

## Consultation on Proposed Modifications (2016) Response Form

For Official Only	
Person ID	
Rep ID	

Please use this form if you wish to support or object to the Proposed Modifications

This form has two parts:

Part A – Personal Details  
Part B – Your Representations

If your comments relate to more than one proposed Modification you will need to complete a separate Part B of this form for each representation.

This form may be photocopied or alternatively extra forms can be obtained from the Council's offices or places where the Modifications have been made available (see the table below). You can also respond online using the Council's e Consultation System, visit: [www.warwickdc.gov.uk/newlocalplan](http://www.warwickdc.gov.uk/newlocalplan)

Please provide your contact details so that we can get in touch with you regarding your representation(s) during the examination period. Your comments (including contact details) cannot be treated as confidential because the Council is required to make them available for public inspection. If your address details change, please inform us in writing. You may withdraw your objection at any time by writing to Warwick District Council, address below.

All forms should be returned by **4.45pm on Friday 22 April 2016**

To return this form, please deliver by hand or post to: **Development Policy Manager, Development Services, Warwick District Council, Riverside House, Milverton Hill, Leamington Spa, CV32 5QH** or **email: [newlocalplan@warwickdc.gov.uk](mailto:newlocalplan@warwickdc.gov.uk)**

### Where to see copies of the documents:

Copies of the proposed Modifications, updated Sustainability Appraisal and all supporting documents are available for inspection on the Council's web site at [www.warwickdc.gov.uk/newlocalplan](http://www.warwickdc.gov.uk/newlocalplan) and also at the following locations:

- Warwick District Council Offices, Riverside House, Milverton Hill, Royal Leamington Spa;
- Leamington Town Hall, Parade, Royal Leamington Spa
- Warwickshire Direct Whitnash, Whitnash Library, Franklin Road, Whitnash
- Leamington Spa Library, The Pump Rooms, Parade, Royal Leamington Spa
- Warwickshire Direct Warwick, Shire Hall, Market Square, Warwick
- Warwickshire Direct Kenilworth, Kenilworth Library, Smalley Place, Kenilworth
- Warwickshire Direct Lillington, Lillington Library, Valley Road, Royal Leamington Spa
- Brunswick Healthy Living Centre 98-100 Shrubland Street, Royal Leamington Spa
- Finham Community Library, Finham Green Rd, Finham, Coventry, CV3 6EP

# Part A - Personal Details

## 1. Personal Details\*

## 2. Agent's Details (if applicable)

\* If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in section 2.

Title		Mr
First Name		Oliver
Last Name		Bell
Job Title (where relevant)		Principal Planner
Organisation (where relevant)	CEG	Nexus Planning
Address Line 1		Suite A, 3 Weybridge Business Park
Address Line 2		Addlestone Road
Address Line 3		Weybridge
Address Line 4		Surrey
Postcode		KT152BW
Telephone number		01932 837850
Email address		o.bell@nexusplanning.co.uk

## 3. Notification of subsequent stages of the Local Plan

Please specify whether you wish to be notified of any of the following:

The submission of the Modifications to the appointed Inspector

Yes  No

Publication of the recommendations of any person appointed to carry out an independent examination of the Local Plan

Yes  No

The adoption of the Local Plan.

Yes  No

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Person ID:

Rep ID:

# Part B - Your Representations

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Please note: this section will need to be completed for each representation you make

## 4. To which proposed Modification to the Submission Plan or the updated Sustainability Appraisal (SA) does this representation relate?

Modification or SA:	<input type="text" value="Policy DS11"/>
Mod. Number:	<input type="text" value="10 and 11"/>
Paragraph Number	<input type="text"/>
Mod. Policies Map Number:	<input type="text"/>

## 5. Do you consider the Local Plan is:

5.1 Legally Compliant?      Yes       No

5.2 Sound?      Yes       No

## 6. If you answered no to question 5.2, do you consider the Proposed Modification is unsound because it is not:

**(Please tick)**

Positively Prepared:	<input checked="" type="checkbox"/>
Justified:	<input checked="" type="checkbox"/>
Effective:	<input type="checkbox"/>
Consistent with National Policy:	<input checked="" type="checkbox"/>

7. Please give details of why you consider the Proposed Modifications to the Submission Warwick District Local Plan are not legally compliant or are unsound. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Proposed Modifications, please also use this box to set out your comments.

Please see attached comments.

Continue on a separate sheet if necessary

8. Please set out what change(s) you consider necessary to make the Proposed Modifications to the Submission Warwick District Local Plan legally compliant or sound, having regard to the test you have identified at Question 5 above where this relates to soundness. You will need to say why this change will make the Local Plan/Sustainability Appraisal 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.

