

Council meeting: Wednesday, 24 February 2016

Notice is hereby given that an ordinary meeting of Warwick District Council will be held at the Town Hall, Royal Leamington Spa on Wednesday, 24 February 2016 at 6.05pm.

Emergency Procedure

At the commencement of the meeting, the Chairman will announce the emergency procedure for the Town Hall.

Agenda

1. **Apologies for Absence**
2. **Declarations of Interest**

Members to declare the existence and nature of interests in items on the agenda in accordance with the adopted Code of Conduct. Declarations should be entered on the form to be circulated with the attendance sheet and declared during this item. However, the existence and nature of any interest that subsequently becomes apparent during the course of the meeting must be disclosed immediately. If the interest is not registered, Members must notify the Monitoring Officer of the interest within 28 days.

Members are also reminded of the need to declare predetermination on any matter.

If Members are unsure about whether or not they have an interest, or about its nature, they are strongly advised to seek advice from officers prior to the meeting.

3. **Minutes**

To confirm the minutes of the meeting of the Council held on 27 January 2016 (Pages 1 – 7).

4. **Communications and Announcements**

5. **Petitions**
6. **Notices of Motion**
7. **Public Submissions**
8. **Leader's and Portfolio Holders' Statements**
9. **Questions to the Leader of the Council & Portfolio Holders**
10. **Setting of the Council Tax 2016/17**

To consider:-

- (a) the recommendations from the meeting of the Executive held on 10 February 2016 **(To follow)**.; and
- (b) the report of the Responsible Financial Officer **(To follow)**

11. **Housing Rents and Housing Revenue Account Budget 2016/17**

To consider the recommendations from the meeting of the Executive held on 10 February 2016 **(To follow)**

12. **Heating, Lighting and Water Charges 2016/17 – Council Tenants**

To consider the recommendations from the meeting of the Executive held on 10 February 2016 **(To follow)**

13. **Report of the Executive**

To consider reports of the Executive meetings on:

- (1) 13 January 2016 (excluding minutes 80 to 84 that were considered by Council on 27 January 2016) **(Pages 1 - 33)**
- (2) 10 February 2016 **(To follow)**

14. **Local Plan**

To consider a report from Development Services. **(Pages 1 to 11 and Appendices 1 to 6)**

15. **Public and Press**

To consider resolving that under Section 100A of the Local Government Act 1972 that the public and press be excluded from the meeting for the following item by reason of the likely disclosure of exempt information within the relevant paragraphs of Schedule 12A of the Local Government Act 1972, following the Local Government (Access to Information) (Variation) Order 2006.

16. **Confidential Executive Report**

To consider reports of the confidential report of the Executive meeting on 10 February 2016 **(To follow)**
(Not for publication)

17. **Common Seal**

To authorise the affixing of the Common Seal of the Council to such deeds and documents as may be required for implementing decisions of the Council arrived at this day.



Chief Executive
Published Tuesday 16 February 2016

General Enquiries: Please contact Warwick District Council, Riverside House, Milverton Hill, Royal Leamington Spa, Warwickshire, CV32 5HZ.

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Enquiries about specific reports: Please contact the officers named in the reports.

Details of all the Council's committees, councillors and agenda papers are available via our website www.warwickdc.gov.uk/committees

Please note that the majority of the meetings are held on the first floor at the Town Hall. If you feel that this may restrict you attending this meeting, please call (01926) 456114 prior to this meeting, so that we can assist you and make any necessary arrangements to help you attend the meeting.

The agenda is also available in large print, on request, prior to the meeting by calling 01926 456114.

WARWICK DISTRICT COUNCIL

Minutes of the meeting held on Wednesday 27 January 2016, at the Town Hall, Royal Leamington Spa at 6.05pm.

PRESENT: Councillor Doody (Chairman); Councillors Ashford, Barrott, Boad, Mrs Bunker, Butler, Coker, Cooke, Cross, D'Arcy, Davison, Day, Edgington, Mrs Evetts, Gallagher, Gifford, Gill, Miss Grainger, Grainger, Harrington, Mrs Hill, Illingworth, Mrs Knight, Mann, Margrave, Mobbs, Murphy, Naimo, Parkins, Phillips, Quinney, Mrs Redford, Rhead, Shilton, Mrs Stevens, Thompson and Weed.

70. **Apologies for Absence**

Apologies for absence were received from Councillors Bromley, Mrs Falp, Heath, Howe, Morris, and Whiting.

71. **Declarations of Interest**

Minute 74 - Petitions

Councillor D'Arcy declared that she was a Friend of St Nicholas Park, in Warwick, but that she wanted to listen to all information before deciding what should happen to the petition.

72. **Minutes**

The minutes of the meetings of the Council held on the 18 November 2015 and 13 January 2016, were taken as read and signed by the Chairman as a correct record

73. **Communications & Announcements**

The Chairman informed the Council that he had the privilege of attending the Bali awards in London where Jephson Gardens won in the category for Grounds Maintenance of an Area of Free Public Access. This was due to excellent partnership work between Warwick District Council and its contractors, the Landscape Group. The Chairman then presented the award to Councillor Shilton, as Portfolio Holder, along with representatives of the Landscape Group and Officers from the Council.

The Chairman presented awards to three members of the Council's CCTV scheme who had been recognised by the Police for their work in protecting the community.

The Chairman informed the Council that it, in partnership with the Leamington Society, had been successful in its bid for Heritage Lottery Funding for work in Jephson Gardens

The Chairman welcomed Councillor Cain back to Council meetings.

The Chairman informed the Council that there was no business to be considered under, Item 6 Notices of Motion or Item 7 Public Submissions.

74. **Petition**

Mrs Bromley presented a petition to Council of over 500 signatures on behalf of the Friends of St Nicholas Park, in Warwick that read as follows:

"We, the undersigned, petition Warwick District Council to fully restore to their previous condition the grassed areas in St. Nicholas Park which have been treated and killed with weedkiller, as soon as possible. St Nicholas Park is a cherished recreation resource for local residents and visitors to Warwick, and is designated as a public recreation space by Warwick District Council. We note that WDC have current policies to encourage residents to take more physical exercise and therefore should logically not make their parks less accessible to the public for recreation. Large areas of the open, grassed areas in St. Nicholas Park have apparently, been deliberately killed by Warwick District Council in preparation for the planting of "wild flower" meadows. We believe that the locations chosen are inappropriate for this type of planting and that consequently much of the grassed areas will be inaccessible to park users for their recreation. We are concerned that the views of the Friends of St. Nicholas Park and Warwick Town Council have been ignored regarding these major changes. We are also surprised that our Ward Councillors have not had an opportunity to debate the issues and the impact of the changes on park users. We expect WDC and our elected Councillors to act as the stewards for our parks, protecting them from further development and drawing up policies which encourage greater use and participation by local residents."

Councillor Shilton proposed that the petition be referred to Executive for consideration, along with a report from Officers on this matter. This was duly seconded and

Resolved that the petition be referred to the Executive for consideration along with a report from Officers on this matter.

75. **Leader's and Portfolio Holders' Statements**

The Portfolio Holder for Neighbourhood Services, Councillor Shilton, referred to the success of the Bali Award. The award had been independently assessed and recognised the quality of publicly open gardens. This was in addition to the Green Heritage and Green Flag awards, the success of which, were due to the hard work of contractors and Officers working in partnership.

The Portfolio Holder for Neighbourhood Services, Councillor Shilton, offered his thanks to the Friends of Pump Room Gardens for their fundraising efforts to contribute to the restoration of Pump Room Gardens. As a result of this, and working with Warwickshire County Council, the Council had been awarded £995,656 to restore the Pump Room Gardens. This would see over £1.4 million of investment in new paths, improvements to the band stand, drainage works and the river bank being refreshed. Works were due to start in September 2016.

The Portfolio Holder for Culture, Councillor Gallagher, provided an update on the Royal Spa Centre. She explained that the Council was now beginning to get the benefits of the investment it made in the Spa Centre during 2013. There were now more return bookings at both the Spa Centre and the Town Hall, improved quality of shows and it was taking on a greater number of agency work in

selling tickets for other events. This year the Council had budgeted for £500,000 income but this now looked more likely to exceed £750,000. The panto this year had been all but sold out with, record equalling attendance levels, and a £32,000 profit. In addition the cinema ticket sales were improving and it was beginning to hold its own. As a result of the good work overall the Spa Centre had also been awarded a TripAdvisor certificate of excellence.

The Portfolio Holder for Development Services, Councillor Cross, updated the Council on the latest position with regard to Racing Club Warwick Football Club. He informed the Council that works had started to clear the derelict buildings and make good the site, but this could not be concluded until the appointment of the new trustees had been confirmed. Match funding for works on the ground had been awarded by the Football Foundation. A business plan was being developed, for the Club, with officers and this should see up to £300,000 investment in to the stadium for the benefit of the wider community.

The Portfolio Holder for Health & Community Protection, Councillor Grainger, reminded the Council that the work of the CCTV team was a partnership. Part of this partnership was the street marshalls and the street pastors. To further compliment this work, following a trial, Public Health England and the Clinical Commissioning Group had appointed a mental health expert would be placed in the control room to provide advice and guidance to police officers and paramedics at an incident.

The Portfolio Holder for Health & Community Protection, Councillor Grainger, explained that training sessions, for Private Hire and Hackney Carriage Drivers, on safeguarding had taken place. This had seen 314 of the 488 licensed drivers attending. This had been very successful contributing to the "is it right campaign?" and the licensed drivers had now asked for this course to be a mandatory requirement for all Warwick District licensed drivers.

76. Questions to the Leader of the Council & Portfolio Holders

Councillor Boad asked the Leader if he was aware of the decision by Stratford on Avon District Council to join the West Midlands Combined Authority (WMCA) as a non constituent member and its reasons for taking this decision was because there was no viable alternative? Therefore as Stratford on Avon, Nuneaton and Bedworth had agreed to be part of the WMCA and potentially Warwickshire County Council would also agree on 23 February 2016, should we now provide Councillors with the opportunity to reconsider this Council's position?

In response, the Leader of the Council, Councillor Mobbs, informed Council that the agreement for the WMCA would take place in May with an election for an elected mayor in 2018. He explained that personally his position had not changed but was assessing the changing climate and was continuing round table discussions with all relevant bodies including the Police and relevant health partners.

Councillor Boad asked the Leader that was it not true that a very clear picture was emerging and that while this Council was once leading we were now on the back foot and this was damaging?

In response the Leader of the Council, explained that he did not believe we were on the back foot and it was worth noting that the Government had

different ideas for different areas. Therefore it was correct to take time and assess the facts.

Councillor Boad asked the Portfolio Holder for Neighbourhood Services what had happened with the Christmas waste collections, where bin hangers directed people to a website or to call to find out details of changed bin dates, yet some people did not receive the bin hangers?

In response the Portfolio Holder for Neighbourhood Services, Councillor Shilton, responded by apologising on behalf of his team as they had simply got it wrong. Meetings had taken place to review what happened and these mistakes would not be repeated.

Councillor Davison asked the Portfolio Holder for Housing & Property Services if it would be possible for the Council make public data it held on Houses in Multiple Occupation, that did not require a licence?

In response the Portfolio Holder for Housing & Property Services, Councillor Phillips, replied that there would need to be careful consideration of the Data Protection Act on this matter but officers were looking into this and he would report back to Council.

Councillor Barrott asked the Leader if he shared the disappointment on the decision by the Secretary of State to approve the applications at Gallows Hill and the Asps? Could the Leader confirm if we would be appealing these decisions and what impact had this had on the Local Plan?

In response the Leader, expressed his deepest disappointment at the decisions and that as explained in the press release on this matter the decisions had not just local but national implications. If needed there would be a report to Executive on the legal implications of any potential challenge to the decision.

77. Executive Report

The Council considered the reports of the Executive on 4 November 2015 (excluding the recommendations considered by Council on 18 November 2015), 2 December 2015 and an excerpt of the minutes of the meeting held on 13 January 2016.

The Leader proposed the minutes of the Executive as outlined subject Minute 80, excerpt of the minutes of the Executive meeting held on 13 January 2016, recommendation 2 being amended to read as followed:

- (2) for the avoidance of doubt, Council confirms that it established a Licensing Committee under section 6 of the Licensing Act 2003; that its responsibilities are under section 7 of the Licensing Act 2003 and section 154 of the Gambling Act 2005; and that this Committee is known in the Constitution as the Licensing and Regulatory Committee.

This proposal was duly seconded.

Councillor Barrott, proposed that, Minute 83 (Appendix 6) of the excerpt of the minutes of the Executive meeting held on 13 January 2016 be amended so that the Kenilworth charge was £0.10p for 10 minutes. This would generate the additional £24,000 to help meet the Medium Term Financial Plan, leave the one

hour rate in Kenilworth unchanged at 60p; begin to reduce the differential in the forthcoming year; and start the Council on the road to standardisation of charges across the three centres over a three year period, if that was what the proposed Working Group recommended.

Councillors: Shilton, Gifford, Mobbs, Quinney, Mann, Grainger, Boad, Gill, Coker, Miss Grainger, Butler, Illingworth and Cooke all spoke on this item.

During the debate it was informally agreed that Group Leaders would meet and discuss if the review of car parking charges should be undertaken by a working party or if the Overview & Scrutiny Committee should be asked to form a Task & Finish group to look at this matter.

On being put to the vote the amendment from Councillor Barrott was lost.

Resolved that the

- (1) report of the Executive on 4 November and 2 December 2015, be approved; and
- (2) excerpt of the report of 13 January 2016 be approved subject to the amendment to recommendation (2) of minute 80 as outlined above.

(Councillor Boad left the meeting at the conclusion of this item)

78. **Report of Planning Committee**

Councillor Cooke proposed approval of the report of the Planning Committee meeting of 8 December 2016, subject to an addition to complement Recommended (1), on Item 11/ Page 2, that read as follows:

"That the time for District Councillors to address the Planning Committee may be increased, at the discretion of the Chairman of the Planning Committee, when they believe there is significant public interest in an application"

The proposal was duly seconded.

Councillors Cooke, Mrs Knight, Gifford and Barrott all addressed the Council on this matter.

Resolved that the report of the Planning Committee of the 8 December 2016 be approved, subject to the addition, as follows:

"That the time for District Councillors to address the Planning Committee may be increased, at the discretion of the Chairman of the Planning Committee, when they believe there is significant public interest in an application."

79. **Attendance at meetings report**

The Chairman informed Council that at Council in February 2015 it was agreed that Council should receive a six-monthly report on Councillor attendance at Council, Executive, Committee and Sub-Committee meetings following the May 2015 elections.

This report was the first of its type to Council in its history and was brought forward to enable Council, and the public, to be aware of the significant work Councillors were undertaking attending public meetings.

The report could be used as a monitoring report to ensure that Councillors were meeting the basic requirement of the law, to attend at least one Council meeting every six months. A Council meeting was recognised in law as either a meeting of Council, Executive, Committee or Sub-Committee meeting.

The report included attendances for Members/Trades Unions' Joint Consultation & Safety Panel and in some instances Planning Forum. As working parties these should not be included and conversely Licensing Panels needed to be included in future reports.

Resolved that

- (1) the report be noted; and
- (2) in future, the report should include attendance as a substitute and attendance at Licensing & Regulatory Panel meetings.

80. **Public and Press**

Resolved that under Section 100A of the Local Government Act 1972 that the public and press be excluded from the meeting for the following item by reason of the likely disclosure of exempt information within the relevant paragraphs of Schedule 12A of the Local Government Act 1972, following the Local Government (Access to Information) (Variation) Order 2006.

81. **Confidential Executive Report**

The confidential reports of the Executive meetings on 4 November and 2 December 2015 were proposed, duly seconded and:

Resolved that the Executive reports of 4 November and 2 December 2015, be approved.

82. **Common Seal**

It was

Resolved that the Common Seal of Warwick District Council be affixed to such documents as may be required for implementing decisions of the Council arrived at this day.

(The meeting ended at 7.48 pm)

CHAIRMAN
24 February 2016

Executive

Excerpt of the Minutes of the meeting held on Wednesday 10 February 2016 at the Town Hall, Royal Leamington Spa, at 6.00 pm.

Present: Councillor Mobbs (Chairman); Councillors Coker, Cross, Mrs Gallagher, Mrs Grainger, Phillips Shilton and Whiting.

Also present: Councillor Barrott (Chair Finance & Audit Scrutiny Committee), and Councillor Boad (Chair of Overview & Scrutiny Committee & Liberal Democrat Group Observer).

100. **Declarations of Interest**

There were no declarations of interest.

Part 1

(Items on which a decision by Council is required)

104. **Budget 2016/17 and Council Tax – General Fund Revenue and Capital**

The Executive considered a report, from Finance, that set out the Council's financial position, bringing together the latest and original Budgets for 2015/16 and 2016/17, plus the Medium Term Forecasts until 2020/21. In doing so it advised upon the net deficit from 2017/18 and the savings required to balance future years' Budgets.

The report sought approval of the; Latest Budget 2015/16; Original 2016/17 Budget; This Council's Band D Council Tax charge for 2016/17; 5 Year Capital Programme; Prudential Indicators for 2016/17; while noting the latest Reserves and Schedules, approving the relevant transfers.

The decision on this report would be presented to Council, on 24 February 2016 alongside a separate report recommending the overall Council Tax Charges 2016/17 for Warwick District Council.

By law, the Council must set a balanced budget before the beginning of the financial year. It must levy a Council Tax from its local tax payers to meet the gap between expenditure and resources available.

It was prudent to consider the medium term rather than just the next financial year, taking into account the longer term implications of decisions in respect of 2016/17. Therefore the 5 year financial strategy, Capital Programme and Reserves Schedule were also detailed in the report.

The Local Government Act 2004, Section 3, stated that the Council must set an authorised borrowing limit. The CIPFA Code for Capital Finance in

Local Authorities states the Council should annually approve Prudential Indicators.

The Chief Financial Officer was required to report on the robustness of the estimates made and the adequacy of the proposed financial reserves; and this was set out in Appendix 10 to the report.

Within the report and the recommendations, the following funding allocations were proposed:-

	2016/17 New Homes Bonus £	2015/16 Surplus £	2015/16 Contingencies £	2016/17 allocations £	Total £
Waterloo Housing Association	178,500				178,500
St Georges Playing Field, Barford	71,000				71,000
Corporate Assets Reserve	486,000				486,000
Leisure Options Reserve	625,000				625,000
Business Rate Retention Volatility Reserve	750,000				750,000
Early Retirement Reserve	147,064				147,064
Equipment Renewals Reserve		76,300	123,700		200,000
Contingency Service		75,400		124,600	200,000
Transformation Reserve (from 2016/17 surplus)				23,100	23,100
Total	2,257,564	151,700	123,700	147,700	

In addition the Capital Programme included the following new schemes and budget allocations:

- Royal Spa Centre Operational Works – Motors and Stage Lighting Dimmers £350,000
- St Johns Warwick Flood Alleviation Scheme £100,000
- Rural and Urban Initiatives Grants – extension from 2018/19 £150,000 per annum
- Recycling and Refuse Containers - £165,000 per annum

Appendix 1, to the report, summarised the latest 2015/16 Budgets. These were reported to the Executive in December 2015 showing net expenditure of £14.42m and a surplus of £189,800.

The following changes were now proposed to the 2015/16 Budget.

Increased expenditure:

- Increased Leisure Centre salary costs +£50,000;
- Business Rates consultant's fees +£25,000;
- Digital Transformation setup costs (net of reserve funding) +£9,500;

Reduced expenditure:

- Environmental Health & Community Protection staff vacancies - £28,100;
- Earmarked Reserves no longer required -£18,300.

Within the 2015/16 budgets there were still various unallocated contingencies totalling £123,700:

- Office Cleaning Contract £51,000;
- General Contingency Budget £38,800;
- Price Inflation £17,000;
- National Living Wage £16,900.

These budgets were not likely to be used within 2015/16 and so £123,700 was proposed to be appropriated to the Equipment Renewals Reserve.

Taking into account the above budget changes, the 2015/16 Budgets showed a projected surplus of £151,700. It was proposed that this surplus was allocated £76,300 to the Equipment Renewals Reserve (giving a total contribution to this reserve of £200,000) and £75,400 ring-fenced for the 2016/17 Contingency Budget.

The 2016/17 Base Budgets was agreed in December 2015 and since then, further recurrent changes had been identified. Inclusion in next year's Budgets at this point ensured both the 2016/17 Budget and Financial Projections would contain the most realistic figures as at the beginning of April 2016. These changes were:

- Customer Service Centre Review/Digital by Default;
- Announcement of the Government Settlement;
- Updated Business Rates income based upon the January NNDR1 return;
- Latest Investment Interest Income forecasts;

Specific changes to 2016/17 budgets had been allowed for within service expenditure estimates that were agreed in December, these included energy supplies, civic support, travel tokens, waste containers, Local Enterprise Partnership and employment initiatives.

Within the Fit For the Future savings agreed in September 2015 was £320,000 phased in over 2017/18 and 2018/19 from the re-procurement of gas and electricity. The gas contract had now been re-procured to

come into force in April 2016, generating savings of 28.62%, this being ahead of the dates previously reported. Similar savings were expected for electricity from October 2016. Together, these would present savings of £136,000 for 2016/17, with the full year effect of the electricity contract providing an additional £83,000 savings in 2017/18, with annual savings of £219,000.

Whilst these savings were being generated earlier (so benefiting the 2016/17 Budget), the level of these savings was estimated to be lower than earlier anticipated so presenting an additional £100,000 to be included in the Council's Medium Term Financial Strategy. The fuel market could be volatile, with oil prices currently being very low. When the contracts were to be re-procured in two years, the market could be very different with the Council having to fund additional costs for fuel above that currently being budgeted.

The Fit For the Future report included £20,000 savings related to changes to the Civic Support in respect of the Chairman. The Corporate Management Team had given this further consideration and had concluded that these savings would not be achievable without significantly altering the role of the Chairman, which was not considered appropriate at this time.

It had been custom and practice for the last 15 years that any remaining money on the "Chairman's allowance" budget (cost code 2280 4650) to be transferred to the Chairman's account for them to donate to their charities. This had varied from £500 to over £10,000 in recent years. It was recommended that this should not continue due to the financial pressures on the Council. It was highlighted that this made up a significant proportion of the Chairman's Charity donations each year and therefore any future donations, by the Chairman, to charities were likely to be significantly lower. This budget was also used to pay for the Chairman to attend events and costs associated with events the Chairman hosts. Therefore revised budgeting arrangements would be put in place to clearly define what costs were being incurred by the Chairman of the Council. This would be achieved by reallocating this money across appropriate budget lines.

The Council operated a transport scheme which enabled qualifying individuals to use Council-issued travel tokens when travelling by train, taxi or (flexi) bus if the relevant transport operator agreed to accept the tokens in lieu of cash.

Following payment of a £5.00 administration charge, those eligible individuals would receive either £25.00 or £50.00 in tokens. The purpose behind the scheme is to enable elderly (in the rural areas) and disabled residents, who may not have easy access to bus services, to access transport, predominantly through the use of taxis. The allocations involved were so small that, as the table below demonstrated, a limited number of journeys can be made:

Using the calculator for Hackney Carriage Vehicles and deducting the £5 administration charge, residents were able to travel the follow distances:

	Tariff 1	Tariff 2	Tariff 3
	4 or less passengers (Day*)	4 or less passengers (evening**) 5+ passengers (day*)	5+ passengers (evening**)
£45	21 & 5/10th miles	13 miles	9 & 2/10th miles
£20	9 miles	5 & 7/10th miles	4 miles

Whilst it is the case that a resident may be able to achieve better value through private hire, the table gives Members a sense of the poor value the Council is receiving for its investment in the service. For example, using the calculator above, a resident travelling five miles into Leamington from a rural area would be able to make two return journeys over the course of 52 weeks.

Given the unprecedented financial position the Council is facing, officers do not consider that the scheme offers value for money, however, although this is a discretionary scheme it is recommended that a six week public consultation is undertaken to determine whether there would be any adverse equality impacts and if there are for these to be considered by the Leader and Deputy Leader.

As discussed in Minute 103 it had been recommended to Council to introduce a proposed charge for waste containers. The anticipated net additional income of £78,000 per annum had been factored in to the proposed 2016/17 Budget. The Medium Term Financial Strategy and Capital Programme had also been altered to reflect this income and the additional on-going cost of the containers.

As part of agreeing the 2015/16 Budget members agreed a contribution to the Local Enterprise Partnership (LEP) of £20,000. Further discussions with the LEP had confirmed that funding was required from the local authorities within the LEP on an on-going basis. Accordingly, £20,000 per annum had been included in the 2016/17 Budget and the Medium Term Financial Strategy.

£50,000 was agreed as part of the 2014/15 Budget a one off sum of £50,000 for Employment Initiatives, of which £26,900 remains. The balance of this funding was proposed to be used as matched funding over the three years (from 16/17 financial year onwards) to support the Coventry and Warwickshire SME Growth Programme of the European Skills Initiative Funding (ESIF). The Chief Executive, using his powers, had previously agreed this re-allocation, and this would ensure a consistent delivery of business support start up advice, business readiness assistance across Warwick District as matched funding in a £3.35m three year programme for Coventry and Warwickshire. There was a shortfall in funding for the third and final year and this would be filled utilising additional monies raised through the Local Labour Agreements over that three year period.

The 2016/17 Budget proposed allowed for the creation of a Contingency Budget to the total of £200,000, including the £75,400 ring-fenced from 2015/16. In recent years the use of a Contingency Budget had been invaluable to allow the Council to deal with un-budgeted demands. These demands were agreed by the Executive or delegations as allowed for within the Code of Financial Practice. Full details of the use of the Contingency were reported to members.

The projected Collection Fund Balance, 2015/16, was calculated to be in surplus by £501,574 on 31 March 2016. Warwickshire County Council and the Warwickshire Police and Crime Commissioner were duly notified of their shares on the 15 January 2016. This Council's share was £55,000. This had been factored into the 2016/17 Budgets presented in this Report.

When the 2015/16 Government Grant Settlement was announced in December 2014 and January of 2015, the Government had not provided indicative settlement figures for future years. Hence the Medium Term Financial Strategy was prudently based upon the latest intelligence (Chancellor's Budget Statements, LGFutures, the Economy). The Government had now provided the proposed Settlement Funding Assessment (SFA) for 2016/17 alongside indicative amounts for the subsequent 3 years. Whilst the Financial Strategy had been based upon Revenue Support Grant for 2016/17 estimated at £1.835 million, the actual amount announced by Government was £1.586 million, a reduction of some £0.25m (and a reduction of over £900k from the 2015/16 £2.5m RSG) . This reduced funding with implications for the future years discussed of the Medium Term Financial Strategy.

The SFA for 2016/17 introduced the concept of Core Spending Power. This comprised of Revenue Support Grant, New Homes Bonus and projected Council Tax and business rates income. In coming to the projection of Council Tax income, the Government had assumed increases in the Council Tax base and that local authorities would increase their council tax up to the referendum limits. Based on these assumptions, the Government figures showed that the Council's Spending Power would decrease by 0.4% for 2016/17.

A response had been issued to the Grant Consultation from the Council, which had stressed the inequity of the Council Tax increase limitation facing the Council.

The final Grant Settlement was expected in early February and updated figures would be provided to Council when available. Any change in the Revenue Support Grant was proposed to be compensated by the use of the Service Transformation Reserve.

