



Coventry City Council

Coventry Local Plan Review

Green Belt Technical Update Study

July 2024



Coventry City Council

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1. Introduction

1.1 It is for local planning authorities (LPAs) to define and maintain green belt land in their local areas. The government expects LPAs to set out green belt boundaries in their local plans and LPAs can change the boundaries of green belt land in their area as part of the local plan review process. However, government guidance advises LPAs to only change green belt boundaries in “exceptional circumstances”.

1.2 The adopted 2017 Local Plan was informed by a sub-regional Green Belt study undertaken across the Coventry, Solihull and Warwickshire Local Planning Authorities. Given that the Local Plan subsequently removed 16% of Green Belt to accommodate identified growth needs, there is now limited Green Belt remaining within the Coventry administrative area. This report is therefore a technical update to the original evidence, using the same methodology for consistency to assess the remaining parcels in terms of whether any scorings need to be revised due to contextual changes which have occurred since the plan was adopted.

1.3 As explained above, this report provides a technical update to the scorings applied by the original Green Belt Review to the existing remaining designated Green Belt within the administrative boundary of Coventry as set out in the adopted policies map that sits alongside the adopted Coventry Local Plan. The original study divided the Green Belt into a series of ‘parcels’ and larger ‘broad areas’ and then assessed these against the five purposes of Green Belts, as set out in the National Planning Policy Framework (NPPF) to identify how strongly they met the various criteria. Its purpose was not to identify land for removal from or addition to the Green Belt but to be considered in the round with other evidence in terms of how growth should be sustainably accommodated.

2. Policy Context

National Policy Context

National Planning Policy Framework - 2023

2.1 The government's National Planning Policy Framework (NPPF) provides that "the fundamental aim" of the green belt "is to prevent urban sprawl by keeping land permanently open"¹. Specifically, it sets out that the green belt serves five purposes:

- I. to check the unrestricted sprawl of large built-up areas.
- II. to prevent neighbouring towns merging into one another.
- III. to assist in safeguarding the countryside from encroachment.
- IV. to preserve the setting and special character of historic towns.
- V. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

2.2 Paragraph 142 of the NPPF makes clear that *"the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence"*.

2.3 Paragraph 145 of the NPPF states that: *"Once established, there is no requirement for Green Belt boundaries to be reviewed or changed when plans are being prepared or updated. Authorities may choose to review and alter Green Belt boundaries where exceptional circumstances are fully evidenced and justified, in which case proposals for changes should be made only through the plan-making process. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period. Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans"*.

National Planning Practice Guidance (NPPG) – Green Belt 2019

2.4 In 2019 the Government published the NPPG relating to Green Belt which provides advice on the factors that can be taken into account when considering the potential impact of development on the openness of the Green Belt. These include (but are not limited to) the

¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

visual impact of the development on the green belt, whether the land could be returned to its original or an improved state of openness and the degree of activity, such as traffic, the development will generate.

Regional Context

2.5 The Green Belt within Coventry is part of the larger West Midlands Green Belt designation which has been in existence for many decades. Although local authorities in the West Midlands first put forward proposals for a West Midlands Metropolitan Green Belt in 1955, it was not formally approved by the Secretary of State until 1975. Today the Green Belt covers 264,510 hectares representing 20.3%² of the total land area surrounding the Black Country, Coventry, Birmingham and Solihull.

2.6 The West Midlands Green Belt has prevented the sprawl of Birmingham, Wolverhampton and Coventry, merging of surrounding towns and encroachment into the surrounding countryside. It has also helped to preserve the setting and special character the main urban areas, as well as smaller settlements. At a strategic level, the Green Belt, tightly drawn around settlements, has helped to encourage regeneration by directing development to brownfield sites within the major urban areas. However, some pockets at the urban fringe have been compromised and degraded by infrastructure projects such as roads and power lines, and other urban development.

Local Policy Context

Coventry Local Plan (adopted 2017)

2.7 The Local Plan³ was adopted by the Council in December 2017 and contains two specific policies relating to Green Belt. Firstly, policy GB1 – Green Belt redefines the city's Green Belt boundaries and, in reflection of national policy, clarifies that inappropriate development will not be permitted within the Green Belt areas without Very Special Circumstances being demonstrated.

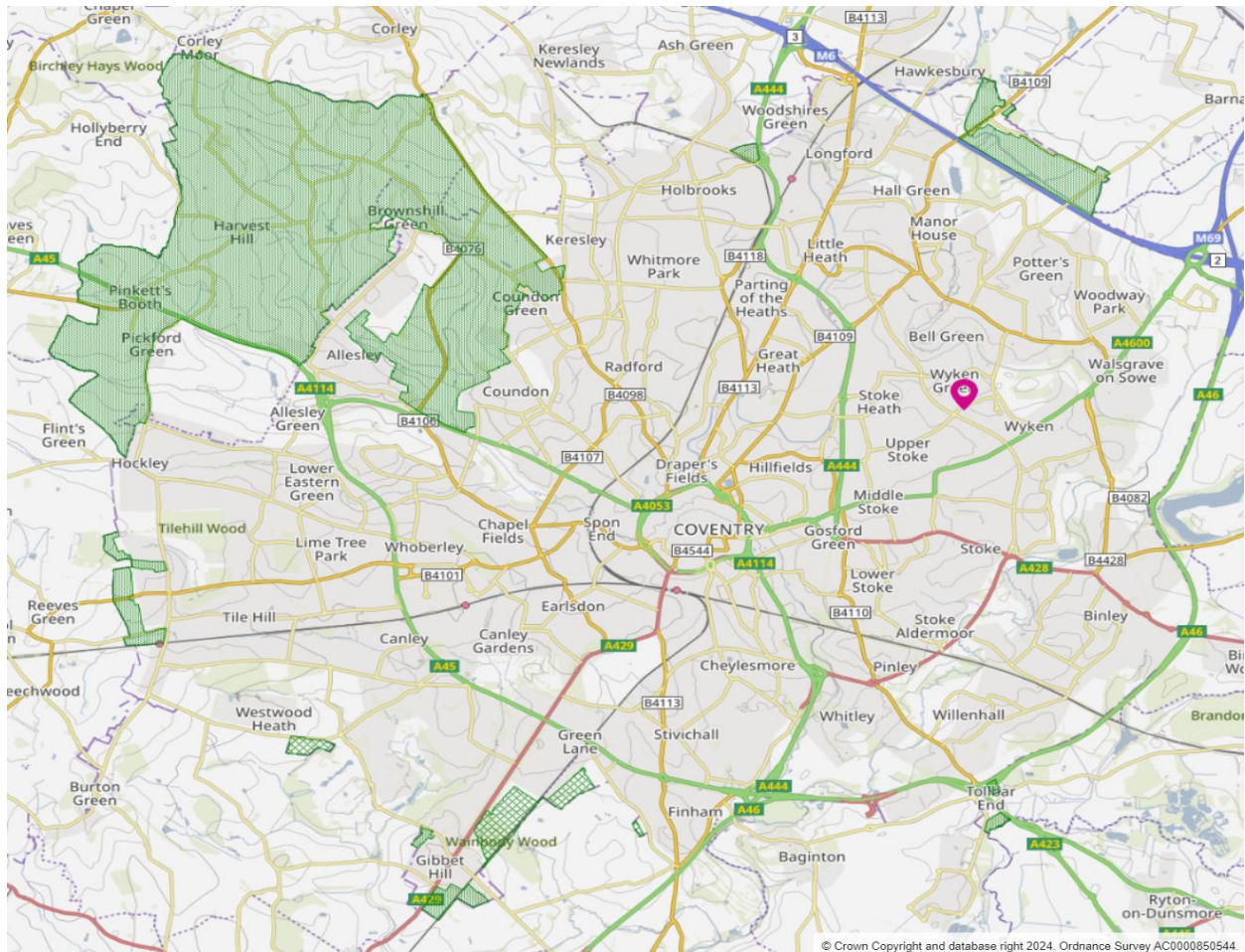
2.8 The adopted Local Plan removed areas of Green Belt primarily around Eastern Green and Keresley to help address growth needs for housing and employment. The extent of the remaining Green Belt designated land in Coventry is shown in figure 2.



² <https://www.gov.uk/government/statistics/local-authority-green-belt-statistics-for-england-2022-to-2023/local-authority-green-belt-england-2022-23-statistical-release>

³ <https://www.coventry.gov.uk/planning-policy/coventry-local-plan-2011-2031>

2.9 Secondly, policy GB2 – Safeguarded Land in the Green Belt safeguards a number of relatively small land parcels on the city’s southern boundary that were retained within the Green Belt but are required to be reconsidered as part of the Local Plan Review, specifically with regard to any development proposals that may be brought forward in Warwick District that would render these plots ‘Green Belt islands’. Safeguarded land in the Green Belt is defined through the NPPF and associated practice guidance⁴.

Figure 2: Coventry Green Belt



-  Green_Belt
-  Safeguarded_GB

⁴ <https://www.gov.uk/guidance/national-planning-policy-framework/13-protecting-green-belt-land>

3. Methodology

3.1 The adopted Local Plan is being reviewed to ensure that its policies remain up to date. As set out in Chapter 2, through the process of preparing the original plan, the Green Belt was reviewed and as a result of that process alongside consideration of other evidence, some of the Green Belt was released to enable development needs to be accommodated. Proposed changes to Green Belt designation need to be based upon an assessment of identified land areas against criteria which balance the continuing purposes of the Green Belt and the need for land to meet these development needs. Therefore, these criteria need to enable evaluation as to how well an area of land meets the purposes of Green Belt as set out in the NPPF, and whether they can be developed in a sustainable manner if released.

Context

3.2 The Coventry Green Belt was assessed as part of the Joint Green Belt Study (2015) which was undertaken by LUC on behalf of six West Midlands councils (Coventry City Council, North Warwickshire Borough Council, Nuneaton and Bedworth Borough Council, Rugby Borough Council, Stratford-on-Avon District Council and Warwick District Council). The study provided an assessment of the Green Belt against the five national purposes⁵. The method provides a local interpretation of the national purposes of Green Belt which are more relevant to the context of the six local authorities. The study divided the Green Belt around the large built-up areas and main rural villages into parcels, with the remaining, larger areas of Green Belt defined as 'broad areas.'

3.3 For the purposes of this Technical Update report, all the designated Coventry Green Belt has been re-appraised using the same parcels and broad locations and applying the same methodology as the Joint Green Belt Study (2015) (see paragraph 3.19-3.24 of that study)⁶.

There are three principal reasons for this approach:

- I. The five national purposes as set out in the NPPF have remained the same;
- II. The Joint Green Belt Study methodology stood up to independent scrutiny through the Local Plan Examination process and remains a sound and robust basis to assess existing Green Belt parcels in the Coventry context at the current time; and
- III. There is a limited amount of Green Belt within Coventry's administrative area, and the Council is undertaking a Local Plan Review, not a new Local Plan. It is important that evidence is proportionate.

⁵ <https://www.gov.uk/guidance/national-planning-policy-framework/13-protecting-green-belt-land>

⁶ <https://www.coventry.gov.uk/downloads/file/19133/final-report-2015>

3.4 For ease of reference, the Green Belt review criteria from Table 3.2 of the Joint Green Belt Study has been provided below in Table 1. For each parcel assessment and subsequent scoring (please refer to Appendix 2), a desktop assessment has been applied using Google Maps supplemented by site visits undertaken during Spring 2024. This has enabled a robust approach to using the most up-to-date desk-based evidence and local knowledge to facilitate the scoring of the identified parcels within the city.

3.5 The criteria used for this technical update considered the need to relate to the Green Belt purposes established in the NPPF. In this way, the extent of the contribution which a given area of Green Belt land makes to those purposes can be assessed.

3.6 The Green Belt technical update essentially seeks to assess whether there are some areas of designated Green Belt which no longer fulfil the purposes of Green Belt as expressed in the NPPF. Given that the general extent and the detailed boundaries of Coventry's Green Belt were established in 2017, it is important that the review demonstrates clear and definitive contextual changes during the past seven years from adoption and that scoring reflects any such changes (or indeed reflects where no changes have occurred). The definition of defensible long term Green Belt boundaries is critical and these boundaries need to be determined by long distance views relating to features such as ridge lines, tree belts, woodland, field boundaries and sometimes roads.

Table 1. Extract of the Green Belt review criteria from the Joint Green Belt Study (Table 3.2)

NPPF Green Belt Purposes	Criteria	Score /Value	Assessment method notes
<p>1 To check the unrestricted sprawl of large built-up areas.</p>	<p>a Does the parcel play a role in preventing ribbon development and/or has the Green Belt within the parcel already been compromised by ribbon development?</p>	<p>If strong role (parcel inhibiting development along two or more sides of a road corridor), 2 If some role (parcel inhibiting development along one side of a road corridor), 1 If no role (parcel not inhibiting development along a road corridor), 0</p>	<p>Ribbon development is linear development along any route ways where direct access from a development to the road would be possible. Sprawl is the spread of urban areas into the neighbouring countryside, i.e. the outward expansion of settlements into the neighbouring countryside.</p>
	<p>b Is the parcel free from development? Does the parcel have a sense of openness?</p>	<p>If land parcel contains no development and has a strong sense of openness, 2 If land parcel contains limited development and has a relatively strong sense of openness, 1 If land parcel already contains development compromising the sense of openness, 0</p>	<p>Development means any built structure.</p>
<p>2 To prevent neighbouring towns merging into one another.</p>	<p>a Is the parcel located within an existing settlement? If no, what is the width of the gap between the settlements at the point that the parcel is intersected?</p>	<p>If the parcel is within an existing settlement or more than 5 km away from a neighbouring settlement, 0 If <1 km away from a neighbouring settlement, 4 If between 1 km and 5 km away from a neighbouring settlement, 2</p>	<p>Merging is the joining or blurring of boundaries between two settlements. A straight line is measured at the narrowest point between settlements. The line must pass through the parcel being assessed.</p>
<p>3 To assist in safeguarding the countryside from encroachment.</p>	<p>a Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside? Has the parcel already been affected by encroachment of urbanised built development?</p>	<p>If land parcel contains the characteristics of countryside, has no urbanising development, and is open, 2 If land parcel contains the characteristics of countryside, has limited urbanising development, and is relatively open, 1 If land parcel does not contain the characteristics and/or is not connected to land with the characteristics of countryside, or contains urbanising development that compromises openness, 0</p>	<p>Encroachment from urbanising influences is the intrusion / gradual advance of buildings and urbanised land beyond an acceptable or established limit. Urbanising influences include features such as roads lined with street lighting and pavements, large areas of hardstanding, floodlit sports fields, etc. Urbanising built development does not include development which is in keeping with the countryside, e.g. agricultural or forestry related development, isolated dwellings, historic schools and churches. Countryside is land/scenery which is rural in character, i.e. a relatively open natural, semi-natural or farmed landscape.</p>
	<p>b Are there existing natural or man-made features / boundaries that would prevent encroachment of the countryside within or</p>	<p>If no significant boundary, 2 If less significant boundary, 1</p>	<p>Readily recognisable and permanent features are used to define the borders of Green Belt parcels. The presence of features which contain development and prevent encroachment can, in certain locations, diminish the role of a Green Belt</p>

