Delivering Jobs and Growth

An overview of the application for planning permission made to Warwick District Council and Coventry City Council
The Coventry & Warwickshire Development Partnership LLP was established to promote the development of land adjacent to Coventry Airport for new employment.

It has taken its lead from Government following publication of “The Plan for Growth” and the “National Planning Policy Framework”.

It has welcomed the strong support it has received from the Local Enterprise Partnership.
1 WHY...?
The Plan for Growth
National Planning Policy Framework
Why Here?

2 WHAT...?
Investment
Jobs
Strategic Highways

3 WHERE...?
Whitley
Stonebridge
Middlemarch
The Airport

4 HOW...?
Technology Hub
Logistics Park
Highway Infrastructure

5 WHEN...?
Consultation
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Phasing and Timeline

6 HIGHWAYS
Public and Private Sectors come together
Links with Highways Agency Scheme

7 LANDSCAPE
Extensive Framework
Biodiversity Enhancement

8 SUMMARY
The fragility of the Country’s economic situation, as it has emerged over the last few years, is articulated very well by the Government and taken forward by the Local Enterprise Partnership.

The Coventry and Warwickshire Gateway scheme is established and the planning application is made within this context.
WHY?

THE PLAN FOR GROWTH

In March 2011, shortly after the Government took office, it published its ‘Plan for Growth’, which set out some disturbing and unpalatable facts regarding the state of the Nation’s economy.

The report pulled no punches.

It said; “If we do not act now, jobs will be lost, our country will become poorer and we will find it difficult to afford the public services we all want. If we do not wake up to the world around us, our standard of living will fall, not rise”.

The Plan for Growth supported this contention with hard facts:

“In the World Economic Forum’s Global Competitiveness Index, we’ve fallen from 4th to 12th. Manufacturing has halved as a share of our economy and 50% of all manufacturing jobs have been lost”.

Remarkably, “Our share of world exports has fallen from 4.4% in 2000 to 2.8% in 2009. Germany’s share of world exports actually rose from 8.5% in 2000 to 9.0% in 2009.

Not only do we now export just a third as much as Germany, we even lie behind the Netherlands, a country a third of our size”.

As Government has said, “we literally cannot afford to go on like this" and "….we must build a new model of economic growth – where instead of borrowing from the rest of the world, we invest, and we save and we export”.

“Far reaching changes are needed to make our economy more competitive. Our economy needs to become much more dynamic, less burdened by pointless barriers and retooled for a high tech future, if we are going to create the jobs and prosperity we need for the next generation”.

Growth means development and Government recognises that its Plan for Growth is not without controversy – “all of it involves choices about priorities. But the alternative is to accept Britain’s economic decline and falling standards of living for our population”.

As an integral part of “The Plan for Growth”, Government has introduced a “presumption in favour of sustainable development” and it is demanding the “opening up of more land for development”.

Since March 2011, Government has set “clear expectations that local planning authorities and other bodies involved in granting development consents should prioritise growth and jobs”.

COVENTRY AND WARWICKSHIRE GATEWAY
THE NATIONAL PLANNING POLICY FRAMEWORK

The NPPF formally introduces the concept of a presumption in favour of sustainable development.

In this regard, “sustainable means ensuring that better lives for ourselves don’t mean worse lives for future generations”; and “development means growth”.

This uncompromising, unequivocal focus on growth follows the lead set by The Plan for Growth, a year ago.

There are three dimensions to sustainable development;

- An economic role, ensuring sufficient land of the right type is available in the right place, at the right time, to support growth;
- A social role, supporting strong, vibrant and healthy communities;
- An environmental role, to enhance the natural and built environment.

These roles are mutually dependent, but the NPPF makes it clear that sustainable development includes “making it easier for jobs to be created in cities, towns and villages”.

The NPPF requires local planning authorities to “proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs to respond positively to wider opportunities for growth”.