Please see attached comments.

Continue on a separate sheet if necessary

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested changes, as there will not normally be a subsequent opportunity to make further representations. Further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

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Rep ID:

**9. If your representation is seeking a change, do you consider it necessary to participate at the oral part of the examination?**

No, I do not wish to participate at the oral examination

Yes, I wish to participate at the oral examination

**10. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:**

As the landowner of a substantial proportion of the safeguarded land 'S1', it is essential that we are able to attend and speak at the Examination.


Continue on a separate sheet if necessary

Please note: This written representation carries the same weight and will be subject to the same scrutiny as oral representations. The Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

**11. Declaration**

I understand that all comments submitted will be considered in line with this consultation, and that my comments will be made publicly available and may be identifiable to my name/organisation.

Signed:



Date:

21/04/2016

Copies of all the comments and supporting representations will be made available for others to see at the Council's offices at Riverside House and online via the Council's e-consultation system. Please note that all comments on the Local Plan are in the public domain and the Council cannot accept confidential objections. The information will be held on a database and used to assist with the preparation of the new Local Plan and with consideration of planning applications in accordance with the Data Protection Act 1998.

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# Land south of Westwood Heath Road

## Representations to Proposed Modifications to the Publication Draft Warwick District Local Plan (Part 1)

**on behalf of CEG**

April 2016

## Policy DS11 'Allocated Housing Sites'

- 1.1 The following representations have been prepared by Nexus Planning Ltd, on behalf of CEG, in response to the Warwick District Council (WDC) Regulation 19 Consultation on Proposed Modifications to the Local Plan (Part 1).
- 1.2 CEG controls around 129 hectares of land south of Westwood Heath Road, identified in part in the emerging Plan as Safeguarded Land (site ref. S1). We consider that site S1 could deliver circa 900 dwellings, with further development capacity on land to the south, as advocated in the Westwood Heath Garden Suburb Vision and Technical Annex (Appendix 1).
- 1.3 Modifications to Policy DS11 now propose the allocation of 425 dwellings at Westwood Heath (Local Plan Ref. H42), with an overall capacity of circa 600 dwellings. This site is located directly west of land controlled by CEG. The supporting text to the policy details that further residential development can be accommodated on the safeguarded land (S1) without *"undue adverse impact on local amenity"* (para. 2.54), albeit there is no formal allocation on this safeguarded land and its policy status would be open countryside.
- 1.4 CEG support of the identification of the Westwood Heath area as an appropriate location for significant growth but note that the Council has chosen to allocate no more than 425 dwellings in this area during the Plan period, due to highway capacity issues. Whilst the Council consider that there is currently some uncertainty regarding the delivery of necessary highway interventions, Policy DS NEW 1 does provide details on a specific scheme linking the A46 Stoneleigh junction with Kirby Corner and subsequently to the A452 or A45, which has been identified by WCC Highways and WDC as an important means of mitigating increased traffic flows, thereby increasing highway capacity and providing improved future links to UK Central. Accordingly, there is a clear aspiration to deliver this infrastructure which would deliver both local and District wide benefits. Furthermore, a recent report to the Council's Executive on 6<sup>th</sup> April 2016 sets out a draft 'Vision' for land south of Coventry and highlights the strong desire to secure the delivery of the aforementioned link road (see Appendix 2 for further details), providing further certainty on its delivery.
- 1.5 CEG consider that the Council should allocate both H42 and S1 as a single strategic allocation, with a restriction on dwelling delivery in advance of the aforementioned highway interventions being delivered. It is considered that this is fully consistent with the NPPF and, as set out later in this submission, would provide a much more logical and robust framework for the comprehensive planning of the area.

