:</p> <ul style="list-style-type: none"> - reflect and enhance the area's character through mixed-use developments; - ensure a mix of residential densities where appropriate; - improve and introduce high quality buildings; - Promote active travel and ensure it becomes easier and safer to move within the quarter and into adjoining parts of the city centre - Mitigate the negative impacts of the Ring Road; <p>B The conversions of existing buildings, where appropriate, and the development of small infill opportunities for new residential developments will be encouraged and supported in principle. The reuse of the listed buildings which remain as part of the former Coventry and Warwickshire Hospital site will be allocated for conversion to residential use, with the provision of up to 80 units.</p> <p>C Remaining land at the Former Hospital site or to the rear of Primrose Hill Street should be retained for the provision of a new 2 form entry primary school to serve the needs generated from wider housing provision across the city centre</p>		<table border="1"> <tr><td>++</td><td>very positive</td></tr> <tr><td>+</td><td>positive</td></tr> <tr><td>?</td><td>uncertain</td></tr> <tr><td>0</td><td>neutral/no impact</td></tr> <tr><td>-</td><td>negative</td></tr> <tr><td>--</td><td>very negative</td></tr> </table>	++	very positive	+	positive	?	uncertain	0	neutral/no impact	-	negative	--	very negative
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Policy CC17: Leisure and Entertainment Quarter														
	<p>B) All development proposals within the Spon Street Conservation Area, including applications for signage, will only be considered acceptable if they demonstrate that they respect the historic environment of the area and are in keeping with the aims of the Spon Street Conservation Area Appraisal and Management Plan, published 2015 (or any subsequently updated documents).</p> <p>C) Spon Street will be encouraged as a suitable and attractive location for specialist and independent retailers. In order to protect the availability of property for such use, further hot food takeaways (use class A5) will not be permitted within this quarter.</p> <p>D) Development for at least 95 homes on vacant land between Bond Street, Hill Street and Ryley Street will be supported subject to:</p> <ul style="list-style-type: none"> - The development providing an active frontage at ground floor to Belgrade Plaza. To provide this activity A1-A4 uses will be considered appropriate - High quality design that both relates well to the modern Belgrade Plaza development whilst ensuring the setting of adjacent listed buildings and Spon Street Conservation Area is preserved - Satisfactory noise mitigation measures, where required. <p>E) Proposals for a hotel or residential use on the vacant site bounded by Ringway Hill Cross, Upper Well Street and Ryley Street will be supported and encouraged. The development will be expected to be high density and well-designed reflecting its prominent position adjacent to the Ring Road and its location adjacent to the sizeable Belgrade Plaza development. Active frontages, where appropriate, will be encouraged within use classes A1-A4</p> <p>F) Redevelopment proposals for land on Watch Close abutting Ringway Rudge for residential accommodation will be considered acceptable subject to high quality design and noise and air quality mitigation.</p> <p>G) The re-development or conversion of the property known as Ringway House on Hill Street will be encouraged for residential use of up to 30 units subject to high quality design that respects the amenities of neighbouring residential properties.</p> <p>H) Opportunities to improve the linkages between:</p> <ul style="list-style-type: none"> • Spon Street and the Primary Shopping Area; • Belgrade Plaza and the Primary Shopping Area; and • Belgrade Plaza with the Northern Regeneration Area • Improvements to the Ring Road underpass and Spon End will be promoted and encouraged. Where appropriate these improved linkages should be incorporated into, or supported by, new development proposals 	<table border="1"> <tr><td>++</td><td>very positive</td></tr> <tr><td>+</td><td>positive</td></tr> <tr><td>?</td><td>uncertain</td></tr> <tr><td>0</td><td>neutral/no impact</td></tr> <tr><td>-</td><td>negative</td></tr> <tr><td>--</td><td>very negative</td></tr> </table>	++	very positive	+	positive	?	uncertain	0	neutral/no impact	-	negative	--	very negative
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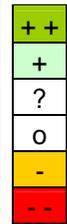
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Policy CC18: Primary Shopping Quarter		
	<p>The Primary Shopping Area is identified in Figure XX and appendix 1. This will be the principal focus and default location for all new shopping developments including redevelopment, refurbishment, extension or conversion of buildings for shopping uses. This area is expected to accommodate at least 37,600sq.m of gross new floor space up to 2031, covering a range of retail needs (A1-A5). This will be phased in accordance with Table 5 in the supporting text.</p> <p>Opportunities to provide a new purpose built convenience food offer within or adjacent to the PSA will also be encouraged and will contribute additional floor space over and above the figure in Table 5.</p> <p>Other proposals that would introduce new town centre uses within the PSA will be encouraged and supported where they do not undermine or conflict with any other policy within this AAP.</p> <p>Opportunities for new residential provision above new or existing ground floor town centre uses will be supported with a view to supporting the vitality and viability of the city centre as a whole. This will be subject to appropriate design and appropriate mitigation of environmental concerns outlined in policy CC10</p>	 <p>very positive positive uncertain neutral/no impact negative very negative</p>
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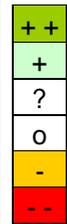
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14		0
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17		++
18		+
19		+
20		0

