



NLGN Annual Conference 2012

Enabling sustainable growth and regeneration
in our places

Martin Reeves

CEO, CWLEP

Chief Executive, Coventry City Council

Chris Elliott

CWLEP Delivery Board

Chief Executive, Warwick District Council



Content

- Coventry and Warwickshire LEP (CWLEP)
- Growth Priorities
- Planning in Practice
- Duty to co-operate in action - Coventry and Warwickshire Gateway

Coventry & Warwickshire

Local Enterprise Partnership





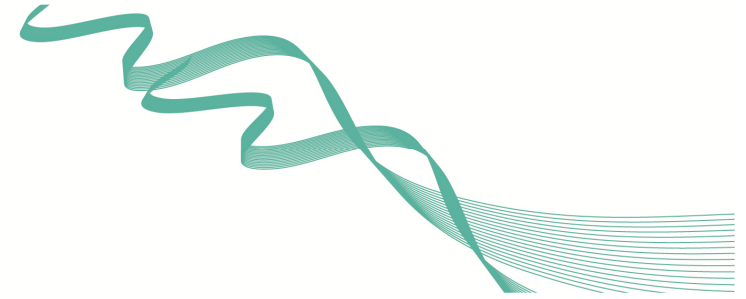
Facts and Figures - CW

- CW population – 852,000
- Coventry is 11th largest city in the UK
- 2 Universities (Warwick and Coventry)
- 77% of CW population economically active
- 30.4% of CW people educated to NVQ4 and above
- 12.3% in CW are employed in manufacturing
- Coventry high performer on patents



CWLEP Purpose!

- Create business growth
- Create jobs
- Remove barriers to sustainable growth



CWLEP Objectives!

- Create an environment where it is easy for businesses to start, locate and thrive.
- Accelerate the growth of our economy through targeted support in our key strategic sectors
- Tackle the skills problem by aligning supply and demand



Coventry & Warwickshire Core Business Propositions and Niche Opportunities

High – Value
Manufacturing

Research &
Development

Offices &
Services

Retail
Leisure &
Logistics

Motorsport

Low Carbon
Vehicles

Intelligent
Transport
Systems

Serious
Games

Headquarters

Logistics



Priorities and approach

- Shared view on tangible set of investment priorities between public and private sector
- Position CWLEP at front of queue for funding opportunities
- Funding ambition “evergreen infrastructure fund”
- Strong “TIF” case(s)
- Integrated approach with Transport and Development Infrastructure



Our Growth Portfolio

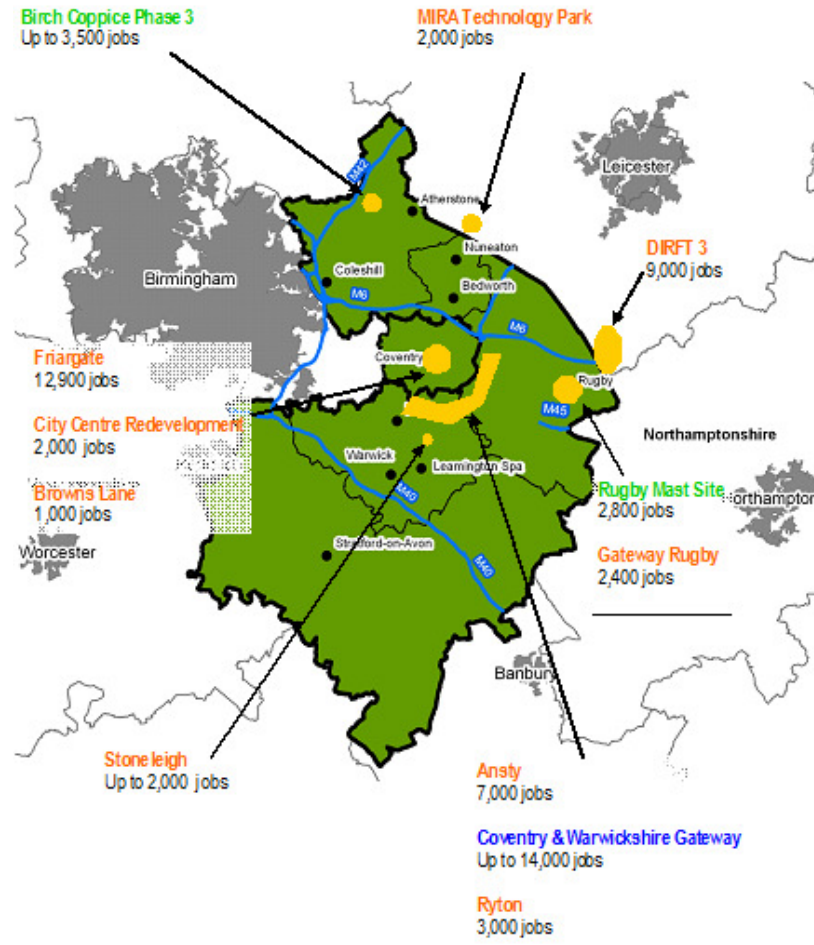
- Friargate
- City Centre Masterplan
- Stoneleigh Park
- Ansty
- Coventry and Warwickshire Gateway