NPPF Green Belt Purposes	Criteria	Score /Value	Assessment method notes
	beyond the parcel in the long term? (These could be outside the parcel).	If significant boundary, 0	<p>parcel in performing this purpose. The significance of a boundary in safeguarding the countryside from encroachment is judged based on its relative proximity to the existing urban edge of a settlement and its nature.</p> <p>Boundaries are assumed to play a stronger role (and the Green Belt parcel, therefore, a weaker role) in inhibiting encroachment of the countryside when they are located relatively close to the existing urban edge of a settlement because if the Green Belt parcel were released they would represent a barrier to further encroachment of the wider countryside.</p> <p>Where boundaries border the existing urban edge of a settlement, any further expansion of the settlement would breach that boundary and it would play no further role in preventing encroachment of the wider countryside. In these cases, the Green Belt parcel is judged to play a stronger role in preventing encroachment.</p> <p>Boundaries that are more permanent in nature or more difficult to cross are assumed to play a stronger role in inhibiting encroachment of the countryside. Examples include railway lines, rivers, and motorways/dual carriageways. Examples of boundary types that are assumed to play a weaker role include streams, canals, and topographic features, such as ridges.¹¹</p> <p>Footpaths and minor roads play an even weaker role.</p>
4	<p>To preserve the setting and special character of historic towns.</p> <p>a</p> <p>Is the parcel partially or wholly within or adjacent to a Conservation Area within an historic town?</p> <p>Does the parcel have good intervisibility with the historic core¹² of an historic town?</p>	<p>If parcel is partially or wholly within or adjacent to a Conservation Area within an historic town and has good intervisibility with the historic core of the town, 4</p> <p>If parcel is partially or wholly within or adjacent to a Conservation Area within an historic town or has good intervisibility with the historic core of the town, 2</p> <p>If parcel has none of these features, 0</p>	<p>The following historic towns are considered in the assessment:</p> <ul style="list-style-type: none"> • Coventry • Rugby • Bedworth • Nuneaton • Warwick • Hinckley • Kenilworth • Royal Leamington Spa <p>Site visits and topographic mapping are used to inform judgements as to whether land parcels have good intervisibility with the historic core of an historic town.</p>
5	To assist in urban regeneration by encouraging	a	<p>The Local Authorities involved in this review are covered by the Coventry and Warwickshire Housing Market Area (HMA)¹³. Defining the area as an HMA reflects the key functional linkages that operate between where people live and work and the household demand and preferences that define the area. As the whole Housing Market Area functions as one unit, this makes it</p>

NPPF Green Belt Purposes	Criteria	Score /Value	Assessment method notes
the recycling of derelict and other urban land.			difficult to accurately assess whether one individual parcel considered in isolation makes a more significant contribution than another to incentivising development on previously developed land. What can be said is that all parcels make an equally significant contribution to this purpose and are each given a score of 4.

4. Land Parcel Identification Areas

4.1 The criteria identified above have been applied by identifying two distinct extant Green Belt designations:

- I. the existing areas of Green Belt around the city; and
- II. the safeguarded areas (Land removed from the Green Belt through the 2017 Adopted Local Plan and which is subject to review as required by Policy GB2) to the south of the city.

A. Existing Designated Green Belt Areas

Area 1: Northwest Coventry (Allesley, Eastern Green, Keresley and Coundon wedge)

(see figure 3)

4.2 To the northwest of the built-up area of Coventry, the sustainable urban extensions of Keresley and Eastern Green together with the Coundon wedge lies the remaining large area of Allesley Parish defined by the A45 to the south, Tamworth Road to the north, Browns Lane / Long Lane to the east and the city / Solihull boundary to the west. This is an area of intensively farmed undulating land comprising many narrow country lanes and small fields with strong hedgerows and field trees. There are also several ancient woods in this area – Pinkett’s Wood, Elkin Wood, Belcher’s Wood, Daddley’s Wood and Lord’s Wood. As such, the area gives the appearance of a complex and highly attractive lattice of fields, lanes and woods, an area of classic Ancient Arden Landscape which has been carefully managed to retain that character.

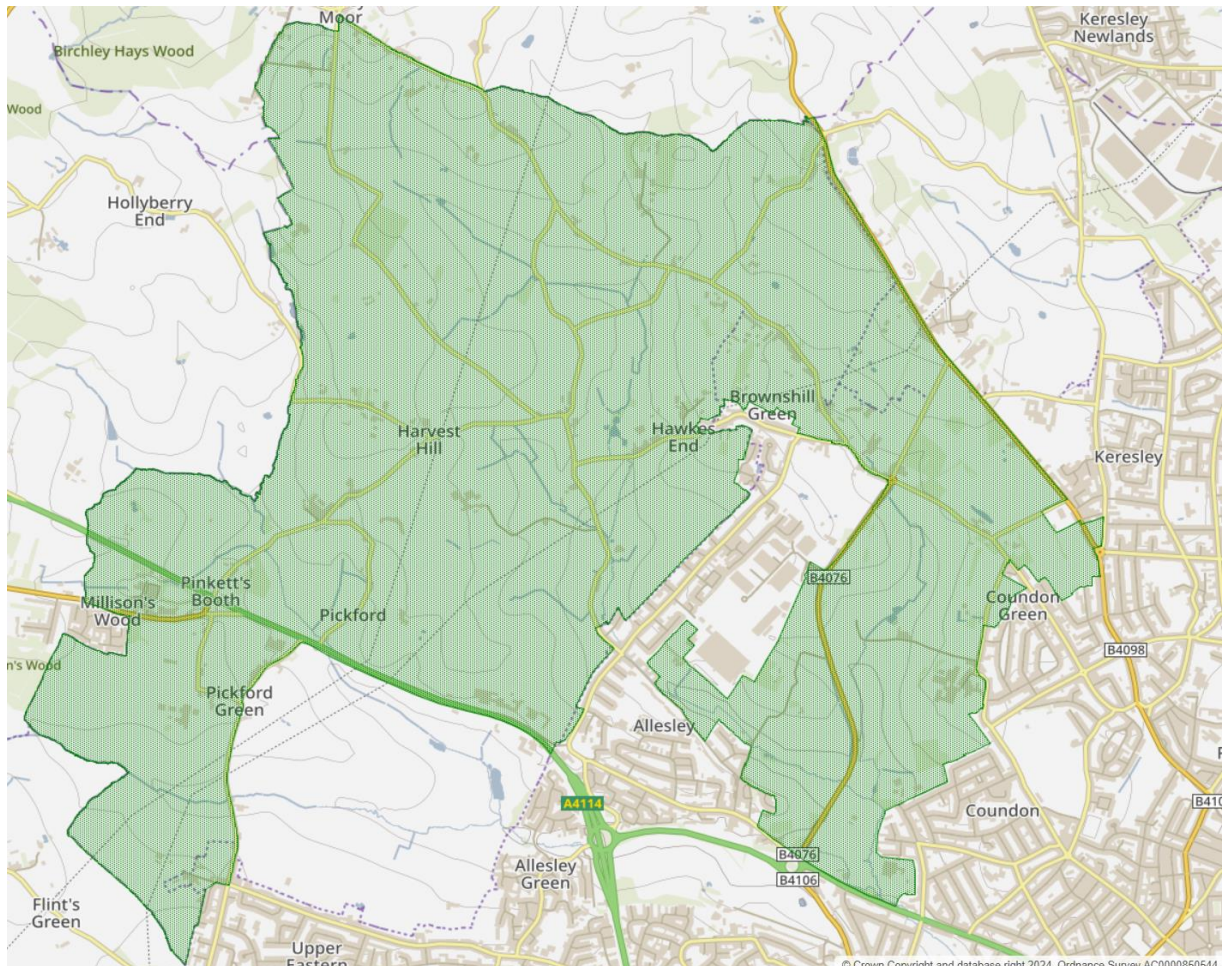
4.3 Given the central location within the Meriden Gap of the area any prospective development on the western extremity of the built-up area would be extremely sensitive. Views across the area are extensive, making any new development highly visible. These views are particularly evident looking west and north from the elevated area of Windmill Hill in the vicinity of the hotel, and north, west and south from Long Lane and Brownhill Green Lane. Views to the east towards the city across this area exist from sections of the A45, Oak Lane and other lanes across the area further west. Development in this area would therefore have the effect of substantially reducing its open character leading to the appearance of urban sprawl and very significant encroachment of the open countryside in this strategically important area of Green Belt between Coventry and Birmingham.

Allesley/Eastern Green:

4.4 For completeness, the area assessed includes the Green Belt land to the west of Pickford Green Lane south of the A45 up to the boundary with Solihull. The area assessed also includes

the Green Belt land to the west of Pickford Green Lane south of the A45 up to the boundary with Solihull. This area is rolling farmland with some farms and other residential buildings at Pickford Grange, plus the various industrial and office buildings between the A45 and Meriden Road.

Figure 3: North West Coventry



4.5 The strategic views of the land between Eastern Green and the A45 are looking south / south-east / south-west from the A45, and also looking east from the open countryside around Millison's Wood area. A substantial part of the plateau north of Eastern Green is effectively hidden from these views by the landform and the Meriden Gap is clearly visible from these areas looking west, north-west.

4.6 In looking at the area to the west of Pickford Green Lane it is apparent that any prospective development here would be isolated from the city's built-up area and would represent a significant visual intrusion into the sensitive Meriden Gap. As such, it would not meet the Green Belt criteria relating to urban sprawl, reducing important gaps between urban areas and

encroachment of the countryside. This area contains no views of the City Centre or other nearby historic towns.

Keresley:

4.7 In relation to Keresley, the principal roads through this area are Tamworth Road and Bennett's Road. Tamworth Road is a straight road to the city's boundary with a semi-rural character having parkland and school grounds at its southerly end and 1920/30s large houses further north and predominating on the western side of the road. Bennett's Road is a more meandering road with housing on both sides for part of its length, and an open area of farmland each side of Hall Brook where it passes beneath the road. The area east of Bennett's Road is now visually dominated by the large buildings of the Pro Logis Park employment area on the site of the former Keresley Colliery and Homefire Plant, and residential development nearby including the phases of new housing associated with the sustainable urban extension.

4.8 The visual character of the area is complex. The Hall Brook which flows in a south-easterly direction passes midway through the sustainable urban extension through a distinct valley of former and extant farmland dominated by small fields, banks and hedges, and field trees. The ancient woodlands, Pikehorne Wood and Bunson's Wood, are dominant features at the northern end of the valley. The area between Tamworth Road and Bennett's Road, with Sandpits Lane to the south and Thompson's Lane / Fivefield Road to the north, has the general appearance of attractive open countryside with views stretching from the high land around Bunson's Wood across to the city centre. The area to the east of Bennett's Road is far less coherent and is dominated by surrounding development on three sides. Between Bennett's Road and Watery Lane the area is farmland, while to the north-east of Watery Lane is horse grazing land and President Kennedy School. To the south of Sandpits Lane lies Cardinal Newman School which is washed over by Green Belt.

4.9 The housing development currently taking place does integrate with the existing road pattern and facilities. A green link from the built-up area to the open countryside following the public footpath along Hall Brook forms part of the development including ancient trees and hedgerows.

Coundon wedge:

4.10 The defined boundaries of Coundon Wedge have remained very much intact over the years and, apart from the construction of Coundon Wedge Drive in the late 1980s, the main boundary issues have been, and continue to be:

- a) the area of land to the north of the car factory reserved specifically since 1975 for the expansion needs of Jaguar / Ford Cars; and
- b) the occasional extension / partial redevelopment of Coundon Court School.

4.11 The main issue relating to any change to Green Belt designation in this parcel concerns the potential visual impact in harming the open character of the Green Belt or the linear cohesion of the green wedge. The area of land in question occupies an elevated position with part of the land facing north / north-east directly towards Brownhill Green, while a smaller part looks south towards the factory and houses along Browns Lane. This southern section of the site is not particularly visible from the north and the east – that is, from Long Lane, Brownhill Green and Coundon Wedge Drive, although it is obviously visible from Browns Lane near the ridge line. Any prospective development in this area would have a detrimental impact upon the wedge and open countryside.

Area 2: North Coventry (Rowley’s Green) (see figure 4)

4.12 A small corner of land on the north of the A444 roundabout opposite the Coventry Building Society stadium that lies within the city boundary and is designated Green Belt. It forms part of a much larger area of Green Belt land extending northwards into Warwickshire (Nuneaton & Bedworth Borough area) towards Ash Green and the M6. The Coventry land is used for a social club and pony grazing predominantly.