The Council was required to agree its Business Rates estimates by the end of January (the form "NNDR1"). The Head of Finance had delegated authority to agree this. In estimating the business rates, account needed to be taken of prior year adjustments in respect of the net amounts estimated to be received.

As reported previously, there were still many business rates appeals outstanding for which a provision was required. This had the impact of dampening the Retained Business Rates for 2016/17. Funds had previously been set aside for this in the Business Rates Volatility Reserve, the use of which had been factored into the proposed 2016/7 Budget. For 2016/17, it was currently estimated that the Council would retain business rates of £3.6m, but this was reduced by a prior year adjustment of £2.7m, of which £2.5m was being met using the balance on the Business Rate Volatility Reserve.

In recent weeks, case law had agreed that NHS Foundation Trusts had acceptable charitable status to enable them to qualify for mandatory business rate relief. Whilst the Council had not had any applications for this relief, any applications received could be able to be backdated to 2010. The Council's share of this backdated relief could be approaching £1m, with £150,000 recurrent cost. This had not been factored into the proposed Budget. This was a risk facing the Council, although due to the significance of the implications facing many local authorities, this was something that would need to be addressed at a national level.

Whilst the potential cost of mandatory business rate relief for foundation trusts had not been factored into the budget, the Council should seek to ensure it had some provision to meet this potential cost. Hence within the allocation of the 2016/17 New Homes Bonus, £750,000 was proposed to be allocated to the Business Rate Retention Volatility Reserve.

If there was any variance between the business rates retention included within the proposed Budget and the figures within the NNDR1 for 2016/17, it was proposed that the difference should be accommodated with appropriate transfers to/from the Business Rate Retention Volatility Reserve.

In setting these Budgets, Council needed to be aware of the impact on their local Council Tax Payers. 2016/17 was the first time in five years that this Council had increased its share of the Council Tax. The recent zero tax increases had been partially compensated by a Council Tax freeze grant from central government.

The Council Tax referendum limit remained at 2%. Whilst a referendum would have one-off costs relating to its administration, if the electorate agreed to an increase above 2%, this would help to protect the Council's funding and services into the future.

The provisional Grant Settlement, referendum principles were:

- A 2% limit on all Council Tax increases;
- Authorities with responsibility for social care may increase their Council Tax by an additional 2% for adult social;
- District Councils whose' current band D council tax in in the bottom quartile may increase their Council Tax by up to £5; and
- No referendum principles had been proposed for parish or town councils.

Warwick District Council was just outside the bottom quartile for its level of Council Tax (57 out of 201 district councils). Accordingly it was limited to the 2% council tax increase, with the proposed increase being 1.99% to ensure of not being within the referendum parameters. The 1.99% proposed increase was the equivalent of an extra £2.92 at Band D and would generate an additional £151,000. This was well below the £5 that authorities in the bottom quartile could raise their tax. A £5 increase in tax would generate a further £108,000 in Council Tax income. By being just outside the bottom quartile, Warwick District Council was limited to one of the lowest increases in Council Tax, in cash and real terms, nationally.

The Council Tax Base was calculated in November of last year, with the Council's preceptors being notified accordingly. The Tax Base for 2016/17 was 51,879.20 Band D Equivalents, an increase of 534 above that previously projected in the Strategy and built into the 2016/17 Base Budget reported to Executive in December.

The Council's element of the Council Tax was calculated by taking its total budget requirement, subtracting the total funding from Central Government in respect of Revenue Support Grant (RSG) and Retained Business Rates and the collection fund balance of £55,000. This figure was divided by the 2016/17 tax base to derive the District Council Band D Council Tax Charge.

The recommendations within this report produce a Band D Council Tax for Warwick District (excluding parish/town council precepts) for 2016/17 of £149.78, this being a 1.99% increase on that of 2015/16. Based on this increase the Council Tax levels for each of the respective bands would be:

Band	£
A	99.85
B	116.50
C	133.14
D	149.78
E	183.06
F	216.35
G	249.63
H	299.56

Parish and town councils throughout the district were asked to submit their precepts for 2016/17 when informed of their Tax Bases. At the time of writing this report, not all precepts had been confirmed. It was estimated that the precepts would total around £1,300,000 based on prior years. This figure did not take into account the Grants that this Council would award in respect of the Council Tax Support adjustments to the Tax Base (as detailed within the December 2013 Base Budget report).

At the time of writing the report, neither the County Council nor the Police and Crime Commissioner had set their 2016/17 budgets and element of the Council Tax. The meeting of the County Council was scheduled for the 23 February 2016 and the Police & Crime Commissioner was due to seek approval from their Panel on the morning of 3 February 2016. Should the Commissioner's proposal be rejected, there would be a subsequent submission on the 17 February 2016.

The Council Tax was set by aggregating the Council Tax levels calculated by the major precepting authorities (the County Council and the Police and Crime Commissioner) and the parish/town councils for their purposes with those for this Council. The report to the Council Meeting on the 24 February, 2016 would provide all the required details. This would be e-mailed to Council as soon as possible following the County Council Meeting on the 23 February 2016. This Council would then be in a position to:

- (a) consider the recommendations from the Executive as to the council tax for district purposes; and
- (b) formally to set the amount of the council tax for each parish/town, and within those areas for each tax band, under Section 30 of the 1992 Local Government Finance Act

Councillors had fiduciary duty to the Council Taxpayers of Warwick District Council. Council had a duty to ensure that the Council acted lawfully. They were under an obligation to produce a balanced budget and must not knowingly budget for a deficit. Council must not come to a decision that no reasonable authority could come to, balancing the nature, quality and level of services that they consider should be provided, against the costs of providing such services.

If any Councillor wished to propose additions or reductions to the budget, on which no information was given in this, they must present sufficient information on the justification for and consequences of their proposals to enable the Executive (or the Council) to arrive at a reasonable decision. This report sets out relevant consideration during deliberations, including the statement at Appendix 10, to the report, from the Chief Financial Officer.

Section 106 of the Local Government Finance Act 1992, stated that any Councillor who had not paid their Council Tax or any instalment for at least two months after it was due and which remained unpaid at the time of the meeting, must declare that at the meeting and not vote on any matter relating to setting the budget or making of the Council Tax and related calculations.

This Council's provisional New Homes Bonus allocation for 2016/17 was £2,257,564. This represented £576,000 for its overall increase in new properties over the last 12 months, a further £350 per new affordable home (£59,000), plus the previous 5 year's allocations (£1.623m).

At present, the funding was based upon a 6 year rolling programme whereby each year's allocation was funded for 6 years. However, in December 2015 the Government issued a consultation paper alongside

announcing the 2016/17 provisional allocations. This suggested that from 2017/18 the allocations could reduce to a 4 year period.

This consultation paper sought views on the existing method of calculating the award on Band D equivalents and restricting the award to authorities with a local plan in place. It invited a response on proposals to exclude houses allowed under appeal and those that could be built irrespective of any incentive from New Homes Bonus. Responses were due by the 10 March 2016. It was proposed that the Head of Finance and Head of Development Services send a suitable response, following consultation with the relevant Portfolio Holders.

Of the £2,257,564 allocation for 2016/17 it was proposed this was allocated as follows:

- The Waterloo Housing joint venture, £178,500; in line with the amount of affordable housing delivered from the partnership with the Council, as previously agreed by the Members;
- Corporate Assets Reserve £486,000;
- Business Rate Retention Volatility Reserve £750,000;
- King George Playing Fields in Barford (capital) £71,000 as agreed by Executive in July 2015;
- Creation of a new Leisure Options Reserve with £625,000 transferring to it. This provision is to manage the net reduction in income during the Leisure Centre refurbishment project and initial debt repayments, as detailed in the report to November 2015 Executive;
- Early Retirement Reserve £147,064. Further demands upon this reserve are expected in future years.

Whilst the Government had stated that New Homes Bonus would remain for future years, it was clear that the allocations were likely to reduce. Knowing the uncertain nature of NHB, the Council had sought not to rely on this funding to sustain mainstream service provision, unlike many authorities. This had enabled the Council to use this funding towards other projects. Potential projects expected to come forward for 2017/18 include the Whitnash Community Hub. However, any commitment to this or any other project should not be agreed until there was more certainty over the future levels of NHB, and other potential demands for the use of this funding.

In 2014 the Council agreed all of its employees should receive at least the National Living Wage. Each year the Council needed to review its commitment to paying the National Living Wage from the subsequent April of each year as part of the Budget process.

For 2015/16 this was being paid at the rate of £7.85 per hour. The rate determined by the National Living Wage Foundation for the new year was £8.25.

In July 2015 the Chancellor of the Exchequer announced that the UK Government would introduce a compulsory minimum wage premium for all staff over 25 years of age, and referred to it as the 'national living wage' (NLW). The government rate was separate to the Living Wage rate

calculated by the Living Wage Foundation. The government rate was based on median earnings while the Living Wage Foundation rate was calculated according to the cost of living. The government Living Wage was to be introduced from April 2016 at the rate of £7.20 per hour. This was due to increase to £9 by 2020.

The government's Living Wage increases would in due course impact not only on more of the Council's employees, but also on the wage bill of contractors. It was expected that as contracts were re-tendered in future years, the cost of the Living Wage would be reflected in higher contract prices. £50,000 has been factored into the Medium Term Financial Strategy for the additional cost of the NLW falling on the Council for its own employees from 2019/20. No allowance had been factored in for the costs falling on contractors; these were not expected to be a cost for the Council until the major contracts were retendered until after 2021.

From April 2016 it was proposed that the Council would continue to pay the National Living Wage Foundations rate of £8.25.

Taking into account all the budget changes and proposals detailed above, the 2016/17 budget would present a surplus of £23,100. It was proposed that this surplus was transferred to the Service Transformation Reserve.

The Strategy presented to Members in February 2015, when the 2015/16 Budgets were approved, forecast that there would be a £980,000 deficit by 2019/20 unless ongoing savings were identified and delivered within the same period.

The July Budget Review Report indicated that this had now gone up to £1.087 million. This increased primarily due to the Strategy being updated to incorporate a further 5th financial year.

In September 2015 the latest Fit For the Future Programme Report to the Executive, identified various savings, which if achieved would enable the Council to meet the shortfall of £1.087m. These savings totalled a recurrent £1.735 million net of appropriations to Reserves. In addition, the savings would be sufficient to enable annual contributions in respect of:-

- Rural and Urban Capital Initiatives Scheme £150,000 from 2018/19.
- Historic Building Grants £50,000 from 2017/18. However, following the agreement of the Executive in January, this scheme and budget will cease from April 2017, with the funding retuning to the General Fund.
- ICT Reserve £250,000 from 2019/20.
- Equipment Renewals Reserve £100,000 from 2019/20. Recent consideration of forthcoming demands upon this reserve has highlighted a need for a further one-off contribution to this reserve to ensure the commitments over the next five years can be met. Accordingly, within paragraphs 3.2.3 and 3.2.4, additional one off contributions totalling £200,000 have been proposed.

Other significant changes to the Financial Strategy are detailed below:-

- Additional Income above that previously factored into the Financial Strategy, £67,000, as reported in the Fees and Charges Report of September 2015.
- Investment Income has been updated to reflect latest interest rate forecasts informed by Capita, the Council's Treasury Management consultants and changes in the levels of Reserves. Investment Interest is forecast to increase to £1,760,000, of which £760,000 will benefit the General Fund. Whilst the General Fund Balances have diminished over this 5 year Period, interest returns themselves are forecast to increase from 0.7% to 2.02%.
- Reductions in projected Revenue Support Grant (RSG). As discussed in section 3.4.above, the lower level of Government Support continues into future years, falling to just below £800,000 in 2017/18, £300,000 the following year, after which, from 2019/20 there will not be any Revenue Support Grant at all. The Council's main sources of income will be Business Rates, Council Tax and any monies the Council can raise from its own Fees and Charges. It should also be noted that from 2019/20, this Authority's Business Rates Baseline has been deflated by a "Tariff adjustment" of some £240,000. This effectively represents negative RSG in that as the Council is no longer receiving any RSG, it cannot be reduced further.
- Revisions to Business Rates forecasts, £431,000 decrease, as discussed in section 3.5.
- When the Council Tax Base was calculated in November of last year, there was an increase in the numbers of 600 Band D Equivalents above that previously forecast. The additional Band D's will see some £100,000 per annum in income by 2020/21.
- The Government announced that Public Sector Pay Awards are to be frozen at 1% for the next four years. This will save £555,000 on the previously assumed 2% per annum for that period.
- The National Living Wage will increase to a minimum payment of £9.00 per hour by 2020. Provision has been made for this of £50,000 from 2019/20 onwards. The NLW is discussed in more detail in section 3.8.1.
- It was expected that a further £50,000 needed to be added to the Inflation Contingency Budget for 2016/17. However, at present, this Budget is not being fully utilised and in light of low inflation factors, (RPI 1.10% and CPI 0.1% in November 2015), which is only expected to rise to averages of 2.6% and 1.6% respectively during 2016/17, the additional budget requirement has been removed. The general inflation provision remaining within the 2016/17 Budget is £24,500.
- 2014/15 was the first year of a deflation factor to be applied to Discretionary Expenditure Budgets (10% over a 4 year period, 2.5% per annum) Members subsequently agreed that year 4 (2017/18) of the reduction be brought forward to 2016/17 i.e. a total of 5% being factored into 2016/17. However, during the last 2 years, Managers have found it increasingly difficult to identify and then deliver these savings, alongside other changes being made during the same period. In finalising these budget reductions for 2016/17

the actual savings have proven £69,000 less than originally forecast within the strategy.

- In the Base Budget Report (December 2015), Members were informed that the new state pension arrangements remove the “opt-out” reduction in respect of employers’ National Insurance contributions from April 2016. This is now estimated to cost £214,000 per annum, slightly more than the £200,000 that had previously been allowed for within the projections in respect of this.
- Responsibility for Benefits Fraud has transferred to the Department of Work and Pensions. This has resulted in a recurrent saving on the demand for Legal Services from Warwickshire County Council, which has now been factored into the 2015/16 and 2016/17 Budgets. (£58,000 per annum).
- Income at the Council’s Leisure Centres has seen an increase (£61,000) as memberships have increased. It is believed this may have been in part due to some extra promotions, however, officers believe there is an underlying uptake anyway.
- The Apprenticeship Levy becomes payable from 2017/18 of 0.5% of the pay bill over £3m, costing an estimated £42,000.
- A £20,000 recurrent payment to the Local Enterprise Partnership, following on from the one-off sum agreed for 2015/16 as part of the February 2015 Budget report (see paragraph 3.3.2 v).
- Staffing Review – CMT. The Fit For the Future report included £70,000 savings from 2019 related to a future review of CMT. In discussion with the Executive, it is believed that with the significant challenges facing the Council over the forthcoming years, it would imprudent to assume that these savings will be achievable. Accordingly, this saving has been removed from the updated Medium Term Financial Strategy, although it is still expected that a future senior management review will be necessary.
- A net recurrent transfer, £87,000 (after allowing for the anticipated income as discussed in section 3.3.2 iv) to Capital to fund the costs of Waste Containers. These are currently provided free of charge, with the exception of additional green bins. The original budget for the supply and delivery of waste containers was set at £120,000 pa for 5 years (April 2013 – March 2018). Due to an increase in demand, there is a budget shortfall of £93k for 2016/17. Levying a modest charge of £25.00 per bin will partly offset these costs.

Taking all of these changes, plus many minor ones into account, the Medium Term Financial Strategy now indicates that £591,000 of recurrent savings still need to be found outside of those built into the Strategy. This is replicated in the table below-

	£'000's
Ongoing 5 year Deficit February 2015 Executive	980
Addition of an extra Year	99
Fees and Charges	-67
Investment Interest	-273
Council Tax Base	-97
Allocations/Savings (September Fit for the Future Report)	-1,145
Adjusted Energy Savings from New Contracts	100
Pay Award	-555

National Living Wage	50
Inflation Provision	-50
Discretionary Savings Target Reduced to actual	69
Additional costs of one state pension (NI contributions)	214
Fraud Legal savings now under DWP	-58
Leisure Centre membership	-61
Apprenticeship Levy	51
Recycling Cannisters (net)	87
net other smaller adjustments	-15
Business Rates Updated	431
Government Grant reductions	833
Ongoing 5 year Deficit February 2016 Executive	593

h

e Table below breaks down these savings into financial years;-

	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000
Cumulative ongoing Deficit/Savings Required(+)/Surplus(-)	225	217	607	591
In year Additional Savings(+)/Surplus(-)	225	-8	390	-16

Appendix 2, to the report, showed the Medium Term Financial Strategy in more detail. It would be noted, that despite the significant potential savings considered and included within the Medium Term Financial Strategy, further savings were needed to enable the Council to continue to set a balanced budget within the projected level of financial resources.

The Medium Term Financial Strategy savings from several significant projects had been included. If these savings were not made, the Council would need to agree how further savings could be made. It should be noted, that in seeking to identify further savings, there was the possibility of further savings having to impact upon the level of service provided and service delivery. The saving from projects currently included in the Medium Term Financial Strategy were:-

- Office relocation - £300,000 from 2018/19.
- Staff Terms and Conditions - £145,000 from 2016/17
- Leisure Options - £500,000 from October 2018
- Town Hall Transfer - £85,000 from 2018/19
- Members Allowances - £80,000 from 2019/20.

Officers would continue to monitor and update the 5 year forecast during 2016/17, with Members regularly updated as part of the Budget Review process.

Council had agreed that a £1.5m should be the minimum level for the core General Fund Balance. This Reserve supported the Council for future unforeseen demands upon its resources. In order to consider a reasonable level of general reserves, a risk assessment had been done and was contained at Appendix 11, to the report. This showed the requirement for the General Fund balance of over £1.5 million against

the risks identified above. It had been agreed that £1.5m should be the minimum level for the core General Fund Balance.

The General Fund had had many specific Earmarked Reserves. These were attached, at Appendix 3 to the report, showing the actual and projected balances from April 2015, along with the purposes for which each reserve was held. The Finance and Audit Scrutiny Committee had been asked to scrutinise this element and pass comment to Executive.

Those reserves which showed a significant change in the overall balance in the period 1 April 2015 to 31 March 2020 were detailed in Appendix 3 and summarised below.

A reduction of £2,652k, within the Business Rates Retention Volatility Reserve, allowing for a contribution of £750k from the New Homes Bonus. This reserve was used to smooth the retained income from the Business Rates retained income scheme, with some allowance towards the cost of future appeals.

A decrease of £2,196k in the balance of the Capital Investment Reserve mainly due to the use of the reserve in financing projected General Fund capital expenditure, offset by contributions from the General Fund in respect of previous capital expenditure financed by this reserve. The reserve would receive top ups of £150,000 per annum from 2018/19 in order to ensure the on-going funding of the RUCIS scheme. In the past the Council has had a policy of maintaining a minimum balance of £2m in this reserve for unforeseen demands. However, it had proven to be unrealistic to maintain this level of minimum balance. Also, with the reduced number of capital schemes within the Capital Programme, and the other reserves that the Council holds, it was believed to be acceptable for this nominal balance to be reduced to £1m. This was reflected within the Financial Strategy, as set out in Appendix 9 to the report.

An increase of £122,000, within the Car Parking Repairs and Maintenance Reserve, as a result of £40k per annum contributions being made from the General Fund arising from increased parking fees.

The Community Forums Reserve would make contributions of £136,000 to the General Fund in respect of financing Community Forum grants and would effectively be extinguished at the end of 2017/18, with the cost of these grants then needing to be funded from core General Fund funding.

An increase of £312,000, in the Corporate Assets Reserve, in the balance due to top ups of £570k and £486k from the 2015/16 and 2016/17 New Home Bonuses respectively. The reserve would make a contribution to the General Fund of £744k in 2015/16. The contribution to fund works in 2016/17 would be subject to a report to March Executive. However, it was anticipated that this reserve should now be sufficiently funded for the next three years, although this would be considered in more detail in the March report.

Mangers and Service Area Managers had been tasked with regularly reviewing their forecast future requirements from the Equipment Renewal Reserve and looking to see whether they could reduce their demands on this Reserve by providing services by an alternative method in a more cost effective manner. This was paramount, as if all the future demands on this Reserve were needed, the Reserve was scheduled to run out during 2018/19 even after allowing for a £174k top up from the 2015/16 New Homes Bonus. Additional annual top ups of £100,000 per annum from 2019/20 were scheduled, in addition to the £200,000 contribution to this reserve detailed elsewhere in this report. Councillors would receive further information later in the year as part of the budget review as to how the anticipated shortfall could be financed. The latest Schedule was attached at Appendix 4 to the report.

An increase of £189,000, in the General Fund Early Retirements Reserve, arising as a result of top ups of £100k and £147k from the 2015/16 and 2016/17 New Homes Bonuses respectively offset by contributions from the reserve to the General fund in 2015/16 to fund various redundancies and early retirement costs.

A decrease of £899,000, in the ICT Reserve, arising from the funding of ICT capital expenditure 2015/16 to 2019/20. The reserve would receive annual top ups of £250k from 2019/20, as detailed in Appendix 5.

The Leisure Options Reserve was to be a new reserve initially funded from £625k New Homes Bonus in 2016/17. This reserve had been created to manage the loss of income arising during the Leisure Centre refurbishment project and also pay for the first year and a half's debt charges.

A decrease of £491,000, in the Public Amenity Reserve, arising from the funding of play equipment capital expenditure in the 2015/16 to 2019/20 capital programme.

An increase of £398,000, in the Public Open Spaces Planning Gain Reserve, arising from S106 contributions received in 2015/16 for which there was, as yet, no planned expenditure.

A decrease of £1,549,000 from the Service Transformation Reserve mainly due to various approvals for Fit For the Future projects. Excluding those approved in previous years which were slipped to 2015/16. The reserve will receive a top up of £23k from the 2016/17 budget surplus.

For some years now, officers had undertaken Options Appraisal when procuring items from the Equipment Renewal Reserve. It was recommended this practice continued and was used for any purchase from a Reserve where this exercise might be appropriate and offer an alternative cost effective means of purchase, e.g. ICT Reserve and Capital Investment Reserve.

The latest programme for both the General Fund and the HRA capital programme were shown at Appendix 6, of the report, along with the proposed financing of these schemes

The General Fund Capital Programme shown in Appendix 6, to the report, included the additional projects listed below and detailed within the capital variations in Appendix 7, to the report. This appendix contained details of other movements in the capital programme e.g. slippage from 2015/16 to 2016/17 and savings.

Project	Amount	Comments
<u>SCHEMES ALREADY APPROVED</u>		
Voice Over IP Telephony System	£75,000	Approved November 2015 by Head of Finance in conjunction with ICT Services Manager under delegated authority and funded from ICT Reserve
King George's Playing Fields, Barford	£166,000	Approved July 2015 Executive and funded from S106 contributions and New Homes Bonus (see paragraph 3.7.6)
Racing Club Warwick – match funding towards ground improvements	£50,000	Approved December 2015 Executive and funded from Capital Investment Reserve
Leisure Options – works to progress to RIBA Stage 4	£550,000	Approved December 2015 Executive and funded by internal borrowing
<u>NEW SCHEMES REQUIRING APPROVAL</u>		
Royal Spa Centre Operational Works – Motors and Stage Lighting Dimmers	£350,000	Schemes originally included in Equipment Reserve Renewal Schedule but now removed and to be funded from Capital Investment Reserve in 2016/17
St Johns Warwick Flood Alleviation Scheme	£100,000	New scheme identified and to be funded from Capital Investment Reserve in 2017/18
Rural and Urban Initiatives Grants – extension from 2018/19 (as agreed by Executive September 2015)	£150,000 per annum	Additional allocations re existing schemes to enable them to continue. Will be funded from Capital Investment Reserve using planned revenue savings
Recycling and Refuse Containers, subject to separate report to this Executive meeting	£165,000 per annum	Additional allocations re existing schemes to enable them to continue from 2017/18 onwards. Will be funded from Revenue Contributions

In accordance with the Council's Code of Financial Practice, all new and future capital schemes, needed to be in line with the Council's corporate priorities and a full business cases would be required as part of the Report to the Executive for approval. This case would identify the means of

funding and, where appropriate, an options appraisal exercise would be carried out. Should there be any additional revenue costs arising from the project, the proposed means of financing such must also needed to be included in the Report and Business Plan.

In addition to the new projects incorporated above the following capital projects were expected to come forward over the next year:-

- Leisure Centre Investment
- Investment in replacement multi storey car parks
- Office relocation

Slippage items to 2016/17 in the Programme since last reported to were:

- St Mary's Lands Business Strategy £50,000
- Bishops Tachbrook Community Centre £200,000
- 2nd Warwick Sea Scouts' Headquarters £49,825
- Conservation Action Programme £40,409
- Play Area Improvement Programme £223,125

The latest Housing Investment Programme (HIP) was shown at Appendix6 to the report. Changes to the Programme since last reported were:

- Virement of £20,000 from the 2015/16 Kitchen Fittings and Sanitaryware Replacements programme to Structural improvements; and
- An examination of the salary costs relating to staff carrying out the Council's programme of Disabled Facilities Grants has revealed a case for charging capital salaries to the Mandatory Disabled Facilities Grants capital budget thus alleviating pressure on revenue resources. Accordingly, £35,000 had been added to the Mandatory Disabled Facilities Grants budget within the 2016/17 Housing Investment Programme which would be financed by usable capital receipts. 2017/18 onwards would be reviewed once the outcome of the South Housing Assessment Team joint project pilot was known.

The RUCIS scheme was now funded on an on-going basis at £150,000 per annum, financed from planned revenue savings (which were passed through the Capital investment Reserve). It should be noted from the regular RUCIS reports that in addition to the annual £150,000 budget, the scheme carried forward significant unspent balances. It was proposed that from the end of 2015/16, the practice of slipping the unallocated budget should cease.

The Council was required to determine an authorised borrowing limit in accordance with The Local Government Act 2004, Section 3, and to agree prudential indicators in accordance with the CIPFA Code for Capital Finance in Local Authorities. The Prudential Borrowing Indicators were shown at Appendix 8, to the report.

The Finance & Audit Scrutiny Committee supported the recommendations in the report. In addition, having received the late information contained in the addendum the Committee recommended that Warwick District Council could take advantage of the increased

ability to raise Council Tax for 2016/17 by £5, to place the Council's finances in a stronger position.

The Leader of the Executive highlighted the addendum from officers that had been circulated prior to the meeting. This informed the Council that the Government had amended its position following the publication of the report to the Executive. This would enable all Shire Districts and Boroughs to increase Council Tax by the equivalent of £5 or 2%, depending on which was the higher increase per band D property.

Councillor Barrott outlined the comments from the Finance & Audit Scrutiny Committee and also highlighted concerns over the Chairman's budget and the need to review the accounting practice with a view to reducing the overall allocation to the Chairman's Allowance.

Councillor Boad welcomed the removal of the travel tokens scheme because of the minimal benefit it provided to residents.

Councillor Whiting responded agreeing with Councillor Barrotts concerns about the Chairman's budget and recognised these should be addressed as outlined in the report. On a positive note he thanked the Head of Finance and his team for navigating this Council through a jungle of regulations that the Council had to comply with and in doing ensured we had a robust budget. He reminded Councillors that while a balanced revenue budget was good there was still a need to finance the capital liabilities which the Council had and until these were met the Council did not have a truly balanced budget.

