
Part B – Please use a separate sheet for each representation

Name or Organisation: Keith Whitehead

3. To which part of the Local Plan Review does this representation relate?

Paragraph

Policy

4. Do you consider the Local Plan Review is:

4.(1) Legally compliant	Yes <input data-bbox="767 689 916 754" type="text"/>	No <input data-bbox="1123 689 1270 754" type="text"/>
-------------------------	--	---

4.(2) Sound	Yes <input data-bbox="767 777 916 848" type="text"/>	No <input data-bbox="1123 777 1270 848" type="text" value="X"/>
-------------	--	---

4 (3) Complies with the Duty to co-operate	Yes <input data-bbox="767 882 916 952" type="text"/>	No <input data-bbox="1112 882 1259 952" type="text"/>
---	--	---

Please tick as appropriate.

5. Please give details of why you consider the Local Plan Review is not legally compliant or is unsound or fails to comply with the Duty to Co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan Review or its compliance with the duty to co-operate, please also use this box to set out your comments.

See representation on separate sheet below

(Continue on a separate sheet /expand box if necessary)

6. Please set out the modification(s) you consider necessary to make the Local Plan Review legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5 above. (Please note that non-compliance with the Duty to Co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan Review legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

See representation on separate sheet below

(Continue on a separate sheet /expand box if necessary)

Please note: In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues they identify for examination.

7. If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?

☐

No, I do not wish to participate in hearing session(s)

☒

Yes, I wish to participate in hearing session(s)

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

8. To which part of the Sustainability Appraisal (SA) report does this representation relate?

Paragraph

Please add any further comments relating to the SA report in the box below.

(Continue on a separate sheet /expand box if necessary)

9. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Details of the Local Plan Review is not sound

Regulation 19 Proposed Submission Appendices December 2024

Appendix 6

1.5 The Transport Strategy notes the continued widespread reliance on the car across the city whilst also setting out the “Case for Change” and the priority of modal shift away from the private car. To this end, the aim of these parking standards is to enable appropriate and consistent levels of car parking across the city whilst encouraging behaviour change towards public transport and active travel in the most accessible areas of the city

Appendix 6 recognises the challenge of widespread reliance on the car. For car users, the car is the first and easiest choice for travel. It is immediately available, it is your personal environment (music etc), it is usually the quickest form of travel and it can be argued that it is cheaper than public transport. Having staff parking places at sites of employment strengthens the choice to use a car to get to work contrary to Coventry's Climate Change Strategy 2024-2030 with its an objective to reduce congestion. Hence the choice need re-balancing to make public transport attractive. As this Local plan is meant to cover developments up to 2041, the standard needs to be far more challenging and recognising the challenges of climate change and be sound for 2030 and beyond.

The area that is considered unsound is parking at a place of employment. Travel plans can be works of fiction and employees can ignore what is written in a travel plan. Many will prefer to drive to or as near as possible to their place of work and that can lead to congestion and antisocial parking. This representation includes but is not limited to Business/Research & Development, Light or General Industrial. Staff parking should focus on bulk transport (public or private) to and from the site. Bulk transport hubs could be car parking adjacent to good trunk roads or good public transport. These bulk transport hubs could be located out of town and hence taking traffic away from the centre and away from the sites of AM and PM traffic congestion.

Modifications considered necessary to make the Local Plan Review sound

This representation includes suggested changes relating to but not limited to Business/Research & Development, Light or General Industrial car parking.

Staff parking. Should be very restricted. Currently car use is the easy option, this has to change. Having car parks for staff parking encourages staff to drive to work. The parking standards should be designed for staff to travel by anything other than a car.

Coventry suffers from congestion at peak times, particularly heading into the City in the morning and out of the City in the afternoon. The parking standards should be different with very few staff parking places. With the reduction in car parking spaces there will be more space available for employment. Here are some ideas and if required they can be expanded.

The primary means for staff travelling to work should be using bulk transport. By this I mean public transport, private mini bus/bus/train/shuttle etc. Those employees that have to use a car should be able to use a parking location that does not add to congestion and from there be able to use bulk transport of some sort to transport them to their place of work.