Figure 4: North Coventry (Rowley’s Green)



Area 3: North-East Coventry (Hawkesbury and Lenton's Lane) (see figure 5)

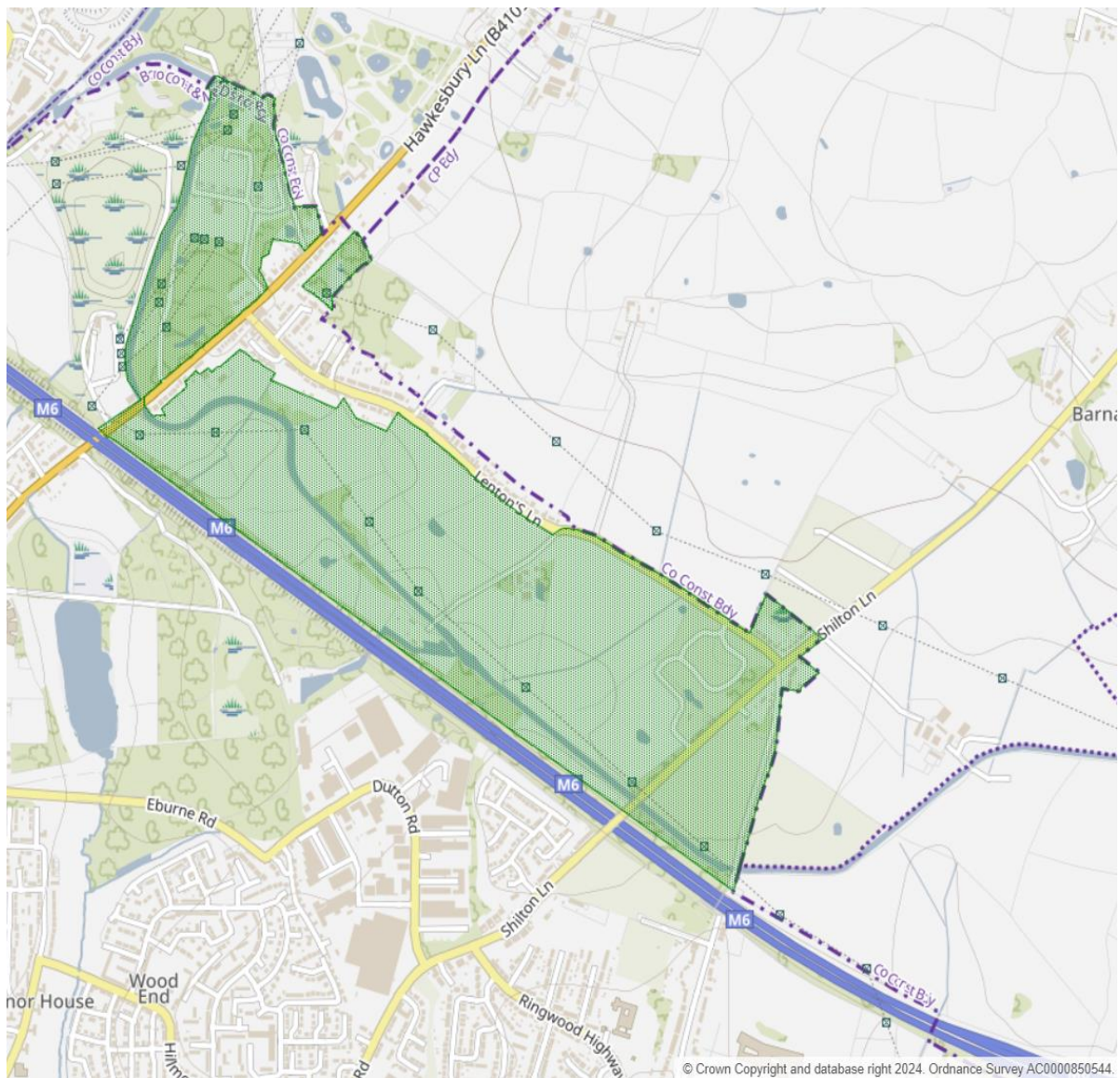
4.13 The land parcel to the north (Hawkesbury) lies adjacent to that at Lenton's Lane, covering the land within the city boundary west of Hawkesbury Lane north of the M6 and with the Oxford and Coventry Canals and housing on Blackhorse Road to the west. Within the area lies Sutton Stop where the canals meet, a section of the Oxford Canal, major electricity sub-station, farmland and the very high spoil mound created with the demolition materials from the former Coventry Power Station. High voltage overhead power lines pass across the area to the north of the Oxford Canal and also south-westward across part of the farmland. To the north lies the open countryside of Warwickshire within the Green Belt.

4.14 It is currently designated because of its relationship to the green wedge south of the M6 and the open countryside north of the canal.

4.15 The land parcel to the south (Lenton's Lane) lies immediately to the north of the M6 and south of Lenton's Lane, stretching from Hawkesbury Lane at Alderman's Green in the west to Woodway Lane in the east. The Oxford Canal passes through the area just north of the M6 and there are high voltage overhead power cables running alongside the canal. At the south-eastern end is the triangular area of Sowe Common. To the north of Lenton's Lane and east is open countryside within Warwickshire which is also Green Belt. The Wyken Pool LNR lies to the south of the area beyond the M6.

4.16 Effectively, the western part of the area forms the connection between the Sowe Valley Green Wedge to the south of the M6 and the open countryside to the north and east of Lenton's Green Lane as illustrated on the Coventry Green Space Strategy. This corridor link, combined with the designation of common and cemetery to the east, and the remote nature of the area, make this an important part of a wider north/south cross-boundary parcel.

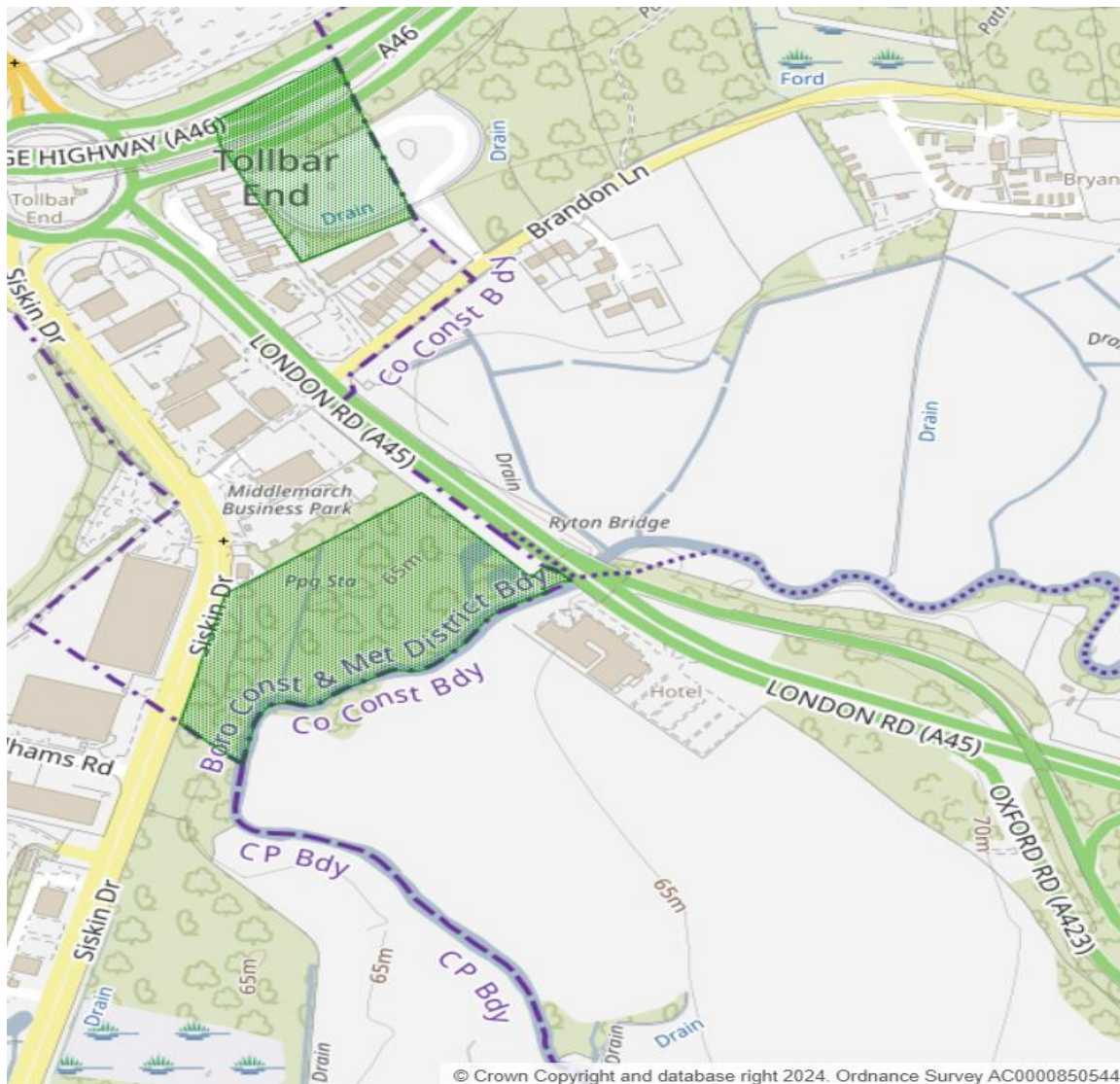
Figure 5: North-east Coventry



Area 4: South-East Coventry (Toll Bar) (see figure 6)

4.17 There are two small areas of Green Belt land in Coventry near the junction of the A45 and A46 at Toll Bar Junction. The parcel to the north is at the rear of houses facing the A45 on its north carriageway. It is planted with trees and forms part of the Warwickshire Green Belt to the east of Coventry of which just this remnant lies within the city boundary. The parcel to the south is to the south-east of Siskin Drive and south of the A45.

Figure 6: South-east Coventry



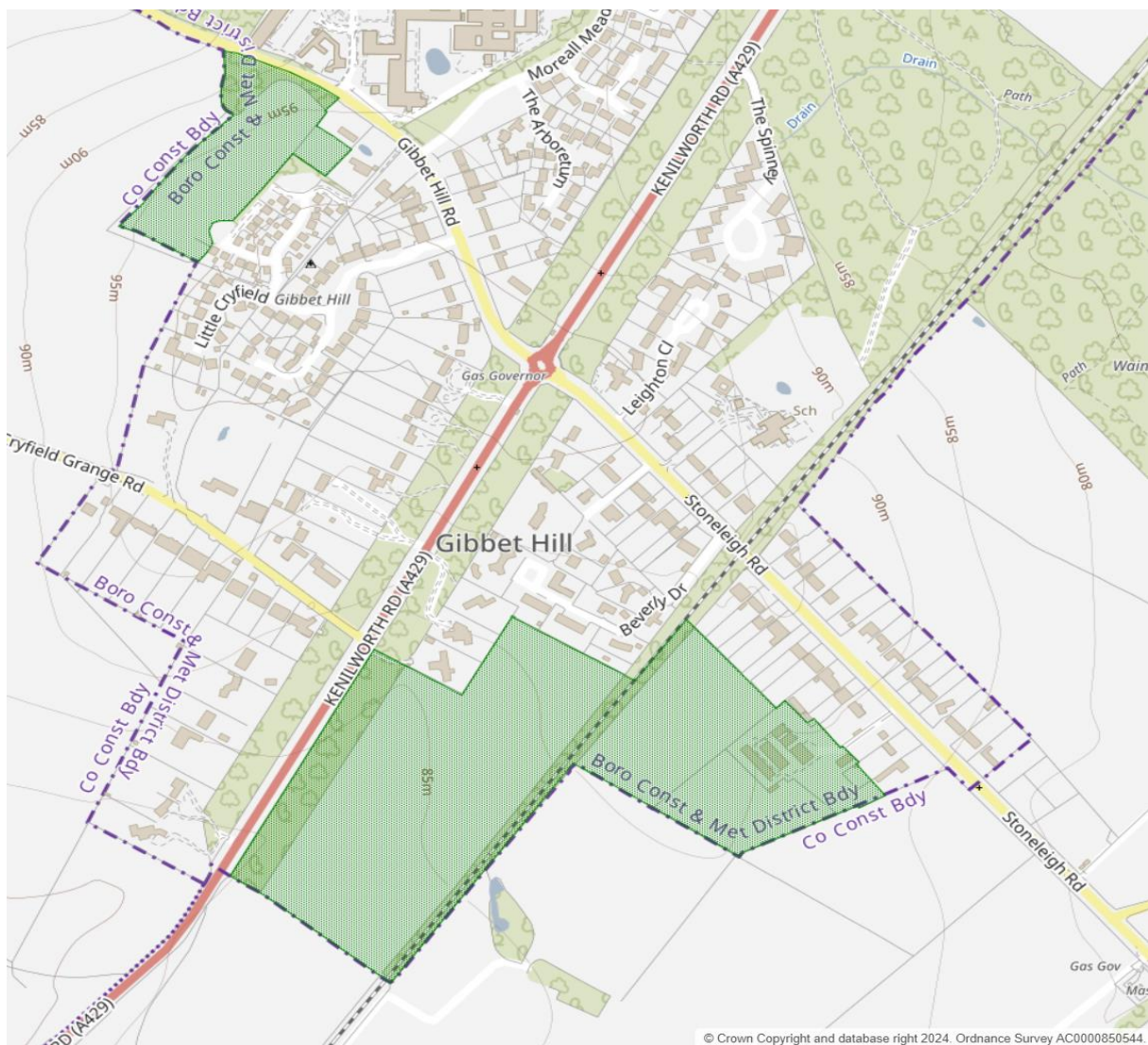
Area 5: South Coventry (Gibbet Hill) (see figure 7)

4.18 In the vicinity of Gibbet Hill there are essentially three parcels of Green Belt within Coventry which link with the wider Green Belt to the south in Warwickshire. These comprise of:

- i) west / north-west of the Little Cryfield development;
- ii) east of Kenilworth Road and south of the existing housing at Beverly Drive, Gibbet Hill, and bounded by the Coventry-Kenilworth railway line to the east; and
- iii) south of the existing housing on Stoneleigh Road and bounded by the railway line to the west and the Coventry boundary with Warwickshire to the south.

4.19 The parcel furthest north comprises two fields at the rear of housing at Gibbet Hill and lies on the eastern side of the slope of the Canley Brook valley as it rises from the University of Warwick playing fields which lie within the wider Warwickshire Green Belt. The lower (more westerly) of the two fields is clearly sloping ground which is visible from the wider area to the west and any potential development would represent a visual intrusion into the wider Green Belt. However, the other (more easterly) field lies at the top of the valley at the start of the slope and is more contained by the housing which now exists on 3 sides.

Figure 7: South Coventry (Gibbet Hill)



4.20 The parcel to the south is a large field at the northern edge of the Warwickshire Green Belt as it crosses the boundary into Coventry. The land rises from the Canley Brook valley between Kenilworth and Coventry with clear views from Kenilworth across the entire stretch

of the landscape. Any change to its Green Belt designation would be a clear intrusion into the open countryside separating Coventry and Kenilworth.

4.21 The parcel furthest east comprises an open field and an egg farm with associated warehouse buildings. It has similar characteristics to the adjacent parcel and any potential release from its Green Belt designation would also represent a clear encroachment into a sensitive open countryside gap between Coventry and Kenilworth in a manner which would amount to urban sprawl.

