

**West Midlands Regional Spatial Strategy
Phase Two Revision**

**Draft Implementation Plan Supplement
March 2009**

Erratum – May 2009

Explanatory Note

In publishing the Draft Implementation Plan Supplement in March 2009, 'draft' material was mistakenly included in Section 3.3 and Appendix B6 relating to Coventry and Warwickshire.

This erratum now corrects this error.

- a. Pages 67-71 of the Supplement should be replaced by the attached pages: E1 – E6
- b. Pages 199-204 of the Supplement should be replaced by the attached pages: E7 – E11

Section 3.3 Coventry and Warwickshire

Introduction

The Coventry, Solihull, Warwickshire (CSW) Forum, which consists of elected Members from the eight authorities within the area, agreed a development strategy for the Sub-region in July 2007 and promoted changes to the emerging Regional Spatial Strategy Phase 2 Revision (RSS 2) to accommodate it.

Apart from the spatial element of the strategy, set out below, they sought:

- the endorsement of the CSW Sub-region for the purposes of RSS 2 policies and proposals;
- provision for estimated housing demand generated by CSW to be met in the Sub-region, so long as it was robust and could be met within the CSW Strategy;
- continuation of the RSS "step-change" in the Sub-region with a minimum of 50% growth to Coventry and Solihull;
- phased housing land releases to encourage regeneration in the MUAs by giving priority to:
 - sustainable locations first and foremost;
 - within those locations, brownfield land before greenfield land;
 - then, if necessary, urban extensions within LA areas; and
 - then, only as a last resort, cross-boundary urban extensions in the North-South Corridor later in the Plan period and only if no more suitable alternative capacity is available.
- releases of land for housing being geared to maintain a constant average annual supply across the Sub-region.

For the purposes of this update, Solihull is treated separately although there are clear links between schemes in its area and the Coventry and Warwickshire area which need to be borne in mind.

A Delivering RSS 2

- 1 The sub-regional spatial strategy is based around a north-south corridor for major growth. This runs between Nuneaton and Warwick/Leamington, which are both Settlements of Significant Development with Coventry, within the MUA, at its centre. Rugby, also a Settlement of Significant Development, will be a free-standing area for growth. Stratford and North Warwickshire will only grow to meet local needs.
- 2 Key infrastructure elements are related to this spatial development pattern and are set out below and in the accompanying infrastructure table. They principally relate to public transport improvements within the north-south corridor but also to Rugby.
- 3 Supporting programmes and research include:

- a sub-regional Green Belt Study to provide advice on which areas of Green Belt could be released for housing and/or employment development around the edge of Coventry.

B Delivering the sub-regional strategy

- 1 In terms of plan-making, all authorities have up to date Unitary or Local Plan coverage. Coventry's UDP (2001) has been subject to the national "saved policies" procedure (2007) and the other authorities' Plans were adopted in 2006 apart from Warwick's, which was adopted in 2007. Core Strategies are to be submitted in 2009 (Coventry, Rugby, Stratford), 2010 (Warwick) or 2011 (Nuneaton and Bedworth, North Warwickshire).
- 2 In terms of plan delivery, for Coventry:
 - all three Strategic Regeneration Sites have seen substantial development;
 - The Ricoh Arena and the first phase of the "Arena Park" Major District Centre have been completed on the Foleshill Gasworks site;
 - the "Pro-Logis" site at Keresley is substantially complete;
 - major elements of the first phase of the Phoenix Initiative (Priory Place, Millennium Square, the Garden of International Friendship and the Motor Museum extension) have been completed;
 - housing completions since 2004 are over 3,000 at an annual average of 830, well above the RSS target of 650 a year. The predicted requirement is capable of being exceeded;
 - employment development completions have been almost entirely on previously developed land and within the Coventry-Nuneaton Regeneration Zone. Development at Whitley is imminent;
 - the City Centre has been strengthened by the development of IKEA and construction continues on the Belgrade Plaza (hotel, leisure and residential), St Johns (offices for Severn Trent) and Butts (offices for the Qualification and Curriculum Authority) developments;
 - there have been significant enhancements to areas of green space around the City;
 - the new University Hospital at Walsgrave has been completed;
 - City College have completed both phases of their new development in Swanswell.

For North Warwickshire:

- RSS influenced policies seek to protect the rural nature of the Borough whilst allowing modest housing and employment development mainly in the market towns;
- there have continued to be developments for regionally significant storage and distribution uses.