Councillor Whiting, proposed the recommendations as laid out subject to amending recommendation 2.7, 2.9 and 2.10 to incorporate a £5 increase in Council tax rather than a 1.99% increase, with the extra council tax income being allocated to the Service transformation Reserve in 216/17.. This was duly seconded and:

Recommended that Council

- (1) the proposed changes to 2015/16 Budgets detailed in paragraphs 3.2.2 and 3.2.3, of the report, be approved;
- (2) the revised 2015/16 Budget of Net Expenditure of £14,609,500, as set out at Appendix 1 to the report, after allocating a surplus of £151,700 be approved;
- (3) the 2015/16 surplus is allocated as follows:
 - £76,300 to the Equipment Renewals Reserve; and

- £75,400 to the General Fund ringfenced towards the 2016/17 Contingency Budget (para 3.2.4);
- (4) the proposed changes to 2016/17 Base Budgets detailed in paragraphs 3.3.1 to 3.3.4 be approved;
 - (5) with effect from this financial year (2015/16) any money that remains within the cost code 2280 4650 (Chairman's Allowance) at the end of the financial year is declared as an underspend and not transferred to the Chairman's Charities accounts as set out in paragraph 3.3.2 ii of the report;
 - (6) approves ending the Council's Travel Token Scheme with effect from 1 June 2016 noting that there will be a six week public consultation about the proposal to determine whether there would be any adverse equality impact and should this appear to be the case the matter would be considered by the Leader and Deputy Leader to determine next steps, as set out in paragraph 3.3.2.iii of the report;
 - (7) the proposed Budget for 2016/17 with Net Expenditure of £12,556,300 taking into account the changes detailed in section 3.3 of the report and summarised at Appendix 1 and the additional the £107,000 from the increased council tax income is allocated to the Service Transformation Reserve be approved;
 - (8) note the Grant Settlement for 2016/17 as discussed in paragraph 3.4.1 of the report. Should there be any changes between the indicative Revenue Support Grant and the final amount, the changes will be managed through the Service Transformation Reserve as set out para graph 3.4.4 of the report, and any change in the Business Rate Retention figures is reflected in the use of the Business Rate Retention Volatility Reserve set out in paragraph 3.5.4 of the report;
 - (9) the Council Tax of a Band D property for Warwick District Council for 2016/17 before the addition of parish/town council, Warwickshire County Council and

Warwickshire Police and Crime Commissioner precepts is agreed at £151.86 representing a £5 increase on 2015/16 with a further £107,000 allocated to the Service Transformation Reserve;

- (10) Subject to approval of the above Budget 2016/17, the Council Tax charges for Warwick District Council for 2016/17 before the addition of parish/town council, Warwickshire County Council and Warwickshire Police and Crime Commissioner precepts, for each band is agreed by Council as follows:

Band	£
A	101.24
B	118.11
C	134.99
D	151.86
E	185.61
F	219.35
G	253.10
H	303.72

- (11) The 2016/17 proposed New Homes Bonus of £2,257,564, be noted and the allocation of the 2016/17 monies as follows, be approved as detailed in paragraph 3.7.6 of the report

	£
Waterloo Housing Association	178,500
St Georges Playing Field, Barford	71,000
Corporate Assets Reserve	486,000
Leisure Options Reserve	625,000
Business Rate Retention Volatility Reserve	750,000
Early Retirement Reserve	147,064

- (12) the Head of Finance and Head of Development Services respond to the consultation on New Homes Bonus, following consultation with the relevant portfolio holders as set out in paragraph 3.7.5 of the report;
- (13) the Council should continue to pay the National Living Wage to its employees, with the rate increased to £8.25 from April 2016 as detailed in paragraph 3.8.1 of the report;

- (14) the General Fund budgeted surplus of £23,100 be allocated to the Service Transformation Reserve as detailed in paragraph 3.8.2 of the report;
- (15) approve the Medium Terms financial projections as shown in the Strategy at Appendix 2, to the report. Note the underlying deficit approaching some £600,000 unless this can be addressed by savings of the same magnitude delivered by 2020/21 (paragraph 3.9.6 of the report. An update to the Fit For the Future programme to be brought forward which considers ways to deal with this underlying deficit.
- (16) Approve the creation of a new reserve entitled "Leisure Options" in order to cover the reduced income expected during the refurbishment of two leisure centres and the initial debt charges on the prudential borrowing taken out to finance the refurbishments paragraph 3.10.3.ix of the report. The management and control of the reserve to be as stated in the Reserves schedule in Appendix 3, of the report.
- (17) notes the Reserves Schedule as at 1 April 2017 and projected balances at Appendix 3 of the report and paragraph 3.10.2 of the report.
- (18) the Equipment Renewal Schedule Appendix 4 and ICT Schedule Appendix 5 be financed by the respective reserves and note with concern that neither reserve is fully funded in the long term unless further sources of finance in addition to the recurrent allocations as approved in the September Fit for the Future Report as set out in paragraph 3.10.3 vi, viii of the report;
- (19) the General Fund Capital Programme including the new schemes described in the table in paragraph 3.11.2, of the report, and the Housing Investment Programme, paragraph 3.11.7 of the report, and the funding of both programmes as detailed in Appendices 6 and 7, to the report;
- (20) approve that the practice of slipping the unallocated RUCIS budget should cease from

the end of 2015/16 as set out in para 3.11.8 of the report;

- (21) approve the Prudential indicators as set out in paragraph 3.12 of the report and Appendix 8 to the report;
- (22) Approve the Financial Strategy as set out in paragraph 4.2 of the report and Appendix 9 to the minutes; and
- (23) notes the mitigations and controls in place to alleviate the financial risks as detailed in section 6 of the report..

(The Portfolio Holder for this item was Councillor Whiting)
(Forward Plan reference number 754)

(The meeting ended at 6.55pm)

Executive

Excerpt of the minutes of the meeting held on Wednesday 10 February 2016 at the Town Hall, Royal Leamington Spa, at 6.00 pm.

Present: Councillor Mobbs (Chairman); Councillors Coker, Cross, Mrs Gallagher, Mrs Grainger, Phillips Shilton and Whiting.

Also present: Councillor Barrott (Chair Finance & Audit Scrutiny Committee), and Councillor Boad (Chair of Overview & Scrutiny Committee & Liberal Democrat Group Observer).

100. **Declarations of Interest**

There were no declarations of interest.

Part 1

(Items on which a decision by Council is required)

105. **Housing Revenue Account (HRA) Budget 2016/17 and Housing Rents**

The Executive considered a report, from Finance, that presented to Members the latest Housing Revenue Account (HRA) budgets in respect of 2015/16 and 2016/17.

The report provided the detailed reasoning that supported the recommendations to Council in respect of setting next year's budgets, the proposed increases to council tenant housing rents, garage rents and other charges for 2016/17 and the rents to be set for the new homes being developed at Sayer Court in Leamington Spa. It did not include the impact any potential Housing Association "Right-to-buy" levy.

In July 2015 the Government announced that with effect from April 2016, the rents charged for existing tenants by local authority housing landlords should be reduced by 1% per year, for four years.

In the House of Lords' debate on 27 January 2016 on the report stage of the Welfare Reform and Work Bill, Lord Freud (Minister of State for Welfare Reform) confirmed the intention to exempt: "all supporting housing" from the 1% rent reduction. Further details, detailing precisely which properties and tenancies would be included within the exemption, are expected in place by the start of the new financial year. However, it was expected that properties of a type provided in the Council's supported housing schemes were likely to be included. It was possible that the exemption may also include designated dwellings.

The exemption would allow the Council to continue to apply CPI plus 1% rent increase to any properties and tenancies defined by the Government in the relevant regulations and guidance. The proposed variation translated into a rent increase of 0.9% in 2016/17 for the Council's

sheltered housing and would increase projected income from these properties by £34,000. If the regulations allow for the increase to apply to designated dwellings, a rent increase of 0.9% could be applied to these properties, increasing projected income from these properties.

For void properties, the Council was able to set the base rent as the Target Social Rent (also known as Formula Rent). This represented a small increase over the social rent charged by the Council to tenanted properties and would increase projected rental income by around £5,000 in 2016/17. However, this rent had to be subsequently reduced by 1% at the next annual rent review after the property was re-let to comply with July 2015's policy announcement included in the Welfare Reform and Work Bill 2015/16 (currently progressing through Parliament).

Details of the current rents and those proposed as a result of this recommendation were set out at Appendix 1, to the report. A comparison of the Council's social rents with affordable and market rents was set out at Appendix 2, to the report.

The report recommended compliance with national policy and guidance on the setting of rents for General Needs and Supported Housing properties.

The shared ownership properties rent increases were not governed by the national Policy. Schedule 4 of the lease agreement allowed the Council to increase rents for shared ownership properties by RPI + 0.5% in April 2017.

Garage rent increases were not governed by national guidance. Any increase that reflected costs of the service, demand, market conditions and the potential for income generation can be considered. The HRA Business Plan base assumption was that garage rents would increase in line with inflation. However, the Council did not have in place a formal policy for the setting of rents for garages.

There were waiting lists for a number of garage sites, whilst other sites had far lower demand; where appropriate these sites were being considered for future redevelopment as part of the overall garage strategy for the future. To date 88 garages had been demolished or disposed of to provide land for new affordable housing. A full review of the Council's role in the provision of garages was included in the Housing Futures project.

Market Research showed that in the private sector, garages were being marketed for around £80 per month.

With regard to these factors an increase of 5% had been recommended as the most appropriate increase, the additional income generated for the service would help to alleviate the loss of rental income from dwellings and ensure the continuous viability of the Housing Revenue Account Business plan.

This increases projected income for 2016/17 by £24,700 compared to 2015/16. For tenants, most garage rents will increase by 29p per week,

from £5.82 to £6.11. Non-tenants also pay VAT on the charge, so it will increase by 35p per week, from £6.98 to £7.33.

As reported to Executive in January 2016 the funding the Council receives from WCC to provide housing related support services (formerly referred to as Supporting People services) would end on 31 July 2016.

Executive agreed that the Council would continue to provide the same level of housing related support and therefore would continue to keep the charges for this service at the current level. The level of service provided and the charges for providing this service would be reviewed during 2016/17.

The Council was required to set a budget for the HRA each year, approving the level of rents and other charges that are levied. The Executive made recommendations to Council that took into account the base budgets for the HRA and current Government guidance on national rent policy.

The latest budgets, Appendix 3 to the report, were based on the budgets approved in January 2016 updated for any changes since that report and the recommendations.

The dwelling rents had been adjusted to take account of the loss of rent resulting from actual and anticipated changes in property numbers for 2015/16 and 2016/17. However, additional rental income was expected from October 2016 onwards when the new 81 build properties at Sayer Court are completed and let to tenants.

The garages rental income had been increased to take into account the 5% increase in charges for 2016/17.

The projected income for Sayer Court had increased by £46,000 to reflect the additional rental income from charging Warwick Affordable Rents.

The overall impact of the proposed changes on the Housing Revenue Account was favourable. The HRA working balance would increase by £103,400 to £1.5m.

Appendix 3, to the report, showed the recommended Housing Revenue Account budgets for 2015/16 and 2016/17, updated to show the latest position including the effect of the recommendations in this report.

The Housing Investment Programme was presented as part of the separate February 2016 report 'Budget 2016/17 and Council Tax – Revenue and Capital' a summary is included within Appendix 3 to the report.

The recommendations would enable the proposed latest Housing Investment Programme to be carried out and contribute available resources to the HRA Capital Investment Reserve for future development

whilst maintaining a minimum working balance on the HRA of at least £1.4m in line with Council policy.

In October 2016, the Council's new development of flats and bungalows at Sayer Court would be completed and ready for letting. The first show flat would be ready for marketing in March 2016. To make the marketing exercise a success, it would be necessary for prospective tenants to be advised on the rents charged for the various dwelling types within the scheme.

Because Sayer Court was a 100% affordable housing scheme, the Council had a degree of flexibility in rent setting for the tenure of these homes.

The Council's current policy for its own housing stock was for all existing properties to be let at current Rent and new tenancies at Target Social rent.

In the case of new build schemes such as Sayer Court, the Council had the option to either apply its current policy of Target Social Rent or to adopt another approach to rent setting.

Warwick Affordable Rent was the midway point between Target Social Rent and Affordable Rent. The Affordable rent was set nationally as 80% of the local market rent for similar properties. However, setting rents at this level would mean that the Council would not have consistent rent setting policy for all its properties and the scheme might not be as attractive to new and transferring tenants.

The new build properties at Sayer Court would have high energy efficiency ratings compared to existing homes and thus the opportunity for residents to have lower energy bills.

Warwick Affordable Rents were expected to fall within the limits currently set for housing benefit and total projected rental income for 2016-17 would be £251,000 as set out in Appendix 4 to the report.

In addition, the Council could maintain the attractiveness of the existing stock by charging higher rents for the Sayer Court properties

To set a precedent for rent setting for new build schemes and to generate additional rental income which could be used to fund capital investment in future years, setting rents at Warwick Affordable Rents was recommended for Sayer Court. As part of the Housing Futures project, there would be an opportunity to consider the Council's rent policy for its landlord service.

During 2015, the Council took ownership of 15 shared ownership dwellings at Great Field Drive in South West Warwick.

Shared owners were required to pay rent on the proportion of their home which they do not own.

The Council adopted the Homes and Communities Agency (HCA) template lease agreement which included a schedule on rent review. The lease determines that the rent would be reviewed in April 2017 and would be increased by RPI + 0.5%.

The Council has discretion over the setting of Garage rents and therefore could consider alternative rent values. Each 1% change in garage rents results in an increase or decrease of potential income of around £4,800 per year. It would be possible to set Garage rents higher than those proposed to maximise income; however significantly higher rents may make garages harder to let and so could reduce income. The review of the HRA Business Plan during 2016/17 would consider options for increasing the financial viability of providing garages.

Alternatively for Sayer Court the Council could adopt Target Social Rent would provide consistency of rents across all homes owned by the Council and made sure that rents charged remain within the limits that had been set for eligibility for housing benefit support for those with low incomes. The rents would be competitive against other housing options and would support the marketing of these properties to new and transferring tenants. The projected rental income for 2016/17 at Target Social Rent would be in the region of £206,000

The Finance & Audit Scrutiny Committee supported the recommendations although concerns were raised about the maintenance of safety measures being delayed by the Repairs Service. Whilst Members noted that this work was being brought up to date as quickly as possible, it was felt that the Executive should be aware of the high level of risk this posed to the Council.

Councillor Mobbs highlighted to the Executive the addendum to this item that had been circulated at the meeting. This explained that following the publication of the report further clarification had been received. Therefore the proposed variation translates into a rent increase of 0.9% in 2016/17 for the Councils Sheltered and Very Sheltered Dwellings and would increase projected income from these properties by £17,000 compared to 2015/16. If the regulations allow for the increase to apply to designated dwellings, a rent increase of 0.9% would be applied to these properties, increasing projected income from these properties by £37,000 compared to 2015/16. This resulted in the overall impact of the proposed changes on the Housing Revenue Account budget is favourable. The HRA Working Balance would increase by £173,400 to £1.5m.

As a result the proposed average weekly rent charges were amended to read as follows, for Appendix 1 and 2:

1 Bed £79.57 is now £80.53
2 Bed £87.50 is now £87.81
4 Bed £108.03 is now 108.07

Appendix 3 would be amended so that Rents- Housing was amended from £25,453,000 to £25,603,000 and the HRA balance was amended from £23,400 to £173,400.

Councillor Phillips responded to the comments from the Finance & Audit Scrutiny Committee explaining that work was nearly completed on the corporate buildings and under way for all blocks of flats. Initial conclusions were beginning to arrive and a detailed report would be brought back in due course. He took the opportunity to thank the Head of Finance and his team for their work on this report.


Councillor Phillips proposed the recommendations as set out in the report subject to the amendments circulate in the addendum at the meeting.

Recommended to Council that the

- (1) housing dwelling rents for 2016/17 be reduced by 1% for existing HRA dwelling tenants, except as in (2) below;
- (2) rents for Designated, Sheltered and Very Sheltered dwellings be increased by CPI + 1%, subject to receipt of formal government guidance advising that such an option is permissible. Full Council will be notified accordingly of any updates and changes to national policy on rent setting for 2016/17 as detailed in paragraph 3.1.2 and 3.1.3 of the report;
- (3) HRA dwelling rents for 2016/17 for new tenancies are set at Target Social Rent;
- (4) garage rents for 2016/17 be increased by 5%;
- (5) 2016/17 Supporting People charges for housing tenants receiving housing related support should remain the same as 2015/16;
- (6) latest 2015/16 and 2016/17 Housing Revenue Account (HRA) budgets, as set out in Appendix 3 to the report, be approved;
- (7) rents for Sayer Court be set at Warwick Affordable Rents; and
- (8) shared ownership properties rents remain the same as 2015/16 in accordance with the terms of the lease.

(The Portfolio Holder for this item was Councillor Phillips)
(Forward Plan reference number 664)

(The meeting ended at 6.55pm)

 Council 24th February 2016		Agenda Item No. 14
Title	The Local Plan – Proposed Modifications	
For further information about this report please contact	Dave Barber dave.barber@warwickdc.gov.uk 01926 456065	
Wards of the District directly affected	All	
Is the report private and confidential and not for publication by virtue of a paragraph of schedule 12A of the Local Government Act 1972, following the Local Government (Access to Information) (Variation) Order 2006?	No	
Date and meeting when issue was last considered and relevant minute number	13 th October 2015 Minute number 52	
Background Papers	Submitted Local Plan (January 2015). Inspector's Letters 1 st June 2015; 28 th August 2015 and 26 th October 2015;	

Contrary to the policy framework:	No
Contrary to the budgetary framework:	No
Key Decision?	Yes
Included within the Forward Plan? (If yes include reference number)	No
Equality Impact Assessment Undertaken	No
Not relevant at this stage.	

Officer/Councillor Approval		
Officer Approval	Date	Name
Chief Executive/Deputy Chief Executive	8/2/16	Chris Elliott
Head of Service	8/2/16	Tracy Darke
CMT	8/2/16	
Section 151 Officer		
Monitoring Officer	8/2/16	Andy Jones
Finance		
Portfolio Holder(s)	11/2/16	Stephen Cross / Andrew Mobbs
Consultation & Community Engagement		
N/A This report seeks approval to undertake consultation on the proposed modifications. It should be noted that this consultation will be undertaken in accordance with Regulation 19/20 of the Town and Country Planning Regulations. As such the consultation responses should only address issues of soundness with the Local Plan Proposals		
Final Decision?	Yes	

1. **Summary**

- 1.1 This report sets out a series of potential modifications to the Local Plan that are proposed in response to the Inspector's interim conclusions as identified in his letter dated 1st June 2015. This includes increasing the Plan's housing requirement to a minimum of 16,776 dwellings over the plan period and the allocation of a number of additional sites for housing. The report also updates the infrastructure requirements associated with the Plan's proposals. Finally, it presents an update to the Local Development Scheme.

2. **Recommendations**

- 2.1 That Council agree the modifications to the submitted Local Plan (the 2014 'Publication Draft' as amended by the 2014/15 'Focused Changes'), as identified in **Appendix 1** (Table of Proposed Modifications - part 1) and **Appendix 2** (Policies Map), for formal consideration by the Examination Inspector to directly address the issues of soundness identified in his letter dated 1st June 2015.
- 2.2 That the modifications to the submitted Local Plan, as set out in **Appendix 1 and Appendix 2**, will be subject to consultation for a period of six weeks commencing during the week of 7th March 2016. All representations made, along with the Council's modifications, will be submitted to the Local Plan Inspector.
- 2.3 That further modifications to the Local Plan are proposed, as set out in **Appendix 3**, and that these are subject to a future period of consultation following their consideration by the Inspector.
- 2.4 That the Head of Development Services, in consultation with the Portfolio Holder, will be authorised to take any steps which are considered expedient for the purpose of implementing recommendation 2.1 or promoting the objectives and interests of the Council at the independent examination. This includes endorsement of updates to the Sustainability Appraisal report for publication ahead of the period for representations.
- 2.5 That the Local Development Scheme be updated as set out in **Appendix 4**.
- 2.6 That, in parallel to the progression of the Local Plan, officers work with partners on preparing strategic proposals for the area to the south of Coventry to provide a framework for development both within and beyond the Plan period.

3. **Reasons for the Recommendations**

- 3.1 **Recommendation 2.1:** At its meeting of 28th January 2015, the Council agreed to submit the Publication Draft Local Plan for Examination. The submitted document was published in April 2014, but was accompanied by a table of proposed modifications (Appendix 1 of the report to Council, 28th January 2015) that the Council supported following the consultations

undertaken in May / June 2014 and November / December 2014 (Focused Changes). The modifications now proposed continue to be based on the Publication Draft April 2014, although where relevant they supersede overlapping modifications proposed at the time of submission.

- 3.2 The modifications identified in **Appendix 1 and Appendix 2** have been prepared to address the issues of soundness identified in the Inspector's initial findings set out in his letter of 1st June 2015 (EXAM23). The Inspector's findings included the following points:
- concern that there is an identified unmet housing need in Coventry and Warwickshire (at least 234 dwellings per annum). He suggests that this needs to be addressed (jointly with the other authorities in the Housing Market Area) before the Plan can proceed;
 - rejection of the collaborative process that had been undertaken to that point to address the unmet housing need – namely that the unmet need can be dealt with through early plan reviews. Instead he asks for the unmet need to be addressed in the current plan-making round;
 - concern that, regardless of whether the Council needs to provide more houses to contribute towards the unmet need, the total supply of houses set out in the Plan is not sufficient to meet the District's housing requirement, and in particular that the allowance made for windfalls was not justified or realistic. He also indicates that the Council needs to provide some "flexibility" above the minimum housing requirement in case some sites do not come forward;
 - concern that the Plan's proposals would not achieve a 5-year supply of housing upon adoption.
 - He therefore indicates a need to increase the number of houses proposed in the Plan, in addition to the need for the District to accommodate some of the wider unmet need within the Housing Market Area.

For these reasons he considers that the Plan (as submitted) is unsound.

- 3.3 The modifications set out in **Appendix 1 and Appendix 2** address these concerns as follows:
- Policy DS2 (Providing the Homes the District Needs) is amended to recognise that the Plan should provide for housing need arising outside the District
 - Policy DS6 (Level of Housing Growth) is amended to increase the Plan's housing requirement from 12,860 dwelling to 16,776 dwellings in line with the Housing Memorandum of Understanding for the Housing Market Area
 - Policy DS7 (Meeting the Housing Requirement) is amended to update the different sources of housing supply, including completions and commitments, windfalls and the number of dwellings to be allocated in the Plan
 - Policy DS10 (Broad Location of Allocated Housing Sites) is amended to reflect proposed revised distribution of housing

- Policy DS11 (Allocated Housing Sites) is amended to specifically identify the sites which need to be allocated within the Plan in the context of the proposed amendments to Policy DS6, DS7 and DS10. **Appendix 5** provides further details regarding the new sites to be allocated, including a summary of the infrastructure requirements associated with them.
- Policy DS12 (Allocation of Land for Education) is amended to allow for the proposals for Southcrest Farm, Kenilworth to include some housing as well as educational facilities.
- Policy DS15 (Comprehensive Development of Strategic Sites) is amended to reflect the importance of bringing forward the additional strategic development sites in a comprehensive manner, including providing the necessary infrastructure.
- Policy DS19 (Green Belt) is amended to reflect the need to remove some additional areas of land from the Green Belt to enable sites to be allocated for housing and to safeguard land that may be utilised, if required, to meet longer-term strategic development needs beyond the Local Plan period
- Policy DS20 (formerly Accommodating Housing Need Arising from Outside the District) is amended to provide a more broadly-based Plan Review policy. This reflects the revised sub-regional approach to meeting housing need as set out in the Coventry and Warwickshire Memorandum of Understanding.
- Policy DS NEW1 (Directions for Growth South of Coventry) is added to ensure this growth area is considered in a comprehensive manner both across the different site allocations and beyond the Plan Period.
- Policy DS NEW2 (Safeguarded Land) is added to identify the location of necessary Green Belt boundary revisions beyond the plan period, to help establish opportunities to meet longer-term requirements.
- Policy DS NEW3 (Former Police Headquarters, Woodcote House) is added to reflect the allocation of this site within Policy DS11 and to ensure this complex site is brought forward in line with a comprehensive masterplan that takes account of the site's sensitivities.
- Policy DS NEW4 (Allocation of Land for the Provision of Outdoor Sport) is added to enable sports clubs in Kenilworth to grow in the context of new and previously proposed housing allocations.

3.4 In addition, the Infrastructure Delivery Plan has been (and will continue to be) updated to reflect the additional housing allocations and revised evidence from infrastructure providers. This is shown in **Appendix 6**.

3.5 Recommendation 2.2: In his letter of 26th October 2015, the Inspector agreed to a suspension of the Examination in line with the timetable agreed

by Council in October 2015. This identified a period for public consultation during February and March 2016. However, as a result of the timing of the publication of the Asps and Gallows Hill appeal decisions, the agreed timetable has been delayed. The six week consultation period will therefore now commence in early March and will end in mid-April. As this consultation is taking place after the publication of the Local Plan it needs to be undertaken in line with Regulation 19/20 of the Town and Country Planning (Local Planning) Regulations 2012 and should accord with the Statement of Community Involvement (SCI). This requires that a period for representations should be a minimum of six weeks. Assuming that Council agrees to the other recommendations of the report, officers will require a short period of time to prepare for the consultation process. It is therefore proposed, the consultation period should commence during w/c 7th March 2016.

- 3.6 **Recommendation 2.3:** due to changes in the national context and local circumstances three further modifications are proposed as set out in **Appendix 3**. As these do not directly address the issues raised by the Inspector to date they do not form part of the consultation to be undertaken in March and April. Instead, these modifications will be put forward to the Inspector (along with a range of other modifications agreed in January 2015) for consideration through the Examination in Public. If the Inspector concludes the modifications are reasonable they will then be subject to a future consultation. At that time it would be open for the Inspector to re-open the hearings should the issues arising from the consultation require this.
- 3.7 **Recommendation 2.4:** The Examination in Public process will almost certainly require officers to represent the Council at hearings to justify and support the Council's agreed policy set out in the Publication Draft (as modified). This recommendation authorises the Head of Development Services to carry out all the administrative, procedural and other ancillary work necessary to move the Plan through the Examination stage, including any additional work on the evidence base and supporting information. In addition, if the Inspector asks the Council to consider further modifications in order to make the Plan sound, it would enable the Head of Development Services (or the officers she delegates responsibility to), in consultation with the Portfolio Holder, to work with the Inspector to develop possible further amendments that will help the Inspector reach conclusions on the soundness of the Plan. In considering this recommendation, Members should bear in mind that it would not authorise the Head of Development to bind the Council to make any new amendments. The Inspector would recommend amendments and the final decision on whether or not to adopt the Local Plan with those amendments at the end of the Examination process will still lie with the Council.
- 3.8 **Recommendation 2.5:** The Council is required to prepare and maintain a Local Development Scheme (LDS) setting out the formal planning documents that are being proposed and the timetable for preparing them. The last LDS was published in July 2015. This now needs to be updated. **Appendix 4** shows the LDS that has been prepared to reflect the revised

Local Plan timetable agreed with the Inspector. Inevitably, this timetable has had knock-on impacts on other planning documents, including the Gypsy and Traveller Development Plan Document, the Community Infrastructure Levy Charging Schedule and other Development Plan Documents that will be prepared following adoption.