The NPPF reiterates that the Government is committed to securing economic growth in order to create jobs and prosperity and to ensuring that the planning system does everything it can to support sustainable economic growth.

Importantly local planning authorities are required to identify strategic sites for local and inward investment to meet anticipated needs.
WHY HERE?

The Coventry area has a high level of employment deprivation in relation to the rest of England with a clear socio-economic need for additional local employment opportunities.

Coventry and its hinterland has long been known as a Centre of Engineering Excellence.

However, that exalted status had begun to slip; economic prospects looked bleak. Peugeot ceased car manufacture and suppliers followed. Browns Lane closed.

The evidence of a serious decline in economic health over the last ten years confirmed the deterioration, if not disintegration of a proud heritage.

But that seems to be changing. Investment by Jaguar Land Rover and Aston Martin indicates potential reinvigoration of motor industry research, development and manufacture, due in no small measure to the combination of a legacy of skills and the regular delivery of highly qualified, highly motivated graduates from the Universities.

In order to sustain this turn around in economic prospects, space to carry out this research, development and manufacture has to be available.

At the moment, it isn’t...not in the right place or of the right type.

The Gateway aims to remedy this deficiency.
The Coventry and Warwickshire Gateway is a strategic employment site intended to accommodate up to 10,000 jobs in a mixture of office, manufacturing and logistics space, funded and delivered by the private sector.
REGIONAL ACCESSIBILITY

- M6: 6.3 miles
- M69: 8.1 miles
- M40: 12.6 miles
- M42: 13.6 miles
- M1: 22.0 miles
WHAT?

Taking the Government’s economic objectives as its lead the Coventry and Warwickshire Local Enterprise Partnership (the LEP) has set a strategy for economic and employment growth. This has been followed by Coventry City Council and Warwick District Council who have begun to develop employment led strategies for growth.

As part of its Strategy the LEP has selected The Gateway as the best and most appropriate location to stimulate and foster economic and job growth and the City and District Councils are now seeking to endorse the LEP’s position through their planning strategies; it is within this context that a planning application has been made.

“The Gateway is a scheme of major strategic importance for Coventry and Warwickshire.

“It represents a long-term opportunity to create high value jobs, attract inward investment and make major improvements to the infrastructure of the area. It is a once-in-a-generation opportunity.”

Managing Director of the Coventry and Warwickshire Local Enterprise Partnership

The Gateway scheme is situated on land to the north and south of Coventry airport on land predominantly within Warwick District. It combines public and private investment to resolve long standing difficulties on the strategic highway network along the A46 and A45.

It is proposed as part of the sub region’s strategy for growth and its £250 million investment will help to create 10,000 jobs directly on an area of about 100 ha (net) in automotive, aerospace and digital technology; in manufacturing and logistics and in support services and facilities.

Gateway will provide a mix of employment generating buildings to accommodate all types of space, from small “grow-on” units suitable for those innovative enterprises concentrated in high technologies, to large stand alone manufacturing and distribution units serving the wider sub region.

Some buildings will be very high profile iconic structures flanking the A45, advertising the economic dynamism of the City.
Land north of the A45 (Whitley Business Park) already has planning permission but its development has stalled (in part) because of inadequate access. The Gateway scheme overcomes that difficulty and provides Jaguar’s World Head Quarters with an entrance it merits and needs. South of the A45 the proposal utilises ‘brownfield’, substantially contaminated (former) Sewage Disposal Works to provide manufacturing and logistics space in addition to a high profile Technology Park with an emphasis on automotive, aeronautical and digital businesses. It acknowledges the proximity of two villages and aims to mitigate impacts, especially through careful highway planning.
The site occupies an urban edge location and is strongly influenced by existing uses, including Middlemarch and Stonebridge Business Parks, Coventry Airport and the A45/A46. The site comprises a mix of existing developed and despoiled areas, farmland and other undeveloped areas.

The expansive boundary of the proposed application reflects the need to marry land use and transportation proposals.

It also allows landscaping work to be done to improve and restore the legacy of previous, uncontrolled landfill operations.