Area 6: West Coventry (Tile Hill) (see figure 8)

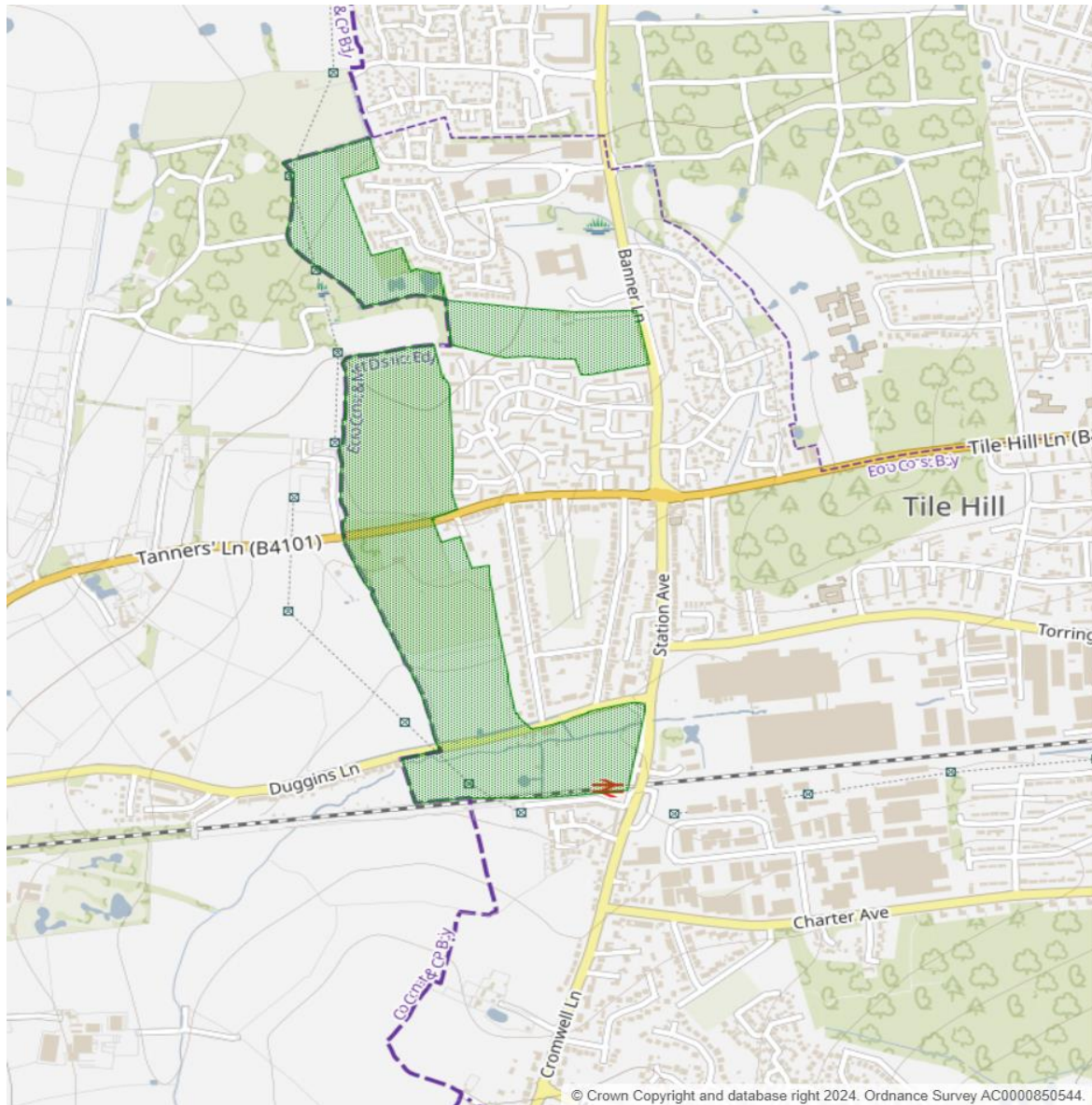
4.22 On the western periphery of Coventry there are a series of sub-areas stretching from Banner Lane area in the north to Duggins Lane in the south. Essentially, there are three distinct parcels comprising of:

- (i) west of Banner Lane housing / employment area and Conway Farm;
- (ii) west of Tanyard Farm housing estate; and
- (iii) west of Nailcote Avenue.

4.23 Parcel (i) furthest north is an area of open remnant ancient fields adjacent to Rough Close Wood which has been designated a Local Wildlife Site (Banner Lane Meadows). It is also visually open and provides an important link through to the Tile Hill Local Green Space designation. Visually, this area has clear and planned boundaries to the Green Belt while at the same time performing an important biodiversity function.

4.24 Parcel (ii) is an area of public playing fields called Floyds Fields. It is a flat open area and is shown as forming part of the Green Space Corridor referred to above. A strong hedge boundary exists to the east adjacent to Tanyard Farm estate while to the west the land slopes to the open countryside in Solihull. Visually, this area is clearly set within the Green Belt with defined boundaries along the existing built-up area.

Figure 8: West Coventry (Tile Hill)



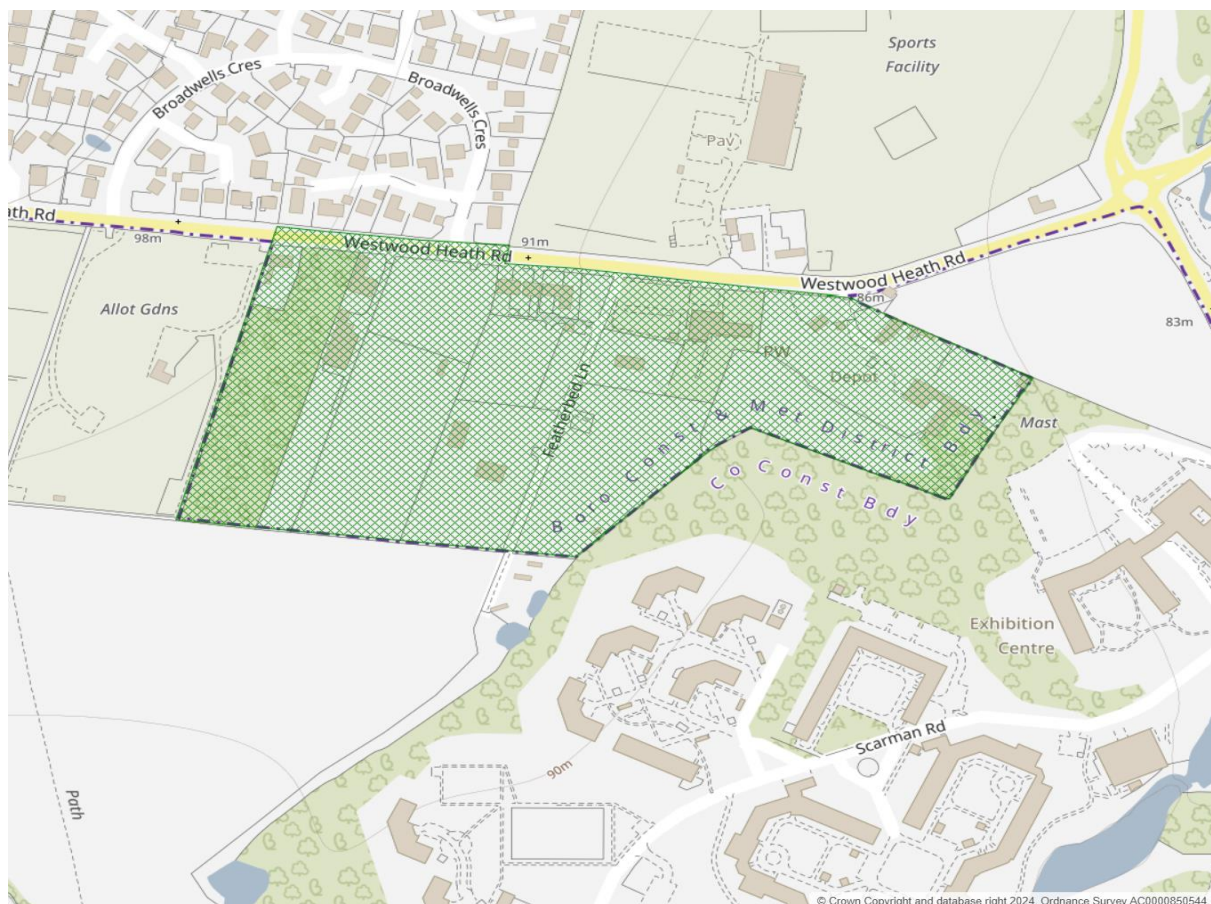
4.25 Parcel (iii) comprises open private playing fields at the north with access from Tanners Lane and an unused field to the south with access from Duggins Lane. The land is relatively flat with strong field boundaries to the north and south and to the rear of the houses on Nailcote Avenue. The area relates naturally in visual terms with the area of open countryside to the west which is within Solihull. There is a strong boundary to the Green Belt at the rear of the houses along Nailcote Avenue. Any proposed development of these two fields would represent an incongruous extension into the open countryside which forms part of the Meriden Gap.

B. Safeguarded Areas

Area 1: Land south of Westwood Heath Road (see figure 9)

4.26 This relatively small area of safeguarded land is dissected by Featherbed Lane and was a remnant of the much larger area of formerly known as the Westwood Heath Green Wedge (now Local Green Space). The parcel is to some extent, landlocked as the administrative boundary of Coventry demarcates the extent of this area on all sides except for the northern area fronting Westwood Heath Road.

Figure 9



Area 2: Land south of Bishop Ullathorne School (see figure 10)

4.27 This parcel is located to the north-west of the Coventry-Kenilworth railway line comprises playing fields for Bishop Ullathorne RC School, Wainbody Wood (which is an ancient wood and a designated Local Wildlife Site).

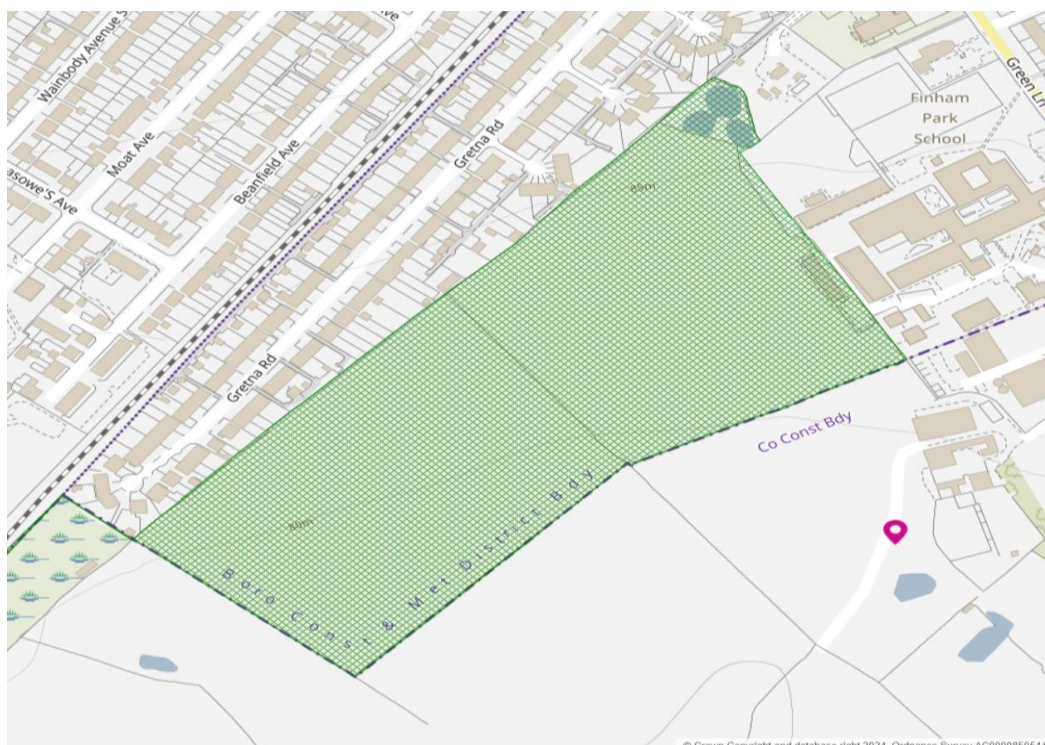
Figure 10: Land to the south of Bishop Ullathorne school



Area 3: Playing Field south of Finham Park School (see figure 11)

4.28 This parcel is located south west of the school and forms part of the school playing fields. The administrative boundary of Coventry defines the parcel's southern part of the area and private residential gardens east of Gretna Road.

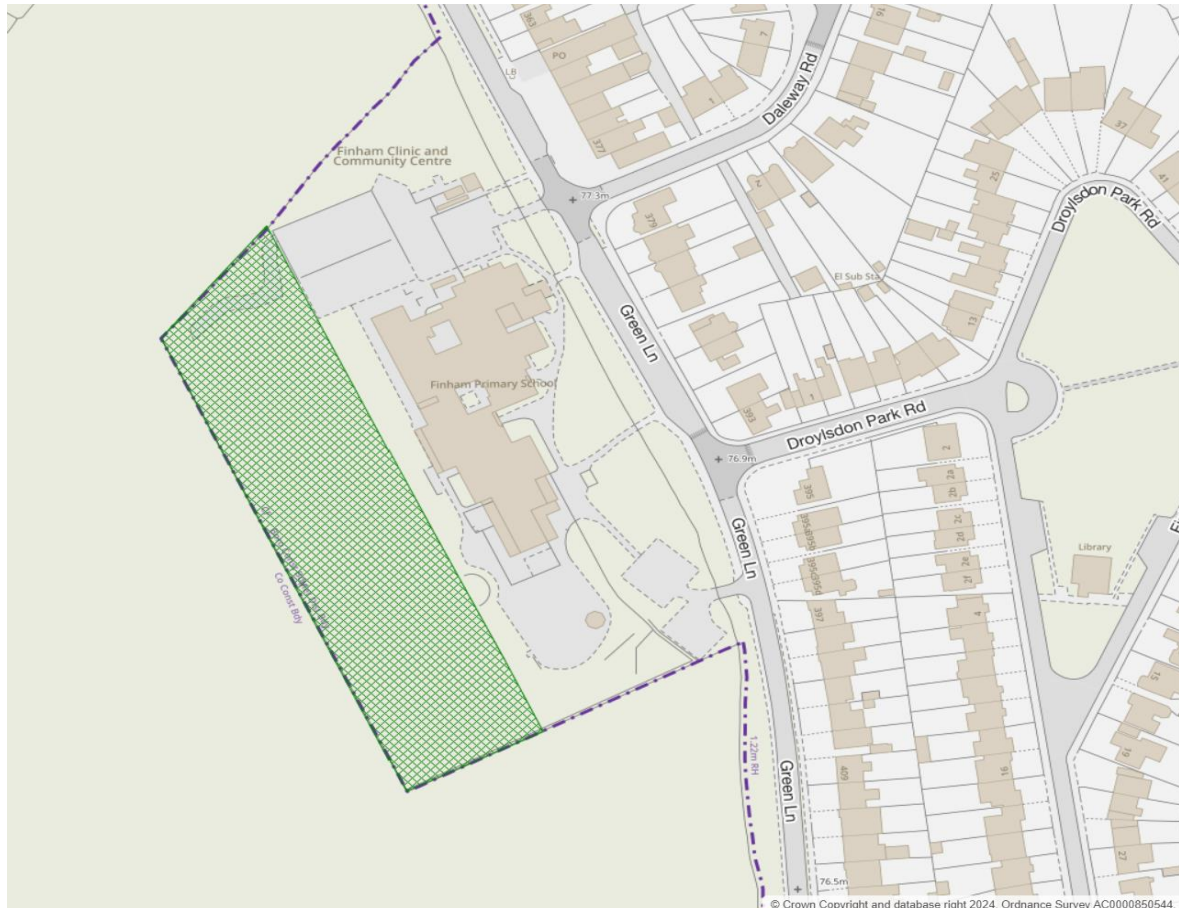
Figure 11: Playing Field south of Finham Park School



Area 4: Land west of Finham Primary School (see figure 12)

4.29 This relatively small parcel is located directly west of the school and forms part of the school playing fields. The administrative boundary of Coventry wraps around the area on all sides of the parcel except on the eastern side.

Figure 12: Land west of Finham Park Primary School



5. Findings and Scoring

5.1 Each parcel was given a score based on the methodology set out in section three informed by a judgment supplemented by site visits, desk based evidence and local knowledge. Scoring criteria was provided for each parcel area based on the following:

- A **higher performing** Green Belt parcel;
- A **mid performing** Green Belt parcel; and
- A **low performing** Green Belt parcel.