- 3.9 **Recommendation 2.6:** Policy DS NEW1, set out in appendix 1 to this report, provides the framework to ensure that the proposed Local Plan allocations to the south of Coventry are brought forward in a way that takes account of other development sites within the vicinity and takes account of longer term development potential in the area that is not currently part of the Plan's allocations. However, there is a need to ensure that the whole area is planned strategically including in relation to a number of development pressures that are emerging, but are at a stage that mean they cannot currently be specified in the Local Plan. These include for example, future University of Warwick plans, the potential for further housing development and the case for a new strategic highways link within the area. It is important that work on the strategic framework is commenced quickly to ensure clear evidence is prepared to support future decisions and to prepare the way for a partial Review of the Plan. This work will be undertaken in conjunction with key partners such as Warwickshire County Council, Coventry City Council, the University of Warwick, landowners and developers, HS2 Ltd and other parties with an interest in the area. It is expected that the outcomes of this work will inform Memoranda of Understanding between the key parties to demonstrate a robust and clear commitment to a shared way forward that can
- support investment decisions,
 - ensure allocated sites are brought forward with an understanding of wider development potential
 - prepare the ground for a future partial Plan Review.

4. **Policy Framework**

- 4.1 **Submitted Local Plan** – The report seeks to ensure the successful progression of the submitted Local Plan through examination to adoption.
- 4.2 **Fit for the Future** – The Local Plan will need to align with and help deliver the Sustainable Community Strategy (SCS) and the Council's Fit for the Future programme where appropriate. It will also need to align with partners' documents, such as the Warwickshire Local Transport Plan.
- 4.3 **Impact Assessments** – During the preparation of the Local Plan an Equalities Impact Assessment was undertaken. This looked at a wide range of potential impacts and concluded that three areas needed to be focussed on in addressing potential negative impacts: consultation, housing mix / affordable housing and Gypsies and Travellers. The preparation of the Plan has addressed these three issues, with further extensive consultations in line with the Statement of Community Involvement; a clear and strong approach to affordable housing (see policy H2) and housing mix (see Policies H4, H5 and H6); and ongoing work to identify suitable sites to

provide for the accommodation needs of Gypsies and Travellers (see policies H7 and H8).

5. Budgetary Framework

- 5.1 At its meeting on 28th January 2015, the Executive approved a budget of £120,000 to be set aside from the Planning Appeals Reserves to support the Local Plan Examination. In the main, this budget was allocated to support the costs of the Inspector and the Programme Officer. This budget will still be required to support the completion of the examination.

6. Risks

- 6.1 Section 7 of the report to Council on 12th August 2015 set out in some detail the risks associated with a period of suspension. These risks broadly remain valid and can be updated as follows.

- Limiting the range of site options that can be considered: whilst the work carried out to date indicates that the strategy of the submitted Local Plan continues to be justified and reasonable, it does limit the Council's ability to progress sites that align with other strategic spatial options such as dispersal or a new settlement. This will inevitably limit the range of site options that officers are able to put before members. There is therefore a fine line to be trodden between providing sufficient sites to meet the new housing requirement and avoiding substantial changes to the Plan's agreed strategy. The proposed modifications seek to strike this balance.
- Housing Trajectory and 5-year Land Supply: there is a risk that the evidence arising from the trajectory of housing delivery (based on the timing of delivery for each site) will not deliver a 5-year housing land supply on adoption of the Plan, particularly if the level of flexibility is restricted. The evidence indicates that the proposed modification will provide a 5 year housing land supply on adoption.
- Satisfying the Inspector that progress is being made in identifying an appropriate supply of housing: the Inspector has indicated in his letter of 26th October 2015 that he expects an update at the end of January 2016, by which time the Council anticipates that it will have identified additional sites for consultation. By requiring this, the Inspector is emphasising the need to make rapid and robust progress. There is therefore a risk that his agreement to a suspension will be withdrawn if the Council fails to make sufficient progress or puts forward proposals that do not address the housing requirement set out in the MOU. To address this, the Council has updated the Inspector at the end of January and will provide a further update once this report has been considered.
- Satisfying the Inspector that the proposed modifications do not represent a substantial change to the Plan's strategy: this has been highlighted in previous reports to Council (see paragraphs 3.13 to 3.15 of the report on 13th October 2015). Whilst steps are being taken to address this risk, the Inspector has made it clear that he is concerned about the extent of change with regard to the scale and distribution of

housing, particularly given the considerable proportion of the district covered by Green Belt; there remains a significant risk that the Inspector will still require the Plan to be withdrawn for this reason.

- Planning Appeals: the outcomes of two major planning appeals (The Asps and Land South of Gallows Hill) for housing development have now been received. In total these two proposals have the potential to provide for around 1350 dwellings. They also have potential implications for the assessment of adjacent land. The additional dwellings provided by these sites have been included in the supply of housing for the Local Plan.
- Nuneaton and Bedworth Borough Council (NBBC) and the MoU: NBBC has not agreed to the Housing Distribution MoU. The principal reason for this is that they have not published work on the Borough's housing capacity and they therefore decided they were unable to commit to providing for a portion of Coventry's unmet need. The NBBC is currently completing its draft Strategic Housing Land Availability Assessment. Once the draft is complete, it will be scrutinised by the other councils in Coventry and Warwickshire to ensure that it provides a robust and complete picture of the Borough's capacity. It is possible that the SHLAA will demonstrate that NBBC cannot fully meet their portion of Coventry's unmet need. If this is the case, the MOU will need to be reviewed with potential consequences for the local plan proposals and timetable.
- Other aspects of the Plan that haven't yet been examined: to date the Examination has only considered matters relating to Duty to Co-operate, the housing requirement and housing supply. It has not looked at the proposed site allocations, nor has it considered the range of development management policies set out in the draft Plan. There is a risk that other aspects of the Plan may be found unsound and that it may need further modifications.
- The Plan may be found unsound: there remains a risk that even though the Inspector has agreed to a period of suspension, he will still find the Plan unsound. The Inspector's agreement to a suspension in no way indicates that he thinks the emerging proposals are necessarily sound. Clearly such an outcome would lead to substantial additional delay.

- 6.4 In reaching a balanced decision on the way forward, the risks outlined above need to be offset against the risks associated with a more substantial delay, in the event that the Plan is withdrawn as set out in paragraph 7.2 of the report to Council on 13th October.

7. Alternative Option(s) considered

- 7.1 **Recommendation 2.1:** To continue with the submitted Local Plan, the Council needs to submit modifications identifying additional housing land to address the Inspector's initial findings. There are possible alternatives to some of the specific modifications that have been proposed. For instance, a different housing requirement could be put forward; however officers consider that the requirement proposed in the modifications is consistent with the evidence and that a lower housing requirement would significantly increase the risk that the Plan will be found unsound. However, officers have carefully assessed both the individual sites and their overall distribution. They consider that the proposed allocations are supported by

the evidence and that alternative proposals are not sufficiently well justified by the available evidence; the inclusion of poorly-evidenced sites is liable to be challenged, which would be likely to lead to the plan requiring further modifications.

- 7.2 Council could decide not to agree the modifications. The consequence of this is likely to mean the Local Plan will need to be withdrawn and work would need to be commenced a new Plan. This would put the District at greater risk of having to accommodate growth in an unplanned way. Further, it is possible that the Secretary of State would intervene in our Local Plan, potentially removing the Council's control over the progress of the Plan. Finally, by not having a submitted Plan, there is a risk that funding streams, such as New Homes Bonus would be reduced.
- 7.3 **Recommendation 2.2:** The Inspector has indicated that he expects public consultation to take place prior to the Council submitting the modifications to him. There are therefore no alternatives to this recommendation, although as explained in paragraph 3.4, the timing is subject to the outcomes of ongoing work regarding the 5-year land supply. The regulations require that the period of representations is not less than 6 weeks. The Council could therefore agree to a longer period of representations. However this could potentially lead to a delay to the timetable that was agreed with the Inspector. It is not possible to start the consultation earlier than w/c 7th March due to the preparatory work that officers will need to carry out. Further, delaying the consultation beyond that week could potentially lead to a delay to the timetable. Therefore, alternative timescales for the consultation period have been discounted, unless the work on the 5-year supply makes the proposed timetable unachievable.
- 7.4 **Recommendation 2.3:** The Council could choose not to put forward further modifications proposed in **Appendix 3**. However, officers consider that the issues that proposed amendments seek to address will form part of the examination and that in this context it makes sense to set out proposed modification now.
- 7.5 **Recommendation 2.4:** the Council could choose to delegate this responsibility to another officer. However, it is a role for a professional planner and the Head of Development Services is considered best placed to undertake this work. The recommendation also indicates that this should be done in consultation with the Portfolio Holder, who is the Lead Member for the Local Plan. Whilst it would be possible to delegate this to another Member, this does not seem appropriate. The Council could also choose to ensure that reports are brought to members whenever any changes are being contemplated. However, this would be a cumbersome process and could result in significant delays in the Examination process. It is also considered that this is not necessary since members retain the final decision on whether the Plan should be adopted or not.
- 7.6 **Recommendation 2.5:** As the timescales regarding plan production have changed since July 2015, the Council has updated the LDS. Each of the

proposed planning documents within the LDS could be prepared according to a different timescale. However the timetable proposed for the Local Plan accords with the timetable agreed by Council in October and with the Local Plan inspector. There is therefore only limited scope to change the timetable for the Local Plan without reverting to the Inspector.

- 7.7 **Recommendation 2.6:** Council could decide to defer the work proposed in recommendation 2.6 until the Local Plan has progressed. Alternatively, Council could decide not carry out the work at all. However, in both these circumstances, opportunities for investment and for the comprehensive strategic planning area could be missed. Further, the work has the potential to demonstrate to the Inspector that the Local Plan's proposals for this area are deliverable within a relatively short timetable and the allocated sites can realistically deliver against the housing trajectory.

8. Background

- 8.1 Since the Local Plan was published in May 2014, it has been subject to modification proposals on three occasions. The first modifications were identified through the Focused Change consultation, which was undertaken in autumn 2014. A further set of modifications were then put forward in January 2015 when the submission draft Local Plan was approved. These modifications have not yet been subject to a period of consultation. The modifications now being suggested are split into two parts; those that directly address the points of soundness raised in the Inspector's letter of 1st June 2015 (these will be subject to the public consultation in March/April 2016), and those that are proposed for other reasons (these will not be subject to consultation before they have been examined). The Inspector will consider all representations made on the main modifications, together with all the other previously, duly made representations made on the Submitted Local Plan. Minor modifications relate to factual updates and changes which don't affect soundness are not significant, and it will be for the Council to consider any necessary changes required. The situation with regard to each stage of modifications is set out below:

Date of Modifications	Plan Stage	Status
Autumn 2014	Publication (Focused Changes to Consultation Draft)	Representations considered prior to submission Form part of submitted Local Plan
January 2015	Submission	Response to 2014 representations To be considered during the Examination Where modifications are major, they will be subject to a future period of representations
February 2016	Examination	Address issues of soundness raised by

Date of Modifications	Plan Stage	Status
(part 1)		Inspector Subject to period of representations in March/April 2016
February 2016 (part 2)	Examination	To address emerging issues To be considered during the Examination Where modifications are major, they will be subject to a future period of representations

- 8.2 The next stages of the Examination may also generate the need for consideration to be given to further main and minor modifications. It is proposed that these, along with the modifications proposed in January 2015 and February 2016 (part2) will form a package of proposed modifications to be consulted upon after the completion of the Examination hearing but prior to the receipt of the Inspectors full report into the Local Plan.
- 8.3 The current package of Proposed Modifications (part 1) is confined to changes to the Plan that are required to address the Inspector's findings. This approach has been agreed with the Inspector and it is hoped these modifications will enable the Examination process to be recommenced in May 2016.
- 8.4 This means the changes set out in Appendix 1 of this report are related to:
- Incorporating an increased housing requirement (16,776 dwellings) into the Local Plan in line with the Coventry and Warwickshire MoU
 - Establishing the sources of supply to meet this requirement including allocating additional sites
 - Amending or introducing policies required to guide the implementation of recommended housing allocations.
- 8.5 If the recommended uplift in the housing requirement is not addressed as set out above and subject to formal consultation, given the Inspector's comments about the unsoundness of the submitted housing requirement, it would be extremely unlikely that the inspector would allow the Examination to continue and the Council would be invited by the Inspector to withdraw the submitted plan.

**Table of Proposed Modifications to the Publication Draft Local Plan (Part 1)
(to address identified issues of soundness)**

January 2016

About these proposed modifications

The proposed modifications to the Publication Draft shown in the table below have been prepared in February 2016 to specifically address the issues of soundness identified by the Inspector set out in his letter of 1st June 2015. The proposed modifications are based on the text of the Publication Draft Local Plan published in April 2014 as amended by the Focused Consultation published in October 2014.

A number of other amendments have been proposed in response to the consultations undertaken in May/June 2014 and November/December 2014. These have been shown in full in submission documents LP23 and LP23a. However, these amendments have not yet been subject to consultation and do not form part of current considerations. It is anticipated, subject to the agreement of the Local Plan Inspector, that any of these amendments that are substantive in nature, will form part of a future consultation following Examination hearings prior to finalising and adopting the Local Plan.

Note: In the table below,

new text is shown as follows: where this has been

existing text to be retained is shown as follows: which are assessed as being

existing text to be deleted is shown as follows:

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Development Strategy				
Policy DS2 Providing the Homes the District Needs				
Mod 1	14/15	Policy DS2	<p>Amend Policy DS2 to read</p> <p>STRATEGIC POLICY DS2: Providing the Homes the District Needs</p> <p>We will provide in full for the Objectively Assessed Housing Need of the District and for unmet housing need arising from outside the District where this has been agreed. We will ensure new housing delivers the quality and mix of homes needed including</p> <ul style="list-style-type: none"> a) Affordable homes b) A mix of homes to meet identified needs including homes that are suitable for elderly and vulnerable people c) Sites for gypsies and travellers 	To reflect the Coventry and Warwick Housing Requirements MoU
Mod 2	15	Para 2.6	<p>Amend para 2.6 to read</p> <p>National policy requires local planning authorities to boost significantly, housing supply. A key element in this is developing an evidence base to objectively assess housing need and ensuring that this Objectively Assessed Need is met in full for both market and affordable housing in the housing market area. This means that all the Councils within the Housing Market Area need to work together, in line with the Duty to Co-operate, to ensure the housing need is met in full. This in turn means that the Council needs to play its part in meeting unmet housing need arising from outside the District. In this respect, the Council is party to a Memorandum of Understanding, agreed in October 2015, to accommodate some of Coventry's housing need within the District. National policy also emphasises the importance of delivering a wide choice of homes by planning for a mix of housing based on current</p>	To clarify amendment to Policy DS2

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			and future demographic and market trends. The Council has undertaken a Joint Strategic Housing Market assessment with the other local authorities in the Coventry and Warwickshire Sub-region. This provides the basis for establishing the District's Objectively Assessed Need	
POLICY DS4 Spatial Strategy				
Mod 3	16	Policy DS4	<p>Amend Policy DS4 to read:</p> <p>STRATEGIC POLICY DS4: Spatial Strategy</p> <p>Allocated Housing and Employment will be distributed across the District to take account of the following:</p> <p>....</p> <p>b) where greenfield sites are required for housing, they should generally be located on the edge of built up areas in sustainable locations close to areas of employment or where community facilities such as shops, bus services, medical facilities and schools are available or can be made available.</p> <p>....</p>	To clarify clause b) and to align with proposed amendments arising from consultation undertaken in May/June 2014 and to provide a clear strategic basis for the proposed site allocations
Policy DS6 Level of Housing Growth				
Mod 4	18	Policy DS6	<p>Amend Policy DS6 to read:</p> <p>POLICY DS6: Level of Housing Growth</p> <p>The Council will provide for 16,776 new homes between 2011 and 2029</p>	To align with updated housing needs evidence and with the Coventry and Warwickshire Memorandum of Understanding for Housing Requirements
Mod 5	18	2.20	<p>Delete para 2.20 and replace with:</p> <p>The Updated Assessment of Housing Need: Coventry-Warwickshire HMA (September 2015) sets out the objectively assessed future housing needs of the Housing Market Area and the six local authority areas within it. The report indicates that Warwick District's Objectively Assessed Housing Need is 600 dwellings per</p>	To clearly explain the reasoning for the proposed level of housing growth

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason																				
			annum, which equates to 10,800 dwellings over the plan period. However, in recognition that Coventry City Council is unable to accommodate its housing needs in full within the City boundary, the Local Plan seeks to provide for 332 dwellings per annum (5976 over the plan period) towards Coventry’s housing needs. Warwick District therefore aims to meet its housing requirement by providing for a minimum of 16,776 new homes between 2011 and 2029.																					
Policy DS7 Meeting the Housing Requirement																								
Mod 6	18/19	Policy DS7	<div>Amend Policy DS7 to read:<table><tr><td colspan="2">DS7 Meeting the Housing Requirement</td></tr><tr><td colspan="2">The housing requirement of 16,766 new homes between 2011 and 2029 will be met from the following categories:</td></tr><tr><td>Sites completed between April 2011 and March 2015</td><td>1483</td></tr><tr><td>Sites with outstanding planning permission at 1st April 2015</td><td>5161</td></tr><tr><td></td><td></td></tr><tr><td>An allowance for windfall sites coming forward between April 2015 and March 2029</td><td>1134</td></tr><tr><td>Small Urban sites assessed in the Strategic Housing Land Availability Assessment as being suitable</td><td>230</td></tr><tr><td>Consolidation of existing employment areas and canal-side regeneration</td><td>200</td></tr><tr><td>Sites allocated in this Plan</td><td>9,369</td></tr><tr><td>Total</td><td>17,577</td></tr></table></div>	DS7 Meeting the Housing Requirement		The housing requirement of 16,766 new homes between 2011 and 2029 will be met from the following categories:		Sites completed between April 2011 and March 2015	1483	Sites with outstanding planning permission at 1 st April 2015	5161			An allowance for windfall sites coming forward between April 2015 and March 2029	1134	Small Urban sites assessed in the Strategic Housing Land Availability Assessment as being suitable	230	Consolidation of existing employment areas and canal-side regeneration	200	Sites allocated in this Plan	9,369	Total	17,577	<div>To update the proposed sources of supply to achieve the modified housing requirement set out in the amendments to Policy DS6. In particular to<ul style="list-style-type: none">a) reflect the most recent data on completions and permissions andb) set out a revised windfalls allowance to reflect revised assumptions in line with the Inspector’s findings.c) Update SHLAA site based on 2015 call for sitesd) Revise allocations based on updates</div>
DS7 Meeting the Housing Requirement																								
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Sites completed between April 2011 and March 2015	1483																							
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Sites allocated in this Plan	9,369																							
Total	17,577																							
Mod 7	19	2.21 to 2.24	<div>Amend para 2.21 to 2.24 to read<p>2.21 The Council’s approach to identifying land for housing is set out in the Spatial Strategy above. In the context of completions since 2011, committed sites, an allowance for windfall sites and small urban SHLAA sites, the plan identifies sites for</p></div>	<div>To clearly explain the sources of supply proposed in the modifications to Policy DS7 and to set out the revised timeline for the delivery of</div>																				

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason												
			<p>a potential 9,369 homes. This allows for an element of flexibility in the event that some sites fail to come forward or are delivered with reduced capacities than that allowed for in the plan</p> <p>2.22 In addition to completions and commitments, the Council has made an assessment of windfall sites which are likely to emerge based on past trends and taking into account likely changes to those trends. Windfall sites have consistently played an important role in the housing supply of the District.</p> <p>2.23 The identified sites include small urban brownfield sites of between 5 and 50 dwellings which are assessed as being suitable and available for development in the Strategic Housing Land Availability Assessment. The balance of housing is provided on allocated brownfield and greenfield sites across the District, based on the priorities set out in the spatial strategy.</p> <p>2.24 The following Housing Trajectory shows the timeline for the delivery of housing across the plan period in relation to the annual average of the total requirement.</p> <p>Amended Housing Trajectory Graph is shown in Appendix A below</p>	housing across the plan period												
Policy DS10 Broad Location of Allocated Housing Sites																
Mod 8	24/25	Policy DS10	<p>Amend Policy DS10 to read</p> <div><p>DS10 Broad Location of Allocated Housing Sites</p><table><tr><td>Urban Brownfield sites</td><td>1208</td></tr><tr><td>Greenfield sites on the edge of Kenilworth</td><td>1500</td></tr><tr><td>Greenfield sites on the edge of Warwick, Leamington and Whitnash</td><td>3270</td></tr><tr><td>Greenfield sites on the edge of Coventry</td><td>2245</td></tr><tr><td>Sites within Growth Villages and the rural area</td><td>1146</td></tr><tr><td>Total</td><td>9,369</td></tr></table></div>	Urban Brownfield sites	1208	Greenfield sites on the edge of Kenilworth	1500	Greenfield sites on the edge of Warwick, Leamington and Whitnash	3270	Greenfield sites on the edge of Coventry	2245	Sites within Growth Villages and the rural area	1146	Total	9,369	To reflect proposed revised distribution of housing in line with Policy DS4
Urban Brownfield sites	1208															
Greenfield sites on the edge of Kenilworth	1500															
Greenfield sites on the edge of Warwick, Leamington and Whitnash	3270															
Greenfield sites on the edge of Coventry	2245															
Sites within Growth Villages and the rural area	1146															
Total	9,369															

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Mod 9	23	2.37 and 2.38	<p>Amend paras 2.37 to read</p> <p>2.37 The spatial strategy aims to meet housing needs of the District and the Housing Market Area by allocating sites in and adjacent to the main urban areas and the more sustainable villages. The Strategic Housing Land Availability Assessment identifies suitable and available sites.- In line with the Council’s aim of meeting housing needs in sustainable locations, the site selection exercise favoured sites firstly within the urban areas and then on the edge of urban areas. These locations are well placed to make best use of, and improve, the existing transport infrastructure and accessibility to jobs and services. Sites on the edge of urban areas are of sufficient size to deliver supporting services including schools, GP services and local centres as appropriate.</p> <p>2.38 In selecting sites on the edge of urban areas, non-Green Belt sites are favoured over Green Belt sites where possible. However, where there are no suitable non-Green Belt alternatives to meet an identified need, sites are removed from the Green Belt to enable development to take place. This applies to land to meet the needs of Coventry, Leamington, Kenilworth, some of the villages and land on the edge of Lillington to assist in the regeneration of the area.”</p>	To explain amendments to Policy DS10, in particular making reference to meeting Coventry’s needs
Policy DS11 Allocated Housing Sites				
Mod 10	24/25/26	Policy DS11	Amend Policy DS11 as shown in Appendix B of this schedule of modifications	To identify sufficient specific allocated sites to address unmet need arising in Coventry and the reduced windfalls allowance
Mod 11	26/27/28	2.41 to 2.53	Amend paras 2.41 to 2.53 as shown in Appendix B of this schedule of modifications	To reflect changes to Policy DS11 and to explain the rationale behind the proposed additional sites

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Policy DS12 Allocation of Land for Education				
Mod 12	28	Policy DS12	<p>Amend Policy DS12 to read</p> <p>DS12 Allocation of Land for Education</p> <p>Land at Southcrest Farm, Kenilworth (ED2) and land at Myton (ED1), as shown on the Policies Map, is allocated for educational uses and other compatible uses (see policy HS5). This includes, on each site, the provision of a secondary school, 6th form centre and, if deemed the most appropriate location, a primary school.</p> <p>In the case of Southcrest Farm the whole area of the site is unlikely to be required for educational purposes. Any land within this site that is surplus to the educational requirement is therefore allocated for housing (see Policy DS11)</p>	To reflect proposals to allocate Southcrest Farm for housing as well as education as set out in Policy DS11
Mod 13	28	Para 2.56	<p>Amend para 2.56 as follows:</p> <p>2.56 Kenilworth Secondary School and 6th Form: the existing school sites are allocated for housing within Policy DS11. The school is seeking to locate all its facilities on a single site. Further, the additional housing proposed in the Kenilworth priority area means that the school needs additional capacity if it is to continue to provide for the educational needs of the Town and surrounding area. For these reasons, a new site for a secondary school in Kenilworth is required. In addition, the additional housing allocated in the Kenilworth area requires the provision of a new primary school. Over and above the educational land requirement, the site has capacity for housing, as set out in Policy DS11. The land at Southcrest Farm, as shown on the Policies Map, is therefore allocated primarily for educational purposes and other compatible uses as defined by policy HS5, and for housing where there is surplus land over and above the educational requirement.</p>	To reflect proposals to allocate Southcrest Farm for housing as well as education as set out in Policy DS11
Policy DS15 Comprehensive Development of Strategic Sites				
Mod 14	30/31	Policy DS15	Amend Policy DS15 to read:	To ensure the policy reflects the additional strategic allocations set

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason				
			<p>DS15 Comprehensive Development of Strategic Sites</p> <p>The sites to which this policy applies are (as shown on the Policies Map):</p> <p>a) South of Harbury Lane, including the former sewage works;</p> <p>b) West of Europa Way;</p> <p>c) Thickthorn and sites allocated to east of Kenilworth;</p> <p>d) Land at Westwood Heath (including land identified as safeguarded beyond the current plan period)</p> <p>e) Kings Hill (including land identified for development beyond the current plan period)</p> <p>f) Land north of Milverton</p> <p>g) Land at Gallows Hill and The Asps</p> <p>Proposals for the allocated strategic sites will be approved where they represent a comprehensive development scheme for the whole site. There will be a requirement to demonstrate this by the submission of either a Development Brief or a Layout and Design Statement as appropriate, to be approved by the Local Planning Authority (Policy BE2, paragraph 5.13).</p> <p>The Development Brief or Layout and Design Statement should address the criteria set out in Policy BE2 and, for the sites set out below, should provide for the delivery of infrastructure and services, which as a minimum should include the following:</p> <table><tr><th>Site</th><th>Key On-site Infrastructure and Services</th></tr><tr><td>Land South of Harbury Lane</td><td>2 new primary schools Country Park (see Policy DS13) A community meeting place Retail facilities: a convenience store of no more than 500sq.m gross floorspace. A number of other smaller stores may also be provided</td></tr></table>	Site	Key On-site Infrastructure and Services	Land South of Harbury Lane	2 new primary schools Country Park (see Policy DS13) A community meeting place Retail facilities: a convenience store of no more than 500sq.m gross floorspace. A number of other smaller stores may also be provided	out in policy DS11
Site	Key On-site Infrastructure and Services							
Land South of Harbury Lane	2 new primary schools Country Park (see Policy DS13) A community meeting place Retail facilities: a convenience store of no more than 500sq.m gross floorspace. A number of other smaller stores may also be provided							

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification		Reason
			<div>Land at Myton / West Europa Way</div> <div>Thickthorn and sites allocated to east of Kenilworth</div> <div>Land at Westwood Heath</div> <div>Land at Kings Hill</div> <div>Land north of Milverton</div> <div>Land at Gallows Hill and The Asps</div>	<div>Secondary school, sixth form facility and primary school (see Policy DS12) Community hub (see Policy DS14) Health facilities (See Policy DS14)</div> <div>Primary School (see Policy DS12) Secondary School (see Policy DS12) A community meeting place Retail facilities: a convenience store of no more than 500sq.m gross floorspace. A number of other smaller stores may also be provided</div> <div>Health Centre; community facilities (quantified in the context of the development of this allocation and the potential wider area over the long term). Retail facilities: a convenience store of no more than 500sq.m gross floorspace.</div> <div>Potential for some employment land; potentially land for secondary school provision; new primary schools; local centre and community facilities; health centre; new rail station</div> <div>Potential for some employment land; potential park and ride; primary school; land/contribution for medical centre; community facilities; potential for new rail station (subject to viability)</div> <div>Park and ride; primary school; neighbourhood police office; local centre (including a convenience store of no more than 500sq.m gross floorspace), community facilities.</div>	
			The Development Briefs for a) the sites south of Harbury Lane, and west of Europa Way		