The scale of this particular problem is not obvious to casual observation but dealing with matters of serious contamination is undoubtedly of significant environmental benefit.

Traffic congestion along the A46/A45 can cause serious peak time queuing. This is environmentally, socially and economically unacceptable and it is a situation which no doubt is stifling investment in the region.
Contaminated land. Peak hour congestion. Heavy traffic through Baginton village.

**KEY**

- Site Boundary
- Existing farmland / open land
- Existing development areas or directly used / disturbed areas
- (with reference number)

1. Pre-1940 sewage (historic infiltriage/gravels pits)
2. Former scrapyard
3. Former sewage drying beds
4. Former Coventry (spring) Taft backs
5. Sewage treatment facility and landfill
6. Agriculture location
7. Former military headquarters
8. Airport runways
9. Industrial premises

**Existing and Previous Land Uses**
Investment will exceed £250m, with the delivery of up to 10,000 jobs, intended to be primarily in automotive, aeronautical and digital technologies as well as manufacturing and logistics.

Up to an additional 4,000 jobs could now be more readily provided in the Whitley Business Park as a direct result of the Gateway strategic highway works.
COVENTRY AND WARWICKSHIRE GATEWAY

The Development Framework Plan

Highways
Significant improvements will be undertaken to the highway infrastructure.

Whitley Business Park
An existing planning permission to be improved significantly by new highway works to help to generate up to 4,000 jobs.

Technology Hub
The creation of a Technology Hub with a bias towards automotive, aeronautical and digital technologies with appropriate ancillary uses, collectively to create up to 4,000 jobs.

Logistics Park
Up to 400,000 sq m of manufacturing and logistics buildings with the potential to create up to 6,000 jobs.

Strategic Landscape
The development will be 'framed' by a new mounded and landscaped perimeter which will substantially screen the development from the outside view.

Stoneleigh Junction
Is to be improved.

Green Space
The development will promote the creation of enhanced habitat for wildlife with significant additional areas of publicly available open space, extending fully around the perimeter of the site.

New Access Road
Some airport buildings will need to be demolished to make way for the access road to service the Logistics Park. They will be rebuilt elsewhere on the Airport, further away from Baginton.

Jaguar World Headquarters

The Development Framework Plan
**£250 million investment**

**Up to 14,000 jobs**

The economy in the UK is falling behind that of its competitors and the Government has said that “...we must build a new model of economic growth - where instead of borrowing from the rest of the world, we invest, and we save and we export.”

The Coventry and Warwickshire Gateway Scheme is proposed as part of this strategy for growth and its £250 million investment will help to create up to 14,000 jobs on land to the north and south of Coventry Airport. It responds to the Government’s demands that “Local planning authorities and other bodies involved in granting development consents should prioritise growth and jobs.”

The scheme is for the comprehensive redevelopment of land to the north and south of the A45 and to the north, west and south of Coventry Airport.

The proposal involves the remediation and re-use of significant areas of contamination and the creation of extensive areas of publicly accessible green space. Indeed, as a result of the proposal there will only be a small reduction in the net amount of previously unused green space: on land to the south of the A45 there will be a net reduction of about 16ha or 7% of the site area. Currently about 45% is either in built use or is previous landfill or sewage works.
A major public sector investment by the Highways Agency will start in earnest in April 2013.

This will ‘grade separate’ the Toll Bar junction and improve traffic flows through it.

The Gateway highway works will, however, benefit the strategic road network still further and a similar start date would allow this to happen.
Extensive consultation with statutory bodies, groups and organisations has been ongoing for some time.

More than 25 presentations of the proposals have been given at various stages of the evolution of the plans.

Exhibitions and explanation of the proposals have taken place at Baginton, Whitley and Bubbenhall during June and again in July.

Various Coventry Ward Forum meetings have been attended to supplement the exhibitions.

