

City Centre AAP – Schedule of Proposed Modifications – November 2017

The table below lists both the minor and main modifications that have been undertaken for the City Centre Area Action Plan for varying reasons. Please note that only specific alterations have been listed, and changes to the formatting/layout or grammatical corrections have been considered as a single reference number – see AAP/MM.A and AAP.MM.B

<u>Modification Reference Number</u>	<u>Page Number / Policy Reference</u>	<u>Proposed Amendment</u>	<u>Justification and Reasoning</u>
MINOR MODIFICATIONS			
AAP/MM.A	Throughout AAP Document	All figure numbers in the AAP policies, supporting text and figure/table captions themselves, have been amended so that they are referenced accurately and consistently, and tables and figures are presented in numerical order. Where appropriate figure/table numbers have been changed to reflect this. This includes the correction of the typographical error relating to figures 18a and 18b, where instead they should read 17a and 17b.	Adjustment to figure numbers to ensure technical and presentation accuracy. Please see Inspector Action Point 12 of Hearing Session 12.
AAP/MM.B	Throughout AAP Document	The entire document has been reviewed in its entirety in order to ensure it is consistently formatted and presents correct grammar throughout. This includes minor changes such as spelling and grammatical corrections.	To ensure the document is presented professionally.
AAP/MM.1	p.4, para. 1.3	<u>In developing the AAP</u> The Council <u>undertook a range of consultation events and consulted on a preferred approach for the city centre between February and April 2015, which</u> built upon a range of previous work undertaken since 2009. This has included:	To prepare the document for conversion from 'Proposed Draft' to 'ready for adoption' stage.
AAP/MM.2	p.4, para. 1.3	<ul style="list-style-type: none"> • 2015 – Consultation on the new City Centre Area Action Plan Preferred Approach • <u>2016-2017 – Consultation on the AAP Publication draft, examination hearings and consideration of modifications.</u> 	To prepare the document for conversion from 'Proposed Draft' to 'ready for adoption' stage.

AAP/MM.3	p.4, para. 1.3	As a result of these processes <u>consultation and the comments received</u> the AAP has been modified and updated to produce this <u>final</u> version of the document, <u>which will be adopted by the City Council in 2017.</u> The Proposed Publication Draft.	To prepare the document for conversion from 'Proposed Draft' to 'ready for adoption' stage.
AAP/MM.4	p.4, para. 1.4	This version of the plan will be subject to a statutory period of 6 weeks public engagement starting on Monday 18th January 2016. During this period stakeholders will have the opportunity to submit representations relating to the plans soundness and legal compliance.	To prepare the document for conversion from 'Proposed Draft' to 'ready for adoption' stage.
AAP/MM.5	p.4, para. 1.5	Following this period of public engagement the plan will be submitted to the Secretary of State, who will appoint an independent Planning Inspector to decide whether or not to approve the plan with or without changes. This will involve the holding of an "Examination in Public" which is expected to be in summer 2016. Subject to the Inspector's conclusions the plan could then be adopted by the end of 2016.	To prepare the document for conversion from 'Proposed Draft' to 'ready for adoption' stage.
AAP/MM.6	p.5, para. 1.6	The new version of the AAP has been developed alongside updates to the evidence base and the City's new Local Plan.	To prepare the document for conversion from 'Proposed Draft' to 'ready for adoption' stage.
AAP/MM.7	p.6, para. 2.1	Despite this period of successful redevelopment activity, it has been more than <u>154</u> years since these policies were written and as such they have become dated, with many of the key policy aims and objectives now implemented or superseded.	Factual correction to provide up-to-date figures which acknowledge a progression in the plan.