Policy CC19: Primary Shopping Area regeneration – South														
	<p>The regeneration of the Southern part of the Primary Shopping Area, for predominantly comparison shopping will be promoted, encouraged and supported. This should be delivered in accordance with Masterplan which supports the approved planning permission (outlined above) or replacement document. This will include:</p> <ul style="list-style-type: none"> • A range of shop sizes that reflect market requirements; • High quality entrances from the Precinct, Queen Victoria Road and Bull Yard; • The redevelopment of the Barracks car park and the relocation of the parking spaces as part of a new multi storey car park incorporated within the development; • The relocation of the listed mural situated in Bull Yard to new and prominent site situated within the new development; and • The retention of the listed market building, with significant improvements made to its setting and connectivity to Queen Victoria Road and Market Way • Associated residential provision of at least 40 homes as part of upper floors above retail uses. • Complimentary leisure, office and hotel uses as part of upper floors above retail uses. 	<table border="1"> <tr><td>++</td><td>very positive</td></tr> <tr><td>+</td><td>positive</td></tr> <tr><td>?</td><td>uncertain</td></tr> <tr><td>o</td><td>neutral/no impact</td></tr> <tr><td>-</td><td>negative</td></tr> <tr><td>--</td><td>very negative</td></tr> </table>	++	very positive	+	positive	?	uncertain	o	neutral/no impact	-	negative	--	very negative
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18		+
19		+
20		0

Policy CC20: Primary Shopping Area regeneration – North		
	<p>The regeneration of the northern part of the Primary Shopping Area, focused around Smithford Way, will be promoted and encouraged for predominantly comparison shopping. This will provide for:</p> <ul style="list-style-type: none"> • A range of shop sizes that reflect market requirements; • High quality entrances at Smithford Way and Corporation Street; • Enhanced linkages to Belgrade Plaza and Spon Street. • Associated residential, leisure, office and hotel uses on upper floors above retail uses. 	 <p>very positive positive uncertain neutral/no impact negative very negative</p>
1	Linked to deliverability	++
2		0
3		+
4	Dev could contribute towards health inf. Dependant on quality of construction + design	+
5	Linked to high quality	+
6	Increases footfall, movement + natural surveillance	++
7	Will depend on end development – what happened to the library?	?
8	Assumes opportunities taken in Developers to increase GI, links to heritage assets.	+
9		0

10		++
11	Linked to design +Build Quality	++
12		0
13	Linked to Heat line connectivity or similar provision	++
14	Opportunities to recycle materials + inc. renewables + GI.	+
15	Inevitable improvements in quality could increase visitor # s. upp's through to mitigate.	-
16	As 14.	+
17	Help meet Coventry needs in Coventry- assume this is "Local" enough.	+
18	Create jobs, improve quality, increase footfall.	++
19	“ “	++
20	S106 opportunities could depend on future of this library provision + links to Uni / Schools	+

Policy CC21: Cathedral Lanes	
<p>Cathedral Lanes will be promoted for a change of use to café and restaurant uses, with such uses encouraged to spill out onto Broadgate Square to help reflect the new public realm.</p> <p>Opportunities should also be taken to enhance the façade of the building and create a new link through the building in order to improve the connectivity from Broadgate/Upper Precinct to Coventry Cathedral and the Hill Top Conservation Area.</p>	 <p>very positive positive uncertain neutral/no impact negative very negative</p>