For Nuneaton and Bedworth:

- a number of RSS policy requirements have been delivered including:
 - the development of employment sites within the Coventry-Nuneaton Regeneration Zone (Policy PA2);

- residential regeneration at Camp Hill; and
- the development of the "Ropewalk Centre" in Nuneaton town centre (Policy PA11).

For Rugby:

- RSS targets and policy requirements have been delivered including the allocation of and subsequent grant of permissions for major brownfield sites around Rugby railway station for Warwickshire College and significant residential and employment development;
- the Asda led "Swan Centre" is under construction in Rugby town centre (Policy PA11);
- the Ansty Major Investment Site (MIS) on the edge of Coventry is under construction (Policy PA8);
- the level of housing completions is currently exceeding RSS and Local Plan targets.

For Stratford-on-Avon:

- RSS influenced policies have enabled the council to control the delivery of housing development to ensure that Urban Renaissance policies are not compromised. Innovative policies have enabled housing to be provided in rural areas to meet local needs;
- the council and its partners are delivering the "World Class Stratford" initiative to enhance the town's status as a key Regional tourism and cultural asset (Policy PA10);

For Warwick:

- RSS influenced policy requirements include:
 - controlling the number of housing completions to support Urban Renaissance in the MUAs;
 - supporting expansion proposals at the University of Warwick; and
 - supporting retail growth in the town centres including Kenilworth.

3 Funding sources have been a combination of private sector/developer and Local Authority main programmes with LTP funding for transport schemes. Traditional Sec 106 funding is regularly obtained, CIL funding may become an option but is less likely in the current economic climate. ADZ funding may be sought.

4 Supporting programmes and research include:

- a sub-regional Transport Study (reporting in 2009) including:
 - strategic highway modelling;
 - a strategic assessment tool for public transport services;
 - accessibility assessments; and
 - costing key transport and infrastructure requirements.

C Infrastructure achievements

1 Recent infrastructure investment includes:

- Coleshill Parkway station, opened in 2007 with rail services to Birmingham, the east Midlands and east Anglia. It provides links to the

local employment areas at Hams Hall and, via buses, to Birmingham International Airport and the National Exhibition Centre;

- improvements to stations at Rugby, Nuneaton and on the Coventry-Birmingham line;
- a rail freight facility for the Pro-Logis development site at Keresley;
- the completed "Primelines" (bus showcase) project which has delivered improvements to bus services across Coventry and generated an increase in their use;
- two phases of improvements to Nuneaton's Ring Road have been completed and a third is under construction. These support the regeneration of the (Strategic) town centre;
- the new M40/A46 junction is under construction at Longbridge. This will improve the Strategic Highway Network and accessibility to and through the Sub-region;
- the Rugby Western Relief Road is under construction. This will link a number of key development sites in the town and both reduce congestion and improve air quality in the town centre;
- the M40/A46 junction improvement is under construction.

2 Committed infrastructure investment includes:

- Coventry-Nuneaton and Coventry-Leamington rail service improvements including new stations;
- North Warwickshire line rail service improvements including new stations;
- north-south express bus services;
- Coventry bus showcase corridors;
- A5 junction improvements;
- Expansion of the University of Warwick which has planning permission (subject to legal agreements) for the period up to 2018;
- development at Coventry University on the basis of an internally approved Masterplan for the period up to 2017.

3 Developments coming forward include:

- Toll Bar End junction improvement (Highways Agency).

4 Supporting programmes and research include:

- internal studies for new FE College developments in Coventry and Warwickshire. New developments will be responsive to specific locational demands;
- internal studies for Secondary School developments (Academies and Building Schools for the Future programmes) in both Coventry and Warwickshire. No specific demand for new places has been found in Coventry as a result of current over-capacity; future provision in both areas will be responsive to specific locational demands;
- internal studies for Primary School developments in both Coventry and Warwickshire. No specific demand for new places has been found in Coventry as a result of current over-capacity; future provision in both areas will be responsive to specific locational demands;
- development plans for Cross-boundary organisations (West Midlands Ambulance Trust, Coventry & Warwickshire Partnership Trust – mental health);

- a development plan for the University Hospital Coventry & Warwickshire Trust;
- Coventry Primary Care Trust has prepared a strategy for GP services ("Care Closer to Home") and for positive action on health improvement;
- Warwickshire PCT is preparing medium to long-term plans for service delivery;
- utilities have indicated that they are happy to work on a demand responsive basis and have given no indication of any insurmountable issues.