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			b) Kings Hill and Thickthorn / east of Kenilworth, and, c) Kings Hill and Westwood Heath should be should be broadly compatible with each other, in their approach to development issues, provision of linked infrastructure and commitment to sustainable growth.	
Mod 15	31	2.66 to 2.68	<p>Amend paras 2.66 to 2.68</p> <p>Explanation</p> <p>2.66 The sites listed within this policy are the allocated strategic urban extensions. A number of these sites are in multiple ownerships. This policy seeks to ensure that development on these sites comes forward within the context of an appropriate and comprehensive development scheme. The Development Brief / Layout and Design Statement should clearly demonstrate how the mix of uses and the infrastructure requirements set out in policy DS7 (and articulated further within the Policies Map and Infrastructure Delivery Plan) will be planned for and delivered to ensure the development is sustainable and meets the policies set out elsewhere in this Local Plan. To ensure the most sustainable and deliverable form of development is achieved on these significant sites, landowners are strongly encouraged to work together closely to produce the most appropriate overall scheme for the site. This might for example be achieved through the setting up of consortia or other formal means of co-ordinated joint working (including the local planning authority as a full partner).</p> <p>2.67 Without a comprehensive development scheme, the delivery of infrastructure and services (such as schools, open space, roads, transport facilities, community facilities and local centres) cannot be guaranteed or properly integrated into the area. Further, incremental proposals which do not take sufficient account of proposals for the whole site are less likely to</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>deliver a high quality, integrated development which can build a strong sense of place and sustainable neighbourhoods.</p> <p>2.68 The strategic sites will be required to be developed in a comprehensive manner whereby the proposals for one take account of the other. This will further ensure integrated development, efficient use of land and access to high quality infrastructure and services across the sites.</p>	
Policy DS19 Green Belt				
Mod 16	35	2.81	<p>Amend para 2.81 to read:</p> <p>Land has been removed from the Green Belt at:</p> <ul style="list-style-type: none"> • Red House Farm, Leamington Spa (H04); • Kenilworth Sixth Form, Rouncil Lane, Kenilworth (H12); • Thickthorn (H06), Southcrest Farm, Crewe Gardens and Woodside Training Centre (H40), Kenilworth; • Warwick Road, Kenilworth (H41); • Westwood Heath (H42); • Kings Hill (H43); • North of Milverton, Leamington Spa (H44); • Land in the vicinity of Coventry Airport (sub-regional employment site) • University of Warwick; • Oaklea Farm, Finham (H08); • Baginton (H19); • Burton Green (H24); • Cubbington (H25, H26, H50); • Hampton Magna (H27 and H51) • Hatton Park (H28 and H53); • Kingswood (Lapworth) (H29, H30, H31, H32, H33) • Leek Wootton (H37 and DSNEW3). 	To reflect green belt allocations and proposed safeguarded area identified in amendments to the Policy DS11 and Policy DSNew2

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Policy DS20 Review of the Local Plan				
Mod 17	36		<p>Delete existing Policy DS20 and replace with:</p> <p>The Plan will be reviewed (either wholly or partially) prior to the end of the Plan Period in the event of one or more of the following circumstances arising: -</p> <ul style="list-style-type: none"> a) Through the Duty to Co-operate, it is necessary to accommodate the development needs of another local authority area within the District and these development needs cannot be accommodated within the Local Plan's existing Strategy b) Updated evidence or changes to national policy suggest that the overall development strategy should be significantly changed c) The monitoring of the Local Plan (particularly the monitoring of housing delivery) demonstrates that the overall development strategy or the policies are not delivering the Local Plan's objectives and requirements d) development and growth pressures arising from the specific circumstances in the area to the south of Coventry (as identified in Policy DS New 1) e) Any other reasons that render the Plan, or part of it, significantly out of date 	To reflect the issues raised by the Inspector with regard to Plan Review, which renders the current policy DS20 unsound. A more broadly based Plan review policy is however still appropriate to provide an effective approach to managing risks associated the larger strategic sites and future growth pressures within the HMA
Mod 18	36	2.82 to 2.87	<p>Replace paras 2.82 to 2.87 with the following:</p> <p>2.82 In the event that the Plan as a whole or a key part of it becomes out of date, it</p>	To reflect the MoU

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>will be necessary to undertake a full or partial review of the Plan. There are a number of factors that could render the Plan out of date:</p> <ul style="list-style-type: none"> a) The Coventry and Warwickshire Memorandum of Understanding (MOU) may need to be updated to reflect changing circumstances and evidence. In the event that a new or revised Memorandum of Understanding would require substantive revisions to the Local Plan proposals, then a partial or full review is likely to be necessary. However a new or revised MOU will not necessarily require a review of the Plan where the changes can be accommodated within the Plan's Strategy. b) National planning guidance is clear that updated evidence (such as new national household projections) will not necessarily render the Plan out of date. However where evidence signals a substantial and sustained change to the context of the Local Plan, this will trigger a review (partial or whole) of it. c) The delivery of the Local Plan's objectives, including the overall annual housing requirement will be closely monitored. Where the Plan's proposals and policies are clearly failing to deliver the Plan's overall strategy and objectives (for instance where there is clear evidence over a sustained period that housing delivery is failing to deliver the Plan's overall housing requirement), the Plan will require a review. <p>2.83 Policy DS NEW1 indicates that a partial review of the Local Plan will be undertaken within five years of the adoption of the plan, to address specific circumstances in the area to the south of Coventry. This proposed partial review will be undertaken in any event.</p>	
Mod 19	Maps	Policies Map	Amend the Policies Map as follows:	To reflect amendments to policies DS11, DS12, DS19, and addition of

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>Allocate additional land for housing in line with Policy DS11 (see Appendix B below) in the following locations:</p> <ul style="list-style-type: none"> • H44 North of Milverton (Policies Map 2) • H45 Hazelmere and Little Acre, Whitnash (Policies Map 2) • H46A Gallows Hill (Policies Map 2) • H46B The Asps (Policies Map 2) • H40 East of Kenilworth (Crewe Lane, Southcrest Farm and Woodside Training Centre) (Policies Map 5) • H41 East of Warwick Rd, Kenilworth (Policies Map 5) • H42 Westwood Heath (Policies Map 35) • H43 Kings Hill Lane (Policies Map 36) • H19 extended area Baginton – Land north of Rosswood Farm (Policies Map 8) • H47 Barford - Land south of Wasperton Lane (Policies Map 18) • H48 Barford – Land South of Westham Lane (Policies Map 18) • H49 Bishops Tachbrook - Seven Acre Close (Policies Map 16) • H50 Cubbington - Land east of Cubbington (Policies Map 13) • H51 Hampton Magna - Land south of Lloyd Close (Policies Map 20) • H28 extended area Hatton Park – North of Birmingham Road (Policies Map 21) • H53 Hatton Park - Brownley Green Lane (Policies Map 21) • DSNEW3 Leek Wootton - Former Policy HQ (policies Map 12) • H52 Radford Semele - Land at Spring Lane (policies Map 15) <p>Amend the Urban Area Boundary in the following locations:</p> <ul style="list-style-type: none"> • H44 North of Milverton (Policies Map 2) • H45 Hazelmere and Little Acre, Whitnash (Policies Map 2) • H46A Gallows Hill (Policies Map 2) 	policies DS NEW2, DS NEW3, DS NEW4

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<ul style="list-style-type: none"> • H46B The Asps (Policies Map 2) • H40 East of Kenilworth (Crewe Lane, Southcrest Farm and Woodside Training Centre) (Policies Map 5) • H41 East of Warwick Rd, Kenilworth (Policies Map 5) • H42 Westwood Heath (Policies Map 35) • H43 Kings Hill Lane (Policies Map 36) <p>Amend the Growth Village Envelopes in the following locations:</p> <ul style="list-style-type: none"> • H19 extended area Baginton – Land north of Rosswood Farm (Policies Map 8) • H47 Barford - Land south of Wasperton Lane (Policies Map 18) • H48 Barford – Land South of Westham Lane (Policies Map 18) • H49 Bishops Tachbrook - Seven Acre Close (Policies Map 16) • H50 Cubbington - Land east of Cubbington (Policies Map 13) • H51 Hampton Magna - Land south of Lloyd Close (Policies Map 20) • H28 extended area Hatton Park – North of Birmingham Road (Policies Map 21) • H53 Hatton Park - Brownley Green Lane (Policies Map 21) • DSNEW3 Leek Wootton - Former Policy HQ (policies Map 12) • H52 Radford Semele - Land at Spring Lane (policies Map 15) <p>Remove allocated land for housing in line with Policy DS11 (see Appendix B below) in the following locations:</p> <ul style="list-style-type: none"> • H01 (part) Land at Myton School, Myton Road (policies Map 2) • H15 Leamington Fire Station (policies Map 2) • H34 Leek Wootton – The Paddock (policies Map 12) • H35 Leek Wootton – East of Broome Close (policies Map 12) • H36 Leek Wootton – Former Tennis Courts (policies Map 12) 	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>Amend Policies Map to allocate additional land for Education in line with Policy DS12 in the following location</p> <ul style="list-style-type: none"> Land at Myton School (Myton Road frontage) (policies Map 2) <p>Amend the Policies Map to extend the Park and Ride area of search in the following location</p> <ul style="list-style-type: none"> Land North of Milverton, Leamington Spa (policies Map 2) <p>Amend Policies Map to remove additional land from the Green Belt in line with Policy DS19 in the following locations</p> <ul style="list-style-type: none"> Southcrest Farm, Crewe Gardens and Woodside Training Centre (H40), Kenilworth; (policies Map 5) Warwick Road, Kenilworth (H41); (policies Map 5) Westwood Heath (H42); (policies Map 35) Kings Hill (H43); (policies Map 36) North of Milverton, Leamington Spa (H44); (policies Map 2) Baginton (H19 extended area); (policies Map 8) Cubbington (H50); (policies Map 13) Hampton Magna (H51) (policies Map 20) Hatton Park (H28 extended area and H53); (policies Map 21) Leek Wootton (DSNEW3) (policies Map 12) <p>Amend Policies Map to remove land from the Green Belt and safeguard it in line with Policy DS NEW2 in the following locations</p> <ul style="list-style-type: none"> S1. Land South of Westwood Heath Road S2. Land North of Milverton <p>Amend Policies Map to identify the masterplan area for the development of the former Police HQ sites at Woodcote House, Leek Wootton in line with Policy DS NEW3 (policies Map 12)</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>Amend Policies Map to allocate land for outdoor sports in line with Policy DS NEW4 in the following locations</p> <ul style="list-style-type: none"> • SP1. Land at Castle Farm, Kenilworth (policies Map 5) • SP2. Land at Warwick Road, Kenilworth (policies Map 5) 	
Policy DS NEW 1 Directions for Growth South of Coventry				
Mod 20	New	DS New1	<p>New policy wording:</p> <p>To meet both local and sub-regional housing needs, the Council has identified an area of growth focussed on strategic housing allocations to the immediate south of the City of Coventry (see policy DS11). The geographic boundaries of the area covered by this policy will be guided by: -</p> <ul style="list-style-type: none"> • the emergence of agreed allocations for large-scale development and sites identified as safeguarded land post-adoption; • the extant and emerging infrastructure in the local area (including HS2 and existing and proposed future strategic road networks), with a view to identifying the most appropriate locations for both additional housing and strategic transport and other infrastructure; • the future plans of the University of Warwick; • significant strategic opportunities on both sides of the local authority boundary. <p>The sites in this area are expected to provide residential-led, mixed-use development of around 2225 dwellings over the plan period to 2029, with the potential for additional growth post-2029:</p> <ul style="list-style-type: none"> o Westwood Heath – 425 dwellings (capped by infrastructure constraints) o Kings Hill – c.1,800 dwellings; the total capacity of the site is c.4,000 dwellings 	To provide a comprehensive approach to the planning of this area of growth including growth beyond the Plan Period

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>To facilitate this growth, the Green Belt boundary in this area has been amended to take account of the strategic sites and to identify and safeguard land suitable for longer-term growth requirements (see Policies DS19 and DSNEW2).</p> <p>The Council intends to schedule a partial Plan review within five years of the adoption date of this Plan (see policy DS20). At that time, and subject to sufficiently robust evidence, the Council will consider whether further land is required within the broad area to allow for future growth.</p> <p>Development proposals must take account of all significant constraints, other development within the vicinity and future opportunities for integrated strategic growth; this will require close co-operation between WDC, Coventry City Council, Warwickshire County Council, the University of Warwick and major landowners and developers.</p> <p>It is likely that some of this development activity will extend beyond the current plan period. To give a degree of longer-term certainty to investors and stakeholders, a series of key objectives are identified below to provide clear guidance to landowners, institutions, infrastructure providers and major developers when they are drawing up their proposals.</p> <ul style="list-style-type: none"> a) individual site proposals support the comprehensive longer-term planning of the area b) proposals should take account of the potential for a new road linking the A46 Stoneleigh junction with Kirby Corner and subsequently to the A452 or A45, which has been identified as an important means of mitigating increased traffic flows on the local and strategic road network; increasing existing strategic highway capacity; and providing an improved future strategic highway link to UK Central; c) development proposals must take into account the potential for future growth at the University of Warwick (see Policy MS1); 	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>d) individual masterplans and applications should reflect and address, where necessary, any significant proposals immediately beyond the boundaries of Warwick district.</p> <p>e) provision should be made for necessary improvements to the highway network including those set out in the Infrastructure Delivery Plan and those that may be required to support future development in the area;</p> <p>f) the Green Belt between Coventry and Kenilworth should be protected;</p> <p>g) improvements to rail infrastructure, such as a new rail stop on the Coventry to Leamington line should be considered and provided where practical and viable;</p> <p>h) improvements to cycle and pedestrian networks should be provided;</p> <p>i) requirements for additional educational capacity should be provided in a co-ordinated manner;</p> <p>j) requirements for improved healthcare capacity should be provided in a co-ordinated manner;</p> <p>k) provision of emergency services infrastructure and other issues that may be identified.</p> <p>Where appropriate, contributions to infrastructure provision will be sought in accordance with policy DM1.</p>	
Mod 21	New	New Paras New1.1 to New1.11	<p>New explanatory text:</p> <p>New1.1 Part of the housing requirement set out in Policy DS6 seeks to meet Coventry's housing need. This is an important aspect of creating a sustainable and secure base for the growth of the city. The Warwick Local Plan has thus identified the need to deliver integrated, strategic development to meet current and future housing need both for its own requirements and to address the need generated by Coventry.</p> <p>New 1.2 To do this, an area adjacent to the boundary with the city has been</p>	To support the comprehensive approach set out in Policy DS New1

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>identified as a suitable prospect for delivering part of the housing required. This will help create opportunities for high-quality design and layout to be delivered via co-ordinated masterplans. It will allow for the generation of development that benefits from its proximity to the City's employment, education and services / facilities provision in terms of travel times and infrastructure provision.</p> <p>New 1.3 There will be the opportunity to generate economic benefits both through the provision of new employment opportunities and through the creation of additional residential populations that will be using extant services and facilities, so supporting their retention. There will also be the opportunity to deliver infrastructure improvements that should not only benefit the new development but, if properly designed and delivered in a timely fashion, may also help to alleviate existing problems on the local and strategic transport network. Sites can be linked to local and sub-regional centres through improvements to public transport, cycling and walking links.</p> <p>New 1.4 The sites in this immediate area (including where necessary related sites within the boundary of the City of Coventry) will benefit from a shared set of key objectives. These are intended to set a clear framework for the delivery both of the development sites themselves and the associated large-scale infrastructure requirements, such as the link road. As described in the policy, the key objectives identify a number of broad parameters. Within these strategic parameters, developers and promoters are at liberty to provide their own detailed masterplans / design approaches that should be in accordance with the broader strategic principles.</p> <p>New 1.5 The University of Warwick will prepare a revised masterplan within the Plan Period (see policy MS1). The potential growth of the University is an important element in the development of this area and needs to be taken into account in considering site layouts elsewhere in the vicinity and particularly in planning for</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>wider infrastructure. This will ensure the area has capacity to address development that is not currently known about but which is likely to come forward within the Plan Period and during the years immediately afterwards.</p> <p>New 1.6 At Westwood Heath an area of c30ha has been identified for a residential-led, mixed-use development (see Policy Map). Given infrastructure constraints, especially along the strategic and local highways network, the housing to be provided on site is capped at 425 dwellings during the current plan period. However, the creation of improved road infrastructure / additional network capacity will allow further residential development to be accommodated without undue adverse impacts on local amenity. This will take place on land that has been identified and reserved for development adjacent to the allocated site. Land required for longer-term housing provision is therefore safeguarded in line with policy DS20, and will be released subject to:</p> <ol style="list-style-type: none"> a Plan review that clearly indicates a need for land for further development; and significant improvements to the strategic highways network, including the construction of a new link road between the A46 Stoneleigh Junction and Kirby Corner and onwards towards the A452 or A45. <p>New 1.7 An integral aspect of the allocated site is the need to provide for facilities and services at an appropriate scale, including community provision, emergency services infrastructure, play areas and local retail provision for convenience shopping. Land also needs to be provided for open space, leisure and amenity uses and will form part of a green infrastructure network linking to the wider countryside and north to the conurbation.</p> <p>New 1.8 At Kings Hill an area of c269ha has been identified for a residential-led, mixed-use development (see Policy map). The site has an overall capacity of c. 4,000 dwellings, with c. 1,800 dwellings being deliverable by the end of the current plan</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>period. The mixed use development will also include the potential to provide employment land. Land will need to be provided for open space, leisure and amenity uses and will form part of a green infrastructure network linking to the wider countryside and north to the conurbation. A local centre will be provided at an appropriate scale, incorporating a range of local community facilities and services including meeting space / community buildings, emergency services infrastructure, youth facilities / play areas and local retail provision for convenience shopping. A new primary school will be required to serve the development, which may need to be expanded as the site develops over time.</p> <p>New 1.09 Development proposals for the strategic sites will be expected to address the following as a minimum: -</p> <ul style="list-style-type: none"> Proposals for development must respond positively to natural and heritage assets; wherever possible and viable, development should enhance the settings of such assets; Development should respect the topography and landscape of the area and should be designed in such a way that it minimises visual impacts and protects local amenity; Biodiversity should be maintained and enhanced on all development sites wherever possible; where otherwise acceptable development would result in the loss of biodiversity interest and value, mitigation must be offered that offsets loss or damage onsite. If this is not possible, appropriate off-site mitigation and habitat replacement should be provided as close to the affected amenity as feasible; <ul style="list-style-type: none"> a. Kings Hill - Wainbody Wood is ancient woodland of around 15.5ha in area, which should be excluded from the development area, protected from associated adverse impacts and maintained as a habitat and biodiversity resource; b. Westwood Heath - Whitefield Coppice, Black Waste Wood and Broadwells Wood are all ancient woodlands within or adjacent to the 	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>site. They should be excluded from development areas, protected from associated adverse impacts and maintained as habitat and biodiversity resources.</p> <ul style="list-style-type: none"> • There are listed buildings associated with Wainbody Wood Farm and Hill Farm (farmhouses and barn) that should be protected and their settings enhanced as appropriate. • Strategic infrastructure improvements must be accommodated where necessary, including improvements to highways junctions, road capacity improvements and public transport links. • Local services, facilities and retail provision should be commensurate with the scale of development being proposed and in terms of the location's proximity to the conurbation and Kenilworth. <p>New 1.10 Proposals should accord with the requirements of all other relevant policies in the Local Plan.</p>	
DS NEW2 Safeguarded Land				
Mod 22	New	Policy DS NEW2	<p>Insert new Policy DS NEW2 Safeguarded land is identified on the Policies Map in order that it may be utilised, if required, to meet longer-term strategic development needs beyond the Local Plan period. The following principles apply to safeguarded land:</p> <ol style="list-style-type: none"> 1. It is not allocated for development at the present time; 2. Local Plan Policies relating to development in the rural area and open countryside will apply; 3. Development that would prejudice the future comprehensive development of the safeguarded land area will not be permitted; 4. The status of safeguarded land will only change through a review of the local plan following an assessment of development need and the identification of the most appropriate locations for development. <p>Safeguarded land is identified on the policies map in the following locations:</p>	To identify a Green Belt release for beyond the plan period to reflect longer term opportunities

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<ul style="list-style-type: none"> • S1. Land South of Westwood Heath Road • S2. Land North of Milverton 	
Mod 23	New	Paras New2.1 to New2.3	<p>Insert new paras as follows</p> <p>Explanation</p> <p>New 2.1 National policy recommends that when reviewing Green Belt boundaries through a local plan it is important to have regard to potential development needs well beyond the plan period, and consequently be satisfied that boundaries will not need to be altered at the end of the plan period. Therefore, the Council has identified areas of Safeguarded Land between the urban area and the new Green Belt boundary in order to assist in meeting potential long term development requirements.</p> <p>New 2.2 The Council recognises that there is a limited amount of suitable land currently available outside the Green Belt to meet long-term development needs, particularly those needs arising in Coventry. Therefore identifying 'safeguarded land' in appropriate locations may assist in meeting the long-term development needs of the functional housing and economic market area.</p> <p>New 2.3 Safeguarded land is not allocated for development and is within the rural area; therefore rural and open countryside policies will apply. Other than development in accordance with the policy, planning permission for the permanent development of safeguarded land will not be granted ahead of a review of the Local Plan where this proposes the area for development</p>	To support Policy DS New2
Policy DS NEW3 Former Police Headquarters, Woodcote House Policy				

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Mod 24	New	DS NEW3	<p>Insert new Policy DS NEW3</p> <p>The former Police Headquarters site will be developed for housing purposes. Built development will be limited to appropriate areas of the site that lie within the Village Growth Envelope Boundary (Policy H10) as identified on the Policies Map. There will be a requirement to agree a masterplan with the Council for the entirety of the former police headquarters landholding, including other associated land parcels outside of the Growth Village Envelope Boundary.</p> <p>All planning applications for development of the site within the Growth Village Envelope must comply with the Masterplan and accord with other relevant policies of this Local Plan and any adopted Neighbourhood Development Plan, taking account of viability. In determining any planning applications on the site the local planning authority will seek to ensure that the proposals:</p> <ul style="list-style-type: none"> a) Protect and enhance the historic assets and their setting; b) Secure the sustainable long-term future of Woodcote House as a Grade 2 Listed Building; c) Contribute positively to the landscape character; d) Deliver a mix of housing, including affordable housing; e) Demonstrate a high quality of design and layout, including an appropriate means of access and circulation; f) Make provision for all reasonable infrastructure requirements, including open space; and g) Make provision for the future management / maintenance of the balance of the site (those areas not to be utilised for housing development); 	To reflect the allocation of this site within Policy DS11 and to ensure this sensitive site is brought forward in line with a comprehensive masterplan which takes account of the site's sensitivities
Mod 25	New	Para New 3.1	Insert new para as follows:	To support Policy DS New3

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>Explanation</p> <p>New 3.1 Warwickshire Police have declared this site surplus to operational requirements. Encompassing a large area of previously developed land within the Growth Village of Leek Wootton, the site offers the potential to contribute significantly to the delivery of new housing necessary to meet the needs of the District, whilst simultaneously securing the long-term use, and therefore conservation, of the Grade II listed Woodcote House and its setting within the associated locally listed gardens/parklands.</p> <p>New 3.2 Development of this site for housing will be supported provided that it is carefully managed to ensure that the site's heritage and landscape assets are conserved and enhanced. Development will only be permitted where it is brought forward in accordance with the vision, development principles and framework that will be provided by an agreed Masterplan. Given the specific circumstances of the site, including that significant demolition and restoration work will be required to enhance the site's historic value, it will be important to ensure that the combined effects of policy requirements do not render development, which can positively contribute to sustainable development at this location, unviable and thus undeliverable.</p>	
Policy DS NEW4: Allocation of Land for the Provision of Outdoor Sport				
Mod 26	New	Policy DS NEW4	<p>Insert new policy as follows:</p> <p>Land at Castle Farm (SP1), and Land at Warwick Road (SP2), Kenilworth, as shown on the Policies Map, are allocated for the provision of outdoor sport. Appropriate facilities associated with the provision of outdoor sport will be permitted provided that they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.</p>	To enable sports clubs in Kenilworth to grow in the context of new and previously proposed housing allocations.