An assessment of the responses from all consultees has been made before finalising the components of the planning application. Changes have been made, where possible, to accommodate local issues and concerns, particularly with regard to highway matters at Baginton and around the Cheylesmore Ward of the City.

An extension and reinforcement of the perimeter mounding and planting was also introduced.

The Environmental Statement, submitted with the application, addresses all the relevant technical issues and explains how potential impacts will be mitigated.
A consideration of the application by the Local Planning Authorities is expected in December and, if they are minded to grant planning permission then it will be referred to the Secretary of State (as a Departure from the Development Plan) whose decision will be either to allow the planning permission to be issued locally or to call the application in for a Public Inquiry.

However, for the scheme to proceed in line with the Highways Agency’s investment, a start on site will be essential in April 2013, necessitating a commitment from Government earlier in the new year.

If this commitment is not given, then there are 2 consequences:

(i) New roads built by the Highways Agency would have to be, in part, dug up at a later date to accommodate the Gateway infrastructure;

(ii) The Gateway development would not be allowed to ‘interfere’ with Highways Agency construction work for at least 3 years, so implementation would at best be delayed for that period.
DEVELOPMENT TIMELINE

The construction and job creation programme is set out, assuming a favourable decision in the Spring of next year.

The infrastructure works - including restoration and cleaning of despoiled land; construction of new highways; creation of development plots and formulation of the landscape framework will take place between 2013 and 2016.

First buildings, on the Technology Park, could be available in 2014, with development progressing over the next 10 years.
## Construction & Job Creation Programme

### C&W Gateway

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#### HA Tollbar

**Highways Agency Tollbar Works AG**

| 6) Highways Agency AG Tollbar works (3 years) | | | | | | | | | | | | |

#### C&W Gateway

**Construction Works**

| 7) Tollbar Slip Road tie into site; | | | | | | | | | | | | |
| 8) New A45 Overbridge entrance to site | | | | | | | | | | | | |

#### Development Infrastructure

| 9) Technology Park Unit | | | | | | | | | | | | |

#### Technology Park

| 10) 1st Occupation Technology Park Complete | | | | | | | | | | | | |

#### Industrial Park

| 11) 1st Industrial units occupied | | | | | | | | | | | | |

#### C&W Gateway + St Modwen

**Construction & Permanent Jobs**

| 12) Construction Jobs - Infrastructure | | | | | | | | | | | | |
| 13) Construction Jobs - Buildings | | | | | | | | | | | | |

| 14) Permanent Employment | | | | | | | | | | | | |

### Outline Planning Decision

| Technology Park 100,000 sqft | | | | | | | | | | | | |

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- 1st Occupation - temporary
- 1st Occupation - permanent
- First Infrastructure Jobs
- First Building Construction Jobs
A comprehensive transportation solution requires close working with the Highways Agency and a coordination between the Highways Agency’s Toll Bar improvement and The Gateway delivery, would represent an efficient, effective and economic cooperation with widespread benefit.
CURRENT ACCESS ARRANGEMENTS IN AND AROUND THE SITE ARE POOR AND IN ORDER TO SUPPORT DEVELOPMENT, MAJOR IMPROVEMENTS ARE NEEDED.

BASED ON AN ONGOING DETAILED APPRAISAL OF THE CURRENT HIGHWAY SITUATION, THE FOLLOWING PRIMARY PACKAGE OF ELEMENTS IS PROPOSED:-

i) Construction of a new grade-separated junction onto the A45 Stonebridge Highway to serve the Gateway site, and also the Jaguar Headquarters and Whitley Business Park development.

ii) Construction of a new link-road through Jaguar Whitley to the A444, where the interchange with Leaf Lane will be replaced with an “all movements” junction, including a new bridge. The existing north-bound slip road will be split into two at the junction, to resolve current weaving issues;

iii) Closure of the current Airport access onto Stoneleigh Road south of Baginton;

iv) Prevention (by financial penalty) of Gateway development traffic using Baginton village roads.

v) Part closure of Bubbenhall Road around the southern edge of the Airport to allow emergencies and local use only;

vi) A new access road to serve the Logistics Park. The new access road will require the demolition of airport buildings and their replacement elsewhere on the airport site.

vii) Improvement through widening and/or better signalisation of the:

   - A46/A428 Binley Road Roundabout;
   - A45/A46 Stonebridge Island;
   - A46 Stoneleigh Road Junction, (Warwick University)
   - A45 St. Martin’s Island;
   - A444 Whitley Roundabout.