AAP/MM.8	p.7, para. 2.3	As the Council have developed the Local Plan over the last 18 months , the AAP has been developed in parallel in order to help the AAP be steered by the Local Plan and to help the 2 documents guide and promote development in tandem. This has allowed a holistic development of local planning policy for Coventry <u>to 2031</u> for the next 15 years and supports the identification of the city centre as the heart of the city and the focal point for new jobs, homes and investment.	To prepare the document for conversion from 'Proposed Draft' to 'ready for adoption' stage + Alteration to wording to support figure accuracy/provide up-to-date figures which acknowledge a progression in the plan.
AAP/MM.15	p.14, para. 4.11	Included within the comparison floor space provision up to 2031 is an allowance for just under <u>228,000sq.m</u> gross of retail warehouse floor space, which the study suggests should be directed to the city centre, where this is considered appropriate.	Alteration to wording to add clarity + Factual correction to figures.
AAP/MM.17	p.15, para. 5.1	The creation of good quality green <u>and blue</u> infrastructure;	Addition to wording to ensure consistency with amended Policy CC1.
AAP/MM.18	p.18, para. 8.1	The Council's Historic Environment Record <u>(Including the Gould Report (2009) and Conservation Area Appraisals)</u> .	Addition to wording to add clarity.
AAP/MM.19	p.18, para.9	Community and Stakeholder Engagement This document provides the next step in delivering a new City Centre Area Action Plan for Coventry. Its continued progress however requires the views and opinions from the people of Coventry, local businesses and other interested Stakeholders. As such, this document is being published for a statutory period of 6 weeks public engagement. It will begin on Monday 18th January 2016, and run for 6 weeks until Monday 29th February 2016. This period of community and stakeholder engagement will be undertaken in accordance with the Council's	Section deleted as to prepare the document for conversion from 'Proposed Draft' to 'ready for adoption' stage.

		<p>adopted Statement of Community Involvement (SCI).</p> <p>As part of the process specific events will be held across the city with local communities and key stakeholders to help the Council understand areas of support and challenge prior to submitting the plan to the Planning Inspectorate.</p> <p>A Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA) has been undertaken, and has been used to help shape this document and its proposals. It is available to view as part of the supporting documents released by the Council that relate to this period of engagement on the now AAP. In addition the plan is supported by a Health Impact Assessment and Equalities and Consultation Assessment. These are all available to view on the Council's webpages www.coventry.gov.uk/aap</p> <p>All responses should be submitted to the Council by 5pm on the 29th February 2016 and should preferably be submitted via email to: localplan@coventry.gov.uk</p> <p>Alternatively written responses can be submitted to the following address:</p> <p>Coventry City Council Planning Policy Department Floor 3, Civic Centre 4 Much Park Street, Coventry CV1 2PY</p> <p>Or, deposited at local libraries or council offices for the attention of the Council's Planning Policy team at the above address.</p>	
AAP/MM.25	p.36, supporting text	<p>An alternative to deculverting could be a recreation or representation of the river channel, which could help form part of a Sustainable Urban Drainage System (SuDS). Although some SuDS features are not always appropriate in areas of ground contamination, Opportunities should be taken to explore these within the city centre, not only around Fairfax Street and Palmer Lane but the centre as a whole.</p>	Correction of wording to accurately reflect acronym and aid clarity.

AAP/MM.26	p.36, supporting text	In the national context the risk of major scale flooding in Coventry <u>City Centre</u> is low.	Additional wording to add clarity of the supporting text.
AAP/MM.27	p.36, supporting text	Local flooding is becoming increasingly common due to the impacts of climate change on weather patterns and it is important to address this risk in Coventry. Historically, flood risk management has concentrated on high impact and often low frequency flood events.	Deletion of unnecessary wording.
AAP/MM.31	p.39, supporting text	Any new development or redevelopment of existing sites within the city centre will require an investigation into the quality of the underlying soils and waters and where necessary an appropriate level of remediation to ensure the land is fit for its proposed use and will not pose a risk to future users of the site <u>or the environment</u> .	Additional words to add clarity to supporting text.
AAP/MM.34	p.46, supporting text	Further guidance can be found in the West Midlands Low Emission Towns and Cities guidance <u>and within the emerging West Midlands Metropolitan Area Transport Emissions Framework</u> = on electric vehicle recharging standards and will be provided in the Coventry Connected Transport Strategy SPD.	Additional wording to add clarity to supporting text.
AAP/MM.41	p.51, supporting text	Additional reference added to the end of the Accessible car Parks section of supporting text: <u>High quality, secure cycle parking and motorbike parking should also be considered.</u>	Additional wording to aid clarity of supporting text.
AAP/MM.46	p. 60, para. 3	Ensure reference is made to “The Burgess” as opposed to just “Burgess”	Technical correction of street naming.
AAP/MM.49	p.81, Policy CC18, Primary Shopping Area – supporting text	The Shopping and Centres Study recommends that the city centre should be the focal point for new retail provision across Coventry and should accommodate up to approximately at least 78,100sq.m of gross new floor space up to 2031. This should include a range of retail needs (A1-A5) and be phased in accordance with Table <u>3 of this AAP</u> 5 below .	Additional wording to aid clarity of supporting text and make phrasing more accurate.