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Mod 27	new	Para new 4.1 and 4.2	<p>Insert new paras as follows:</p> <p>Explanation</p> <p>New 4.1 The Playing Pitch Strategy recognises that the provision of outdoor sport requires quantitative and qualitative improvements in order to meet the needs of the existing and predicted population in the district. This is particularly the case in Kenilworth where there are a number of sporting clubs with limited capacity for expansion or improvement and where there may arise a future need due to displacement.</p> <p>New 4.2 The provision of additional land at Castle Farm for outdoor sport will complement, and may assist the improvement of, existing playing facilities at the site. Land at Warwick Road will complement the proposed housing allocation xx immediately to the north and provide an appropriate southern edge to Kenilworth. Both sites are in suitable, accessible locations and will offer better provision in terms of quantity and/or quantity than the existing provision in the area.</p>	To support new Policy DS NEW4

Table of Modifications (Part 1) January 2016 Appendix A

Amends to para 2.24 (Explanation to Policy DS7) – see Mod 7 above

Housing Trajectory Graph

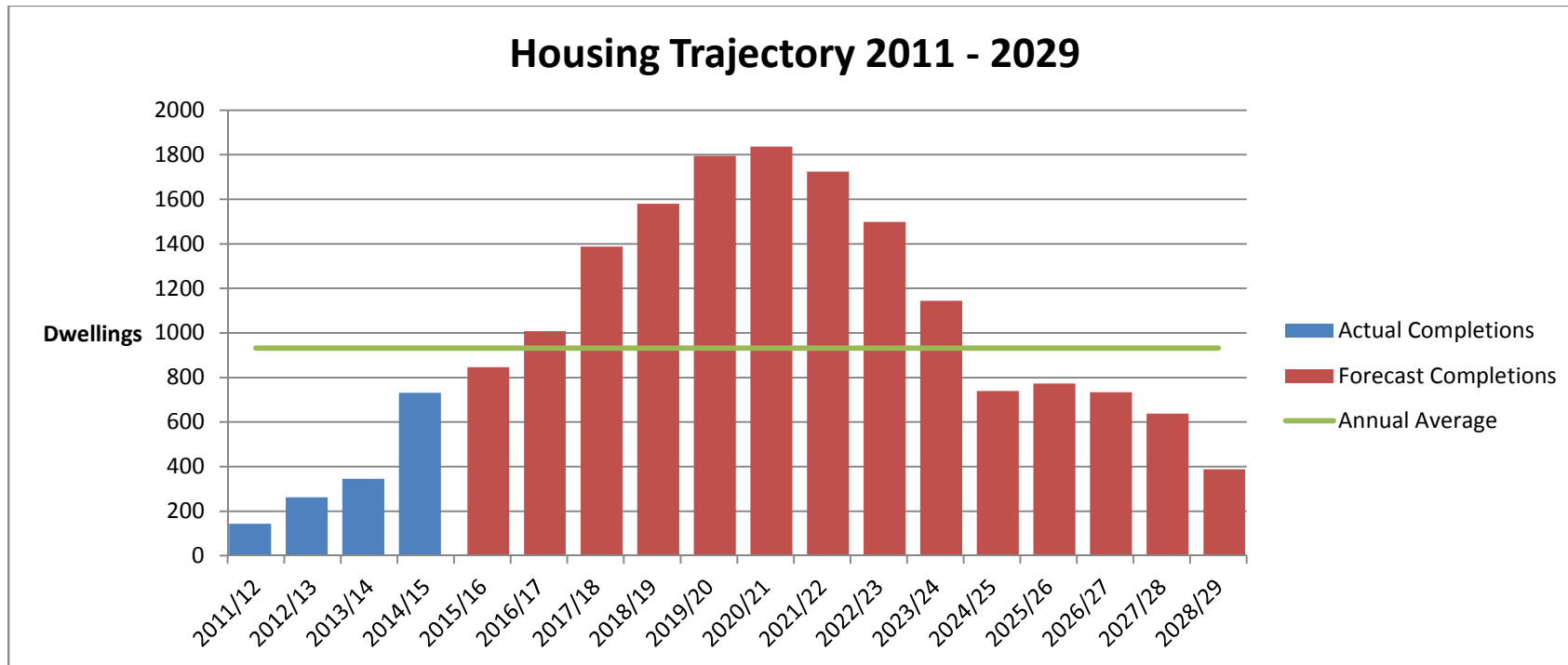


Table of Modifications (Part 1) January 2016 Appendix B

Amendments to Policy DS11 (see Mod 10 above)

DS11 Allocated Housing Sites

The following sites, as shown on the Policies Map, will be allocated for housing development and associated infrastructure and uses:

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
Urban Brownfield Sites				
		0	0	
H02 (part)	Former Sewage Works, south of Harbury Lane	215	0	Country Park
H09	Kenilworth School Site	250	0	
H10	Station Approach, Leamington	Included in commitments	0	
H11	Land at Montague Road	140	0	
H12	Kenilworth VI Form College	130	0	
H13	Soans Site, Sydenham Drive	147	0	
H14	Riverside House	100	0	
H16	Court Street	121	0	
H17	Garage Site, Theatre Street	Included in commitments	0	

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
H39	Opus 40, Birmingham Road, Warwick	85	0	
Greenfield Sites – Edge of Warwick, Whitnash and Leamington				
H01 (part)	Land West of Europa Way	50 (plus 1160 included in commitments)	0	Extended/new Secondary School, Primary School, Health Facilities, Local Centre, Sports Stadium and associated facilities.
H02 (part)	Land south of Harbury Lane (excluding former sewage works)	620 (plus 985 included in commitments)	0	Primary Schools (x2), Local Centre, other Community Facilities, Country Park
H03	East of Whitnash/South of Sydenham	500		Land should be reserved as a contingency for the location of a Primary School
H04	Red House Farm	250		
H44	North of Milverton	250	0	(Total capacity up to 1315 with the balance to come forward beyond the end of the plan period). Potential for some employment land; potential park and ride; Primary School; land/contribution for medical centre; community facilities; potential for new Rail Station (subject to viability)
H45	Hazelmere and Little Acre, Whitnash	75	0	

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
H46A	Gallows Hill	630	0	See site H46B below
H46B	The Asps	900	0	Park and ride; primary school; neighbourhood police office; local centre (including a convenience store of no more than 500sq.m gross floorspace), community facilities.
Greenfield Sites – Edge of Kenilworth				
H06	East of Kenilworth (Thickthorn)	760	8ha	Primary School and Local Centre
H07	Crackley Triangle	Included in commitments	0	
H40	East of Kenilworth (Crewe Lane, Southcrest Farm and Woodside Training Centre) *	640	0	New Secondary School; community facilities
H41	East of Warwick Rd, Kenilworth	100	0	Provide access to sports facilities allocation (see Policy DS NEW4)
Greenfield Site – Edge of Coventry				
H08	Oaklea Farm, Finham	20	0	
H42	Westwood Heath**	425	0	Health Centre; community facilities (quantified in the context of the development of this allocation and the potential wider area over the long term). Retail facilities: a convenience store of no

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
				more than 500sq.m gross floorspace.
H43	Kings Hill Lane**	1800	0	(Total capacity up to 4000 with the balance to come forward beyond the end of the plan period). Potential for some employment land; potentially land for secondary school provision; new primary schools; local centre and community facilities; health centre; new rail station
Growth Villages				
H19 extended area	Baginton – Land north of Rosswood Farm	80	0	
H20	Barford – Land south of Barford House	8	0	
H21	Barford – Former Sherbourne Nursery	Included in commitments	0	
H22	Barford – Land off Bemridge Close	12	0	
H47	Barford - Land south of Wasperton Lane	30	0	
H48	Barford – Land South of Westham Lane	45	0	
H23	Bishops Tachbrook – Land south of the school	Included in commitments	0	

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
H49	Bishops Tachbrook - Seven Acre Close	30	0	
H24	Burton Green – Burrow Hill Nursery	90	0	
H25	Cubbington – Allotment Land, Rugby Road	35	0	
H26	Cubbington – Opposite Willow Sheet Meadow	65	0	
H50	Cubbington - Land east of Cubbington	95		
H27	Hampton Magna – South of Arras Boulevard	130	0	
H51	Hampton Magna - Land south of Lloyd Close	115		
H28 Extended area	Hatton Park – North of Birmingham Road	120	0	
H53	Hatton Park - Brownley Green Lane	55	0	
H29 and H30	Kingswood – Meadow House and Kingswood farm	30	0	
H31	Kingswood – South of The Stables	6	0	
H32	Kingswood – R/O Brome Hall Lane	12	0	
H33	Kingswood – West of Mill Lane	8	0	
		No longer available as stand-alone site	0	

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
		(part of Police HQ Masterplan)		
		No longer available as stand-alone site (part of Police HQ Masterplan)	0	
		No longer available as stand-alone site (part of Police HQ Masterplan)	0	
H37	Leek Wootton – Car park East of The Hayes	5	0	
DSNEW3	Leek Wootton - Former Policy HQ***	115	0	
H38	Radford Semele – North of Southam Road	Included in commitments	0	
H52	Radford Semele - Land at Spring Lane	60	0	
Other rural sites				
H18	Former Aylesbury House, Hockley Heath	20	0	

* to be brought forward in accordance with Policy DS12

** to be brought forward in accordance with Policy DS New1

*** to be brought forward in accordance with Policy DS New3

Amendments to Explanation for Policy DS11 – Para 2.41 to 2.53 (see Mod 13 above)

Explanation

- 2.41 All sites were initially assessed for their suitability for housing in the Strategic Housing Land Availability Assessment. Sites were then appraised using the Council's Site Selection Methodology/Matrix which considered the suitability of each site against the following information:
- The Sustainability Appraisal
 - Green Belt Assessment
 - Landscape Character Assessment
 - Historic Setting Assessment
 - Strategic Flood Risk Assessment (SFRA Level 1)
 - Habitat Assessment, and
 - Strategic Transport Assessment
- 2.42 Sites were also assessed against the spatial strategy including the potential to lead to a coalescence of settlements and the loss of employment land. A figure for the number of dwellings for each site is shown, however it is recognised that this may vary dependant on detailed planning at the application stage. In most cases this figure will represent the minimum site capacity

Urban Brownfield Sites

- 2.43 A number of brownfield sites will become available as a result of the rationalisation or replacement of public sector land and services. The two Kenilworth School sites and Riverside House will become available when alternative premises have been provided for the existing users. 2.44 The Council is proactively bringing forward part of the site at Court Street that does not yet have planning permission. Land at Myton School is being made available as part of the proposals to reconfigure and expand this school. The land has potential to help fund the school expansion
- 2.45 The Soans site and the site at Station Approach have been assembled for housing development utilising an area where vacancy rates in existing industrial premises are high. These sites gained planning permission for 147 dwellings and 212 dwellings respectively in 2015. Opus 40 has also received planning permission during 2015 for 85 dwellings.
- 2.46 The site of the former sewage works is set back from Harbury Lane and is sandwiched between the sites at Grove Farm and Heathcote Farm. Thus the site, which requires extensive remediation, cannot come forward until a suitable access from an adjoining site is made available.

- 2.47 The site at Aylesbury House is a small brownfield site in the Green Belt, south east of Hockley Heath, with potential for some redevelopment and infilling around the original Aylesbury House with needing to be removed from the Green Belt
- 2.48 The small site at Theatre Street has been granted planning permission and adds a further 20 dwellings to a previous permission and is included within the commitments.

Greenfield Sites

- 2.49 The strategic urban extension to the south of Warwick and Leamington comprises of land to the west of Europa Way and land to the south of Harbury Lane. In addition to the sections that are brownfield sites, this area will deliver 2920 dwellings. With the exception of a small section to the south of Harbury Lane (capacity for 105) and a small area west of Europa Way (capacity 50 dwellings), this whole area has been granted planning permission during 2014 and 2015. In addition to the housing, the area will deliver extended secondary school facilities, three primary schools, , local GP services, shops, community facilities and an important buffer of open space to the south to be delivered as a Country Park.
- 2.50 The site at Whitnash East provides an extension to the committed site located off St. Fremunds Way, to the south of Sydenham. The site will deliver up to 500 homes along with an ecology and landscape corridor adjacent to Whitnash Brook and a partial rebuild and extension of Campion School which will enable access to be provided.
- 2.51 Land at Red House Farm forms an extension to Lillington, one of the most deprived neighbourhoods in Warwickshire. The urban extension will provide for up to 250 new homes, of different types and tenures, and support regeneration in Lillington itself.
- 2.52 The strategic urban extensions to the east of Kenilworth, at Thickthorn, Woodside Training Centre and Crewe Gardens, will provide for up to 1400 new homes and 8 hectares of employment land. Kenilworth has seen relatively little new development in the last 20 years and the new housing which has been provided has been largely at the expense of employment land. This development, therefore, provides the opportunity to deliver new housing and employment in a sustainable location along with the necessary supporting facilities of a primary school, local centre and open space. In order to ensure the delivery of housing and associated uses in Kenilworth, the Council will consider the use of its Compulsory Purchase Powers. A new secondary school will be provided on land to the north at Southcrest Farm. A further 93 homes now have planning permission on a site to the north of the town at Crackley.
- 2.53 To the north of Milverton, land for 250 dwellings has been identified with the potential to also include a park and ride and a small amount of employment land. In addition to this allocation, a further area of land has been removed from the Green Belt and safeguarded for the remainder of the plan period

- 2.54 At Westwood Heath, land has been identified for a residential-led, mixed-use development. Given infrastructure constraints, especially along the strategic and local highways network, the housing to be provided on site is capped at 425 dwellings during the current plan period. However, the creation of improved road infrastructure / additional network capacity could allow for further residential development to be accommodated without undue adverse impacts on local amenity on land that has been safeguarded adjacent to the allocated site.
- 2.55 At Kings Hill an area of 269ha has been identified for a residential-led, mixed-use development. The site has an overall capacity of c. 4,000 dwellings, with c. 1,800 dwellings being deliverable by the end of the current plan period. The mixed use development will also deliver opportunities for employment provision. Land will be made available for open space, leisure and amenity uses and a green infrastructure network will link to the wider countryside and north to the conurbation. A local centre will be provided at an appropriate scale, incorporating a range of local community facilities and services including meeting space / community buildings, emergency services infrastructure, youth facilities / play areas and local retail provision for convenience shopping. A new primary school will be required to serve the development, which may need to be expanded as the site develops over time.

Village Allocations

- 2.56 The majority of the village housing allocations are located on the edge of the existing limits to the built up areas of the village in locations which will provide natural extensions, which will change over the lifetime of the Plan.

Modified Policies Map

February 2016

Key Plan: Whole District

Map 2a: Leamington, Warwick and Whitnash (south of Warwick)

Map 2b: Leamington, Warwick and Whitnash (south of Whitnash)

Map 2c: Leamington, Warwick and Whitnash (north of Leamington)

Map 5: Kenilworth

Map 8: Baginton

Map 12: Leek Wootton

Map 13: Cubbington

Map 15: Radford Semele

Map 16: Bishop's Tachbrook

Map 18: Barford

Map 20: Hampton Magna

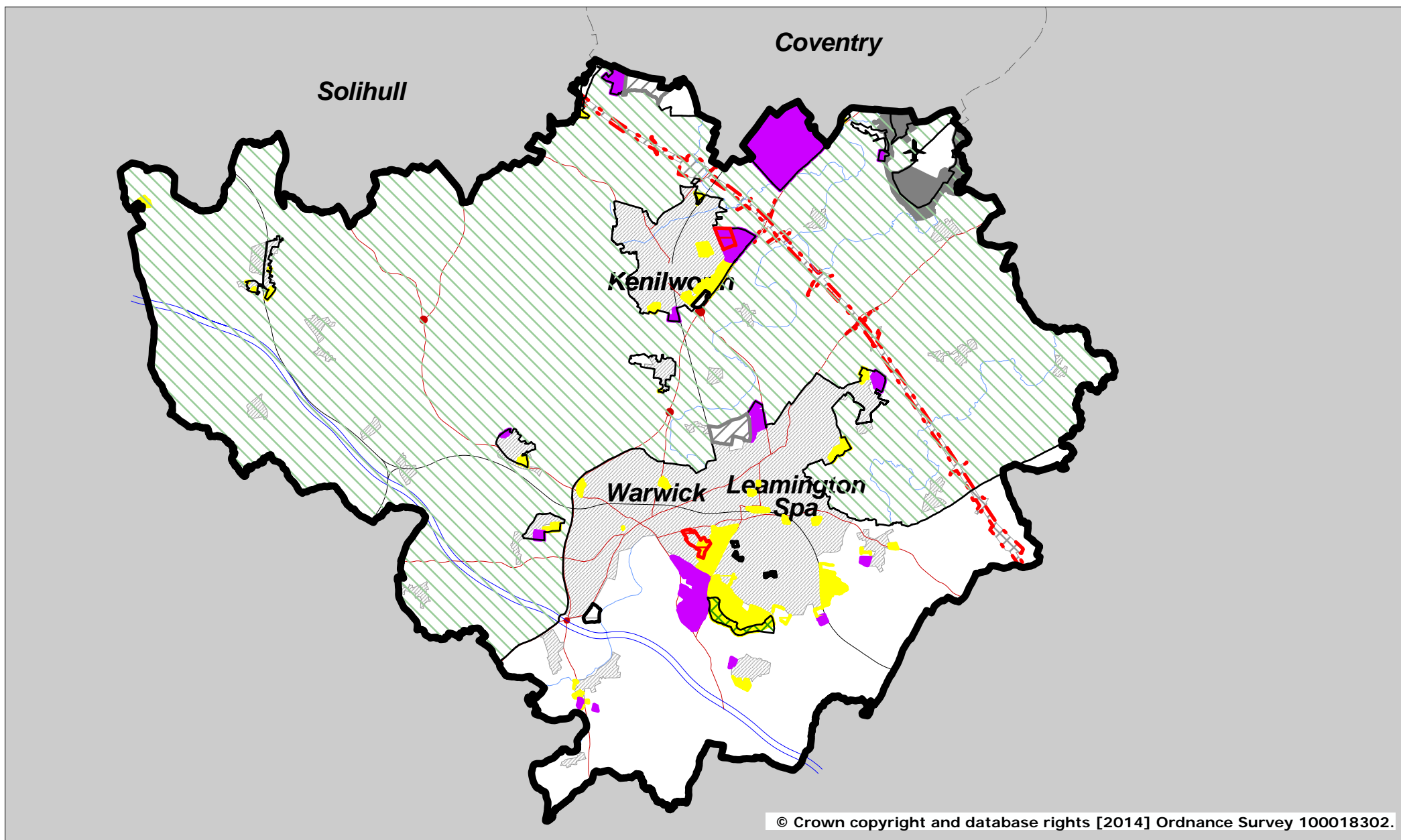
Map 21: Hatton Park

Map 29: Kingswood

Map 35: Westwood Heath

Map 36: King's Hill

NB: All other maps remain unchanged



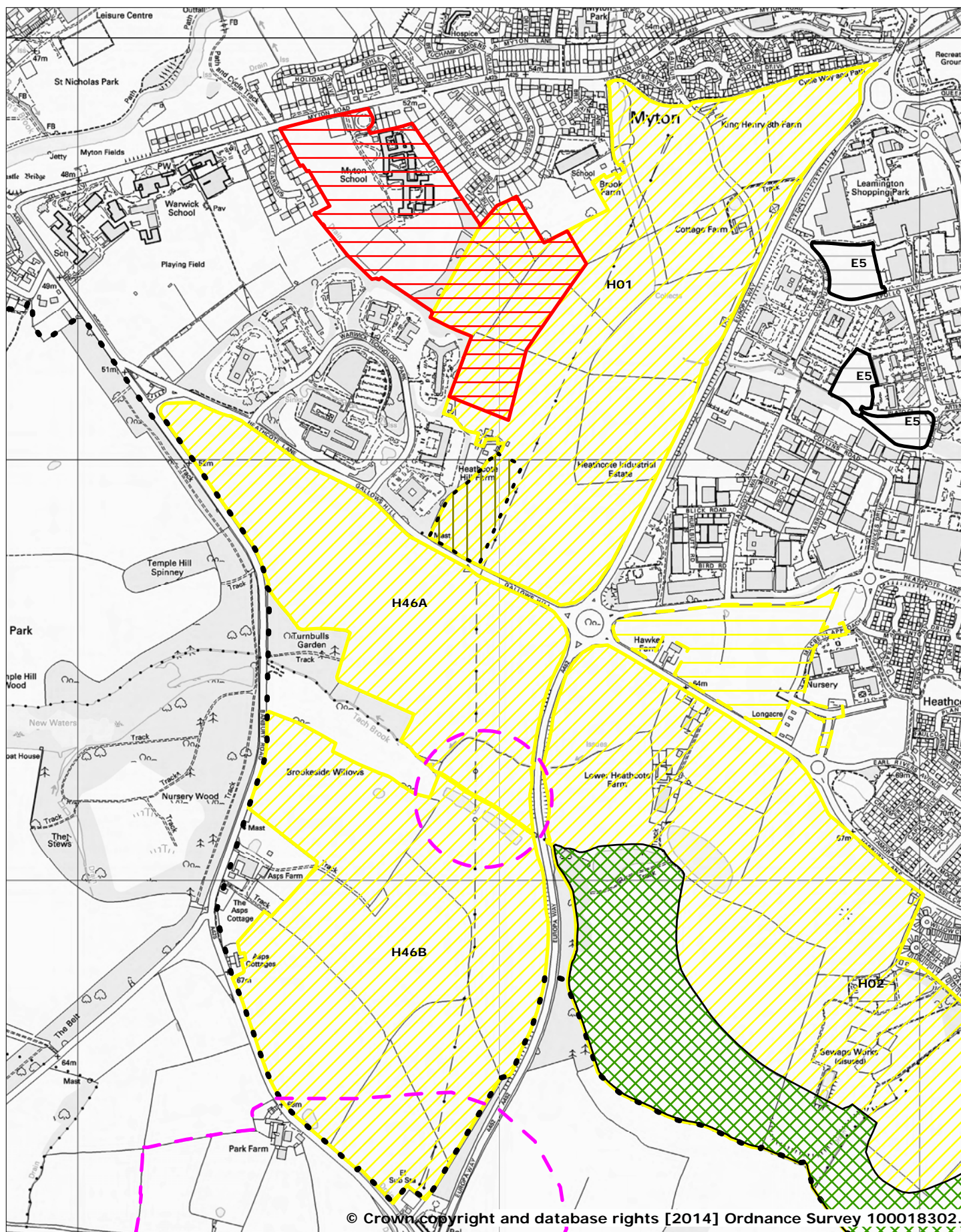
Key

- | | | | |
|---|--|-----------------------------------|--|
| HS2 Safeguarding Directions (July 2013) | Default Map | WDLP - Housing Allocations (DS11) | WDLP - Major Housing Commitments (DS7) |
| Areas of Surface Interest | | Publication Draft | |
| Limits of Safeguarding Direction | | Proposed Modifications 2016 | |
| WDLP - Employment Allocations (DS9) | WDLP - Sub Regional Employment Allocation (DS16) | WDLP - Green Belt (DS19) | WDLP - Safeguarded Land (DSNEW2) |
| WDLP - Major Education Allocations (DS12) | WDLP - Tachbrook Country Park (DS13) | | |

Key Diagram - Proposed Modifications 2016

Local Plan
Policies
Map





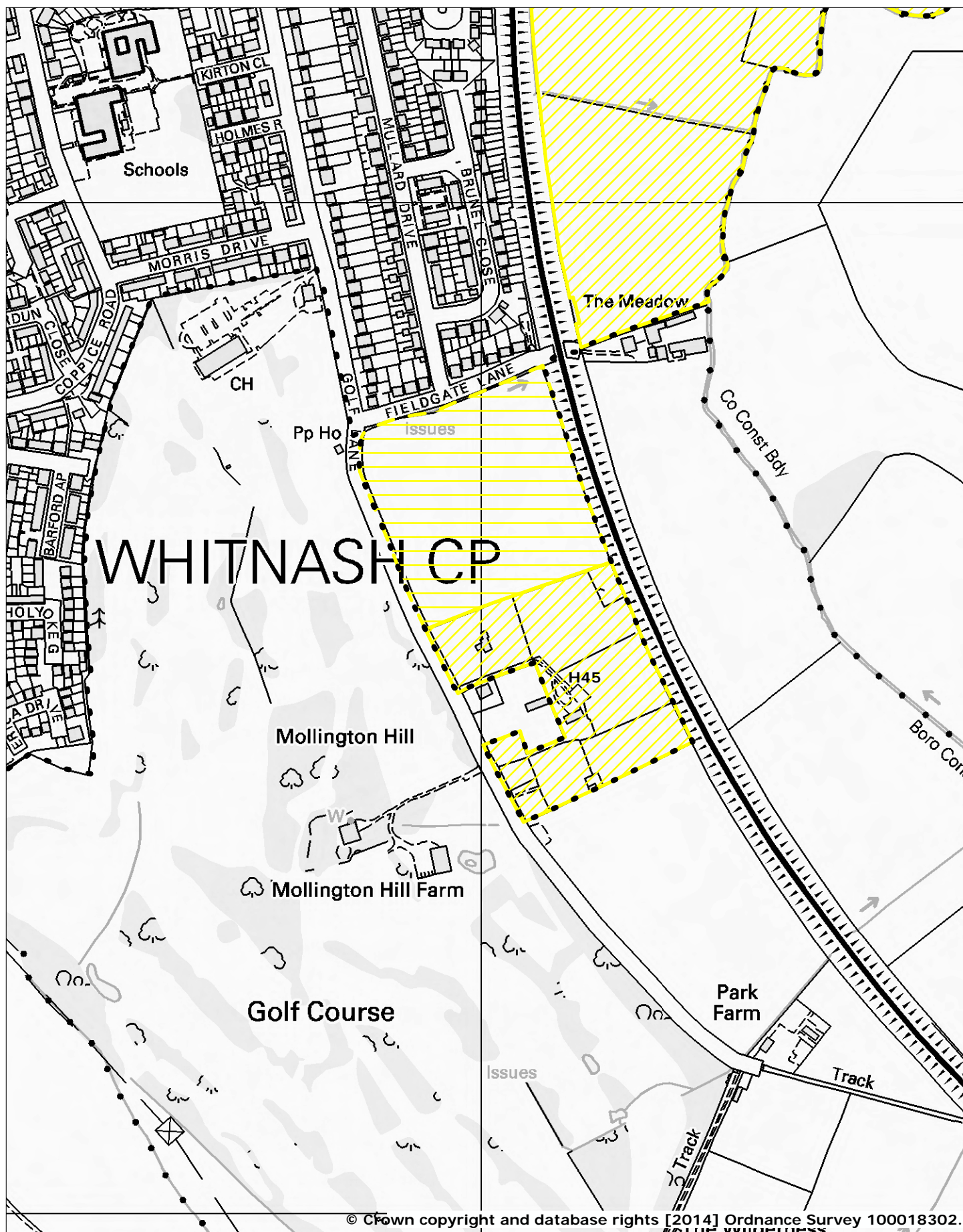
Key

- | | |
|---|--|
| WDLP - Housing Allocations (DS11) | WDLP - Major Housing Commitments (DS7) |
| Site Ref_1 | |
| WDLP - Urban Area Boundary | WDLP - Tachbrook Country Park (DS13) |
| WDLP - Park and Ride Area of Search (TR5) | WDLP - Community Hub (DS14) |
| WDLP - Major Education Allocations (DS12) | WDLP - Employment Allocations (DS9) |
| Site Ref. | |

2. Leamington,
Warwick and Whitnash
- Europa Way Extract
(Proposed Mod. 2016)

**Local Plan
Policies
Map**





Key

WDLP - Housing Allocations (DS11)

Site Ref

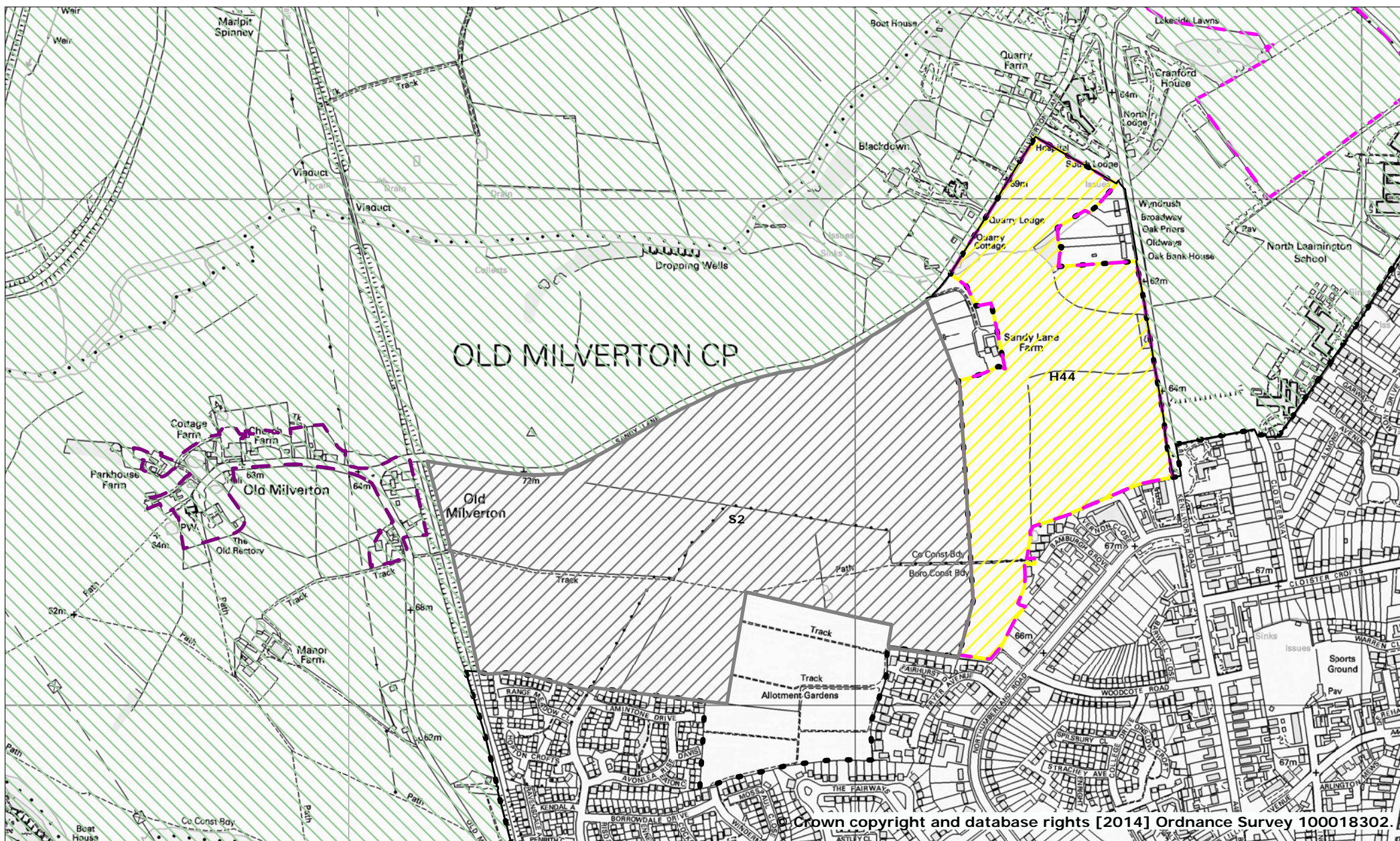
WDLP - Major Housing Commitments (DS7)