1		++
2		0
3	Increase Jobs, promote inward investment. Growth of establishment + Planned hotel helps reflect knock on effect of investment plans.	+
4		0
5	No housing and proposals.	0
6	Increase footfall especially @ night. Increase natural surveillance. Some risk of night time uses causing crime linked to drinking but generally.	+
7		+
8	Dependant on links to Cathedral + Hill top being created.	+
9		0
10	Improvements to CL welcomed + encouraged.	+
11	Slightly – linked to light + noise increase but on acceptable “-“ You want your Town centre to be vibrant!	-
12		0
13	Links to renewable energy should be encouraged! Heat line?	+
14	As above	+
15	See “11” but cars + travel –will generate more people coming in.	-
16	Opportunities within the dev works.	+
17	Coventry needs met in Cov.	++

18	Job creation + inward investment.	++
19	As above.	++
20	Work investments programmes could support lifelong learning.	+

Policy CC22: Primary and Secondary Frontages								
<p>A) Primary Frontages, shown in appendix 1, are expected to include a high proportion of retail uses which may include food, drink, clothing and household goods. A clear majority of A1 retail uses should remain within all Primary Frontages at all times. Where proposals would result in less than 60% of primary frontages being classed as A1 retail then the applicant will be expected to demonstrate exceptional circumstances to justify a change of use. Under no circumstances though will A1 retail be allowed to fall below 51% of primary frontages. Class A5 and sui generis uses will only be permitted in exceptional circumstances.</p> <p>B) Proposals to remove the external escalator within Upper Precinct leading to West Orchards and replace with an attractive and less intrusive structure will be supported.</p> <p>C) There is an aspiration to remove the building currently occupied by the Nationwide Building Society, at ground level below Broadgate House, between Broadgate and Hertford Street. The removal of this structure will improve linkages between Broadgate and Hertford Street and thus enhance and encourage pedestrian movement through the city centre.</p> <p>D) Secondary frontages are defined as any frontage situated with the PA that is not identified as a Primary Frontage in appendix 1. Within such frontages a mix of Class A uses will be permitted as well as D1, D2 and sui generis uses.</p> <p>E) Mixed use development including active ground floor uses (A1, A2, A3, A4) with upper floor residential provision of at least 60 homes will be promoted on the land at the junction of Hales Street and Trinity Street. As part of any development opportunities should be taken to enhance the setting of the exposed River Sherbourne at Palmer Lane. The site is also situated within the Lady Herbert’s Garden Conservation Area and should be designed accordingly.</p>	<table border="1"> <tr><td>++</td></tr> <tr><td>+</td></tr> <tr><td>?</td></tr> <tr><td>o</td></tr> <tr><td>-</td></tr> <tr><td>--</td></tr> </table>	++	+	?	o	-	--	<p>very positive</p> <p>positive</p> <p>uncertain</p> <p>neutral/no impact</p> <p>negative</p> <p>very negative</p>
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1	Points B + C in particular.	+
2		0
3	Opp to improve enc, increase inv + create jobs.	+
4	Linked to dev conditions especially "E" linked to river. Slightly +	0/+
5	Linked to E in particular.	+
6	C + E in particular – improve env, remove poor quality buildings @ Palmer Lane Dark alleys @ Heatford Street.	+
7		0
8	C+E again. Dependant on opening up Heatford Street opening up river will be + but dev here could offset the loss of miss green space as it currently is.	+
9	Linked to improve the river + quality of env conditions could have knock on effect for more	+
10		++
11	Acknowledge some negatives through more people but likely to be mitigated + offset	0
12	+ and – offset each other here.	0
13	Opportunities	+
14	"	+
15		0
16	Opportunities	+
17	Improving + creating an environment that could foster growth + investment.	+