Coventry & Warwickshire

Local Enterprise Partnership



Strategic Growth Sites in Coventry & Warwickshire

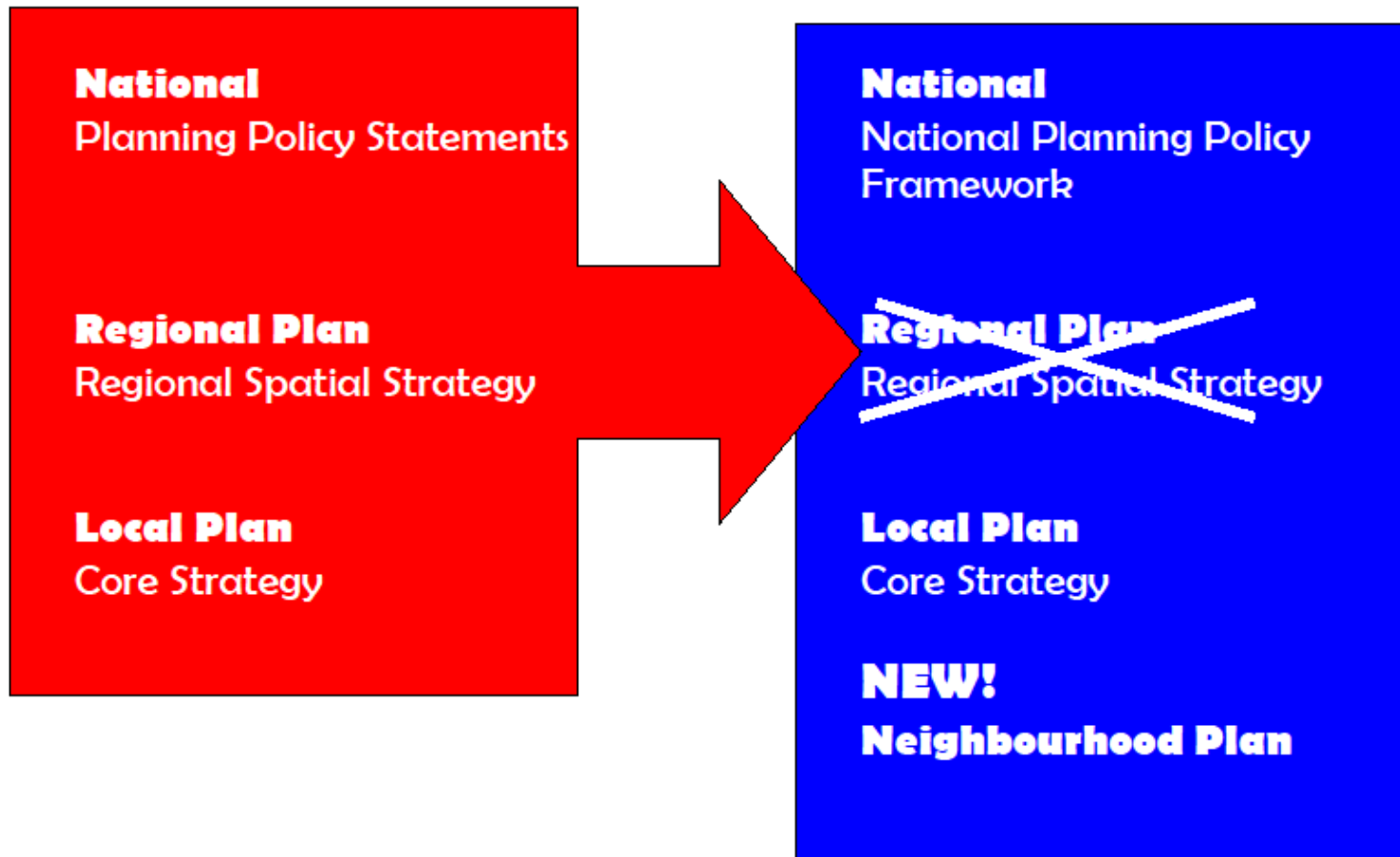


- Short-term (jobs within next 2 yrs)
- Medium-term (jobs in 3-5 yrs)
- Long-term (jobs created in over 5 yrs)



Coventry & Warwickshire







Duty to Co-operate in Action?