WDLP - Urban Area Boundary

2. Leamington,
Warwick and Whitnash
- Golf Lane Extract
(Proposed Mod. 2016)

**Local Plan
Policies
Map**





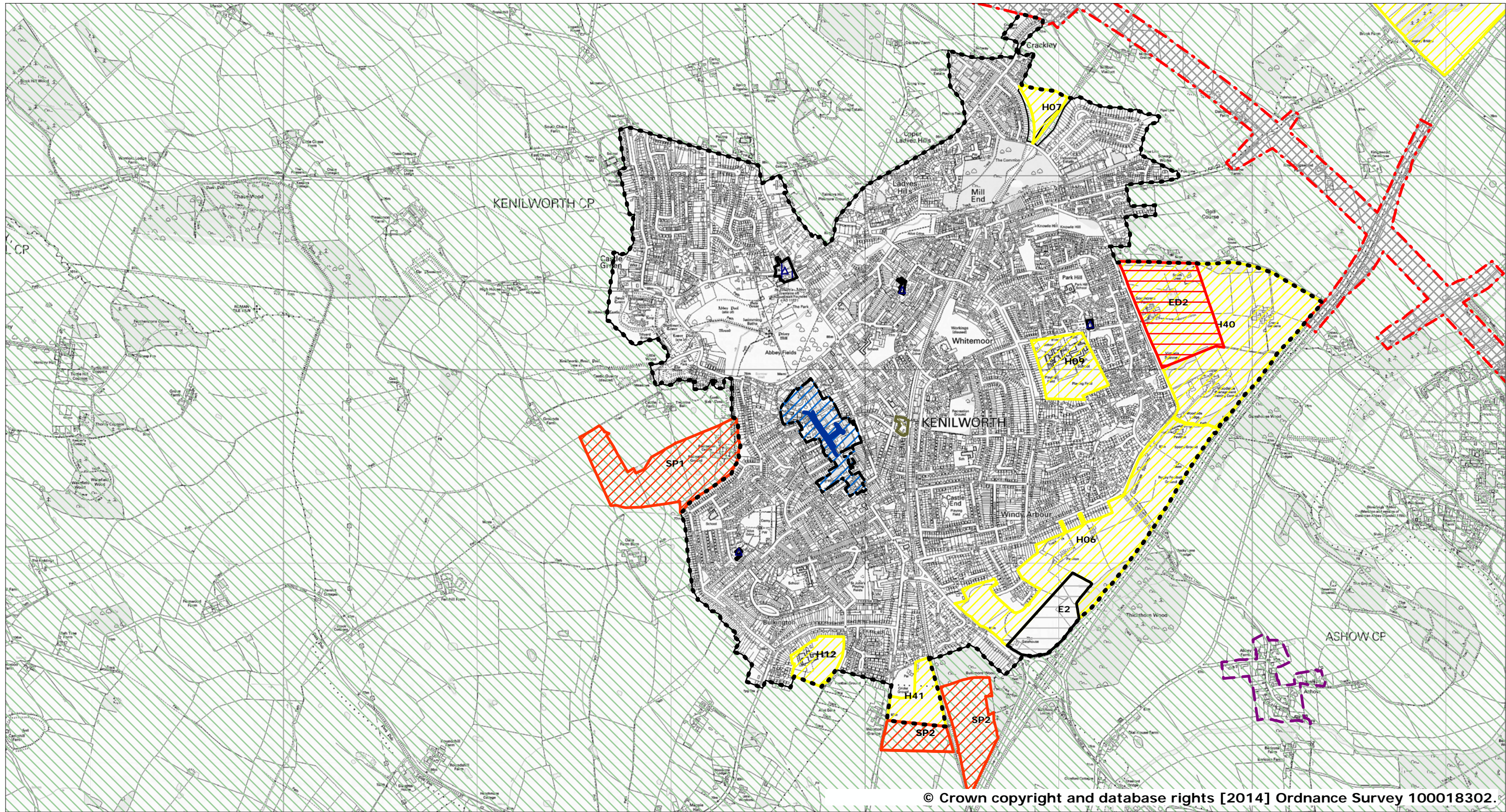
Key

- WDLP - Housing Allocations (DS11)
- WDLP - Urban Area Boundary
- WDLP - Park and Ride Area of Search (TR5)
- WDLP - Green Belt (DS19)
- Site Ref
- WDLP - Safeguarded Land (DSNEW2)
- WDLP - Infill Village Boundaries
- Site Ref.

2. Leamington, Warwick and
Whitnash - Milverton Extract
(Proposed Mod. 2016)

**Local Plan
Policies
Map**



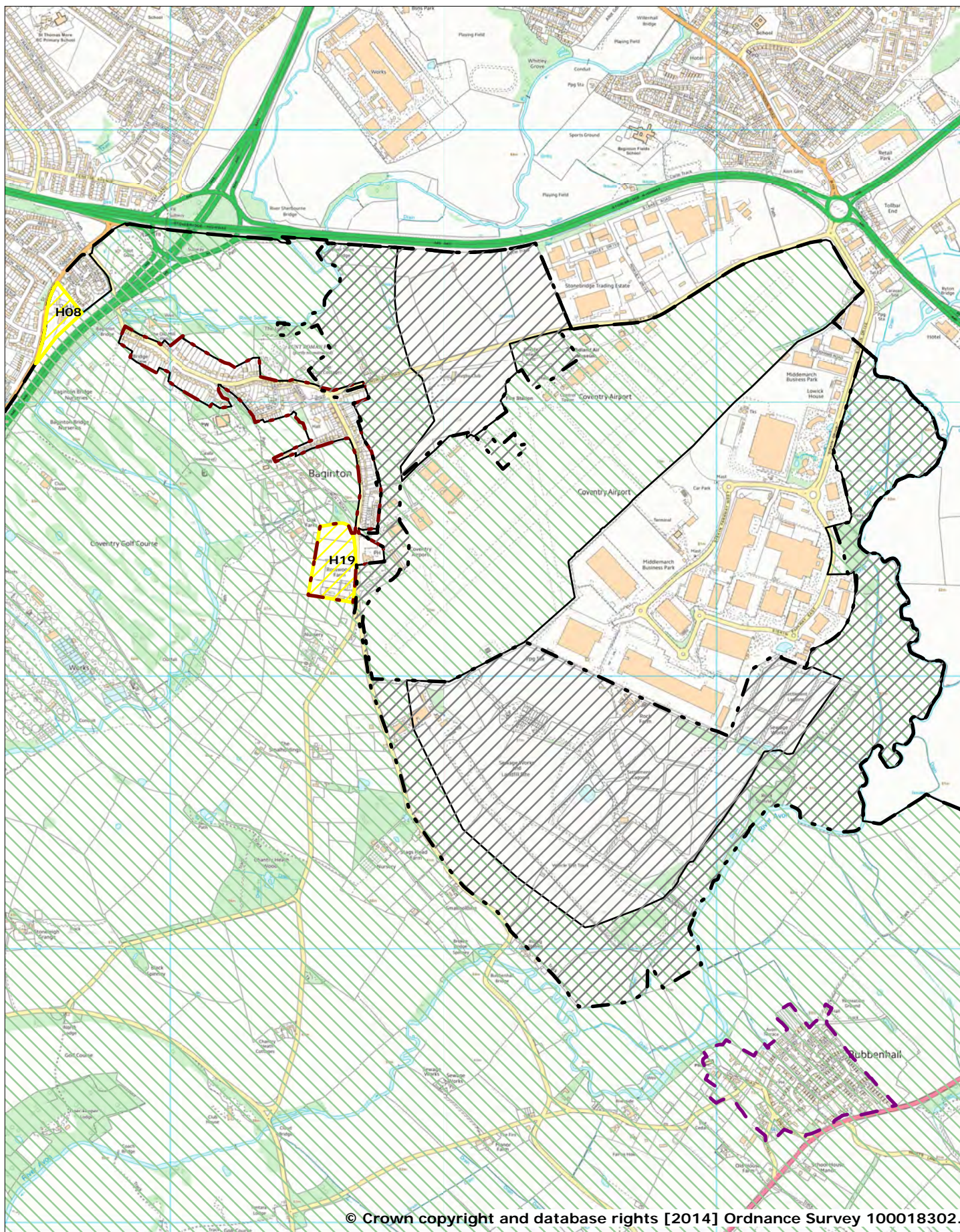


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Key








- | | | | | |
|-----------------------------------|--|--|--|---|
| WDLP - Green Belt (DS19) | WDLP - Housing Allocations (DS11) Site Ref | WDLP - Employment Allocations (DS9) Site Ref | WDLP - Major Education Allocations (DS12) Site Ref | WDLP - Infill Village Boundaries |
| WDLP - Retail Area (TC2) | WDLP - Primary Retail Frontages (TC6) | WDLP - Local Shopping Centres (TC17) | WDLP - Kenilworth Railway Station (TR5) | HS2 Safeguarding Directions (July 2013) |
| WDLP - Town Centre Boundary (TC1) | WDLP - Outdoor Sport (DSNEW4) Site Ref | WDLP - Urban Area Boundary | Areas of Surface Interest | Limits of Safeguarding Direction |

5. Kenilworth (Proposed Mod. 2016)



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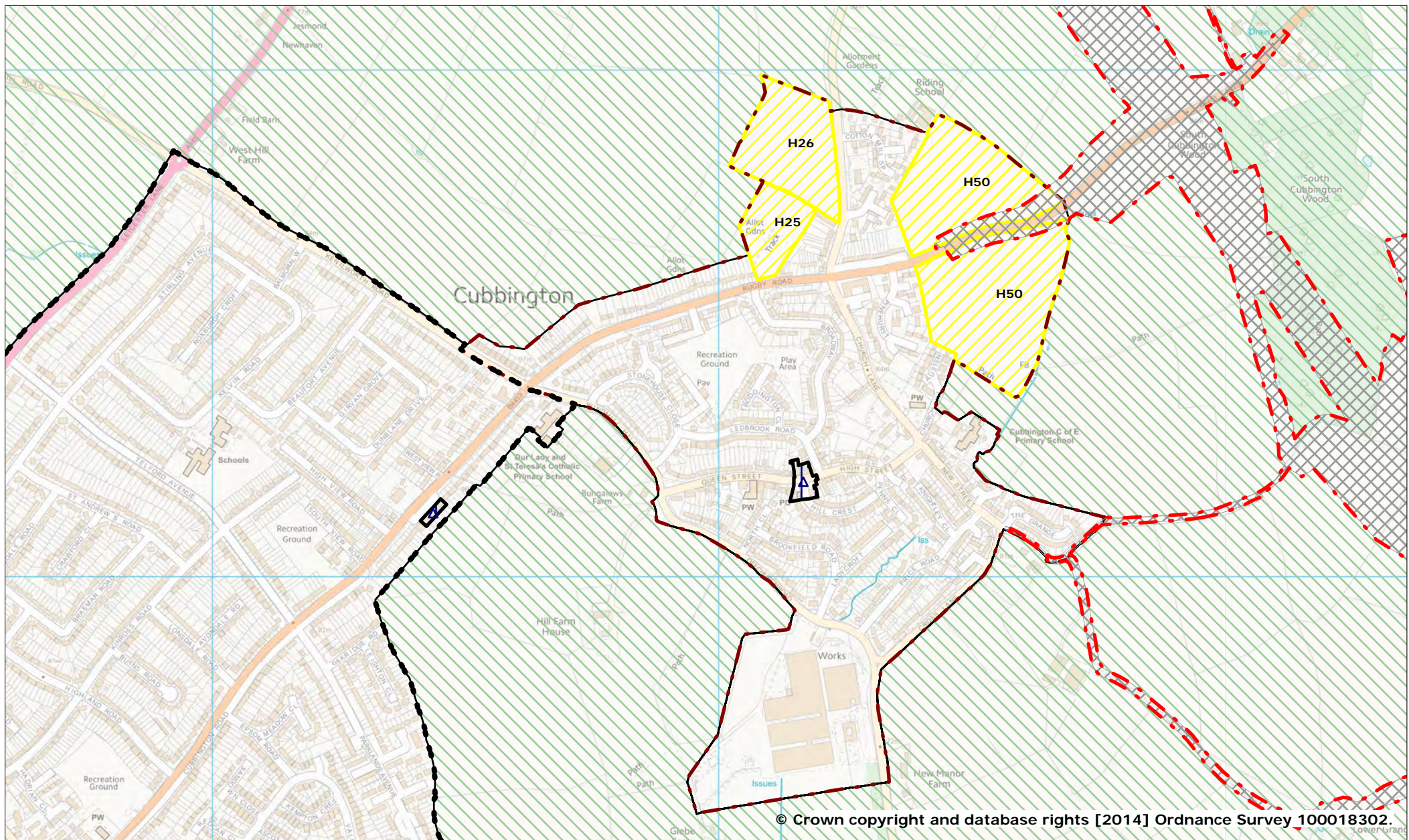
Key

-  WDLP - Green Belt (DS19)
-  Warwick District Council Boundary
-  WDLP - Housing Allocations (DS11)
-  WDLP - Growth Village Envelopes (H10)
-  Site Ref
-  WDLP - Infill Village Boundaries
-  WDLP - Sub Regional Employment Allocation (DS16)

8. Baginton,
Bubbenhall and
Coventry Airport
(Proposed Mod. 2016)

**Local Plan
Policies
Map**





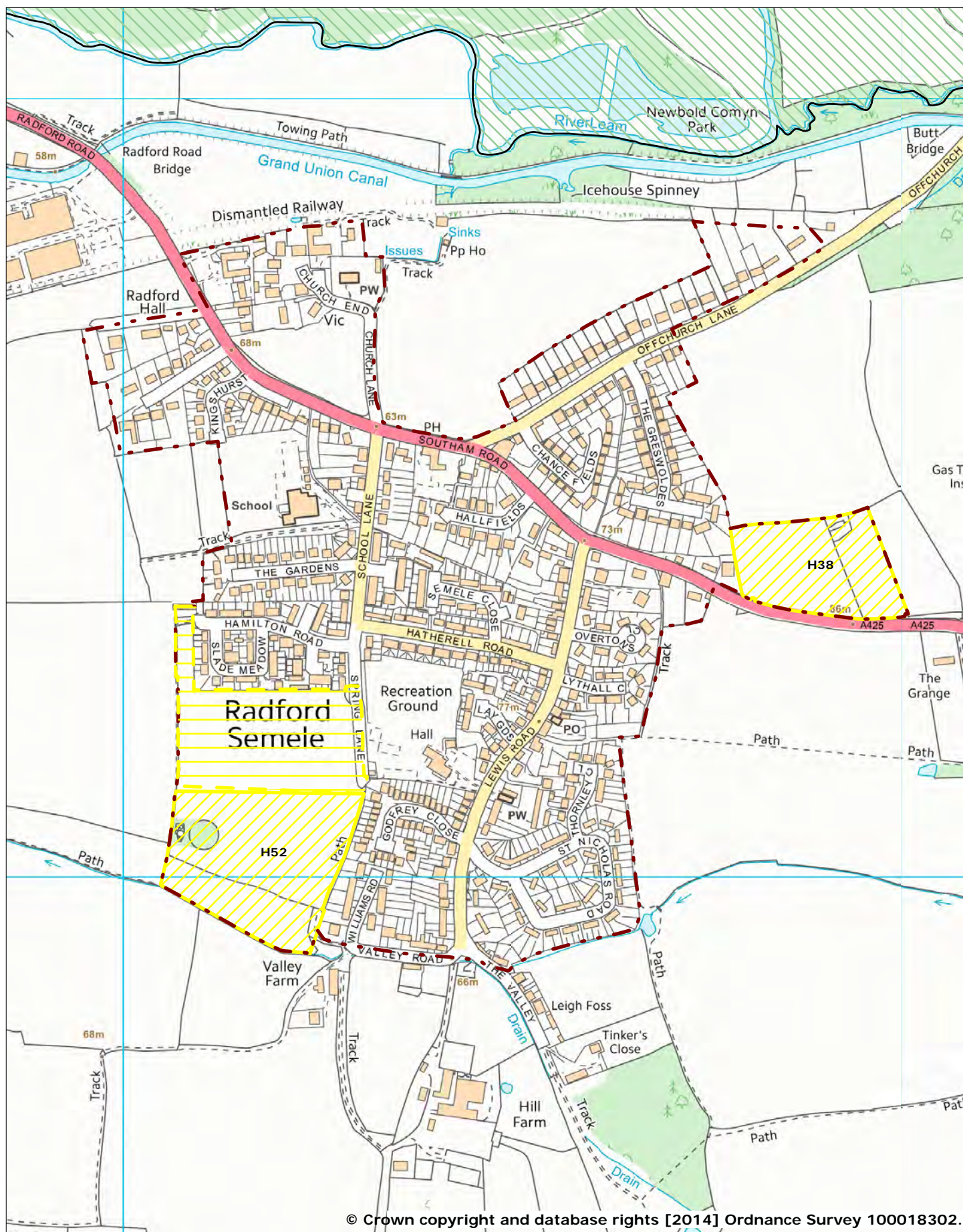
Key

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13. Cubbington (Proposed
Mod. 2016)






**Local Plan
Policies
Map**





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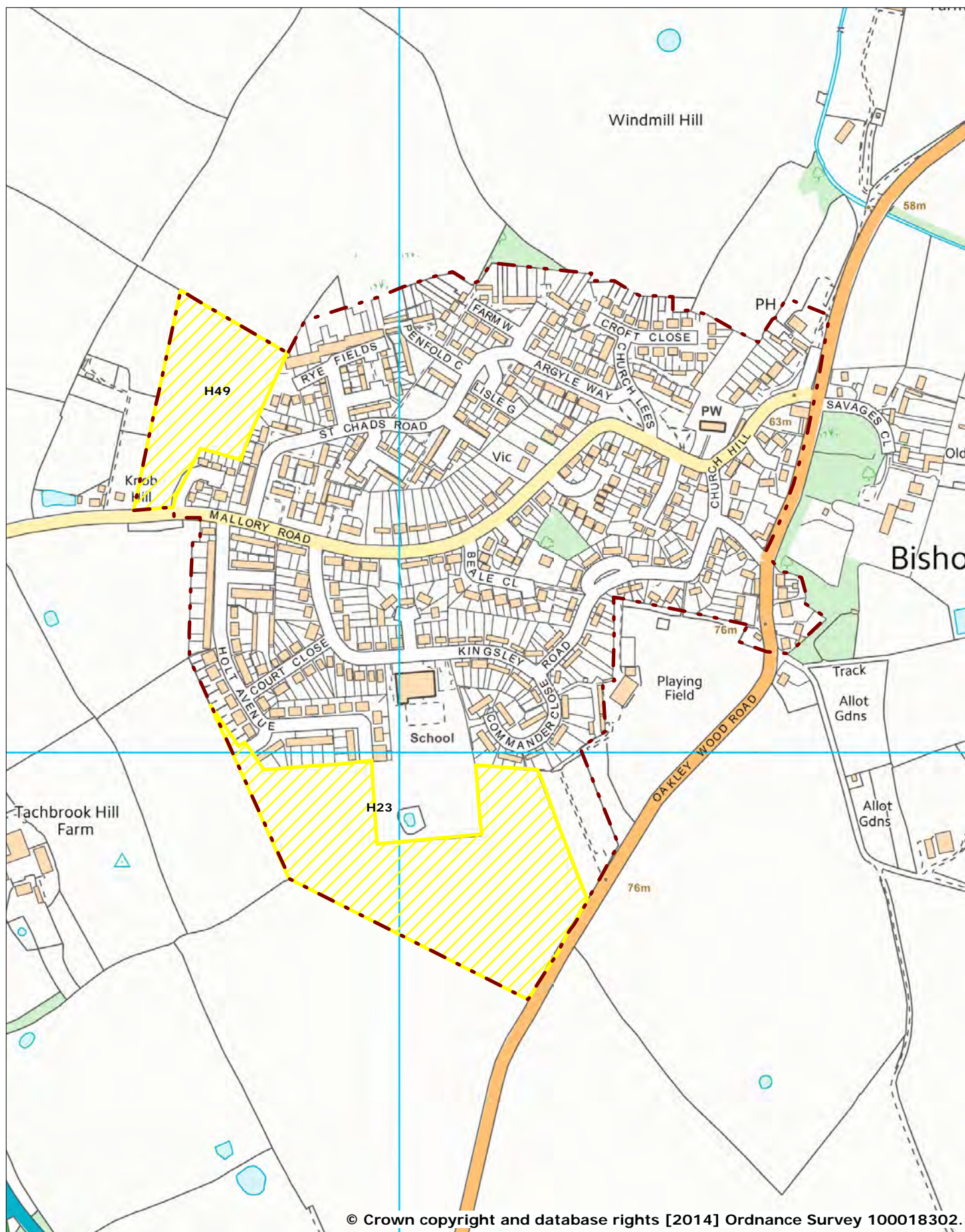
Key

-  WDLP - Green Belt (DS19)
-  WDLP - Housing Allocations (DS11)
-  Site Ref
-  WDLP - Growth Village Envelopes (H10)
-  WDLP - Major Housing Commitments (DS7)

15. Radford Semele
(Proposed Mod. 2016)

Local Plan
Policies
Map





Key

WDLP - Housing Allocations (DS11)

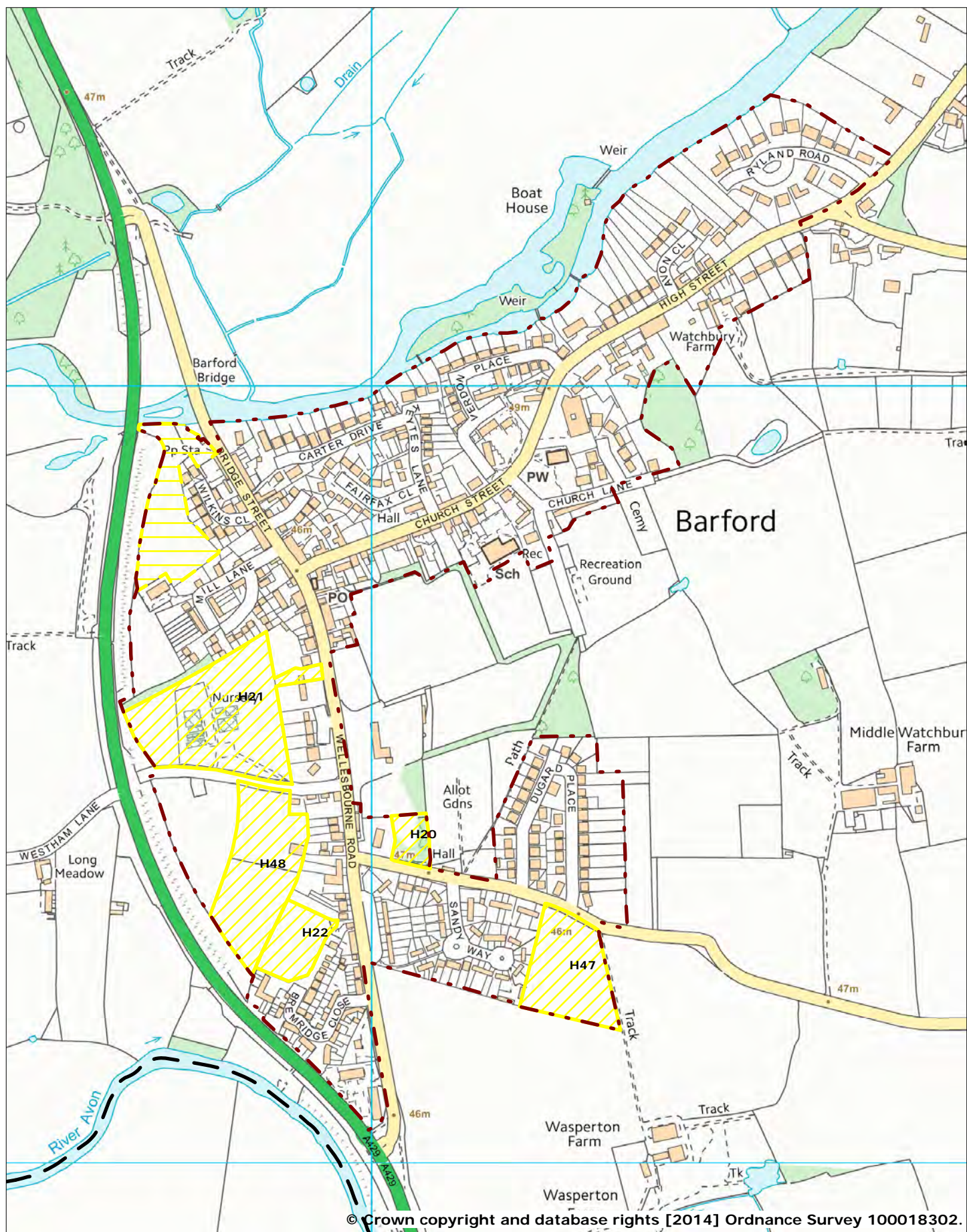
Site Ref

WDLP - Growth Village Envelopes (H10)