MAIN MODIFICATIONS

AAP/MM.9	p.8, para. 3.4	<p>Table 1 below highlights the number of new homes built in the city centre in the last 10 years. This represents just below <u>approximately</u> 15% of all completions in Coventry <u>over that period</u>.</p>	<p>Alteration to wording to support figure accuracy and add clarity.</p>
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AAP/MM.10	p.8, Table 1	<p>Table 1: Completion of new homes in Coventry city centre 2006-2016</p> <table border="1"> <thead> <tr> <th><u>Year</u></th> <th><u>06/07</u></th> <th><u>07/08</u></th> <th><u>08/09</u></th> <th><u>09/10</u></th> <th><u>10/11</u></th> <th><u>11/12</u></th> <th><u>12/13</u></th> <th><u>13/14</u></th> <th><u>14/15</u></th> <th><u>15/16</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td><u>Total Completions (net)</u></td> <td><u>1,165</u></td> <td><u>1,149</u></td> <td><u>680</u></td> <td><u>496</u></td> <td><u>705</u></td> <td><u>921</u></td> <td><u>994</u></td> <td><u>1,095</u></td> <td><u>1,116</u></td> <td><u>1,436</u></td> <td><u>9,757</u></td> </tr> <tr> <td><u>Within City Centre</u></td> <td><u>156</u></td> <td><u>0</u></td> <td><u>28</u></td> <td><u>97</u></td> <td><u>195</u></td> <td><u>137</u></td> <td><u>152</u></td> <td><u>229</u></td> <td><u>119</u></td> <td><u>310</u></td> <td><u>1,423</u></td> </tr> <tr> <td><u>Outside City Centre</u></td> <td><u>1,009</u></td> <td><u>1,149</u></td> <td><u>652</u></td> <td><u>399</u></td> <td><u>529</u></td> <td><u>784</u></td> <td><u>842</u></td> <td><u>866</u></td> <td><u>997</u></td> <td><u>1,136</u></td> <td><u>8,363</u></td> </tr> <tr> <td><u>% within City Centre</u></td> <td><u>13%</u></td> <td><u>0%</u></td> <td><u>4%</u></td> <td><u>20%</u></td> <td><u>28%</u></td> <td><u>15%</u></td> <td><u>15%</u></td> <td><u>21%</u></td> <td><u>11%</u></td> <td><u>22%</u></td> <td><u>15%</u></td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th><u>Year</u></th> <th><u>05/06</u></th> <th><u>06/07</u></th> <th><u>07/08</u></th> <th><u>08/09</u></th> <th><u>09/10</u></th> <th><u>10/11</u></th> <th><u>11/12</u></th> <th><u>12/13</u></th> <th><u>13/14</u></th> <th><u>14/15</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td><u>Total Completions (net)</u></td> <td><u>691</u></td> <td><u>1,165</u></td> <td><u>1,149</u></td> <td><u>680</u></td> <td><u>496</u></td> <td><u>705</u></td> <td><u>921</u></td> <td><u>994</u></td> <td><u>1,095</u></td> <td><u>1,116</u></td> <td><u>9,012</u></td> </tr> <tr> <td><u>Within City Centre</u></td> <td><u>148</u></td> <td><u>156</u></td> <td><u>0</u></td> <td><u>28</u></td> <td><u>97</u></td> <td><u>195</u></td> <td><u>137</u></td> <td><u>152</u></td> <td><u>229</u></td> <td><u>119</u></td> <td><u>1,261</u></td> </tr> <tr> <td><u>Outside City Centre</u></td> <td><u>543</u></td> <td><u>1,009</u></td> <td><u>1,149</u></td> <td><u>652</u></td> <td><u>399</u></td> <td><u>529</u></td> <td><u>784</u></td> <td><u>842</u></td> <td><u>866</u></td> <td><u>997</u></td> <td><u>7,751</u></td> </tr> <tr> <td><u>% within City Centre</u></td> <td><u>21%</u></td> <td><u>13%</u></td> <td><u>0%</u></td> <td><u>4%</u></td> <td><u>20%</u></td> <td><u>28%</u></td> <td><u>15%</u></td> <td><u>15%</u></td> <td><u>21%</u></td> <td><u>11%</u></td> <td><u>14%</u></td> </tr> </tbody> </table>	<u>Year</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>Total</u>	<u>Total Completions (net)</u>	<u>1,165</u>	<u>1,149</u>	<u>680</u>	<u>496</u>	<u>705</u>	<u>921</u>	<u>994</u>	<u>1,095</u>	<u>1,116</u>	<u>1,436</u>	<u>9,757</u>	<u>Within City Centre</u>	<u>156</u>	<u>0</u>	<u>28</u>	<u>97</u>	<u>195</u>	<u>137</u>	<u>152</u>	<u>229</u>	<u>119</u>	<u>310</u>	<u>1,423</u>	<u>Outside City Centre</u>	<u>1,009</u>	<u>1,149</u>	<u>652</u>	<u>399</u>	<u>529</u>	<u>784</u>	<u>842</u>	<u>866</u>	<u>997</u>	<u>1,136</u>	<u>8,363</u>	<u>% within City Centre</u>	<u>13%</u>	<u>0%</u>	<u>4%</u>	<u>20%</u>	<u>28%</u>	<u>15%</u>	<u>15%</u>	<u>21%</u>	<u>11%</u>	<u>22%</u>	<u>15%</u>	<u>Year</u>	<u>05/06</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>Total</u>	