- The Proposal
- A Site with History
- Changing Relationships
- Opportunity Lost/Opportunity Gained
 - EZ Proposal
 - Post EZ
 - Local Plan
 - DfT
 - Sub regional Development
- Lessons

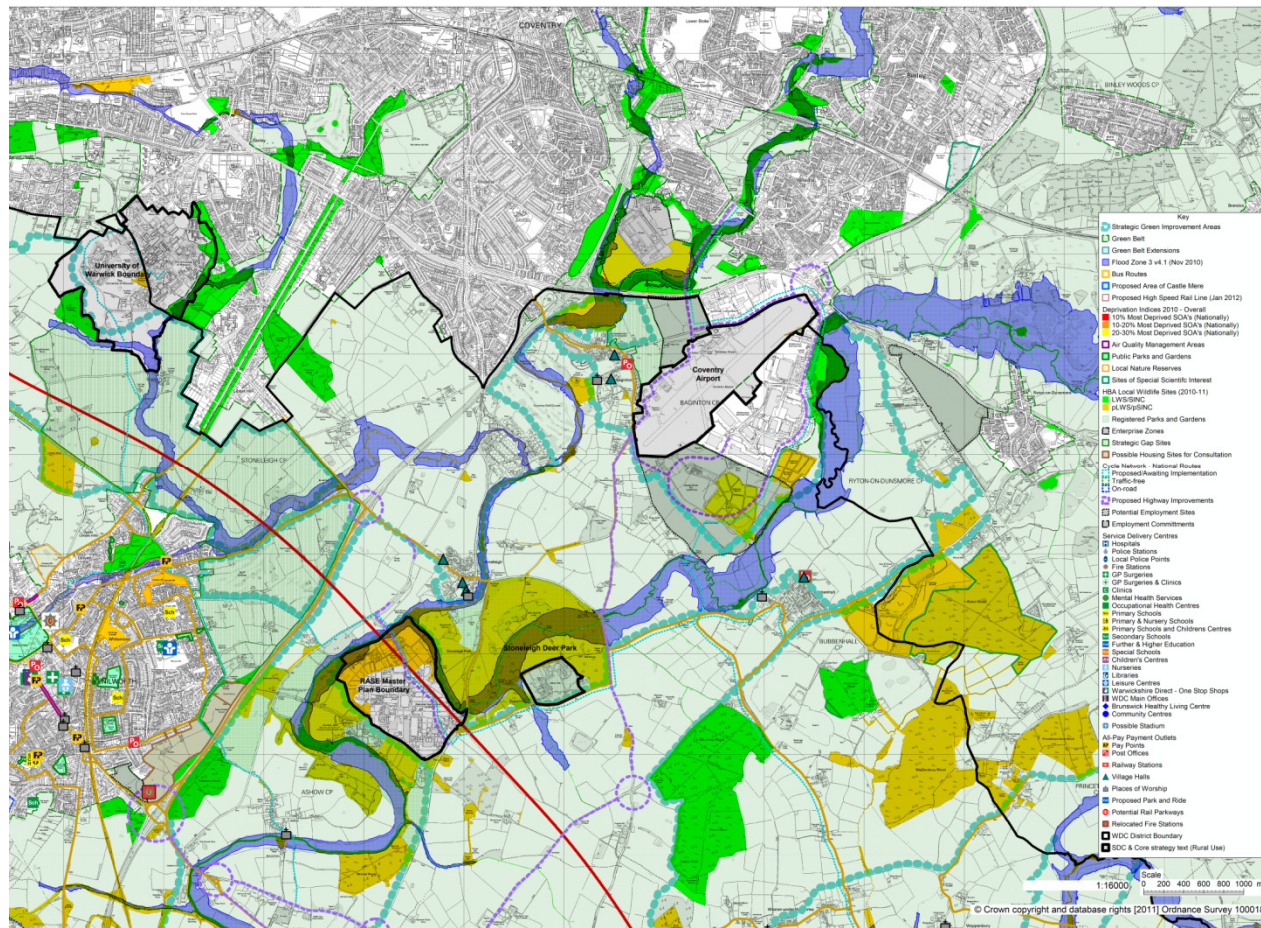


Duty to Co-operate in Action?