18	“	++
19	“	++
20	Through dev +enhancement of env.	++

Policy CC23 Technology Park Quarter							
<p>A) Development proposals within the Parkside area, should support the hi-tech character that has been developed within this part of the city centre. As such, the following uses will be acceptable:</p> <ul style="list-style-type: none"> • Hi-Tech industry use • Research and Development activity • Other Education facilities • Residential provisions • Leisure and recreation uses • Social and community uses • Office use • New multi-storey car parking <p>B) The area of land situated north of Parkside and Deasy Road, South of Ring Road St Johns and West of London Road will be allocated as the London Road Gateway. This area must create a high quality frontage to the Ring Road and London Road, including high quality landscaping and more efficient use of land.</p> <p>C) Developments within the London Road Gateway as well as the vacant sites at:</p> <ul style="list-style-type: none"> • land East of Cheetah Road; • land situated between Swift Road and Mile Lane; and • The site of the former Formula One hotel should make provision for at least 285 new homes and 27,000sq.m of gross floor space linked to the Technology Park. <p>D) Opportunities to improve the linkages and connectivity across the Ring Road, especially at junctions 4 and 5 of the Ring Road and the subway linking Short Street with Much Park Street will be promoted.</p> <p>E) The provision of a well-designed multi-story car park will be supported within a suitable location within the Parkside area subject to appropriate design and access.</p>	<table border="1"> <tr><td>++</td></tr> <tr><td>+</td></tr> <tr><td>?</td></tr> <tr><td>o</td></tr> <tr><td>-</td></tr> <tr><td>--</td></tr> </table> <p>very positive positive uncertain neutral/no impact negative very negative</p>	++	+	?	o	-	--
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1		+
2		0
3	Looking to create an env. that creates jobs + inward investment	+
4	Plus provide new facilities, improves setting to RR increase Gi + promote active travel in to the under CC.	++
5		+
6	Removal of FI Hotel, improve build env @ Gateway area.	+
7	Improve landscape + built env historical aspects	+
8	N/A	+
9	Landscaping could be + bit unclear this stage.	0/?
10		++
11	Could clean up land contamination minimize key term can secure energy efficiency temp to build environment true design.	++
12	Opportunities as part of camp scheme, specially @Gateway Location.	+
13	Heat Line!	+
14	“ “	+
15	Encourages active travel to wider CC – inv close to train Nuneaton.	+
16		+
17	Car needs in cav.	++
18		++

19		++
20		++

	<p>Policy CC24 University Quarter</p> <p>A) Within the University area, proposals for redevelopment, refurbishment, extension or conversion of buildings for the following uses will be supported subject to high quality building and landscape design:</p> <ul style="list-style-type: none"> a. Education and faculty buildings; b. University administrative facilities; c. Residential provision including Student accommodation; and d. Multi-story car parks <p>B) Land to the east of The Computer and Engineering Building on Gulson Road will be allocated for the development of a Phase II Computer and Engineering Building or an alternative faculty building. A large innovatively designed building will be supported on the site.</p> <p>C) The demolition of the Priory Halls and Foundation Campus building at Priory Street will be supported with new high quality residential buildings being introduced to support the setting of the Cathedrals and improving pedestrian routes and vistas along Priory Street. New development should make provision for at least 85 new homes.</p> <p>D) Proposals to bring the Grade I listed Whitefriars Monastery into regular use will be strongly supported subject to that use not having a detrimental impact upon the architectural and historic interest of the building.</p> <p>E) Any redevelopment proposals for the Sir John Laing building will be supported only if they include measures to enhance the setting of the adjacent Grade II* listed 'Medieval Ruin' sandstone building.</p> <p>F) Any redevelopment proposals for the James Starley building will be supported subject to high quality design and measures to significantly improve the pedestrian environment along the western side of Cox Street adjacent to the site.</p> <p>G) University Square shall remain as an attractive public square at the interface of Coventry Cathedral, the Herbert Art Gallery and Museum and Coventry University.</p> <p>H) Within this area new development, where applicable, shall seek to improve and enhance the following pedestrian routes:</p> <ul style="list-style-type: none"> - Jordan Well/Gosford Street to Far Gosford Street - Gosford Street and Gulson Road - Cox Street between the junction with Fairfax Street and junction with Jordan Well 	<p>++ very positive + positive ? uncertain 0 neutral/no impact - negative -- very negative</p>
1	Specially linked to H. + improved move ability in this area.	++