<u>Total Completions (net)</u>	<u>691</u>	<u>1,165</u>	<u>1,149</u>	<u>680</u>	<u>496</u>	<u>705</u>	<u>921</u>	<u>994</u>	<u>1,095</u>	<u>1,116</u>	<u>9,012</u>	<u>Within City Centre</u>	<u>148</u>	<u>156</u>	<u>0</u>	<u>28</u>	<u>97</u>	<u>195</u>	<u>137</u>	<u>152</u>	<u>229</u>	<u>119</u>	<u>1,261</u>	<u>Outside City Centre</u>	<u>543</u>	<u>1,009</u>	<u>1,149</u>	<u>652</u>	<u>399</u>	<u>529</u>	<u>784</u>	<u>842</u>	<u>866</u>	<u>997</u>	<u>7,751</u>	<u>% within City Centre</u>	<u>21%</u>	<u>13%</u>	<u>0%</u>	<u>4%</u>	<u>20%</u>	<u>28%</u>	<u>15%</u>	<u>15%</u>	<u>21%</u>	<u>11%</u>	<u>14%</u>	<p>Alteration to date range to provide up-to-date figures + Provide up-to-date figures which acknowledge a progression in the plan.</p>
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AAP/MM.11	p.8, para. 3.5	<p>This has included a number of purpose built student accommodation developments around the Ring Road and conversions of former offices. In the last 132 years such developments have delivered in excess of 3,4002,999 new bed spaces within the city centre, of which more than a third have been completed this decade. In terms of conversion opportunities these have completed in excess of 800459 bed spaces in the last 65 years at sites such as <u>the former AXA towers,</u> Market Way and Trinity Street.</p>	<p>Additional text to provide further detail, Factual corrections to figures. + Provide up-to-date figures which acknowledge a progression in the plan.</p>												
AAP/MM.12	p.10, Policy CC1	<ul style="list-style-type: none"> • <u>Providing an attractive and safe environment for pedestrians, cyclists and motorists;</u> • <u>Provide a high quality public transport system that benefits from seamless integration and is well connected to existing and new infrastructure;</u> • <u>Continuing to generate a balance and integration of the university with the wider city centre support greater integration of the university within the wider city centre in accordance with the policies in the Area Action Plan; and</u> • <u>Recognising and preserving key views to the iconic three spires of St. Michaels, Holy Trinity and Christchurch; and</u> • <u>Supporting the reintroduction of green and blue infrastructure throughout the city centre, including opportunities for deculverting wherever possible.</u> 	<p>Change/addition of wording for clarification purposes/ grammatical correction + <i>To satisfy Inspector Action Point 4 of Hearing Session 12.</i></p>												
AAP/MM.13	p.13, para. 4.9	<p>With this in mind the Shopping and centres study recommends the provision of around 1076,000sq.m of gross new floor space across Coventry up to 2031, which covers a range of retail needs. Of this <u>up to</u> approximately 798,000sq.m is to be delivered within the city centre (of which 9,600sqm is to be set aside to cover excessive level of vacant units).</p>	<p>Factual correction to figures + Alteration to wording to add clarity.</p>												
AAP/MM.14	p.13, Table 3	<table border="1" data-bbox="595 1129 1816 1382"> <thead> <tr> <th></th> <th style="background-color: #ADD8E6;">2014-2021</th> <th style="background-color: #ADD8E6;">2021-2031</th> <th style="background-color: #ADD8E6;">Total 2011-2031</th> </tr> </thead> <tbody> <tr> <td>Total Convenience Retail floor space</td> <td style="text-align: center;">0</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">10,000</td> </tr> <tr> <td>Total Other Retail floor space</td> <td style="text-align: center;">21,811</td> <td style="text-align: center;">46,323</td> <td style="text-align: center;">68,134</td> </tr> </tbody> </table>		2014-2021	2021-2031	Total 2011-2031	Total Convenience Retail floor space	0	10,000	10,000	Total Other Retail floor space	21,811	46,323	68,134	<p>Figures shown in greater detail, and subsequent alteration to footnotes to reflect change. <i>To satisfy Inspector Action</i></p>
	2014-2021	2021-2031	Total 2011-2031												
Total Convenience Retail floor space	0	10,000	10,000												
Total Other Retail floor space	21,811	46,323	68,134												