- 1.6 The NPPF is clear at paragraph 47 and footnotes 11 and 12, that local planning authorities should identify five years supply of 'deliverable' housing sites (plus the appropriate buffer), plus a supply of specific 'developable' sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.
- 1.7 The Council consider that the allocation of 425 dwellings at Westwood Heath (site ref. H42) is deliverable and accordingly identify that it will deliver dwellings within the first five years of plan period. Similarly up to 425 dwellings at land south of Westwood Heath Road (site S1) would also be deliverable. There appears to be no compelling policy justification for identifying H42 in preference to S1 and indeed there is an acknowledgement from the Council that residential development can be accommodated on S1 without any adverse impact on amenity (see above).
- 1.8 As detailed later on in these representations, it is clear that the Council wish to secure the comprehensive planning of development south of Westwood Heath Road, in particular with regards to infrastructure provision, which CEG wholly support. However, through adopting this approach, the proposed allocation of site H42 and safeguarding of site S1 (with no current policy certainty that residential development will be delivered within S1) would deliver an undesirable outcome.
- 1.9 When planning strategic developments of this scale it is important to secure, where possible, the delivery of community infrastructure in early phases of development to ensure sustainable development patterns can be established and new residents get access to facilities at the earliest opportunity. This can be particularly critical when new schools are required. In masterplanning the location of such facilities, it is best practice to ensure that they are accessible to all residential dwellings, usually determined by travel distance isochrones analysis.
- 1.10 Within the context of a combined H42 / S1 allocation (as advocated in these representations and inferred within the proposed modification text) a centrally located 'Community Hub' would clearly fall within the S1 safeguarded area. Logical phasing principles would therefore indicate that within the context of the combined site, the first phase of residential development should be planned and delivered in a way that would facilitate the delivery of the 'Community Hub'. This is consistent with historic urban morphology where development radiates out from the central core.
- 1.11 Given the clear long term aspirations of the Council in the Westwood Heath area, any first phase of development (be it in isolation or as part of a combined H42 / S1 allocation) should



be planned, delivered and facilitate the core 'Community Hub' area. Based upon sound town planning principles, this should be within the S1 land.

- 1.12 In summary, our preference would be for a combined H42 / S1 allocation that could be comprehensively planned and phased. However, in the alternative, we consider the current H42 site developed in isolation would prejudice the proper comprehensive planning of the area, leading to a spatially inappropriate location for community facilities / Community Hub within the context of the longer term aspirations for the area. Conversely, allocating S1 as an alternative allocation would allow the masterplanning and delivery of centrally located facilities, thereby providing a robust spatial framework for long term planning.
- 1.13 Notwithstanding the above, it is important to note that the current restriction on housing delivery in the Westwood Heath area is derived from the findings of the WDC Strategic Transport Assessment (STA) (February 2016) which considered four different development scenarios for housing at Kings Hill and Westwood Heath. The STA identifies that for 'Scenario One' (425 dwellings at Westwood Heath and 1,050 dwellings at Kings Hill) the highway network would operate within capacity. 'Scenario Two' would however lead to overcapacity issues at Crackley Lane and Gibbet Hill Road through the cumulative impact of 850 dwellings at Westwood Heath and 2,100 dwellings at Kings Hill. All other scenarios also generate highway capacity issues.
- 1.14 Having regard to the conclusions of the STA, the emerging Local Plan identifies that 2,225 dwellings can be accommodated on land south of Coventry (at Kings Hill and Westwood Heath) without significant highway interventions. Kings Hill is expected by the draft Plan to deliver the majority of this capacity, being allocated for 1,800 dwellings within the Plan period. The Council's housing trajectory identifies that Kings Hill will deliver 200 dwellings per annum between 2020/21 and 2028/29, the highest annual delivery rate of any single site allocated within the Local Plan. This demonstrates the significant reliance of the draft Plan upon Kings Hill to achieve its overall housing requirement.
- 1.15 In light of the above, the STA failed to consider scenarios comprising a more equitable distribution of housing between Westwood Heath and Kings Hill. This would enable a reduced reliance upon any single site for housing delivery and limit the risk that the housing trajectory is not realised. Such an approach would be entirely logical, given a review of Census travel to work data shows that future residents of both developments are likely to have similar destinations of travel and as a result, development at both sites will cumulatively generate the capacity issues identified (principally at Crackley Lane and Gibbet Hill Road). Furthermore, a more even distribution of housing across Westwood Heath (sites S1 and H42) and Kings Hill, with similar dwellings limits for highways infrastructure delivery, could

enable a more co-ordinated and multi-developer led approach to the delivery of the required highway interventions, providing greater certainty on delivery.

1.16 It is therefore clear that at this present point in time, at least 425 dwellings in the Westwood Heath area could be defined as deliverable and that S1 would be a more logical first phase of development. Additional capacity could however meet the definition of 'developable' as set out at footnote 12 of the NPPF, and shown below:

- **Sites should be in a suitable location for housing development** – land south of Westwood Heath Road is defined as safeguarded land, demonstrating that the Council consider it to be a suitable location for housing development. Site H42 is already allocated for housing development and therefore clearly deemed a suitable location for housing. The site would therefore meet this test.
- **There should be a reasonable prospect that the site is available** – CEG controls the majority of land falling within the area of safeguarded land and other landowners have confirmed their land is available for development. It is therefore clear that there is a **reasonable prospect** the wider site (encompassing H42 and S1) is available for development.
- **There should be a reasonable prospect that the site could be viably developed** - the only physical constraint identified relates to highway capacity issues. CEG is in active discussions with WCC Highways and CCC regarding the proposals for the required highway interventions, linking the A46 to the A452. WCC have instructed consultants, WSP, to examine new highway alignments as part of a detailed highway design exercise. CEG control a large part of the land required to facilitate the delivery of the required highway interventions and are also liaising with other key stakeholders in the area, including Warwick University. Furthermore, in a recent report to the Council's Executive on 6<sup>th</sup> April 2016, a draft 'Vision' for land south of Coventry was published, detailing that collective agreement on funding arrangements for the required infrastructure (including the link road) will be sought to be achieved within 12 months. It can therefore be concluded that there is a reasonable prospect the highway interventions could be delivered within the Plan period. Allocating (rather than safeguarding) site S1 would provide much greater certainty in terms of funding the highway intervention. Importantly, this certainty would be further enhanced should H42 and S1 be combined as a single allocation as the cost of delivery would be shared, thus strengthening development viability.

- 1.17 Given the above, a wider allocation of 1,500 dwellings on sites H42 (circa 600 dwellings) and S1 (circa 900 dwellings) would accord with the NPPF by comprising a first phase that would be classed as deliverable (circa 425 dwellings) and further phases that would be classed as developable. The Council do not require delivery of the entire allocation within the Plan period to meet its latest housing delivery targets but in our view there is a 'reasonable prospect' (as required by the NPPF) that it will deliver significantly more than the 425 dwellings, with further delivery beyond the Plan period following the implementation of the link road – which will be generally dependent upon developer funding. This is particularly relevant in light of the currently unplanned, but identified, unmet housing need (according to the MoU) that Warwick District is expected to accommodate in the two years after 2029 (i.e. the end of the plan period).
- 1.18 Not only would this approach enable the Council to maximise opportunities to allocate additional housing in the most sustainable locations (in response to CCC's unmet needs), it would also offer the fundamental benefit of enabling a more comprehensive approach to developing Westwood Heath, providing greater certainty on infrastructure delivery and improved masterplanning opportunities.

### **Comprehensive Planning**

- 1.19 It is clear that the Council support a comprehensive approach to development, noting that infrastructure requirements for site allocation H42 should be:

*“quantified in the context of the development of this allocation and the potential wider area over the long term.”*

- 1.20 This is further emphasised in the Council's recent report to Executive on 6<sup>th</sup> April 2016, which outlined a draft 'Vision' for land south of Coventry, stressing the importance of a comprehensive masterplanning approach to both allocated sites and future development requirements.
- 1.21 We wholly endorse the comprehensive planning approach, but it would, in our view, be impossible to adopt such a strategy in the absence of any definitive understanding of land-use allocations that will impact on infrastructure needs. It cannot therefore be correct to require an allocation (site H42) to quantify infrastructure needs of a yet unidentified planning policy allocation (site S1) or require Section 106 contributions beyond impacts associated with H42, having regard to the CIL Regulation 122 tests and paragraph 204 of the NPPF. This reinforces our argument that H42 should come forward comprehensively with S1, where impacts and mitigation can be comprehensively addressed in the interests of good long term planning.

- 1.22 Whilst we support the spirit of what the Council is trying to achieve, we are concerned that it will result in piecemeal development and will place a much greater financial burden on later phases of development to the south of Westwood Heath. The 425 dwelling allocation will only have to mitigate its own impacts in terms of social, education, community and highway infrastructure and in all likelihood result in the vast majority of infrastructure provided off-site. This would also result in the costs of more strategic enabling infrastructure (such as the new road) being funded by a smaller development, thus potentially prejudicing delivery and the longer term plans and vision for the area. The alternative approach of comprehensively planning H42 and S1 would require the cumulative impact to be assessed and mitigated by the comprehensive scheme on a pro-rata basis giving greater certainty on the delivery of the new link road and other important community infrastructure, potentially securing more of the latter on site.
- 1.23 It is noted that Policy DS15 'Comprehensive Development of Strategic Sites' requires a Development Brief for site allocation H42 and safeguarded land S1 but for the reasons already outlined above, it is not possible to see how this could be adequately achieved or required. Further details in this regard are however set out in our specific representations to Policy DS15.
- 1.24 The Council's current strategy is therefore likely to result in multiple housing schemes planned and delivered in isolation, which clearly is not in the spirit of the emerging policy and associated supporting text. The only way to secure a comprehensive scheme is to allocate both sites and require the production of a Supplementary Planning Document (SPD) to establish key masterplanning principles on infrastructure delivery and phasing.
- 1.25 Given the above, we consider that Policy DS11 "Allocated Housing Sites" of the emerging Plan is not 'justified' by failing to be the most appropriate strategy to meet the growth needs south of Coventry, it fails to be 'consistent with national policy' and is not 'positively prepared'.