2		0
3	Opps to increase local jobs through growth of uni + learning + skills	+
4	Enc active travel in this area.	+
5		+
6	Opps to improve routes + linkages + safer movement.	+
7	Opens up + imp linkages to heritage assets + cultural features.	+
8	As above.	++
9	Assuming new developments will increase GI + biodiversity .	+
10		++
11		+
12	Linked to design + energy efficiency of new buildings	+
13	“ “ Heat line	+
14	“ “	+
15		0
16	Opp's to incorporate material recycling in dev.	+
17	Car need met in cov	+
18	Job + economic growth providing inward investment through growth and improvements of the uni / also enhances learning and skills and access to jobs and Learning	++

19		++
20		++

Policy CC25 Regeneration Areas		
	<p>D) Proposals for comprehensive redevelopment within the Bishop Street and Fairfax Street regeneration areas for a mix of uses including a significant proportion of residential development will be encouraged and supported.</p> <p>E) Both areas will be primarily promoted for new residential development in a range of types and tenures although a range of other uses will be acceptable subject to conformity with other parts of this AAP. These include:</p> <ul style="list-style-type: none"> • Office; • Retail and commercial; • Social, community and leisure uses; • Education uses (including those linked to the university); • Multi storey car parking; and • Green and blue infrastructure <p>F) Proposals for the redevelopment and reconfiguration of existing parking facilities at Cox Street and Bishop Street will be welcomed, subject to forming part of a comprehensive scheme that does not reduce the overall level of city centre parking, unless otherwise shown to have an acceptable impact on the city centre as a whole.</p>	 <p>++ very positive + positive ? uncertain o neutral/no impact - negative -- very negative</p>
1	Locks to help breaks the RR banner to swanswell.	++
2		0
3	Swanswell a deprived area – regen proposals * to improve links to services in CC In a safer + (early) way	++
4	Promote active travel through new routes + linkages. Enc parking of RR + then active movement in to wider CC.	+

5	Sig opp to provide a range of new homes.	++
6	Links across / under RR in this area will benefit highly from regent	++
7	Improves links to Spen street , canal barn , Cathedral area	++
8	As above 4 historic env improves links to Surwell road , canal + LHG	+
9		+
10		++
11	Trough design	+
12	Energy efficiency + siding	+
13	Heat Line + Ass above	+
14		+
15	Does encourage active travel but accepts car parking + travel will be an active in the area	0
16	As 11-14	+
17		++
18	Inv in urban areas , improves quality + built env – creating jobs + access to jobs, Services + education.	++
19	“	++
20	“	++

Policy CC26 Warwick Row		
	<p>Proposals for limited and sympathetic infill development in the Warwick Road area will be encouraged and supported where appropriate.</p> <p>Applications for conversions or changes of use will be considered on the basis of their relationship with adjoining buildings and uses. Where appropriate, proposals should complement existing styles and designs of adjoining buildings.</p> <p>The site at the junction of St Patricks Road and Friars Road is to be allocated for at least 35 new homes and should provide a high quality building, fronting the Ring Road. Proposals should also incorporate opportunities to provide a green frontage to the Ring Road and relate positively to the pedestrian routes between Friars Road and the train station.</p> <p>Proposals should enhance the character and quality of the local environment and be compatible with other AAP policies.</p>	<p>very positive positive uncertain neutral/no impact negative very negative</p>
1	Opp's to improve link to Friagate + Through the Area.	+
2		0
3		+
4		0
5	Small infill Opp's likely to provide new homes.	+
6	Wider CC improvements could support this	?
7		0
8	Removal of site St. Patricks likely to reduce biodiversity	-

9	As 9 although GI could offset some of this loss	-
10	Through limited infill + New dev Opp's that do exit	+
11	11+12 as 13-15 I think	0
12		0
13	Limited change in area	0
14		0
15		0
16		0
17	Area currently serves local needs	+
18	Seeks to improve env + foster growth	+
19	Looks to improve access to jobs with units to Friargate	+
20	Existing areas contain jobs and training opportunities + this policy sustains this and if anything looks to improve it.	+

APPENDIX 3: GLOSSARY OF TERMS

Affordable Housing

Dwellings at rent or price that can be afforded by people who are in housing need and would otherwise be accommodated by the City Council.