D What is still needed

1 Key infrastructure elements will depend on the directions and scale of growth and studies referred to above will help to establish what is required.

2 Housing interventions will be required on strategic sites:

- in Coventry:
 - on the Strategic Housing Sites identified in the Core Strategy; and
 - on greenfield land in Keresley;
- in Nuneaton & Bedworth on the north side of the boundary with Coventry around Keresley and Ash Green;
- in Rugby;
 - at the Radio Masts site; and
 - to the north of the town;
- in Warwick:
 - land to be identified on the south side of the boundary with Coventry; and
 - around Warwick/Leamington and Kenilworth.

They will also be required throughout the rural areas of Warwickshire to deliver affordable housing on "exception" sites.

3 Employment interventions will be required:

- in Coventry on the Strategic Employment Sites identified in the Core Strategy.

4 Support programmes and research consist of:

- a study to identify a new RIS for the Coventry-Nuneaton Regeneration Zone following on from Ansty;
- a Sub-regional review of infrastructure needs, funding mechanisms and organisational structures to achieve economic development and employment growth;
- a Sub-regional water cycle study;
- a Sub-regional renewable energy study.

E Technical Assessment – Risk Analysis

- 1 Timeframe considerations suggest that, at a reduced build rate not all the proposed Green Belt release in Coventry will be needed and expansion beyond the City boundary is unlikely to be required. Phasing policies will, however, still be required to ensure that brownfield development takes place prior to significant greenfield or Green Belt release.
- 2 Housing and employment trajectories for the various authorities indicate that:
 - For Coventry:
 - housing development will be below RSS targets for the period 2006-2011 but will exceed RSS targets for the period 2012-2015 as the regeneration of the NDC area in the north-east of the City takes place. It will then decline to around 500 net completions annually.
 - For Stratford-on-Avon:
 - Housing development is expected to fall below the RSS preferred option target of 280 dwellings per annum for 2009-2011, but should exceed it for 2011-2013. Beyond this period sites brought forward through the Core Strategy should ensure that the Preferred Option target is delivered.
 - For employment development the Preferred Option indicates that a continuous five year reservoir of 17ha of employment land should be available. Currently 17.8 ha are readily available, plus 2.8 hectares under construction, making 20.2 ha in all. The Core Strategy is bringing forward proposals to ensure that the 5 year reservoir is maintained.
 - For Warwick:
 - Housing completions are expected to fall for 2008-2010 before growing steadily back to previous high levels by 2016. Completions will then need to be maintained as a high level in order to deliver the RSS 2 requirement by 2026;
- 3 The remaining major critical issue relates to the possible eco-town in Stratford District (Long Marston/Middle Quinton) and, if this should not proceed, how any housing growth should be reallocated. Higher housing figures for Warwick will not be achievable.

APPENDIX B6 - COVENTRY AND WARWICKSHIRE

Theme	Scheme	Outcome/ Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Source	Core Policy Delivered	Prior or alongside developmen t/ growth	Status	2006- 2011	2011- 2016	2016- 2021	2021- 2026
Road	Rugby Western Relief Road	Improve links between development sites and provide traffic relief to Rugby town centre. Improve air quality, release land for development, provide secondary access for housing development	Warwickshire CC	Warwickshire CC	£35M+ capital	DfT/ Warwickshire CC/ developer	T1	Independent	Under construction				
	Rugby East Motorway Links (M45 and M1)	Good access to the Strategic Highway Network	Warwickshire CC/ Northamptonshire CC/Highways Agency	Warwickshire CC/ Northamptonshire CC/Highways Agency	£40M capital	LTP/ Developer contribution	CF3 PA6A	Alongside					
	Rugby North Motorway Link (M6)	Good access to the Strategic Highway Network	Warwickshire CC/Highways Agency	Warwickshire CC/Highways Agency	£10M capital	LTP/ Developer contribution	CF3 PA6A	Alongside					
	Kenilworth Road/ Gibbet Hill junction	Reduce delay on a key access route to the University of Warwick crossing a key radial route in an environmentally sensitive location	Coventry CC	Coventry CC	£3M capital	Coventry CC	PA4	Independent					
	A46/Hospital Link	Provide a direct link to a major sub-regional hospital from the trunk road network	Coventry CC	Coventry CC	£20M+ capital	Coventry CC	T1	Independent					
	Red Routes:	Make best use of highway capacity	Coventry CC	Coventry CC	£4M capital	LTP	T5	Independent					
	A46/Westwood Heath Link	Improve access to the University of Warwick	Coventry CC	Warwickshire CC	£50M capital		PA4	Independent					
	M6 Junction 3	Improve access to areas of new development and north-south connections	Warwickshire CC/Highways Agency	Warwickshire CC/Highways Agency	£8M capital	LTP/RFA/ Developer contribution	CF3 PA6A	Alongside					
	A5 junction improvements	Good access to the Strategic Highway Network	Warwickshire CC/Highways Agency	Warwickshire CC/Highways Agency	£15M capital	LTP/RFA/ Developer contribution	CF3 PA6A	Alongside	RFA Provisional				
	Warwick/ Leamington Motorway Link (M40)	Good access to the Strategic Highway Network	Warwickshire CC/Highways Agency	Warwickshire CC/Highways Agency	£30M capital	LTP/RFA/ Developer contribution	CF3 PA6A	Alongside					