5.2 The assessment then sets out all the potential scores that can be assigned to each criterion along with notes on how the judgements associated with each criterion were made. The information in section four (4) helped ensure consistency was achieved throughout the assessment of the land parcels, providing a level of transparency, enabling the assessment to be clearly understood.

5.3 A total of 16 parcels were identified comprising the following:

- 12 parcels identified as existing designated Green Belt; and
- 4 parcels identified as safeguarded land in the Green Belt.

The scoring matrix assessment sheets for all 16 parcels are available in Appendix 2 and contain the detailed judgements behind each score for each criterion against each Green Belt purpose.

5.4 While the aggregation of scores across all the purposes is a practical way of understanding the overall and relative contribution of the Green Belt across the study area, the NPPF does not require all the purposes of Green Belt to be met simultaneously. Therefore, the maps illustrating parcels' relative contribution to each Green Belt purpose to illustrate the considerable contribution that certain parcels are making to individual Green Belt purposes, contributions which can be lost when scores against all five purposes are aggregated⁷.

Summary of the findings

A. Existing Green Belt Areas:

5.5 Area 1 represents a largely open and undeveloped countryside area between the large built-up area of the city and outlying rural settlements within the study area. As the largest area of Green Belt (as opposed to the edges) within the city by extent, it is considered to

⁷ All parcels score 4 for purpose 5: please refer to appendix 2 for a detailed explanation.

make a significant contribution to Green Belt purposes. It was considered to make more of a contribution to the other purposes of Green Belt, namely:

- Checks the sprawl of Coventry to the north west and west towards Solihull and the outlying villages of Meriden, Corley and Corley Moor.
- Prevents the merging of Coventry and Solihull villages mentioned above.
- Safeguards the countryside, including a number of ancient woodlands.
- Preserves the setting and special character of historic towns.
- Assisting urban regeneration by encouraging the recycling of derelict and other urban land across the city.

5.6 Areas 2, 3, 4, 5 and 6 all contribute to the gaps between the large built-up area of Coventry and/or the small satellite settlements that surround the city and generally perform well against the Green Belt purposes. Parcels that contain significant boundaries that could help to limit sprawl, encroachment of the countryside between settlements and in the long-term merging between settlements include, area 3 (Hawkesbury and Lenton's Lane) and area 5 (Gibbet Hill) which demonstrate particular good examples in this regard.

B. Safeguarded Areas in the Green Belt:

5.7 The NPPF sets the approach to defining the Green Belt boundaries and in particular, safeguarded land in the Green Belt (para 148). Its purpose is to help ensure that the Green Belt endures well beyond the Plan period and that defensible boundaries are maintained.

5.8 The safeguarded land currently fulfils Green Belt functions, but it may not in the future depending upon what happens through the process of preparing the South Warwickshire Local Plan. However, it is too early to draw any conclusions on this at the present time so no change to scorings from the original review are proposed

6. Conclusions and Recommendations

6.1 The results of this technical review can be used to inform the Coventry Local Plan Review process to assist in making decisions for the long term development of the city up to 2041. The Green Belt review technical update methodology criteria essentially sought to assess whether the areas of designated Green Belt and safeguarded land still hold good as per their extant designations as set out in the Coventry Local Plan policies map. The starting point was to assess whether the parcels performed against the tried and tested methodology and their performance against the purposes of Green Belt as expressed in the NPPF.

6.2 Given that the general extent and the detailed boundaries of Coventry's Green Belt were established many years ago, any potential releases of land from the Green Belt for built development will have some visual or other impact. However, the results of the technical review have shown that the areas considered demonstrate that such areas continue to serve Green Belt purposes very well.

Recommendations

6.3 In setting out the recommendations, this technical review takes into account existing boundaries and the physical changes to the surrounding environment post adoption of the Local Plan (2017). Where appropriate and relevant, it is recommended that further information not available to the technical update is used to determine whether a boundary change is actually practical before a decision can be made.

6.4 In respect of the existing areas of Green Belt, the following areas are recommended to remain designated as Green Belt in their entirety:

- a) Area 1: Allesley, Eastern Green, Keresley and Coundon wedge;
- b) Area 2: North Coventry (Rowley's Green);
- c) Area 3: North-East Coventry (Hawkesbury and Lenton's Lane);
- d) Area 4: South-East Coventry (Toll Bar);
- e) Area 5: South Coventry (Gibbet Hill); and
- f) Area 6: West Coventry (Tile Hill).

6.6 In respect of the safeguarded land in the Green Belt, the following areas are recommended to remain as safeguarded land in the Green Belt in their entirety:

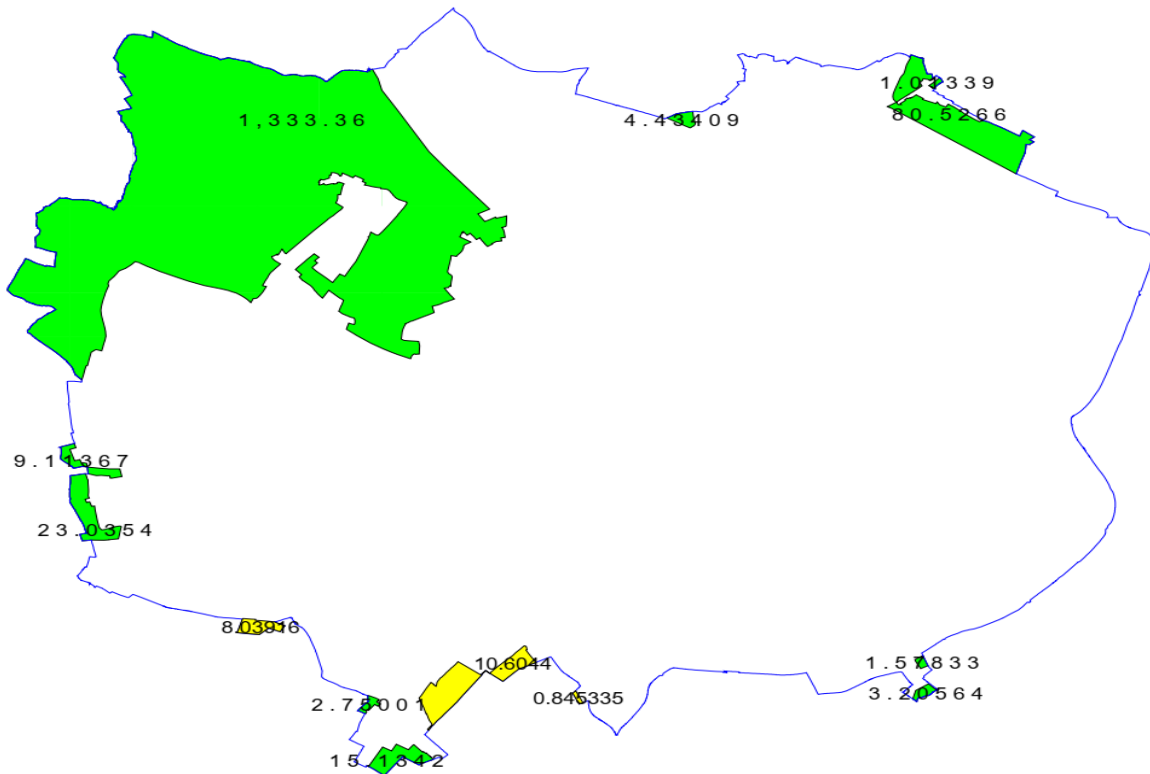
- a) Area 1: Area 1: Land south of Westwood Heath Road;
- b) Area 2: Area 2: Land south of Bishop Ullathorne School;

- c) Area 3: Area 3: Playing Field south of Finham Park School;
- d) Area 4: Area 4: Land west of Finham Primary School.

6.5 However, further technical analysis will be required in respect of the recommendations set out in paragraph 6.4 above and the need to explore further the proposed approach to the extant allocations set out in the Warwick District Council Local Plan and the proposed South Warwickshire Joint Local Plan⁸. This will be dependent upon the timetables for producing this.

⁸ <https://www.southwarwickshire.org.uk/swlp/>

Appendix 1: Green Belt Technical Assessment, April 2024



Existing Green Belt Parcels

Description	Area (Hectares)
Area 1: North West (incorporating Allesley, Keresley, Eastern Green and Coundon wedge)	1,333.36
Area 2: North Coventry (Rowley's Green)	4.43
Area 3: North East Coventry (Hawkesbury and Lenton's Lane)	81.51
Area 4: South-East Coventry (Tollbar)	4.77
Area 5: South Coventry (Gibbet Hill)	17.85
Area 6: West Coventry (Tile Hill)	32.14
Total	1,474.06

Safeguarded land in the Green Belt parcels

Description	Area (Hectares)
Area 1: Land south of Westwood Heath Road	8.03
Area 2: Land to the south of Bishop Ullathorne school	29.12
Area 3: Playing Field south of Finham Park School	10.60
Area 4: Land west of Finham Primary School	0.84
Total	48.59

Appendix 2: Parcel Scoring and Assessment

Appendix 2 Parcel Scoring Assessment

Scoring

The scores against the criteria were combined to generate a total score for each parcel. The higher the score, the greater the parcel's overall contribution to the Green Belt purposes. The total scores for each parcel are supplemented by maps, photographs and site assessment field notes indicating the overall contribution each parcel makes to the Green Belt purposes.

While the aggregation of scores across all the purposes is a practical way of understanding the overall and relative contribution of different parts of the Green Belt, the NPPF does not require all the purposes of Green Belt to be met simultaneously. Indeed, even if one purpose is met, a parcel of land could be considered to make a significant contribution to the Green Belt.

Key Differences

As highlighted in the main body of the report, this is a technical update to the original Green Belt Review (the 2015 study) and so it is important to identify where the scoring has differed and if so, where these differences are located. These include:

- The parcels that were identified in the 2015 study which comprise Area 1 below of the technical update study have now been amalgamated as one large parcel and assessed and scored accordingly. This was to reflect the fact that this parcel is part of the Coventry Green Belt designation as shown in the adopted policies map of the Coventry Local Plan and represents a sensible, logical and pragmatic way to score an unbroken area of Green Belt providing a comprehensive approach to scoring over a wide area, particularly given the fact that two large sustainable urban extensions were allocated on land designated as Green Belt prior to the Coventry Local Plan being adopted.
- All of the total scores for the technical update study remain the same as the 2015 study overall scores except for Area 1 below where the scoring has been made based on the wider area rather than several individual parcels that comprise Area 1 (please refer to the above rationale). In any event, the overall scoring for Area 1 is largely reflective of the various scores for the individual parcels as part of the 2015 study and there are no major differences to the overall scoring results.

A. Existing Green Belt Areas

Reference:	Area 1: North West Coventry (incorporating Allesley, Keresley, Eastern Green and Coundon wedge)		
	<p><u>Keresley</u>: view south from Hollyfast Lane</p> 	<p><u>Coundon wedge</u>: view south from Northbrook Road</p> 	
	<p><u>Allesley</u>: view south from Harvest Hill Lane</p> 	<p><u>Eastern Green</u>: view west from Pickford Green Lane</p> 	
<p>Site assessment field notes</p>	<ul style="list-style-type: none"> Given this large area forms part of the wider Meriden Gap and Coundon wedge, any built development on the western extremity of the built-up area would be extremely sensitive. Views across the area are extensive, making any significant land release highly visible. These are particularly evident looking west and north from the elevated area of Windmill Hill in the vicinity of the Coventry Hill Hotel, and north, west and south from 		

	<p>Long Lane and Brownhill Green Lane.</p> <ul style="list-style-type: none"> • Views to the east towards the city across this area exist from sections of the A45, Oak Lane and other lanes across the area further west. • Further development in this area would therefore have the effect of substantially reducing its open character leading to the appearance of urban sprawl and very significant encroachment of the open countryside in this strategically important area of Green Belt between Coventry and Birmingham. • The entire area gives the appearance of a complex and highly attractive lattice of fields, lanes and woods – an area of classic Ancient Arden Landscape which has been carefully managed to retain that character. • The West Coventry greenbelt is mostly agricultural land consisting of arable fields and improved grassland pastures. Interspersed throughout the area a remnant woodlands and semi-improved grasslands of variable wildlife diversity. The hedgerows have largely been retained creating the characteristic Arden landscape of generally smaller fields with hedgerows. • Coundon Wedge provides both a corridor from the open countryside into the built-up area of the city and, because of its width and scale, forms part of that open countryside in that part to the north of Pickford Way roundabout. • South of that roundabout the wedge incorporates Allesley Park and Pickford Way with its associated landscaping, including Pickford Brook. River Sherbourne and its stream tributary cross the open countryside part of the wedge. • Running north from Pickford Way roundabout is the A4076 Coundon Wedge Drive which passes through the wedge and joins Long Lane at Brownhill Green. Within the open countryside part of the wedge are several old field lanes – Staircase Lane, Church Walk and Northbrook Road. • The open countryside part of the wedge is contained by Allesley Village to the south, Coundon to the east, and the Jaguar Browns Lane factory buildings and housing to the north-west. The Allesley Park part of the wedge is defined by the Allesley Park housing area to the south, Allesley Village to the north and Coundon to the east. To the west lies the A45 but the wedge has been extended in a purpose-designed manner through the Park Hill housing area to the open countryside beyond. 	
Five Purposes	Score	Notes
Purpose 1: To check the unrestricted sprawl of large built-up areas.		
Ribbon development	2	The large parcel is preventing further ribbon development along Hawkes Mill Lane, Wall Hill Road, Coundon Wedge Drive, Staircase Lane, Washbrook Lane, North Brook Road, Coundon Green, Tamworth Road and Brownhill Green Road.
Openness	2	This parcel has many pylons running through the many open fields and contain several isolated dwellings and a football club house. It has a strong sense of openness elsewhere given the large expansive area. In the Coundon wedge area there some localised development, including two schools and several

		isolated dwellings. Also contains development, including a garden centre and two schools. The large school complex to the east of Tamworth Road is particularly significant, compromising the openness of the Green Belt to the south of Sandpits Lane. Other parts of the parcel are open and free from development, for example Coundon Hall Park.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	2	This parcel forms part of the gap between Allesley, Keresley, Eastern Green and Coundon. In the Coundon wedge area, the parcel sits between Coventry and the village of Allesley, including the Jaguar Factory to the west. The width of the gap between the two settlements is just less than 1km through the centre of the parcel.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	2	Land within the parcel contains the characteristics of countryside and the site visit revealed a small scale field pattern with hedgerows and evidence of historic ridge and furrow farming. There is limited urbanising development in the form of a car park and pavements, particularly in the eastern part of the parcel together with several houses and associated pavements and street lighting but is otherwise open within no other urbanising influences. Most of the land within the parcel to the west of Tamworth Road features a parkland landscape with the characteristics of countryside and has a strong visual connection with the countryside to the west. This parcel also contains sports pitches in its northern and eastern parts and development, including a garden centre and two schools. Pavements and street lighting are associated with some of these developments. The large school complex to the east of Tamworth Road is a particularly significant urbanising influence, compromising the openness of the Green Belt to the south of Sandpits Lane. Other parts of the parcel are open and free from urbanising influences, for example Coundon Hall Park.
Significance of boundaries / features to contain development and prevent encroachment	2	There are no significant boundaries to prevent encroachment of development from Coventry into the countryside towards Allesley, Keresley, Eastern Green and Coundon or vice versa. The only boundary between the two settlements is the B4076 which forms a less significant boundary as it is not a dual

		<p>carriageway, although it is a wide B-road and is also banked in places - it would not prevent the encroachment of development into the countryside. Furthermore, the road lies a significant distance from the edge of Coventry. Therefore, the Green Belt within the parcel plays an important role in preventing encroachment on the countryside within the parcel.</p>
Purpose 4 - To preserve the setting and special character of historic towns.		
Parcel forms an historical and/or visual setting to the historic town	0	The parcel does not overlap with a Conservation Area within a historic town. In addition, there is no intervisibility between the historic core of a historic town and the parcel.
Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.
Total score	14/20	
Conclusion and Recommendation	Forms a strategic part of the Coventry Green Belt. No change.	