Suggested Change

- 1.26 Site allocation H42 and safeguarded land S1 should be combined to form a single housing allocation of up to 1,500 dwellings, with at least 425 dwellings to be delivered within the plan period. A more extensive range of on-site infrastructure requirements should be identified, including school provision, heath/communities facilities and open space and a requirement for a mechanism to ensure pro-rated contributions towards the delivery of the necessary highway interventions.

- 1.27 Whether a combined H42 / S1 allocation approach is adopted or not, the first phase of development should be located on S1 to allow the masterplanning and delivery of centrally located facilities, thereby providing a robust spatial framework for long term planning.
- 1.28 There should also be a reduced reliance upon King Hill for housing delivery within the Plan period, with the balance made up by development in the Westwood Heath area (sites H42 and S1).

**APPENDIX 1 – WESTWOOD HEATH GARDEN SUBURB VISION DOCUMENT AND  
TECHNICAL ANNEX (SEE SEPARATE ATTACHMENT)**

## APPENDIX 2 – EXECUTIVE REPORT

 <b>Executive – 6<sup>th</sup> April 2016</b>		<b>Agenda Item No. 9</b>
<b>Title</b>	Master-planning of housing site allocations south of Coventry	
<b>For further information about this report please contact</b>	Bill Hunt – Deputy Chief Executive <a href="mailto:bill.hunt@warwickdc.gov.uk">bill.hunt@warwickdc.gov.uk</a> 01926 456013	
<b>Wards of the District directly affected</b>	Kenilworth Abbey, Kenilworth Park Hill, Stoneleigh & Cubbington	
<b>Is the report private and confidential and not for publication by virtue of a paragraph of schedule 12A of the Local Government Act 1972, following the Local Government (Access to Information) (Variation) Order 2006?</b>	No	
<b>Date and meeting when issue was last considered and relevant minute number</b>	Local Plan – Proposed Modifications, Council 24/2/16	
<b>Background Papers</b>	Local Plan documentation	

<b>Contrary to the policy framework:</b>	No
<b>Contrary to the budgetary framework:</b>	No
<b>Key Decision?</b>	No
<b>Included within the Forward Plan? (If yes include reference number)</b>	No
<b>Equality Impact Assessment Undertaken</b>	N/A

<b>Officer/Councillor Approval</b>		
<b>Officer Approval</b>	<b>Date</b>	<b>Name</b>
Chief Executive/Deputy Chief Executive		Bill Hunt - author
Head of Service	18/3/16	Tracy Darke
CMT	18/3/16	
Section 151 Officer	18/3/16	Mike Snow
Monitoring Officer	18/3/16	Andrew Jones
Finance	18/3/16	Mike Snow
Portfolio Holder(s)	21/3/16	Cllr. Coker
<b>Consultation &amp; Community Engagement</b>		
<b>Final Decision?</b>	Yes	
<b>Suggested next steps (if not final decision please set out below)</b>		



## 1. **Summary**

- 1.1 The purpose of the report is to inform members of the framework for engaging with public sector partners and other stakeholders on the master-planning of the area to the south and west of Coventry, in which strategic allocations have been made in the revised Local Plan, including the arrangements for member oversight of the process.

## 2. **Recommendations**

- 2.1 That Executive note the draft Vision for the area, as set out at **Appendix One**, which will be used as the basis of discussions with strategic partners.
- 2.2 That Executive note that the officer lead for the master-planning process will be the Deputy Chief Executive (BH).
- 2.3 That Executive agrees that the member lead for the process will be Cllr. Coker, supported by Cllr. Illingworth in his role as 'champion' for HS2.