Total retail floor space (all forms)	21,811	56,323	78,134
% in timeframe	28%	72%	100%

=	<u>To 2021</u>	<u>2021-2031</u>	<u>Total 2011-2031</u>
<u>Total Convenience Retail floor space*</u>	<u>0</u>	<u>10,000</u>	<u>10,000</u>
<u>Total Comparison Retail floor space (A1)**</u>	<u>10,162</u>	<u>17,505</u>	<u>27,667</u>
<u>Total A2 floor space***</u>	<u>3,189</u>	<u>6,523</u>	<u>9,712</u>
<u>Total A3-A5 floor space</u>	<u>7,035</u>	<u>2,975</u>	<u>10,010</u>
<u>Total Retail Warehousing floor space***</u>	<u>2,425</u>	<u>19,333</u>	<u>21,758</u>
<u>Total***</u>	<u>22,811</u>	<u>56,336</u>	<u>79,147</u>

*-An allowances for 9,600sq,m for the occupation of vacant floor space should be considered against the short term need. It is not deducted from the above table.

** Target figure as specific city centre convenience figure could not be extracted from the NLP study.


** An allowance for at least 10,000sq.m of new retail floor space at City Centre South has been added into the short term projection.

***total figures for A2 floor space and Retail Warehousing and total floor space are reflective of all A2 provision and Retail Warehousing being delivered within the city centre as outlined in Table 5.1 of the Local Plan"

NB; An allowances for 9,600sq,m for the occupation of vacant floor space should be considered against the short term need. It is not deducted from the above table.

Point 4 of Hearing Session 7B (retail) and Inspector Action Point 10 of Hearing Session 12.

		<u>NB: all figures are for gross floor space</u>	
AAP/MM.16	p.14, para. 4.11	<u>A similar approach is taken with A2 provision which accounts for up to approximately 9,700sq.m. If this does not prove possible through the Sequential Assessment process then provisions should be focused towards the other centres within the retail hierarchy as appropriate (see policy R3 of the Local Plan).</u>	Further detail to supporting text.
AAP/MM.20	p.20, Policy CC2, City Centre Heritage - supporting text	<p><u>In partnership with Historic England, the City Council will continue to undertake further research into the City's post-war buildings, spaces and places (particularly within the City Centre). Alongside other relevant evidence this will be applied to inform further statutory and local building and area designations and future master planning work with partners such as the University.</u></p> <p><u>This will continue to demonstrate a commitment to a positive, proactive and on-going approach to the conservation of Coventry's cultural heritage, ensuring that the significance of the historic environment is fully appreciated and its potential is harnessed and integrated with the Council's aspirations for regenerating the City Centre.</u></p> <p><u>As such, the City Council will continue to update its local list to respond to evolving evidence and research. This reflects the 'live' nature of the Local List. It will also provide an opportunity to continue to identify heritage assets of local importance to be appreciated and safeguarded, which may not merit statutory recognition.</u></p> <p><u>This evidence will also be used to determine the suitability of further Conservation Area designation(s) and boundary revisions across the city centre. It will also support the city centres Heritage Action Zone status.</u></p>	<p>Additional supporting text to the Heritage chapter as agreed with Historic England through Statement of Common Ground.</p> <p><i>To satisfy Inspector Action Points 2 and 3 of Hearing Session 12.</i></p>
AAP/MM.21	p. 21, Policy CC2, para. a.+b.	<p>All development within, or affecting the setting of, a Conservation Area (as highlighted in Figure 2) shall preserve and enhance its character and appearance and adhere to the policies of the relevant Conservation Area Appraisal and 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 preserve and enhance their setting.</p>	<p>Clarification to Policy CC2.</p> <p><i>To satisfy Inspector Action Point 1 of Hearing Session 12.</i></p>