Rail	Coventry Station Interchange	Improve interchange between rail, BRT, bus and taxi and general accessibility by a choice of means of transport. Improvements to built environment, air quality, social inclusion and job opportunities	Coventry CC/Centro	Coventry CC/Centro/ Developer	£17M	LTP/ Developer contribution	PA11 T1 T5	Independent						
	North-South Rail Corridor Phase 1: Coventry-Nuneaton service improvements	Encourage modal shift, reduce road congestion and support growth	Coventry CC/ Warwickshire CC/Nuneaton & Bedworth BC	Warwickshire CC/Coventry CC/Network Rail/TOC		LTP/TOC	PA3 T5	Independent	LPT2 (part)					
	Bermuda station	Encourage modal shift, reduce road congestion and support growth	Warwickshire CC/Nuneaton & Bedworth BC	Warwickshire CC/Nuneaton & Bedworth BC/Network Rail	£6M+ capital	LTP/RFA Developer contribution	PA3 T5	Alongside	RFA Provisional					
	Bedworth station improvements	Encourage modal shift, reduce road congestion and support growth	Warwickshire CC/Nuneaton & Bedworth BC	Warwickshire CC/Nuneaton & Bedworth BC/Network Rail	£3M+	LTP/RFA	PA3 T5	Alongside	RFA Provisional					
	New station at Ricoh Arena	Improve access to key regional/sub-regional facility by alternatives to the private car, encourage modal shift and reduce road congestion. Also benefits defined Major District Centre.	Coventry CC	Coventry CC/Network Rail/TOC	£7M+ capital	LTP/RFA Developer contribution	PA3 T5	Independent	RFA Provisional					
	North-South Rail Corridor Phase 2: Coventry-Leamington service improvements	Encourage modal shift, reduce road congestion and support growth	Coventry CC/ Warwickshire CC/Warwick DC	Warwickshire CC/Coventry CC/Network Rail/TOC		LTP/TOC	PA3 T5	Independent	LPT2 (part)					
	Coventry-Leamington line doubling and signalling enhancement	Encourage modal shift, reduce road congestion and support growth	Coventry CC/ Warwickshire CC	Network Rail	£15M+ capital	LTP/Network Rail/TOC	PA3 T5	Prior	LPT2 (part)					
	Kenilworth station	Encourage modal shift and reduce road	Warwickshire CC/Warwick	Warwickshire CC/Network	£10M+ capital	LTP/RFA Network Rail	PA3 T5	Alongside	RFA Provisional					