## 3. **Reasons for the Recommendations**

- 3.1 The Local Plan- Proposed Modifications report approved by full Council at its meeting of 24 February 2016 proposed two strategic housing allocations to the south and west of Coventry, abutting the district's border with the city.
- 3.2 The first of these areas is the 269 hectares of land known as Kings Hill. The site has an overall capacity of c4,000 homes although only c1,800 of these are likely to be deliverable by the end of the current plan period. The mixed use development of the site will also deliver opportunities for employment provision and land will be made available for open space, leisure, sports and recreation and amenity uses and a green infrastructure network to link the development to countryside to the south and east and the urban area to the north. A local centre will be provided at an appropriate scale, incorporating a range of local community facilities and services including meeting space / community buildings, emergency services infrastructure, youth facilities / play areas and local retail provision for convenience shopping. A new primary school will be required to serve the development, which may need to be expanded as the site develops over time, and further discussion will be required on how second provision is best met.
- 3.3 The other area is land south of Westwood Heath Road and east of Burton Green, allocated for a residential-led, mixed-use development. Given the current infrastructure constraints, especially along the strategic and local highways network, the housing to be provided on site is capped at 425 dwellings during the current plan period. However, the creation of improved road infrastructure / additional network capacity could allow for further residential development to be accommodated without undue adverse impacts on local amenity on a larger area of land to the east of the allocated site which has been safeguarded in the revised Plan.
- 3.4 In addition to the site allocations and the safeguarding of land the future development of this area will also be influenced by the following factors:
- The development of HS2
  - The development of a revised masterplan for the University of Warwick, to replace the existing masterplan and support their ambitions to become a world class university

- The long term plans for a new road link between the A46 Stoneleigh/University junction through to the UK Central development and linking to the NEC and Birmingham International Airport

- 3.5 The master-planning of this area therefore needs to consider both the delivery of the allocated sites during the Plan period and the longer term planning required for developments that may fall beyond the Plan period, e.g. full development at Kings Hill, future development of the link road, the future expansion plans of the University. In addition there is an immediate issue of ensuring that, within the next 6 months, we have a Statement of Common Ground and/or Memoranda of Understanding with land owners and developers to ensure the negotiation of the Local Plan sites through the Examination in Public process and, within 12 months, collective agreement on funding arrangements from this sites towards infrastructure delivery.
- 3.6 Officers have, therefore, begun a process of engagement with key partners and stakeholders. Initially this is focussing on engagement with the County and City Councils, Highways England and the University but will rapidly progress to include dialogue with the CWLEP, health authorities, HS2 and local landowners and developers. Given the strategic nature of these discussions the Corporate Management Team has assigned a corporate lead – the Deputy Chief Executive (BH). To assist these discussions officers have produced a draft Vision for area, set out at Appendix One, which will form the basis of the initial discussions
- 3.7 Members will receive reports as appropriate but given the strategic master-planning required it is also considered appropriate to assign a member lead, Cllr. Coker the Deputy Leader.
- 3.8 It is envisaged that the member and officer leads will coordinate briefings for district ward councillors and engagement with Kenilworth Town Council and relevant Parish Councils in the area and any emerging cross-border governance structures.
- 3.9 In addition to the member lead it is also recommended that a formal role is assigned to Cllr. Illingworth to reflect his role as member ‘champion’ on HS2 issues and ensure that the potential impacts of these issues are fully explored during the master-planning process.

#### 4. **Policy Framework**

- 4.1 The Local Plan is a key element of the Council’s policy framework. The master-planning of these key strategic sites will significantly assist the successful delivery of an adopted Local Plan.
- 4.2 The draft Vision set out at Appendix One is directly aligned to the delivery of the Council’s strategic priorities as set out in the Sustainable Community Strategy.

#### 5. **Budgetary Framework**

- 5.1 There are no budgetary implications associated with these proposals. The master-planning work can be accommodated within existing staffing resource.
- 5.2 If any specialist studies are required at a future date these will either be accommodated within existing budgets or, if necessary, a report would be brought to a future Executive.

## **6. Risks**

- 6.1 There is a risk that partner organisations will not engage with the master-planning process. This risk can be minimised by ensuring the process is given a high priority by the Council and led at a senior level.
- 6.2 There is a risk that land owners or developers will seek to minimise the contributions they make to the infrastructure needed to deliver a comprehensive masterplan. This risk is likely to increase after Local Plan adoption when they would be able to progress planning applications for sites removed from the Green Belt. This risk can be minimised by ensuring the work is progressed at a fast pace and Memoranda of Understanding or Statements of Common Ground put in place pre-Plan adoption.
- 6.3 There is an overall risk that the desired outcomes are not achieved. This can be minimised through strong leadership of the work, hence recommendations 2.2 and 2.3.

## **7. Alternative Option(s) considered**

- 7.1 The alternative option of not engaging with partners to agree a strategic master-plan for these sites has been discounted as it would not enable to the maximisation of deliverable community and planning benefits for the district, would not assist in integrated development being brought forward.