Reference:

Area 2: North Coventry (Rowley's Green)



View east from Burbages Lane



Site assessment field notes

- A small corner of land on the north of the A444 roundabout opposite the Coventry Building Society stadium that lies within the city boundary and is designated Green Belt.
- It forms part of a much larger area of Green Belt land extending northwards into Warwickshire (Nuneaton & Bedworth Borough area) towards Ash Green and the M6. The Coventry land is used for a social club and pony grazing predominantly.
- It does not lie within a floodplain and does not have any significant biodiversity value.

Five Purposes	Score	Notes
Purpose 1: To check the unrestricted sprawl of large built-up areas.		
Ribbon development	2	This parcel helps prevent ribbon development along Burbages Lane and Wheelwright Lane.
Openness	1	The parcel contains several buildings. In the western corner of the parcel is an area of hardstanding and a single building. The eastern corner of the parcel contains two clusters of buildings with associated car parks. These two areas of development compromise openness of a significant area of the parcel; however there are areas in the centre - sports fields and areas pasture - which are still relatively open.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	4	The parcel contains the only open space between Coventry and Neal's Green. The width of this gap is less than 100m along Wheelwright Lane at the western edge of the parcel.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	1	The eastern and western ends of the parcel contain buildings and hardstanding used for car parking. Street lighting lines Burbages Lane. Together these features represent urbanising influences on the Green Belt within the parcel. However, the land within the centre of the parcel, contain outdoor sports fields and areas of pasture have the characteristics of countryside.
Significance of boundaries / features to contain development and prevent encroachment	2	There are no significant boundaries between the settlements which would prevent the encroachment of development from Neal's Green or Coventry into the countryside.
Purpose 4 - To preserve the setting and special character of historic towns.		

Parcel forms an historical and/or visual setting to the historic town	0	The parcel does not overlap with a Conservation Area within a historic town. In addition, there is no intervisibility between the historic core of a historic town and the parcel.
Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.
Total score	14/20	
Conclusion and Recommendation	Forms a strategic part of the Coventry Green Belt. No change.	

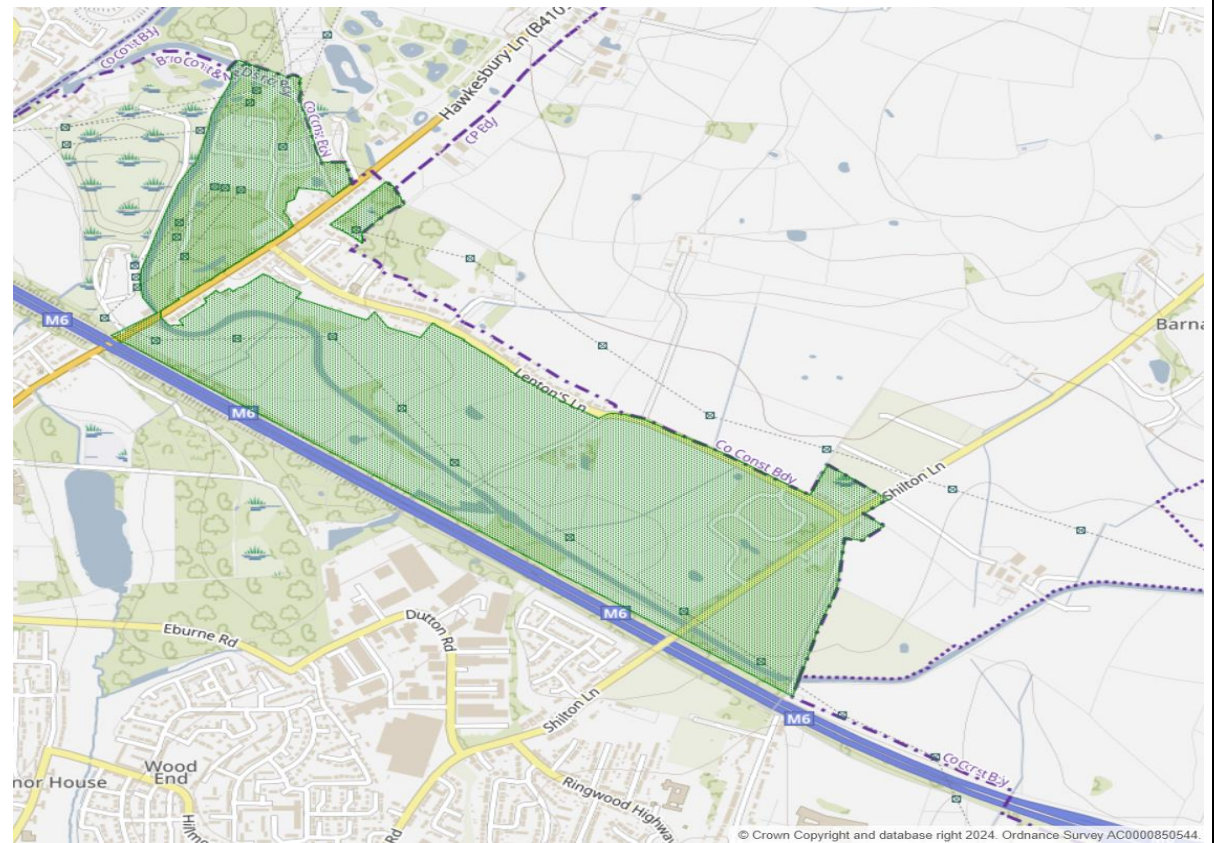
Reference

Area 3: North East Coventry (Hawkesbury and Lenton's Lane)

Hawkesbury, view south from Sutton Stop (northern parcel)



Lenton's Lane, view south from Lenton's Lane (southern parcel)



Site assessment field notes

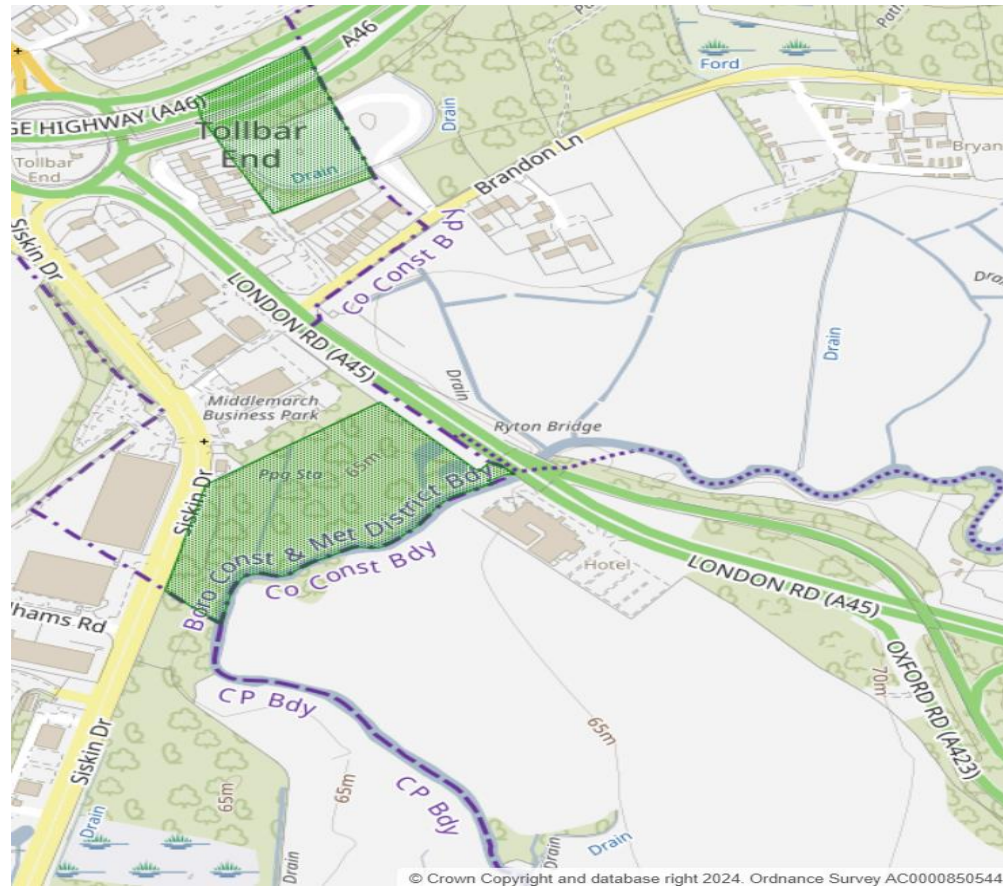
- The parcel to the north this provides a corridor link from the Sowe Valley Green Wedge to the open countryside beyond, with public footpaths crossing the open farmland and along the canal towpath.
- The only part of this area which has little value as Green Belt against the criteria is the open farmland north of the M6 contained by the old railway track and Sutton Stop.
- The parcel to the south (Lenton's Lane) is large and the character of the area changes from being more urban in the west, with the associated housing along Lenton's Lane and Hawkesbury Lane, to being much more part of the open countryside to the east.

	<ul style="list-style-type: none"> There is a high noise level from the M6 vehicular traffic across the entire parcel areas. 	
Five Purposes	Score	Notes
Purpose 1: To check the unrestricted sprawl of large built-up areas.		
Ribbon development	2	Preventing ribbon development along Aldermans Green Road towards Coventry. The parcel helps to prevent ribbon development northwards along Shilton Lane and eastwards along Lentons Lane.
Openness	1	The eastern half of the parcel contains an electronic sub-station which compromises the openness of this portion of the parcel. The western half of the parcel is relatively open and free from development. The centre of the parcel contains a cluster of farm buildings; a graveyard lies in the north eastern corner of the site. Such development is common in the surrounding countryside; however, the buildings associated with these land uses compromise the openness of the Green Belt within their immediate vicinity. The rest of the parcel is free from development and relatively open.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	4	The parcel sits between Coventry in the south and Bedworth to the north; however, this parcel of Green Belt does not play a separating role between the two settlements as the two have already been merged by the development directly to the west. The parcel also sits between Coventry to the west and the village of Hawkesbury to the east; however the two settlements are effectively merged along Grange Road at the western border of the parcel. The distance between the two settlements is narrowest along Aldermans Green Road at the western border of the parcel measuring roughly 150m wide.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	2	The eastern half of the parcel contains an electronic sub-station which has an urbanising influence upon this portion of the parcel, compromising its openness. The western half of the parcel is relatively open, has the characteristics of countryside and is free from development. Land within the parcel has the characteristics of countryside. The centre of the parcel contains a cluster of farm buildings; a graveyard lies in the north eastern corner of the site. Such development is common in the surrounding countryside and is not considered to have an urbanising affect on the Green Belt.
Significance of boundaries / features to contain development and prevent encroachment	1	A canal runs through the parcel; however, it divides the developed part of the parcel (containing the substation) from the open part, limiting its role in preventing encroachment of the countryside. The southern border of the parcel is the M6 motorway and a canal runs through the parcel. The motorway represents a permanent defensible boundary inhibiting the encroachment of the countryside within the parcel and to the

		north. Development within the parcel would represent a significant breach of this defensible boundary and would constitute encroachment of the corridor of countryside within the parcel. The parcel has a canal running through it. The canal helps to prevent encroachment of the countryside southwards into the parcel from Hawkesbury in the western third of the parcel; however the countryside within the other two thirds of the parcel are not protected by the canal which runs closer to the M6 motorway. Therefore, the canal is considered a less significant boundary within this parcel.
Purpose 4 - To preserve the setting and special character of historic towns.		
Parcel forms an historical and/or visual setting to the historic town	2	The parcel overlaps with the Hawkesbury Junction Conservation Area and the Coventry Canal Conservation Area which sits within the urban area of the historic town of Coventry. However, it is not possible to see the historic core of the town from the parcel.
Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.
Total score	16/20	
Conclusion and Recommendation	Forms a strategic part of the Coventry Green Belt. No change.	

Reference

Area 4: South-East Coventry (Tollbar)



View from Brandon Lane (northern parcel)



View from Siskin Drive (southern parcel)



Site assessment field notes

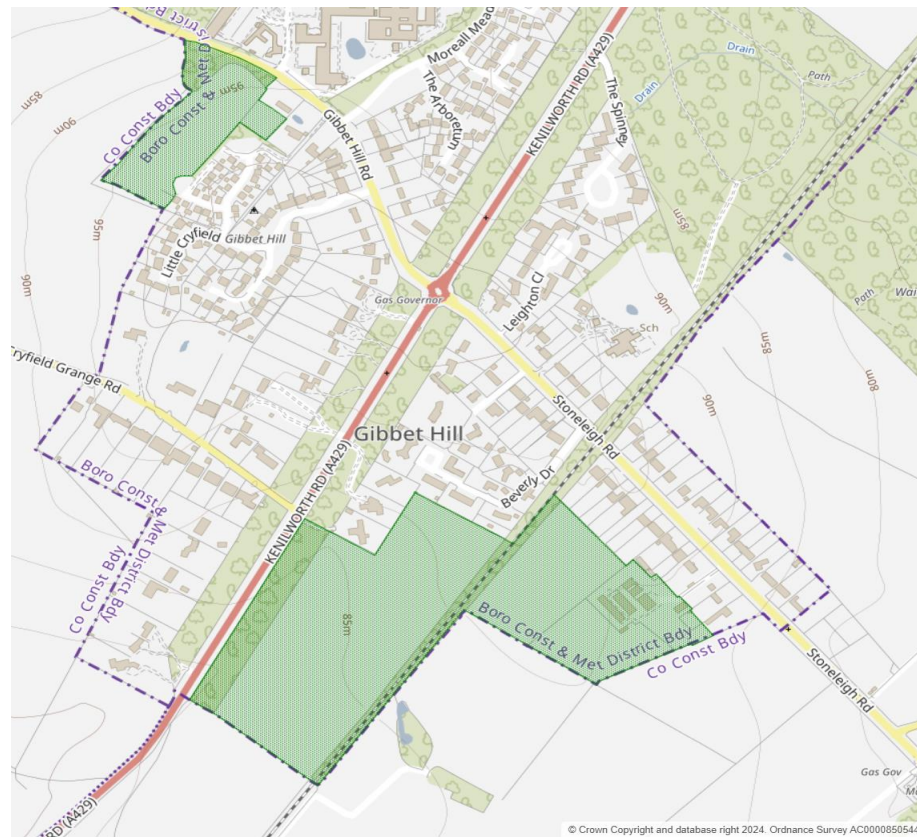
- The parcel to the north forms much part of a larger area of designated Green Belt that extends into Rugby Borough Council's administrative area.
- The parcel to the south forms part of a much larger Local Nature Reserve (LNR) extending southwards into Warwickshire and running along the River Avon marsh beds area east of Siskin Drive.
- It is highly visible from several directions and does not relate to the built-up area of Coventry.