AAP/MM.22	p.23, Figure 3		Minor cartographical amendments to provide the most up to date map.
AAP/MM.23	p.33, supporting text	<p>As part of this process, the provision of soft landscaping, including tree planting to promote biodiversity and create a visually attractive environment will be promoted. 'Greening' of the Ring Road will also be supported where highway safety is unaffected through the introduction of vertical planting such as green walls and climber structures to supporting walls and bridges in order to enhance the appearance of the city centre and to offer screening opportunities. <u>Furthermore, opportunities to deculvert or 'day-light' and restore the River Sherbourne and its tributaries will be supported in principle.</u></p>	<p>Additional supporting text to the Green and Blue Infrastructure chapter to clarify Council's position.</p> <p><i>To partly satisfy Inspector Action Points 7 and 8 of Hearing Session 12.</i></p>

AAP/MM.24	p. 34, Policy CC8, para. a.	<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 areas. Any development which is likely to adversely affect the integrity of a blue or green corridor will be required to be robustly justified and where appropriate, mitigation measures put in place. <u>Development shall support meeting the objectives of the Severn River Basin Management Plan through ensuring that no deterioration of the River Sherbourne or its tributaries shall occur that may result in it failing its objectives under the Water Framework Directive.</u></p>	Additional supporting text to satisfy Inspector Action Point 5 of Hearing Session 12.
AAP/MM.28	p.37, Policy CC9, para. a.	<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 absorption of surface water run-off by the ground. Sustainable Urban Drainage methods shall be incorporated into new developments including treatment for water quality. <u>Such provisions should consider opportunities to reflect the alignment of the River Sherbourne and/or its tributaries.</u></p>	Technical correction to SuDs and additional wording in Policy CC9 to satisfy Inspector Action Point 9 of Hearing Session 12.
AAP/MM.29	p.37, Policy CC9, para. c.	<p>This includes all sites being treated as a Greenfield site when calculating permissible discharge rates <u>in line with Policy EM5 of the Local Plan.</u></p>	Additional wording in Policy CC9 to satisfy Inspector Action Point 6 of Hearing Session 12.
AAP/MM.30	p.37, Policy CC9, para. e.	<p>Where a development proposal lies adjacent to the existing de-culverted river Sherbourne, a natural sinuous river channel should be retained. Consideration should <u>also be given to removing water bodies from culverts wherever possible and viable (having regard to Figure 6). This will be of particular importance along Fairfax Street as shown in Figure 7 in order to and will be vital to create multi-functional green and blue spaces within the city centre.</u> or consider opportunities to create a water channel that respects the alignment of the River Sherbourne.</p>	Alterations to wording to add clarity and make grammatical sense.
AAP/MM.32	p.42, Policy CC11, Accessibility - supporting text	<p><u>Coventry City Council have also worked in partnership with Transport for the West Midlands (TfWM) on the Strategic Transport Plan for the West Midlands Metropolitan Area "Movement for Growth". This sets out the overarching transport strategy for the West Midlands Metropolitan area covering metropolitan rail and rapid transit networks, the key route network and a metropolitan strategic cycle network, to help deliver a transport network which boosts our economy and improves reliability and the environment.</u></p>	Additional paragraph in supporting text to satisfy Inspector Action Point 17 of Hearing Session 12.