- The Proposal
 - 100+ Ha release of green belt land around Coventry Airport for B1, B2, B8 and other commercial uses
 - On Border of Coventry, Warwick and Rugby Councils
 - Requires substantial on and off site road infrastructure which could also free up major site on Coventry, aid release of site in Rugby and another site in Warwick
 - Could also enable expansion of airport for passenger flights
 - Estimated yield of 12,000+ jobs, over 4 million sq ft of space



Duty to Co-operate in Action?





Duty to Co-operate in Action?

- The Proposal
- A Complex proposal!
- Land owned by Coventry City Council and Severn Trent;
- Developers – a Private Sector Partnership of Roxhill and Sir Peter Rigby (who runs airport)
- Site in Coventry owned by St Modwen's and Coventry City Council
- Most Land is in Warwick District which is the Planning Authority and in Warks County which is Highway Authority
- Major off site Highways works – are on trunk roads or in Coventry
- Coventry Labour; Warwick and Warks County, Conservative
- In Green Belt but not necessarily best land
- Surrounded closely by villages and close to residential area in Coventry
- Junction A45/A46 subject to DfT scheme that currently doesn't cater for it
- Airport has an interesting history!



Duty to Co-operate in Action?

- A Site With History
- Airport ex WW2
- Since then largely used for cargo flights, but unregulated esp. re hours of use
- In early 2000's it began to be used for passenger flights
- Dispute between Warwick and operator, led to high court case over PD rights/injunction
- Proposals for expansion of terminal and use came forward leading to appeals/call ins which were eventually lost
- As economic climate froze, flights reduced and operator went into administration
- Lease taken over by Sir Peter Rigby
- Plans for increased usage again!
- Relations between Councils not necessarily at their best over this!



Duty to Co-operate in Action?

- **Changing Relationships Over Time**
- Coventry and Surrounding Districts in Robert Frost country – good fences make good neighbours; neighbourly but remote
- Some sub regional working at officer level, precious little at member level.
- Sub Regional Organisation – Coventry, Solihull and Warwickshire Partnership in existence since early 1990's. Largely the bigger LAs involved, only latterly Districts
- Sub Regional Forum for planning emerges
- Leaders and CXs meeting more regularly



Duty to Co-operate in Action?

- **Changing Relationships Over Time (cont'd)**
- Sub Regional Framework developed as response to, and incorporated into West Midlands RSS
- Support regeneration and growth of Coventry but restrain development in shires – 50/50 split of housing provision but some overspill into Warwick and Nuneaton
- Adverse reaction against implications of RSS proposals national and local
- CW LEP emerges, CSWP dies
- National Gov change and death of RSSs leads to withering of CSW sub regional framework – each LPA pursues own proposals for growth
- Development of LEP Strategy response to Duty to Co-operate
- EZ an opportunity!
- Leaders agree to look at each others plans – put them together to re-create sub regional framework based on local determination not response to RSS



Duty to Co-operate in Action?

- **Opportunity Lost/Opportunity Gained**
- Toll Bar Island – Junction of A45/A46 – major cause of congestion locally. Was a £100m plus scheme postponed in Autumn 10 Budget.
- EZ Invitation – opened up possibility of large scale job creator and funder of key highway infrastructure; Local benefits identified by WDC.
- LEP quickly endorsed bid; WDC unanimously endorsed bid as LPA (as long as it excluded the airport)! Important political step taken.
- EZ loss- reaction was to continue; seen as opportunity to build on partnership working already in place.
- Explored 3 options – Local Plan; Business Development Order; Planning application; First and 3rd in tandem are progressing
- Local Plan for Warwick being developed on basis of including Gateway scheme
- Gov changed mind on Toll Bar island but their scheme would not offer scope for Gateway – therefore negotiating a hybrid



Duty to Co-operate in Action?

- **Opportunity Lost/Opportunity Gained (cont'd)**
- Highway works to include junction on A46 that serves Royal Showground and Warwick University, if improved will release potential of these two sites – 2,000 plus jobs and major expansion of University.
- Major Public Transport opportunity too – developing a routes to work strategy for rail and bus improvements that will also serve wider sub region growth e.g. north south rail route; bus routes through villages and linking employment sites.
- Exploring together range of funding opportunities so LEP is listing sites and key infrastructure in order to prioritise
- In process is effectively bringing a sub regional framework together