		congestion	DC	Rail/TOC										
	Prologis Freight Terminal	Enable use of railfreight	Prologis	Prologis		developer	T10	Alongside	Complete					
	Coleshill Parkway	Facilitate modal shift and improve access to Birmingham International Airport	Laing Rail/Warwickshire CC	Laing Rail/Warwickshire CC			T1 T5	Independent	Complete					
	Stratford Parkway station	Encourage modal shift and reduce road congestion	Warwickshire CC/Stratford DC/Network Rail	Network Rail	£4M+ capital	LTP/RFA Developer contribution	PA3 T5 T6		RFA Provisional					
	North Warwickshire line service improvements	Encourage modal shift and reduce road congestion	Warwickshire CC/Stratford DC	Warwickshire CC/Network Rail/TOC		LTP/ Developer contribution	PA3 T5		LTP 2 (part)					
	Birmingham – Coventry improvements	Enable use of longer trains at Tile Hill and Berkswell stations	Centro/Network Rail	Centro/Network Rail	£17M	LTP	T1 T5	Independent	Under construction					
Bus	North-south express bus service	Encourage modal shift and reduce road congestion.	Warwickshire CC/Nuneaton & Bedworth BC/Warwick DC	Warwickshire CC/Bus operators	£6M+ revenue	LTP	CF3 PA6A T5	Independent	LPT2 (part)					
	SPRINT	Encourage modal shift and reduce road congestion. Provide improved access to University of Warwick.	Coventry CC/Centro	Coventry CC	£77M capital	DfT	T1 T5	Independent						
	Coventry "Primelines"	Encourage modal shift and reduce road congestion. Implementation by partnership between City Council (road and footway infrastructure, Centro (shelters and information) and bus operators (vehicles)	Coventry CC/Centro	Coventry CC/Centro/Bus operators	£46M capital	LTP	T5	Independent	Complete					
	Coventry Bus Showcase	Encourage modal shift and reduce road congestion. Implementation by partnership between City Council (road and footway infrastructure, Centro (shelters and information) and bus operators (vehicles)	Coventry CC/Centro	Coventry CC/Centro/Bus operators	£7M	LTP	T5	Alongside	Under construction					
	Nuneaton Bus Network improvement	Encourage modal shift and reduce road congestion. Implementation by	Warwickshire CC	Warwickshire CC/ Nuneaton & Bedworth BC/	£10M+ capital/ £8M+ revenue	LTP/ Developer contribution	CF3 PA6A T5	Alongside						

		partnership between Warwickshire CC (road and footway infrastructure, shelters and information) and bus operators (vehicles)		Bus operators										
	Rugby Bus Network improvement	Encourage modal shift and reduce road congestion. Implementation by partnership between Warwickshire CC (road and footway infrastructure, shelters and information) and bus operators (vehicles)	Warwickshire CC	Warwickshire CC/ Rugby BC/ Bus operators	£10M+ capital/ £8M+ revenue	LTP/ Developer contribution	CF3 PA6A T5	Alongside						
	Stratford Bus Network improvement	Encourage modal shift and reduce road congestion. Implementation by partnership between Warwickshire CC (road and footway infrastructure, shelters and information) and bus operators (vehicles)	Warwickshire CC	Warwickshire CC/ Stratford DC/ Bus operators	£5M+ capital/ £10M revenue	LTP/ Developer contribution	CF3 PA6A T5	Alongside						
	Warwick & Leamington Bus Network improvement	Encourage modal shift and reduce road congestion. Implementation by partnership between Warwickshire CC (road and footway infrastructure, shelters and information) and bus operators (vehicles)	Warwickshire CC	Warwickshire CC/ Warwick DC/ Bus operators	£5M+ capital/ £8M revenue	LTP/ Developer contribution	CF3 PA6A T5	Alongside						
	Coventry Park and Ride (North site relocated, east site to be identified)	Encourage modal shift and reduce road congestion	Coventry CC	Coventry CC	£5M capital	LTP	T6	Independent						
	Heathcote Park and Ride	Encourage modal shift and reduce road congestion	Warwickshire CC/Warwick DC	Warwickshire CC/Warwick DC/Bus operators	£3M+ capital/ £3M+ revenue	LTP/ Developer contribution	CF3 PA6A T6	Alongside						
	Stratford Park and Ride South	Encourage modal shift and reduce road congestion	Warwickshire CC/Stratford DC	Warwickshire CC/Stratford DC/Bus operators	£5M+ capital/ £3M+ revenue	LTP/ Developer contribution	CF3 PA6A T6	Alongside						
Education	New/improved schools	Appropriate level of and accessibility to provision	Coventry CC/ Warwickshire CC	Coventry CC		Coventry CC/ Warwickshire CC/Develop	UR4	Alongside						

						r contribution							
Green Infra-structure	New/Improved provision	Appropriate level of and accessibility to provision	Coventry CC/ Warwickshire CC	Coventry CC		Coventry CC/ Warwickshire CC/Developer contribution	QE3	Alongside					
Social Infra-structure	New/Improved provision	Appropriate level of and accessibility to provision	Coventry CC/ Warwickshire CC	Coventry CC/ Private sector		Coventry CC/ Warwickshire CC/Developer contribution	UR4	Alongside					