		<ul style="list-style-type: none"> It lies within the substantial floodplain of the River Avon. Clearly, this area is unsuitable for Green Belt release or for built development.
Five Purposes	Score	Notes
Purpose 1: To check the unrestricted sprawl of large built-up areas.		
Ribbon development	2	The presence of the parcel furthest north is helping to prevent ribbon development occurring along Brandon Lane and the parcel to the south is helping to prevent ribbon development along Oxford Road to the south of the industrial estate and along the northern side of the A445.
Openness	1	This land parcel to the north contains several scattered farmhouses and agricultural buildings but is otherwise undeveloped and open. The parcel to the south is largely open and free from development; however, there are some significant developments along the eastern border of the parcel which significantly compromise the openness of the land within their immediate vicinity: a large hotel near the northern tip of the parcel; several residential dwellings off Oxford Road along Glenfern Gardens and Avon View Park Homes; clusters of farm buildings; and a large stone depot.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	4	The parcel to the north as measured from the junction of London Road and Oxford Road which represents the northern most extent of a new industrial estate adjacent to Ryton on Dunsmore, the distance between Coventry and Ryton on Dunsmore is roughly 650m. The parcel to the south sits between the village of Ryton-on-Dunsmore to the east and Middlemarch Business Park (connected to Coventry) to the west. Measured from the junction between Oxford Road and London Road to the east of the northern end of the parcel, which represents the westernmost extent of the new industrial extension to the village of Ryton-on-Dunsmore, the gap between the two neighbouring settlements is as narrow as 600m.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	2	Land within the parcel to the north has the characteristics of countryside. This land parcel contains several scattered farmhouses and agricultural buildings, which do not represent urbanising influences, but is otherwise undeveloped and open. The parcel to the south is largely open and free from development; however, there are some significant developments along the eastern border of the parcel which have a significant urbanising influence over the countryside in the parcel and significantly compromise the openness of the land within their immediate vicinity: a large hotel near the northern tip of the parcel; several residential dwellings off Oxford Road along Glenfern Gardens and Avon View Park Homes; and a large stone depot.

Significance of boundaries / features to contain development and prevent encroachment	1	The parcel to the north along the A46 dual carriageway forms the north western edge of this parcel and abuts Coventry. The A46 represents a permanent defensible boundary inhibiting the encroachment of the countryside within the parcel and to the south east. Development within the parcel would represent a significant breach of this defensible boundary and would constitute encroachment of the countryside within the parcel. A small stream (a tributary of the river Avon which forms the southern half of the east edge of the parcel) runs through the centre of the parcel and acts as a less significant boundary that helps to protect the Green Belt within the eastern half of the parcel from encroachment. The parcel to the south, along the northern tip and the western border of the parcel are bordered by the River Avon which contains a wide floodplain that is unsuitable for the majority of development, helping to prevent encroachment of the wider countryside to the west of the parcel. However, this significant boundary is a significant distance from the existing urban edge of Ryton on Dunsmore, meaning that the Green Belt within the parcel is contributing to protecting a significant area of countryside from encroachment. Furthermore, there are no boundaries to the south that would inhibit encroachment of the countryside to the south.
Purpose 4 - To preserve the setting and special character of historic towns.		
Parcel forms an historical and/or visual setting to the historic town	0	The parcel does not overlap with a Conservation Area within an historic town. In addition, there is no intervisibility between the historic core of a historic town and the parcel.
Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.
Total score	14/20	
Conclusion and Recommendation	Forms a strategic part of the Coventry Green Belt. No change.	

Reference

Area 5: South Coventry (Gibbet Hill)



View from Gibbet Hill Road (northern parcel)



View from Kenilworth Road (southern parcel)



View from Stoneleigh Road (eastern parcel)



Site assessment field notes

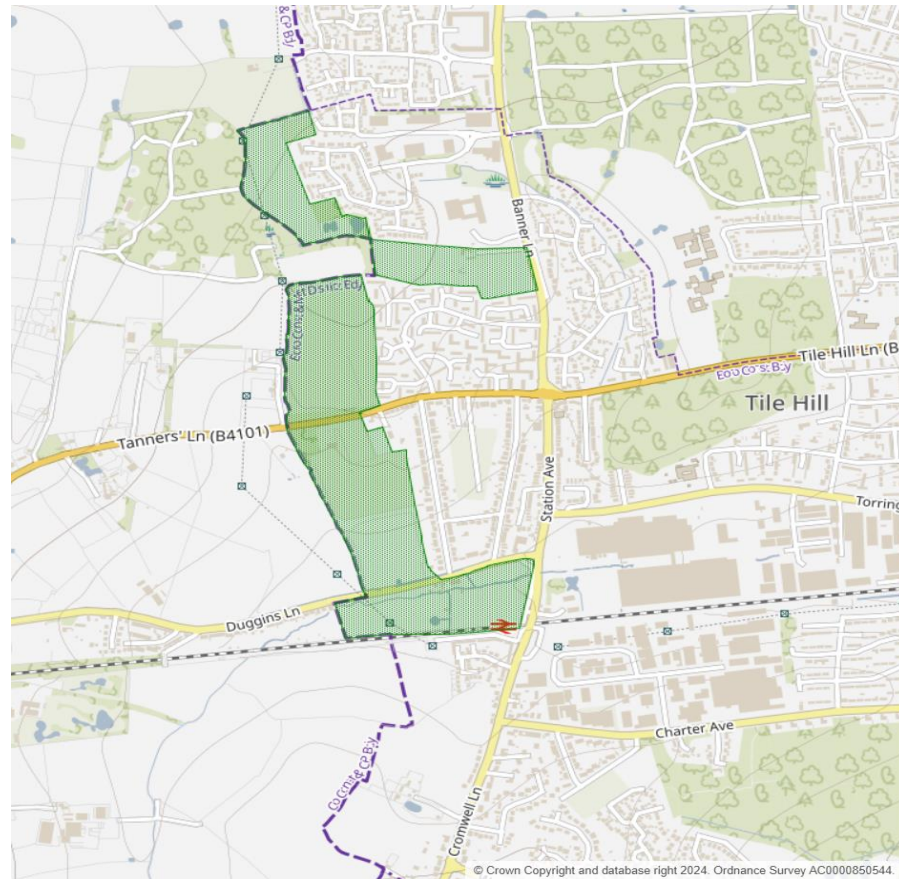
- The topography of the land in Warwickshire to the south-east of this area is attractive rolling farmland.
- Views of the area can be obtained from Stoneleigh Road, A46 and Kings Hill Lane, although the views of the land identified here within the city boundary are distant.
- There are no floodplain or local green space issues which relate to this area.
- The parcel furthest east comprises an open field and an egg farm with associated buildings. It has a similar position to that of the other Gibbet Hill parcels and its development would also represent a clear encroachment into a sensitive open countryside gap

	<p>between Coventry and Kenilworth in a manner which would amount to urban sprawl.</p> <ul style="list-style-type: none"> • 	
Five Purposes	Score	Notes
Purpose 1: To check the unrestricted sprawl of large built-up areas.		
Ribbon development	2	This parcel helps prevent ribbon development along both Kenilworth Road and Cryfield Grange Road, where some ribbon development has already occurred.
Openness	1	There is a band of residential development along Dalehouse Lane in the southeast of the parcel and along Coventry Road in the western corner of the parcel. Both bands of development compromise the openness of the Green Belt within their immediate vicinity, however the vast majority of the parcel is free from development and is open.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	4	Measured along Kenilworth Road, there is approximately 564m between Coventry and Kenilworth to the south.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	1	Land within the parcel has the characteristics of countryside. There is some urbanising development associated with the houses along Dalehouse Lane and Coventry Road and a car park for buildings located just off of Stoneleigh Road, however the vast majority of this parcel consists of open farmland so this encroachment has a more limited effect.
Significance of boundaries / features to contain development and prevent encroachment	1	The small Finham Brook runs within the parcel near to its southern and south eastern edges. However, the Kenilworth to the south of the parcel has extended north and abuts the brook's southern side. Therefore, this boundary plays a more limited role in protecting what remains of the wider countryside to the south of the parcel from encroachment. Furthermore, a railway line runs through the parcel; however this runs perpendicular to the urban edges of Coventry and Kenilworth, connecting the two, and therefore plays no role in preventing encroachment of the countryside within the parcel.
Purpose 4 - To preserve the setting and special character of historic towns.		

Parcel forms an historical and/or visual setting to the historic town	2	This parcel partially contains some of the Kenilworth Road Conservation Area which sits within the historic city of Coventry. Therefore, the parcel is part of the setting of the historic city of Coventry. However, it is not possible to see the historic core of Coventry to the north or Kenilworth to the south west from the parcel.
Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.
Total score	15/20	
Conclusion and Recommendation	Sitting in the gap between Kenilworth and Coventry these parcels play an important role in helping to prevent the urban areas from merging. In addition, all but one of the parcels abut roads which would be at risk from ribbon development and few significant boundaries. Without the Green Belt designation, the land within the parcels would therefore be vulnerable to encroachment/ urban sprawl. Forms a strategic part of the Coventry Green Belt. No change, remain as Green Belt.	

Reference

Area 6: West Coventry (Tile Hill)



View west from Wickmans Drive



View north from Tanner's Lane



View north from Duggins Lane





Site assessment field notes

- This whole area relates naturally in visual terms with the area of open countryside to the west which is within Solihull.
- The parcel furthest north includes the Massey Ferguson Cricket Club and an open area of grassland which is open known as Woodlands view Park.
- The central parcel includes the entire Floyds Field Sports ground off Tanner's Lane with strong tree lined boundaries to its western edge.
- The parcel furthest south is gently sloping open land which is known as The Triumph Sports Ground with considerable tree cover around the perimeter. There are limited views across this area only visible from Duggins Lane.

Five Purposes	Score	Notes
Purpose 1: To check the unrestricted sprawl of large built-up areas.		
Ribbon development	2	The parcel is preventing ribbon development along the south side of Broad Lane/Coventry Road and preventing further ribbon development along Tanners Lane and Duggins Lane.
Openness	2	This parcel is comprised entirely of open farmland, sports fields and small copses.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	2	The width of the gap through the centre of the parcel is roughly 2.2km to Berkswell.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	2	Land within the parcel has the characteristics of countryside. This parcel contains agricultural and sports fields and has no associated urbanising development.
Significance of boundaries / features to contain development and prevent encroachment	1	Although there is a significant boundary between the parcel and the neighbouring settlement (railway line near Balsall Common), a large area of countryside could be encroached upon before this boundary would act as a barrier to development.
Purpose 4 - To preserve the setting and special character of historic towns.		
Parcel forms an historical and/or visual setting to the historic town	0	The parcel does not overlap with a Conservation Area within an historic town. In addition, there is no intervisibility between the historic core of a historic town and the parcel.
Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.

Total score	13/20	
Conclusion and Recommendation	Forms a strategic part of the Coventry Green Belt. No change.	

B. Safeguarded Areas in the Green Belt

Reference:	Area 1: Land south of Westwood Heath Road	
 <p>The map displays a green hatched area representing the Green Belt. This area is bounded by Westwood Heath Rd to the north and Featherbed Ln to the east. To the west of Featherbed Ln are allotment gardens. The map also shows a Sports Facility, an Exhibition Centre, and various residential streets like Broadwells Cres and Scarman Rd. A 'Co Const Bdy' (County Council Boundary) is also indicated.</p>	<p>View west from Featherbed Lane</p>  <p>The photograph shows a wide, flat green field stretching towards a distant treeline under a cloudy sky. In the foreground, there is a dirt path or road partially enclosed by a wire fence supported by wooden posts.</p>	
<p>Site assessment field notes</p>	<ul style="list-style-type: none"> • The Green Belt boundaries have been largely the result of deliberate planning in the last 30 years with the laying out of the built development of Westwood Campus directly related to the University of Warwick. • The parcel is effectively divided on both sides to the east and west by Featherbed Lane with the latter abutting allotment gardens and the former by St. John's church Garden of Hope. 	
<p>Five Purposes</p>	<p>Score</p>	<p>Notes</p>