### Mission Statement

The intention is to create a new 21<sup>st</sup> Century living, learning and working quarter serving both Warwick District and Coventry City, which will be a place-shaping exemplar and a major boost to the regional and sub-regional economy, offering an unparalleled educational, residential and community environment.

### Vision for land south of Coventry

This area will be a thriving, available and sustainable driver for economic growth, based around its excellent links to the strategic highways network, represented by both a link road between A and B and a bustling rail halt serving the University of Warwick and significant opportunities for cycling and walking through and between the new areas of growth. Transit along both local and strategic networks will be simple, safe and reliable, with minimal delay and congestion.

The area will be a driver for long-term and stable economic growth through the provision of opportunities for employment provision, spin-out activity from the University housed in modern and attractive landscapes and the provision and improvement of strategic highway links to Coventry, the conurbation of Birmingham and beyond.

The presence of the high speed rail link between London and the Midlands, passing immediately to the south of this area, will itself stimulate and secure additional economic opportunities and will open the doors to wider markets both here and to the south.

The University itself will have cemented its reputation as a centre of excellence for higher learning and will have grown in innovative and environmentally sustainable ways to meet demand, resulting in a world-class campus, with buildings and layouts of unparalleled design quality and accessibility.

New housing developments will have created flourishing communities with their own individual characters, catering to residents throughout their lives and providing a range of attractive and well-designed properties.

Residential development improves the quality of life of its inhabitants. It offers healthy and high quality living environments and provides a balanced mix of housing, community facilities, services and employment opportunities that have created a viable and sustainable community. Public perceptions of well-being and security are high, with residential areas designed to promote the safety of pedestrians, cyclists and residents of all ages and physical abilities. Layouts have been designed to be easily accessible to emergency services and incorporate high degrees of natural surveillance.

Development respects and reflects a high quality natural environment. The landscape and biodiversity value of the area has been enhanced and protected, with precious woodland forming the heart of a system of conjoined and interlocking wildlife and habitat links bringing the countryside into the urban fringe. New habitats have been created and where existing resources were impacted by development, they have been replaced locally.

Access to the natural environment is easily and safely available, with the provision of parks, informal open space, play areas, leisure and sporting facilities an integral aspect of all forms of development.

The following outcomes are what the successful development of land south of Coventry will achieve: -  
Infrastructure –

**Traffic and roads** - a strengthened and improved network of strategic transport links serving the area and providing sufficient capacity to allow traffic to flow freely to and from the conurbation, Kenilworth, Warwick and Leamington. This will include: -

- Improvements to existing junctions, carriageways and points of access to the strategic network to mitigate the impacts of additional traffic and, where possible, alleviate current levels of congestion
- The provision of new road infrastructure where required, such as a link road between A and B
- Provision of park and ride opportunities to serve commuters travelling into Coventry and the Warwick / Leamington / Kenilworth areas
- The design of layouts for new housing and amenity areas that allows for the use of modes of transport other than the private car
- Strategic road infrastructure will be phased throughout the life of the developments, with a framework in place to share costs equitably amongst developers in the wider area.

**Public and Personal Transport** – the extension of existing services to meet demands from new development fully and frequently. This will be particularly important when considering the needs of the resident and incoming student population. Measures to mitigate and improve services will include: -

- A new rail halt / station servicing the University and Kings Hill
- Improved bus provision, including the extension of extant services and provision of additional routes where necessary
- The creation and enhancement of a network of cycle routes and paths, including safe and accessible links into the conurbation, University and to and from the rail halt.
- The creation and enhancement of safe and accessible pedestrian routes into the conurbation, University and adjacent development, linking wherever possible to existing public footpaths and longer distance routes.

**Services and strategic provision** – development will be provided with sufficient levels of water, sewage and power infrastructure, to ensure that impacts on adjacent facilities is mitigated.

- Improvements to the capacity of Finham Works will be required as appropriate
- Developers will liaise with service providers to ensure the most appropriate and future-proofed delivery of capacity is achieved, e.g. through shared ducting
- High-speed broadband (fibre optic cabling, wireless etc.) will be provided as standard, as will next-generation mobile technology

**Education** – the provision of capacity meet demands arising from the new development: -

- New primary school(s) at Kings Hill to meet demand generated by the new community
- Either a new secondary school or provision of additional capacity at adjacent schools within Warwick District or Coventry depending on demand
- The ongoing development and expansion of the University of Warwick, with best use made of the existing landholding and the extension of the University's built environment in accordance with an agreed masterplan that reflects the high quality of design and sustainability being sought for the area.