AAP/MM.33	p.45, Policy CC11, Walking and Cycling - supporting text	<p><u>Walking and cycling routes should also be connected to new development sites and link to the existing public transport network, interchanges and stops to deliver seamless integration. Routes should also connect to the TfWM future Metropolitan Strategic Cycle Network, as set out in the Strategic Transport Plan.</u></p>	Additional paragraph in supporting text to help satisfy Inspector Action Points 15 and 16 of Hearing Session 12.
AAP/MM.35	p.46, Policy CC11, Public Transport - supporting text	<p><u>Rail services</u> <u>Coventry station is an increasingly important strategic gateway into the city centre catering for well over five million business, leisure and educational trips into the city centre each year with these figures continuing to grow. A masterplan has been developed for the station area, and this will see the creation of new entrances combined with improved linkages on to Warwick Road and improved transport interchange linked to a new cycle parking hub. The Council will continue to engage with the rail industry to secure improved rail connectivity, in accordance with its rail strategy, to secure improved services which will support economic growth objectives.</u></p> <p><u>As more people use Coventry station to leave Coventry than arrive – and vice-versa in the evening, it is important that access to the station is sufficiently robust to sustain the continued growth in passenger numbers and future schemes support this like the station interchange.</u></p>	Movement of text to place greater emphasis on rail facilities – reflects consultation response from TfWM.
AAP/MM.36	p.46, Policy CC11, Public Transport, Bus Services – supporting text	<p><u>TfWM are currently developing ‘Bus Network Development Plans’ encompassing how the bus network will evolve over the next 20 years. Coventry’s Bus Network Plan will be based upon high level land use changes and will help support future city centre development and growth.</u></p> <p><u>A Key Route Network of main roads together with appropriate measures to support development including intelligent mobility schemes and priority measures to support reliable bus journey times on key routes will be developed in partnership with TfWM.</u></p>	Additional paragraphs as recommended by Inspector through Action Point 17 of Hearing Session 12.
AAP/MM.37	p.47, supporting text	<p>Pool Meadow bus station is expected to continue playing a role in providing a hub for local and <u>regional</u> national bus services as well <u>as some possible</u> as coach services, however its role in the longer term will need to be reviewed <u>in partnership with TfWM</u> in the context of:</p>	Additional wording to aid clarity of supporting text.

AAP/MM.38	p.47, Policy CC11, Public Transport – supporting text	<p><u>Rapid Transit</u></p> <p><u>It is important to invest in infrastructure which provides faster and reliable journeys across the West Midlands Metropolitan area. This will provide better and more sustainable access to jobs, education, healthcare facilities and leisure for all residents and visitors.</u></p> <p><u>The vision is for a network of Rapid Transit routes to run on suitable lines as part of one single network and be fully integrated with national and regional rail services, local bus services, passenger information, promotion and ticketing.</u></p> <p><u>It will be important to plan positively for the preferred rapid transit routes which will serve the city centre and all routes should be guided by the appropriate standards from TfWM. This will help to ensure combination of highway and other measures to provide an attractive alternative to the private car and ensure sustainable development. Rapid transit vehicles may also be longer than conventional public transport vehicles and may therefore require additional kerb space, which should also be taken into account when developments come forward – in particular the interchange at the rail station.</u></p> <p><u>The road network within the core of the city also needs to consider the operation of these vehicles in terms of manoeuvring and the opportunity to offer cross-city connectivity.</u></p>	Additional sub-section added to supporting text to ensure consistency with Local Plan approach to rapid transit, support the Plans joint approach to modal shift and better reflect Strategic Transport Plan objectives.
AAP/MM.39	p.48, supporting text	<p>This will include the rationalisation of existing road signs and the <u>continued</u> introduction of <u>“intelligent”</u> reactive variable message signing on the main arterial routes and ring road <u>to guide visitors to the most appropriate parking spaces.</u></p>	Additional wording to aid clarity of supporting text.
AAP/MM.40	p.49, Policy CC11, Car Parking – supporting text	<p><u>Consideration should also be made to parking standards in new development in relation to the levels of public transport accessibility and walking and cycling provision as in the Strategic Transport Plan.</u></p> <p><u>The role of park and ride will also play a role in supporting Coventry city centre by increasing access to the metropolitan rail and rapid transit network.</u></p>	Additional paragraph to make explicit reference to car parking standards and strengthen references to Strategic Transport Plan.