The above package will be delivered in accordance with a Phasing Programme, which will be agreed and formalised as part of the planning process.
Great care is being taken to acknowledge and respect the Green Belt status of the land. Whilst much of it is previously-used and contaminated, an extensive landscaped perimeter will aim substantially to screen the development from outside view; to create new habitat for flora and fauna; to offer opportunities for casual or formal recreation and to help to provide a high quality, environmentally sensitive development.
Conservation of Rock Spinney and establishment of new woodland areas and other habitats to improve ecological connectivity.

Potential new or future bridge over the River Avon – for pedestrians and cyclists. To offer the potential for access to the countryside and Ryton Pools County Park to the south.

Conservation of existing pasture fields and establishment of new woodland, tree and hedgerow planting and wetland habitats. Creation of circular walk from the settlement edge and the Fort, incorporating viewpoint, seating and interpretation.

Landscape "buffer" to the proposed development access road and airport, comprising mounding, woodland and tree planting, grassland and footway/cycleway.

Conservation, enhancement and management of the existing bird sanctuary and surrounding riverside habitats for wildlife benefits. Creation of an informal riverside walk.

Formation of broad outer landscape corridor (typically 100 - 300 metres wide) to include mounding, extensive woodland, tree and hedgerow planting and habitat creation proposals. Continuous footway/cycleway link provided with connections to existing points of access.

Landscape Framework Plan

Creation of a new Community Park area, with conserved and new woodland and tree planting providing a "buffer" to the proposed development access road and airport beyond. To include new footways/cycleways, public open space.

Conservation of existing pasture fields and establishment of new woodland, tree and hedgerow planting and wetland habitats. Creation of circular walk from the settlement edge and the Fort, incorporating viewpoint, seating and interpretation.
Figure 5.15 Photorealistic Cross Section - East Of Baginton

Section A1 - Existing 1:250@A1

All levels shown are approximate and indicative at this stage and subject to confirmation.

Section A1 - During Construction 1:250@A1

Section A1 - Upon Completion Of Highway & Landscape Proposals 1:250@A1

Section: East of Baginton (north)
Section A2 - Existing 1:250@A1

Section A2 - Upon Completion Of Highway & Landscape Proposals 1:250@A1

Section A2 - During Construction 1:250@A1

Section: East of Baginton (south)
COVENTRY AND WARWICKSHIRE GATEWAY

Section: North of Bubbenhall
COVENTRY AND WARWICKSHIRE GATEWAY

Existing View

Year 0 - View upon completion of the proposed project

Year 10 - View 10 years after completion of the proposed development
Existing View

Year 0 - View upon completion of the proposed project

Year 10 - View 10 years after completion of the proposed development
COVENTRY AND WARWICKSHIRE GATEWAY

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COVENTRY AND WARWICKSHIRE GATEWAY

Existing View

Year 0 - View upon completion of the proposed project

Year 10 - View 10 years after completion of the proposed development
SUMMARY

• Public - Private sector co-operation to deliver significant strategic highway infrastructure benefits.

• Public sector funding to enable and assist private sector investment.

• Restoration of despoiled and contaminated land to provide a site for new buildings to accommodate up to 10,000 jobs.

• A range of jobs in a Technology Hub and a Logistics and Manufacturing Park to serve the wide ranging needs of the sub-region for the next decade.

• Almost half the site devoted to the new publicly accessible landscape and habitat creation.

• A landscape framework devised to substantially screen the development from outside view and to protect and enhance the local environment.