Annual Monitoring Report (AMR)

A report, which assesses the implementation of the Local Development Scheme and the extent to which the policies are being achieved.

Baseline Information

This is information gathered to describe current conditions, and which future changes can be measured against.

Biodiversity

The variety of life on Earth or in a region, measurable as the variety within species and between species, and the variety of ecosystems.

Carbon Dioxide

A naturally occurring greenhouse gas in the atmosphere, concentrations which have increased as a result of humans' burning of coal, oil, natural gas and organic matter.

Core Output Indicators

The main purpose of core output indicators is to measure quantifiable physical activities that are directly related to, and are a consequence of, the implementation of planning policies. Local Authorities are required keep the Core Output Indicators up to date in the Annual Monitoring Report.

Core Strategy

The document, which will set out the vision, objectives and spatial planning strategy for the City.

Coventry Development Plan

It is a Local Plan and it sets out planning policies and allocations of land for development. It sets out where different types of development – from housing to shops, offices and employment sites could be built during the plan period (2001-2011). Following the PCPA 2004 the Local Plan has been superseded by Local Development Frameworks.

Defra

Department for Environment, Food and Rural Affairs.

Development Plan Document (DPD)

One of a number of documents which is part of the development plan for the city and which is subject to independent testing.

Greenhouse Gases

Atmospheric gases that slow the passage of re-radiated heat through the Earth's atmosphere by absorbing infrared radiation. While they occur naturally in the environment, their release can be accelerated by human activity, including emissions from the combustion of fossil fuels. Key gases are carbon dioxide (produced by combustion), water vapour and methane (often produced by anaerobic digestion such as occurs in landfill sites, and from the guts of cattle), but also Nitrous Oxide (in vehicle exhaust fumes), PFCs (perfluorocarbons), SF (sulphur hexafluoride) and HFC6 (hydrofluorocarbons – in refrigerants).

Indicator

A measure of variables over time which can be used to measure achievement of objectives.

Listed Building

Building or other structure held to be of special architectural, historical or cultural significance included on statutory list and assigned a grade (I, II* or II). A listed building may not be demolished, extended or altered without special permission being granted by the Local Planning Authority.

Local Development Document (LDD)

One of a number of documents which make up the Local Development Framework, including Development Plan Documents and Supplementary Planning Documents.

Local Development Framework (LDF)

It is the portfolio of Local Development Documents, which constitute the spatial planning policies for the city.

Nature Conservation

Policies and programmes for the long-term retention, management and enhancement of natural plants and animal communities, and occasionally modified vegetation, as representative samples of their kind.

Objective

A statement of what is aimed for, specifying the desired direction of change.

Planning and Compulsory Purchase Act 2004 (PCPA)

New legislation that introduced significant changes to the plan making process at all levels.

Scoping

The process of deciding the scope and level of detail of a sustainability appraisal (SA), including the sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA report.

Strategic Environmental Assessment (SEA) Directive

Internationally used term to describe environmental assessment was applied to policies, plans and programmes. The European 'SEA Directive' (2001/43/EC) requires a 'formal assessment of certain plans and programmes, including these in the field of planning and land use'.

Stakeholder

A broad grouping being an individual, group or organisation with an interest in, or influence over, a plan, programme or project.

Supplementary Planning Document (SPD)

A document, which elaborates on policies in Development Plan Documents and does not have development plan status. It requires community involvement in line with the Statement of Community Involvement or minimum regulations.

Sustainability Appraisal (SA)

A tool for appraising the likely impacts of plans and policies from an environmental, economic and social perspective.

Sustainable Development

The most common definition is from the Brundtland Commission (1987) "Development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs".

Sustainable Drainage System (SUDS)

These are designed to limit or reduce the existing rate of run-off. Impermeable surfaces are created in most built development, and if water is allowed to run-off rather than percolate into the ground this can increase flooding as well as create pollution, damaging watercourse habitats and causing bank erosion.

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