AAP/MM.42	p.51 + 52, Policy CC11, para. b + c.	<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 <u>including connecting to the public transport network, interchanges and stops to deliver seamless integration together with provision of high quality cycle parking.</u></p> <p><u>City centre cycling and walking routes should be connected to the wider Metropolitan Strategic Cycle Network and be in partnership with TfWM.</u></p>	Addition of paragraph and additional wording to policy to satisfy Inspector Action Point 16 of Hearing Session 12.
AAP/MM.43	p.52, Policy CC11, part d.	Add additional bullet point to reflect - <u>The development of Rapid Transit.</u>	Additional wording to aid clarity of policy and better reflect Strategic Transport Plan objectives.
AAP/MM.44	p.52, Policy CC11, part e	Extend final bullet point as follows: <u>Changes should have regard to other relevant policies including the Coventry Connected SPD, and Coventry Car Parking Strategy and TfWM Strategic Transport Plan parking policy objectives, including any future metropolitan wide parking strategy. Parking needs and the role of the car will also be balanced with promoting the use of public transport, cycling and walking.</u>	Additional wording to add clarity to policy and better reflect Strategic Transport Plan objectives.
AAP/MM.45	p. 57, Policy CC12, para. C.	c. The provision of up to 20,500sq.m of A1-A5 retail <u>based</u> 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.	To ensure consistency of policy approach across both the Local Plan and AAP.
AAP/MM.47	p.64, Policy CC14, The Civic Area – supporting text	<u>This will need to give specific consideration to the Council's evolving HER in order to reflect the heritage and conservation value of the area.</u>	Additional wording to add clarity to the supporting text. <i>Also to satisfy Inspector Action Point 3 of Hearing Session 12.</i>

AAP/MM.48

p.79, Figure 16



Ensures map includes the most up to date designations.

AAP/MM.50


p.81, Table 5

~~Table 5: Retail Needs in Coventry City Centre (2014 – 2031)~~

	2014-2021	2021-2031	Total 2011-2031
Total Convenience Retail floor space	0	10,000	10,000
Total Other Retail floor space	21,811	46,323	68,134
Total retail floor space (all forms)	21,811	56,323	78,134
% in timeframe	28%	72%	100%

~~* An allowances for 9,600sq.m for the occupation of vacant floor space should be considered against the short term need. It is not deducted from the above table.~~
~~** An allowance for approximately 10,000sq.m of new retail floor space at City Centre South has been added into the short term projection.~~
 NB; all figures are for gross retail floor space but are not of any demolition/existing provision
 NB: Source: Coventry Shopping and Centres Study (2014)

Movement of table to be incorporated in Table 3 so as to satisfy Inspector Action Point 11 of Hearing Session 12.

AAP/MM.51	p.83, Policy CC18, para. b.	<p>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) <u>in accordance with Table 3 of this AAP.</u></p>	<p>Additional wording to provide a link back to Table 3, to satisfy Inspector Action Point 13 of Hearing Session 12.</p>
AAP/MM.52	p.87, Table 17a		<p>Ensures map includes the most up to date designations.</p>
AAP/MM.53	p.97, Policy CC24, para. b. + d.	<p>b. Land to the east of The Computer and Engineering Building on Gulson Road (1) will be allocated for the development of new building(s) to support this faculty or an alternative faculty. A large innovatively designed <u>High quality</u> building(s) will be supported on the site.</p> <p>d. Proposals to bring the Grade I listed Whitefriars Monastery (3) into appropriate and regular use will be strongly supported subject to that use not having a detrimental impact upon the architectural and historic interest of the building <u>and surrounding public realm.</u> <u>Proposals shall respect the design unity of this part of the University and Enterprise area.</u></p>	<p>Addition and alteration to wording to aid clarity of policy.</p>
AAP/MM.54	p.102, Policy CC25, para. c.	<p>Where practicable, green and blue infrastructure should form an integral part of all development proposals within these areas. <u>Green and blue infrastructure should form an integral part of all development proposals within these areas.</u> <u>This should include the consideration of deculverting where possible and viable</u></p>	<p>Additional wording to satisfy Inspector Action Point 8 of Hearing Session 12.</p>

AAP/MM.C	p.109, Indicators and Targets	For amendments to the indicators and targets for each policy of the AAP, please see Appendix 2: Monitoring Framework of the City Centre Area Action Plan, where modifications have been undertaken as necessary.	
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