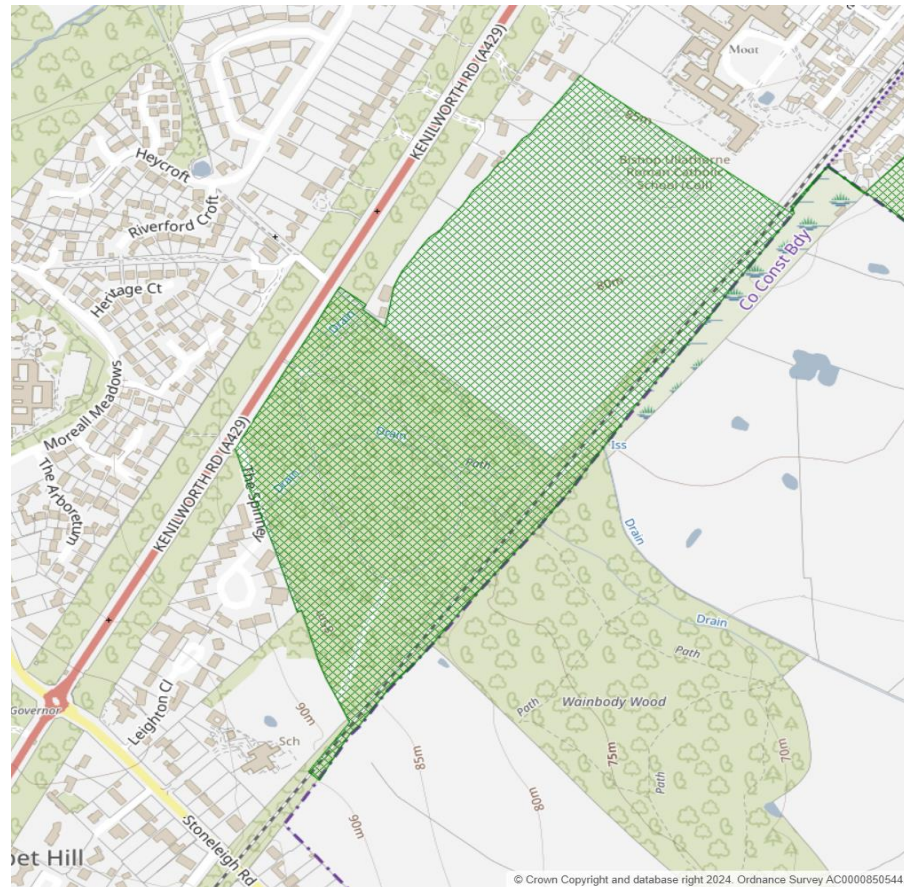
Purpose 1: To check the unrestricted sprawl of large built-up areas.		
Ribbon development	2	Ribbon development has already occurred along Cromwell Lane (in Burton Green) to the west of the parcel and along Kenilworth Road in the south eastern corner of the parcel. However, the parcel is playing some role in preventing sprawling ribbon development southwards into the centre of the parcel along both sides of Bockendon Road.
Openness	1	This parcel primarily contains open farmland and pockets of ancient woodland with a few scattered farmhouses and dwellings which compromise the openness of the Green Belt within their immediate vicinity.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	2	Measured along the eastern edge of the parcel, Kenilworth is 1.8km to the south of Coventry.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	2	This parcel primarily contains open farmland and pockets of ancient woodland with a few scattered farmhouses and isolated dwellings which compromise the openness of the Green Belt within the immediate vicinity. However, none of the development within the parcel constitutes urbanising influences. Therefore, the land within the parcel is considered to retain the characteristics of countryside.
Significance of boundaries / features to contain development and prevent encroachment	2	In considering the wider influences of this parcel which forms part of the wider Warwickshire Green Belt further south, The Kenilworth Greenway (a disused railway line) lies approx. 1.6km to the south. Furthermore, Finham Brook is approx. 1.4km to the west. The Greenway runs close to and parallel with the HS2 route which cuts the area approx. 1.7km to the south. This part of the HS2 line is currently under construction and would play a significant role in helping to prevent the encroachment of Coventry southwards into the countryside.
Purpose 4 - To preserve the setting and special character of historic towns.		
Parcel forms an historical and/or visual setting to the historic town	0	The parcel does not overlap with a Conservation Area within an historic town. In addition, there is no intervisibility between the historic core of a historic town and the parcel.

Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.
Total score	13/20	
Conclusion and Recommendation	The site fulfills the purposes of safeguarded land in the Green Belt, no change.	

Reference

Area 2: Land to the south of Bishop Ullathorne school



View looking north from The Spinney (Wainbody Wood)



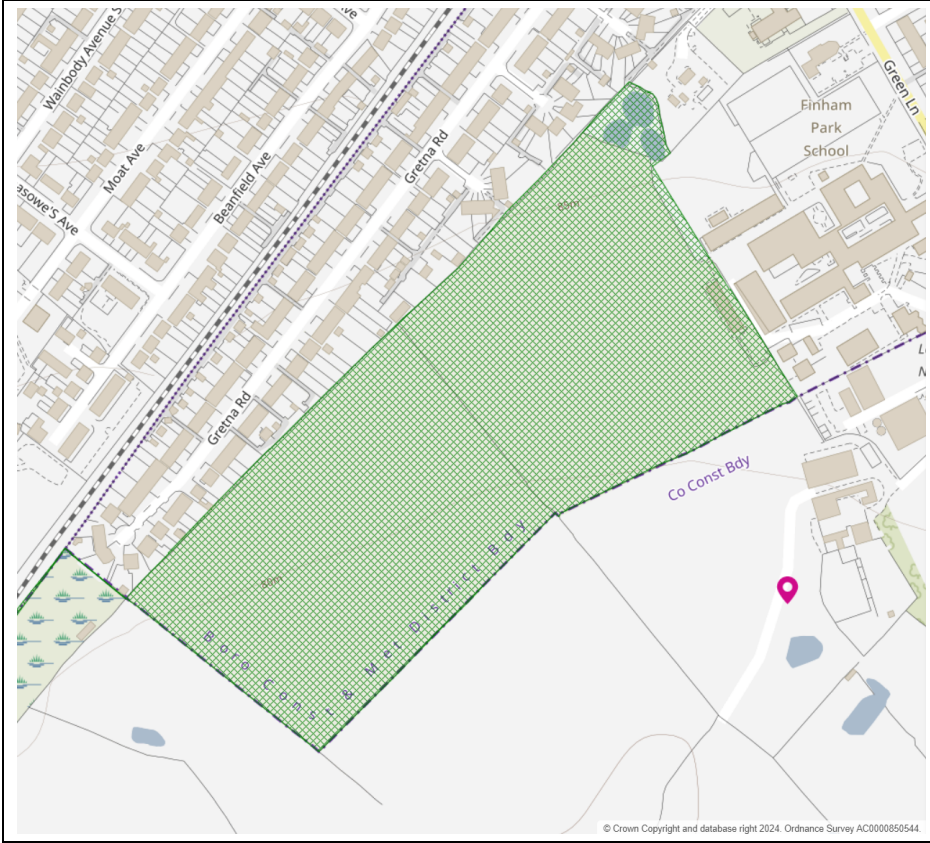

Site assessment field notes

- The topography of the land in Warwickshire to the south-east of this area is attractive rolling farmland.
- Views of the area can be obtained from Stoneleigh Road, A46 and Kings Hill Lane, although the views of the land identified here within the city boundary are distant.
- If any prospective development was feasible on the land within Coventry it would not be unduly visible from these somewhat distant vantage points and would have a modest visual impact.
- Clearly, Wainbody Wood would be excluded from any development together with land at least 50m from it, which effectively rules

	out the Wainbody Wood Special School playing fields. There are no floodplain or local green space issues which relate to this area.	
Five Purposes	Score	Notes
Purpose 1: To check the unrestricted sprawl of large built-up areas.		
Ribbon development	0	The parcel is retained against the edge of Coventry by a railway line. No roads within the parcel cross the railway line.
Openness	2	The northern half of the parcel is a school playing field; the southern half of the parcel is woodland, some of which is ancient woodland.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	0	Measured from the southern point of the parcel, the distance between the city of Coventry and the village of Stoneleigh to the south east is roughly 2.5km. Development has already occurred along south western edge of the parcel up to the railway line which forms the south eastern edge of the parcel. Furthermore, with development, directly to the south, any development within the parcel would not contribute to narrowing the gap between the city of Coventry and the village of Stoneleigh. Therefore, it is considered that the parcel plays a limited role in maintaining separation between these two settlements.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	2	Land within the parcel has the characteristics of countryside. The northern half of the parcel is a school playing field; the southern half of the parcel is woodland, some of which is ancient woodland.
Significance of boundaries / features to contain development and prevent encroachment	0	The parcel is retained against the edge of Coventry by a railway line.
Purpose 4 - To preserve the setting and special character of historic towns.		
Parcel forms an historical and/or visual setting to the historic town	2	The woodland within the parcel falls within the Kenilworth Road Conservation Area which sits within the historic city of Coventry. Therefore, the parcel is considered to contribute to the setting of the historic town of Coventry.

Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

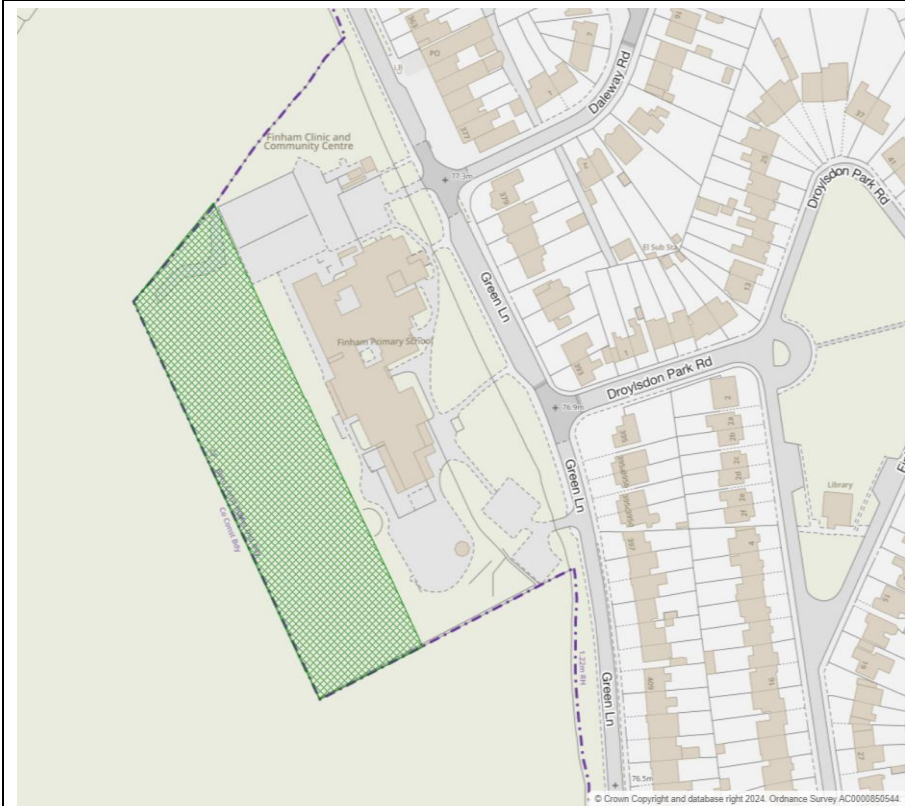
The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.
Total score	10/20	
Conclusion and Recommendation	The site fulfills the purposes of safeguarded land in the Green Belt, no change.	

Reference:	Area 3: Playing Field south of Finham Park School	
	<p data-bbox="1086 295 1568 327">View looking south-west off Green Lane</p> 	
Site assessment field notes	<ul data-bbox="548 1125 2096 1268" style="list-style-type: none"> • This parcel lies south-west of Finham Park School and is an area of school playing fields. • The topography of the land in Warwickshire to the south-east of this area is attractive rolling farmland. • Views of the area can be obtained from Stoneleigh Road, A46 and Kings Hill Lane, although the views of the land identified here within the city boundary are distant. 	
Five Purposes	Score	Notes
Purpose 1: To check the unrestricted sprawl of large built-up areas.		

Ribbon development	2	The parcel plays a role in preventing ribbon development along Stoneleigh Road along the south western border of the site and along Kings Hill Lane that runs through the southern half of the parcel.
Openness	1	The parcel contains several agricultural farms/nurseries, some playing fields along the edge of Coventry and a couple of clusters of isolated residential properties which compromise the openness of the Green belt within their immediate vicinity; however, the majority of the land within the parcel is open.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	2	Measured along the south western edge of the parcel, along Stoneleigh Road, the village of Stoneleigh is located 2.1km to the south of Coventry.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	2	Land within the parcel has the characteristics of countryside. The parcel contains several farms/nurseries, some playing fields along the edge of Coventry and a couple of clusters of isolated residential properties. However, none of these developments are considered to be urbanising development encroaching on the Green Belt.
Significance of boundaries / features to contain development and prevent encroachment	0	The A46 follows the south eastern border of the parcel acting as a strong defensible boundary. Finham Brook runs through the south of the parcel and represents a less significant boundary. As both of these boundaries are located in the south of the parcel, their role in protecting the countryside within the parcel from encroachment from Coventry is diminished. Therefore, the boundaries are considered to not be significant for this criterion.
Purpose 4 - To preserve the setting and special character of historic towns.		
Parcel forms an historical and/or visual setting to the historic town	4	A small portion of the north western border of the parcel runs along the Kenilworth Road Conservation Area which sits within the historic city of Coventry and a band of ancient woodland that starts in the Conservation Area enters the parcel. Therefore, the parcel is part of the setting of the historic city of Coventry. In addition, there is good intervisibility with the historic core of Coventry to the north. It is considered that this long range but clear intervisibility is a factor in the contribution of the parcel to the setting of Coventry.
Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		

The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.
Total score	15/20	
Conclusion and Recommendation	The site fulfills the purposes of safeguarded land in the Green Belt, no change.	

Reference:	Area 4: Land west of Finham Primary School
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View west off Green Lane



Site assessment field notes	<ul style="list-style-type: none"> • This parcel lies directly west of Finham Junior School is a narrow area of associated playing fields. • The topography of the land in Warwickshire to the south-east of this area is attractive rolling farmland. • Views of the area can be obtained from Stoneleigh Road, A46 and Kings Hill Lane, although the views of the land identified here within the city boundary are distant.
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Five Purposes	Score	Notes
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Purpose 1: To check the unrestricted sprawl of large built-up areas.

Ribbon development	2	The parcel plays a role in preventing ribbon development along Stoneleigh Road along the south western border of the site and along Kings Hill Lane that runs through the southern half of the parcel.
Openness	1	The parcel contains several agricultural farms/nurseries, some playing fields along the edge of Coventry and a couple of clusters of isolated residential properties which compromise the openness of the Green belt within their immediate vicinity; however, the majority of the land within the parcel is open.
Purpose 2 - To prevent neighbouring towns merging into one another.		
Location of parcel and distance between neighbouring settlements	2	Measured along the southwestern edge of the parcel, along Stoneleigh Road, the village of Stoneleigh is located 2.1km to the south of Coventry.
Purpose 3 - To assist in the safeguarding of the countryside from encroachment.		
Significance of existing urbanising influences	2	Land within the parcel has the characteristics of countryside. The parcel contains several farms/nurseries, some playing fields along the edge of Coventry and a couple of clusters of isolated residential properties. However, none of these developments are considered to be urbanising development encroaching on the Green Belt.
Significance of boundaries / features to contain development and prevent encroachment	0	The A46 follows the south eastern border of the parcel acting as a strong defensible boundary. Finham Brook runs through the south of the parcel and represents a less significant boundary. As both of these boundaries are located in the south of the parcel, their role in protecting the countryside within the parcel from encroachment from Coventry is diminished. Therefore, the boundaries are considered to not be significant for this criterion.
Purpose 4 - To preserve the setting and special character of historic towns.		
Parcel forms an historical and/or visual setting to the historic town	4	A small portion of the north western border of the parcel runs along the Kenilworth Road Conservation Area which sits within the historic city of Coventry and a band of ancient woodland that starts in the Conservation Area enters the parcel. Therefore the parcel is part of the setting of the historic city of Coventry. In addition, there is good intervisibility with the historic core of Coventry to the north. It is considered that this long range but clear intervisibility is a factor in the contribution of the parcel to the setting of Coventry.
Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		

The need to incentivise development on derelict and other urban land within settlements	4	All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.
Total score	15/20	
Conclusion and Recommendation	The site fulfills the purposes of safeguarded land in the Green Belt, no change.	

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