**Community Facilities** – the provision of suitably located and accessible facilities and services to enable the new developments at Westwood Heath and Kings Hill to function as successful and sustainable communities in their own right: -

- Westwood Heath will provide a new health centre, appropriate levels of retail facilities (a convenience store of no more than 500sq.m. gross),
- Kings Hill will provide a new local centre, health centre and employment opportunities
- Both developments will incorporate appropriate levels of emergency services infrastructure, in agreement with the respective services
- Both developments will also include as appropriate community meeting spaces / multi-function buildings that can serve as community hubs.

**Green infrastructure** – the nature of the landscape and environment in this area will dictate that a significant amount of open space will be required as part of the wider strategic infrastructure requirements. This will be in the form of a mixture of both formal and informal provision: -

- There are existing sports facilities at Kings Hill (Alvis) that will either be retained or relocated within the area, to provide at the least a commensurate level of sports and leisure activity.
- Additional sporting and leisure provision will be required as part of the development areas, to allow people to engage in pursuits conducive to a healthy and active lifestyle
- The development sites themselves (together with areas safeguarded for potential future development) will be removed from the Green Belt.
- The status of the Green Belt in the rest of the area will be maintained and land will be protected from inappropriate development in accordance with the requirements of the NPPG
- Landscape enhancement will be required, to mitigate the impacts of development on the landscape in general and to reinforce Green Belt and other boundaries to prevent encroachment.
- The opportunity to strengthen and reinstate traditional landscape forms will be encouraged.
- Informal public open space will be required on all development sites, especially in locations where meaningful links can be made to the wider countryside. This will allow for wildlife corridors to be maintained and for local communities to be able to enjoy the benefits of a wider range of leisure and recreational opportunities.
- Biodiversity on development sites will be maintained through the provision of habitat creation opportunities or, where habitats are unavoidably impacted on or removed, appropriate levels of offsetting provided elsewhere on the site or as close to it as possible.
- Sensitive habitats, such as Wainbody Wood and the woodlands on Westwood Heath, must be retained and protected and development will maintain these as integral and valued aspects of the final layouts.

**Housing** – these developments offer an opportunity for the delivery of exciting and innovative housing layouts, house types and a mix of tenures and sizes, that reflect best environmental and sustainable practice: -

- Housing schemes will be of high quality and reflect high standards in construction and residential amenity
- Development will promote higher standards of environmental performance and durability
- Residential development will be expected to make best use of available land, services and infrastructure
- Residential provision will be easily managed and maintained at all stages in the lives of the residents
- Affordable housing will be required to help meet identified need in Warwick District and Coventry, to be apportioned between the two authorities accordingly.
- The level of provision of affordable housing will accord with the requirements set out in the relevant local plan policies for the district.

**Employment and economic growth** – opportunities for economic growth, both within and adjacent the sites, will help cement the stability and sustainable growth of the sub-region: -

- Employment-generating uses will be housed in modern, attractive and environmentally sustainable buildings that promote energy efficiency and carbon neutrality
- Spin-out activity from the University will be supported and delivered in close proximity, in line with a masterplan
- Infrastructure to support economic growth, such as transport and highways improvements, will be supported through the implementation of the IDP and the provision of funding through legal agreements and CIL requirements.
- A range of new employment opportunities will be explored and where appropriate identified as part of the various masterplans for the sites being promoted.
- The presence of HS2 and the new rail halt will themselves be drivers for economic growth and it will be important to ensure that opportunities for linkages to existing infrastructure and accessibility are maximised.

**Health and wellbeing** –National planning guidance identifies the following at paragraph 5 of its Health and Wellbeing section:

*A healthy community is a good place to grow up and grow old in. It is one which supports healthy behaviours and supports reductions in health inequalities. It should enhance the physical and mental health of the community. It should ... encourage active healthy lifestyles ... the creation of healthy living environments.*

The Vision and Objectives above identify a number of aspects of healthy development, but in addition the following issues should be addressed: -

- Housing will be of sufficient size to prevent overcrowding, will provide for a light, airy living environment and will protect inhabitants from the effects of noise, pollution and extremes of temperature
- Design and layout will promote community interaction through appropriate design and layout, ensuring that residents do not suffer from feelings of isolation
- The layout of schemes will promote physical activity through providing opportunities for walking, cycling and active recreation and will reduce the incidence of traffic accidents
- The provision of substantial areas of open space, landscaping and green corridors will help protect residents from the effects of airborne pollution, as will the design of local streets
- The mental health requirements of residents will be addressed in part through easy and safe access to green open space and the natural environment
- Communities and the residential environment will be enhanced by good access to healthcare, education, social infrastructure and local employment opportunities
- Layouts will reflect best practice in designing out crime