16. Bishops Tachbrook
(Proposed Mod. 2016)

Local Plan
Policies
Map





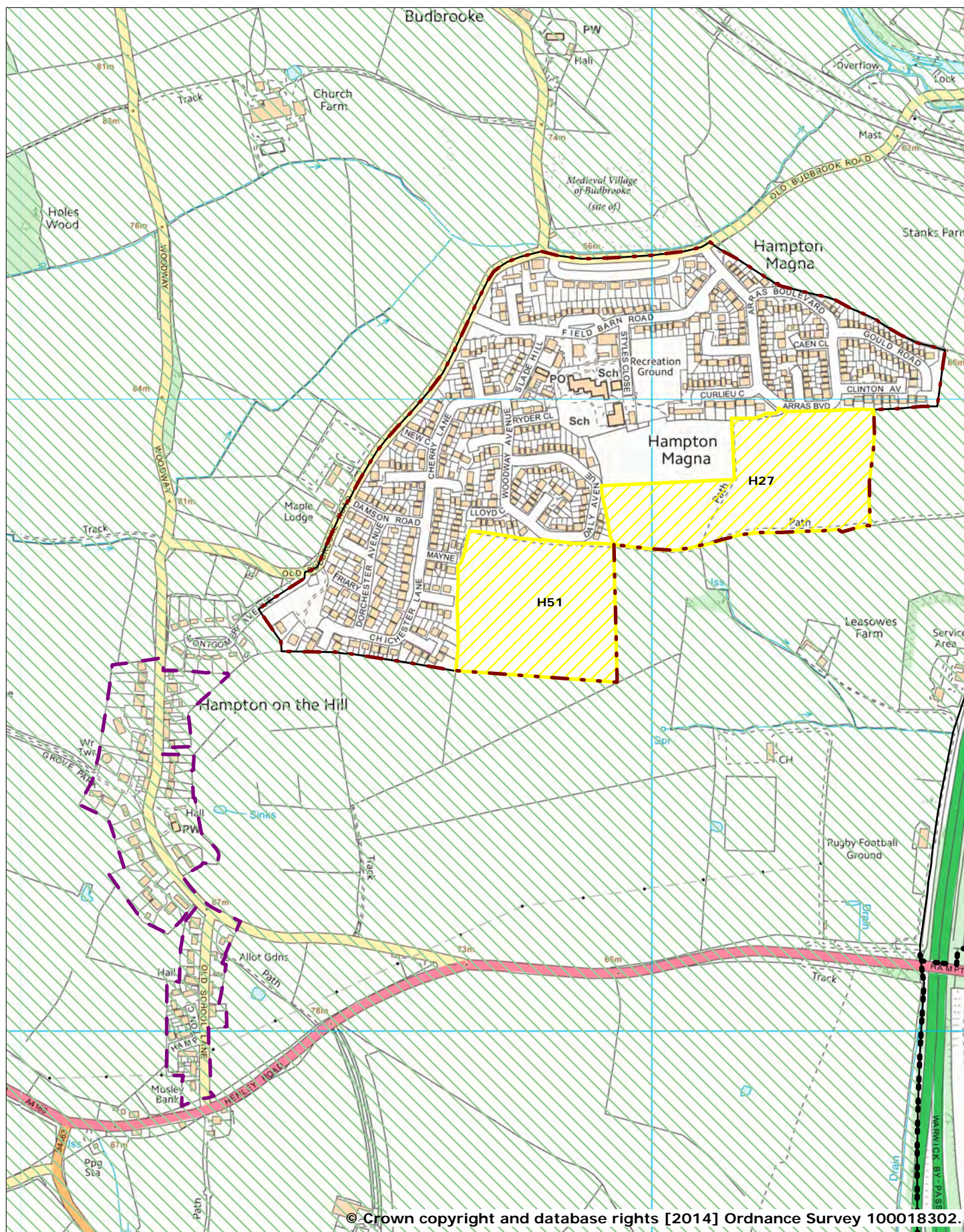
Key

-  Warwick District Council Boundary
-  WDLP - Housing Allocations (DS11)
-  Site Ref
-  WDLP - Major Housing Commitments (DS7)
-  WDLP - Growth Village Envelopes (H10)

18. Barford (Proposed Mod. 2016)

Local Plan Policies Map





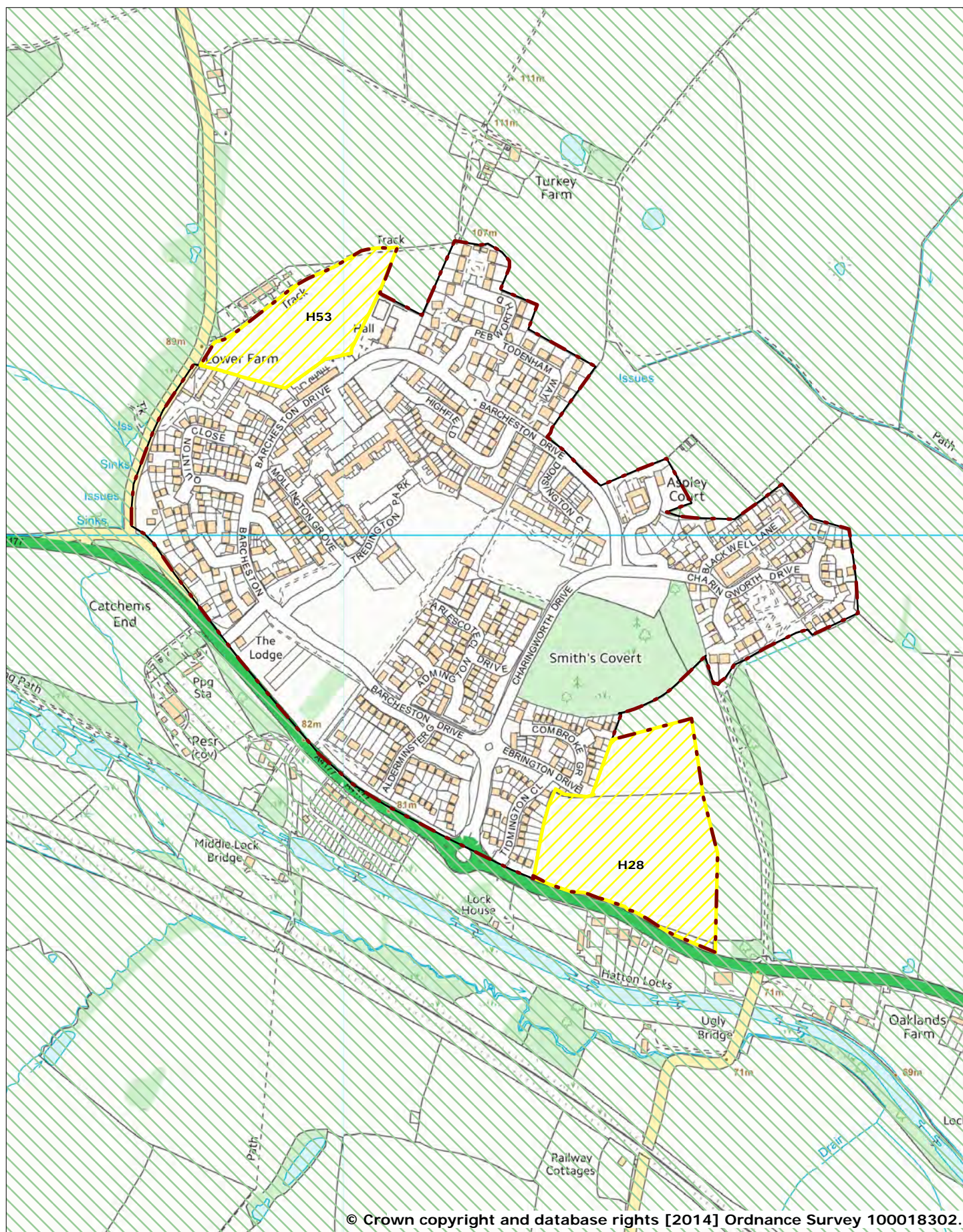
Key

- WDLP - Green Belt (DS19)
- WDLP - Housing Allocations (DS11)
- Site Ref
- WDLP - Infill Village Boundaries
- WDLP - Growth Village Envelopes (H10)

20. Hampton Magna and Hampton on the Hill (Proposed Mod. 2016)

Local Plan Policies Map





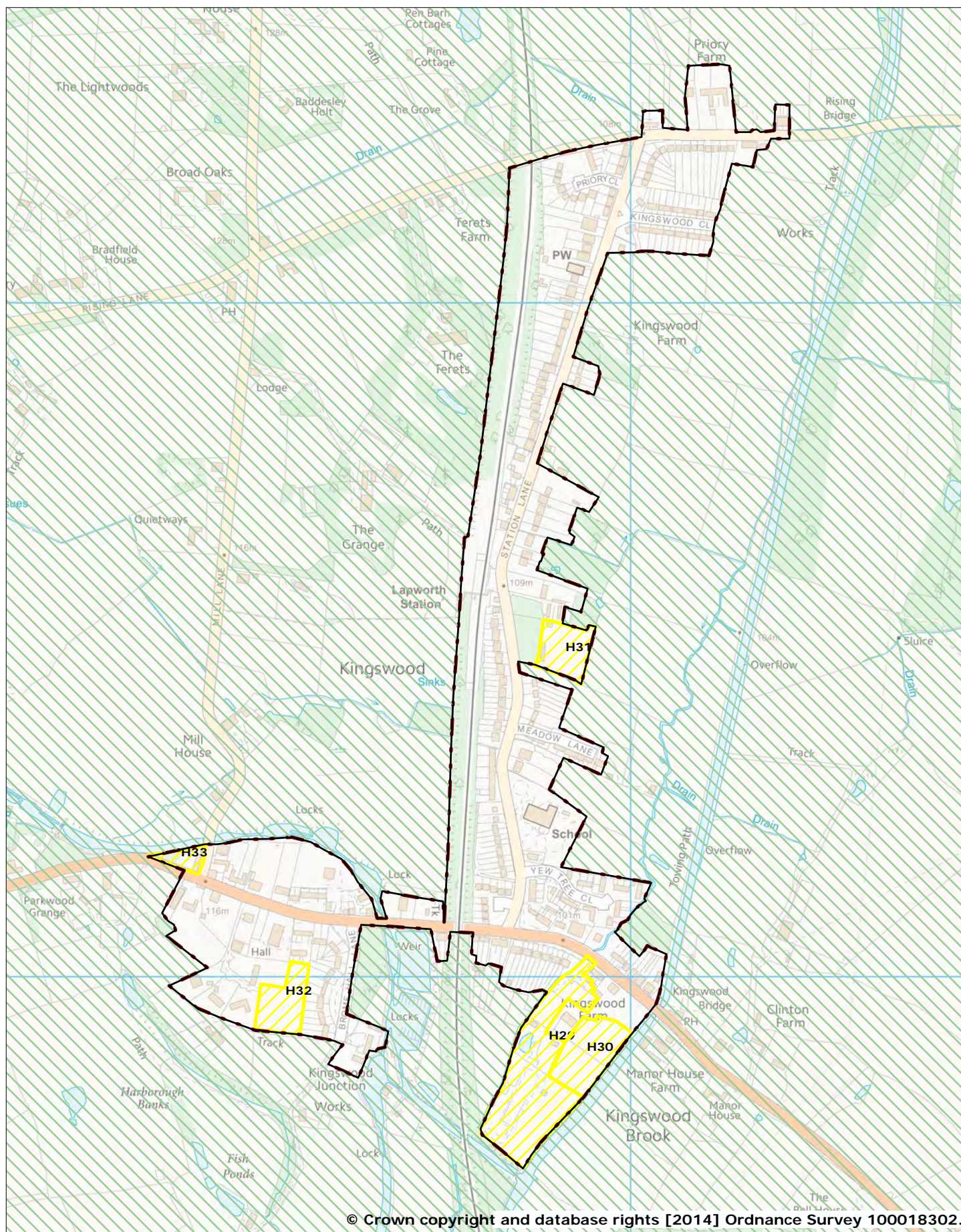
Key

- WDLP - Green Belt (DS19)
- WDLP - Housing Allocations (DS11)
- Site Ref
- WDLP - Growth Village Envelopes (H10)

21. Hatton Park
(Proposed Mod. 2016)

**Local Plan
Policies
Map**





Key

- WDLP - Housing Allocations (DS11)
- WDLP - Growth Village Envelopes (H10)
- Site Ref
- WDLP - Green Belt (DS19)

29. Kingswood
(Proposed Mod. 2016)

Local Plan
Policies
Map



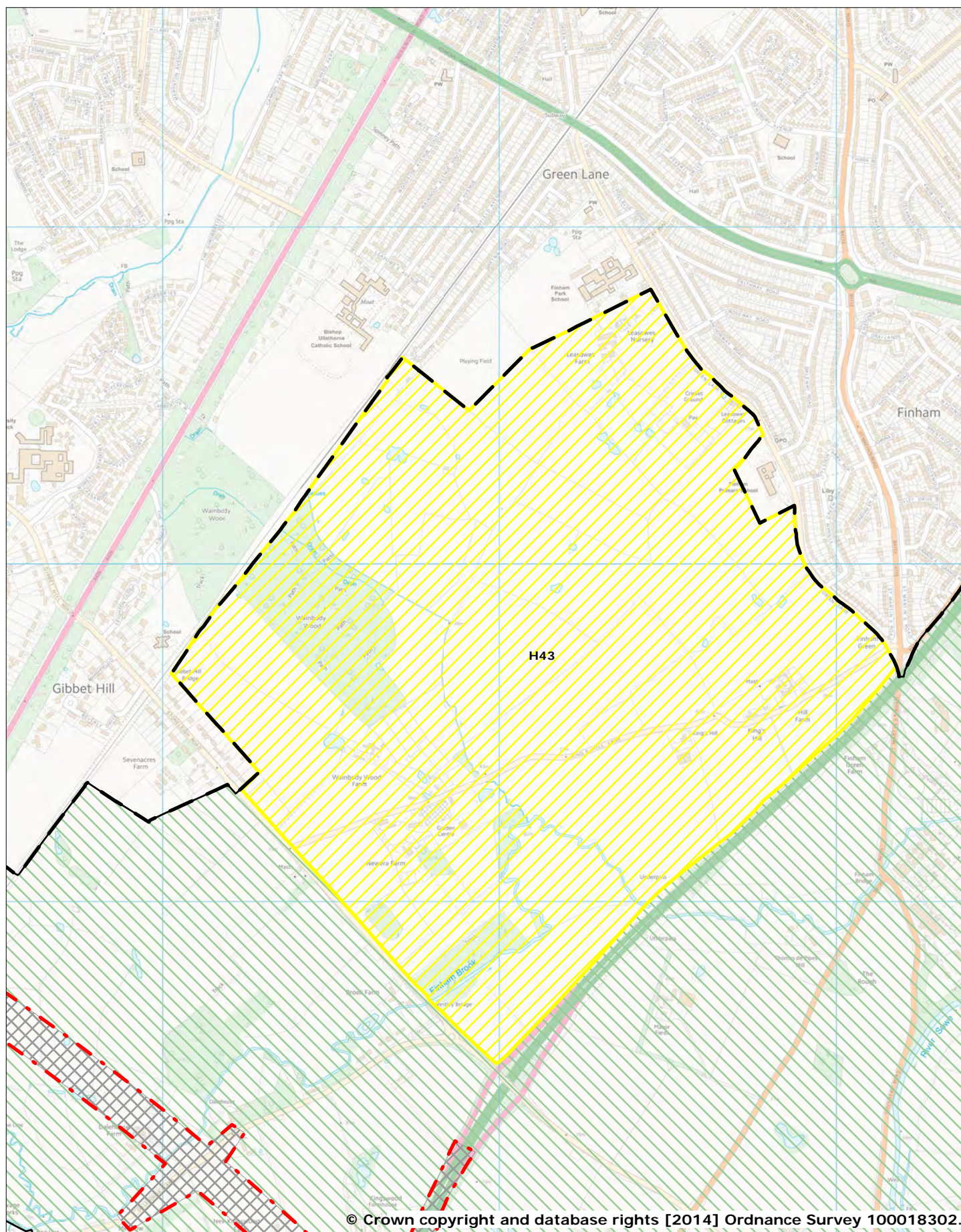


35. Westwood Heath
(Proposed Mod. 2016)

- HS2 Safeguarding Directions (July 2013)  Warwick District Council Boundary
 Areas of Surface Interest
 Limits of Safeguarding Direction

Local Plan Policies Map





Key

WDLP - Green Belt (DS19)

WDLP - Housing Allocations (DS11)

Site Ref

HS2 Safeguarding Directions (July 2013)

Areas of Surface Interest

Limits of Safeguarding Direction

36. King's Hill
(Proposed Mod. 2016)

**Local Plan
Policies
Map**



Table of Proposed Modifications to the Publication Draft Local Plan (part 2)

February 2016

Introduction

The proposed modifications to the Publication Draft shown in the table below were prepared in February 2016 to address emerging issues such as new government policy or updated evidence. The modifications do not seek to directly address the issues of soundness identified by the Inspector in his letter of 1st June. Instead they are proposed for completeness in anticipation of these areas being examined.

The proposed modifications are based on the text of the Publication Draft Local Plan published in April 2014 as amended by the Focused Consultation published in October 2014.

Subject to the agreement of the Local Plan Inspector to these modifications, any that are substantive in nature will form part of a future consultation following Examination hearings and prior to finalising and adopting the Local Plan.

Note: In the table below,

new text is shown as follows: where this has been

existing text to be retained is shown as follows: which are assessed as being

existing text to be deleted is shown as follows:

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Development Strategy				
Policy H7 Providing the Homes the District Needs				
Mod 28	96	Policy H7	<p>Amend Policy H7 to add an additional paragraph to read</p> <p>H7 Meeting the Accommodation Needs of Gypsies and Travellers</p> <p>The Council will produce a Development Plan Document (DPD) that will allocate sufficient land on sustainable sites to meet the permanent accommodation needs of its Gypsy and Traveller community, satisfying an identified need for 31 pitches over the Plan Period (25 of which should be within the first 5 years). In preparing the DPD, the Council may require the proposed strategic housing allocations, set out in Policy DS15, to provide land for gypsy and traveller accommodation. Monitoring of such sites will inform future requirements.</p> <p>The Council will support Warwickshire County Council in its proposal to provide emergency stopping places in the County, to assist in meeting the transit needs of the whole of Warwickshire. However the DPD will ensure that the District's transit need of 6 – 8 pitches will be met by providing a transit site. This will be addressed by considering planning applications against the criteria in Policy H8 and/or by bringing further sites forward in line with this Policy.</p> <p>The Council may require the proposed strategic housing allocations, set out in Policy DS15, to provide land for gypsy and traveller accommodation, in the event that monitoring shows a shortfall in pitches available to meet need during the plan period.</p>	To ensure the long term needs of Gypsies and Travellers are met
Mod 29	96	4.67 to 4.70	<p>Amend paras 4.67 to 4.70 to read as follows:</p> <p>4.67 The Gypsy & Traveller Accommodation Assessment (GTAA), (November 2013)</p>	To reflect proposed changes to Policy H7

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>defined this Council's permanent need as 31 pitches over a 15 year period. The figure has since been updated (October 2015) to coincide with the Local Plan period and although the required number of pitches is unchanged, it is now required over the Local Plan period rather than 15 years as previously published. Because the Council has no current provision and therefore a historic under-provision, 25 of those pitches must be found within the first five years,</p> <p>4.68 In addition, the GTAA found a need for 6-8 transit pitches over the same time period. The Council has been closely involved with Warwickshire County Council (WCC) with regard to the provision of such pitches and the County Council has committed to the provision of emergency stopping places to help serve the transit need, however as these are likely to be too few to serve the whole of the County need, this Council will allocate land for a transit site to meet its own need.</p> <p>4.69 Government advice suggests that a site size of between 5 and 15 pitches is the most appropriate in order to ensure successful management of the site. The Council will need to allocate sites at the upper end of this limit to reflect the lack of suitable, sustainable, available and deliverable land. Moreover, having exhausted all possible potential sites outside the green belt, the Council considers that exceptional circumstances now exist that demonstrate the need to consider releasing land currently in the green belt for this use.</p> <p>4.70 In order to ensure that any unfulfilled current need and future need is met, it may become necessary to include new Gypsy and Traveller provision within the larger strategic housing sites allocated in the Local Plan. Monitoring and updating the need assessment will provide the evidence for this requirement. The Council has already made considerable progress towards the production of the Development Plan Document and this will be submitted to the Secretary of</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			State soon after the Examination into this Plan	
New Policy: Custom and Self-build Housing Provision				
Mod 30	New	Policy H New1	<p>Insert new policy H New1</p> <p>Custom and Self-build Housing Provision</p> <p>To support the delivery of self- and custom build housing in Warwick District that meets the needs of local communities, sites providing more than 100 dwellings will allocate at least 5% of the dwellings for sale as self- build, custom-build or self-finish opportunities, through the provision of serviced and accessible plots of land. Unless otherwise specified, the self- and custom build plots in these circumstances will form part of the market housing allocation.</p> <p>In exceptional circumstances, the Council may accept contributions of equivalent value in lieu of on-site delivery. This may include serviced land for an equivalent number of custom and self-build plots in another suitable, sustainable location. In such cases, the developer will be required to demonstrate why on-site delivery is not practical.</p> <p>Where it can be robustly demonstrated that the provision of on-site plots is unviable or cannot be achieved for some other reason and the developer is unable to make off-site provision, the Council will waive the requirement and will accept a financial contribution in lieu.</p> <p>Where clear and robust evidence can be provided to demonstrate that plots have been made available and marketed appropriately for at least 2 years and have not sold, they may either remain on the open market as self- / custom build / self-finish opportunities or be built out by the developer.</p> <p>Proposals for custom and self-build housing in other parts of the district will be approved in suitable, sustainable locations (such as brownfield sites, growth villages and appropriate locations within infill villages) subject to compliance with all other</p>	To address the emphasis put on custom and self-build in the emerging Housing and Planning Bill

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>relevant policies of this plan.</p> <p>Where appropriate, sites within certain settlements may be identified for self- and / or custom build in a neighbourhood plan; the neighbourhood plan may also provide necessary guidance through a locally derived design code. Such sites should accord with all other relevant policy requirements in the Local Plan and national policy, including green belt and historic and environmental designations.</p>	
Mod 31	New	Para 4.New1	<p>Explanation for Policy H New1</p> <p>4.New1 National policy identifies that local authorities should plan for a mix of housing, including for people who wish to build their own home. In March 2015, the government enacted legislation (Self-build and Custom Housebuilding Act 2015) that places a requirement on local councils to maintain a register of people seeking to acquire land to build a home themselves. The government is keen to promote the self- and custom build housing sector as a means of increasing the general housing supply and encouraging the construction of sustainable, environmentally sensitive and more affordable properties.</p> <p>4.New2 In the case of Warwick District, the Council is keen to support increased delivery to promote greater diversity in the local housing stock, the use of innovative design and the provision of more affordable and sustainable construction. It has set up a register of people interested in building their own homes; preliminary information indicates that most people are looking for individual plots for detached houses or bungalows with three to four bedrooms. Most people currently on the list are applying broad locational criteria, with sites within a 10 – 20 mile radius of Warwick, Leamington and Kenilworth as the preferred target. Some of the reasons people cite for wanting to build their own homes are: -</p>	To support policy H New1

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<ul style="list-style-type: none"> • closer to family / personal links to area • ability to stipulate higher build quality and specification • higher environmental performance / lower running costs • eco-friendly design and materials • sense of community • individual / bespoke home to meet personal needs • ability to specify locations <p>4.New3 To help sustain this process this policy encourages landowners and developers to offer a range of plots and development opportunities to the custom and self-build market. This will assist both in the provision of a range of opportunities on larger development sites and in the identification of suitable smaller scale opportunities. In some cases, neighbourhood plans may be a suitable vehicle to help identify and promote suitable and sustainable small-scale self / custom build, especially where people want to maintain personal and social links to a particular local area. Registered Providers and other social housing promoters can also help to deliver group self-build schemes in appropriate areas, whereby people who cannot currently afford to enter the housing market can contribute “sweat equity”, in the form of physical labour on site, towards the purchase of a more affordable dwelling.</p> <p>4.New4 It may be that an element of commuted funding could be used to purchase and service plots in suitable areas as a means of offering opportunities to local people. The Council will generally control access to custom / self-build housing schemes by establishing and maintaining a Register of Interest of those who wish to become custom builders and meet the relevant legislative criteria.</p> <p>4.New5 Plots on larger development sites that have been made available and marketed appropriately for at least two years, but which have not sold, may</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			either remain on the open market as self-build or be built out by the developer. Self- or custom build development subject to planning permission will need to be built out within three years of the sale of the plot.	
Mod 32	159	Policy NE4	<p>Amend policy NE4 Landscape to add an additional clause j</p> <p>New development will be permitted which positively contributes to landscape character. Development proposals will be required to demonstrate that they:–</p> <p>...j) minimise the loss of the best and most versatile agricultural land.</p>	To address increasing pressures on the best and most versatile agricultural land as a result of increasing development allocations
Mod 33	160	Policy NE5	<p>Amend Policy NE5 Protection of Natural Resources (Clause d) as follows</p> <p>...</p> <p>d) minimise loss of the best and most versatile agricultural land unless the benefits of the proposal outweigh the need to protect the land for agricultural purposes;</p>	To address increasing pressures on the best and most versatile agricultural land as a result of increasing development allocations
Mod 34	161	5.198	<p>5.198 ...This need is increasing due to the anticipated reduction in the ability of countries continuing to export food to the UK due to increased flooding, erosion or drought. A number of housing allocations have been identified on agricultural land, with the result that the remaining resource is considered to be of increasing importance and vulnerability. Development affecting the best and most versatile agricultural land will not be permitted unless there is an overriding demonstrable need for the development and it can be shown that development of lower grade land would have overriding adverse sustainability impacts, such as on biodiversity, natural resources, landscape character or conservation of heritage assets or in an unsustainable location.</p>	To address increasing pressures on the best and most versatile agricultural land as a result of increasing development allocations
Mod	Policies	Policies Map	Amend the Kingswood Growth Villages Envelope (see Policy H10) to the South of Old	To address drafting error that was

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
xx	Map 29	29	Warwick Road as shown on revised Policies Map 29	overlooked following representations received in 2014



Warwick District Council

Local Development Scheme
February 2016



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3	Existing Planning Policy Documents & Proposed Local Development Documents	8
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	D) The Local Development Framework	10
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Summary

This Local Development Scheme (LDS) is a project plan for the Council providing the programme for updating its planning policy documents, creating new documents, and outlining the main stages in their production, including opportunities for public involvement. The LDS also identifies the existing planning policies used for determining planning applications. The Council has formally approved this document.

The key priorities for the Council over the next three years are as follows:-

Document	Comment
Local Plan	The Local Plan sets out the vision, strategic objectives and delivery strategy for meeting development requirements up to 2029.
Community Infrastructure Levy Scheme	Sets out the circumstances and rates for applying CIL charges on development
Gypsy and Traveller Site Allocations	Identifies sites to provide for housing needs of Gypsy and Traveller Community
Leamington Town Centre Area Action Plan	The Area Action Plan sets out the planning framework for Leamington Town Centre, including identifying the distribution of uses, specific site allocations, and policies to preserve or enhance the area.
Canalside DPD	The Canalside DPD will see the canals reach their full potential and provide for leisure pursuits, regeneration of disused and underused areas adjacent to the Grand Union Canal.
Proposals Map	The proposals map illustrates the policies and allocations set out in each of the development plan documents.

1. Introduction

A) What is a Local Development Scheme?

1.1 This Local Development Scheme (LDS) has been prepared to give the local community and all interested parties information on:

- the **current planning policies** that are being used for deciding applications within Warwick District; and,
- the **programme for reviewing these policies**.

1.2 The Council is required to produce a LDS under the terms of the Planning & Compulsory Purchase Act 2004. The LDS is a three-year programme of work and is reviewed regularly.

- 1.3 The Government is committed to seeing LDS's implemented and in particular to ensure the milestones set out are achieved. The Council will ensure that these targets are met through good project management and annual monitoring.

B) Warwick District's Local Development Scheme

- 1.4 Development Services within the Council has prepared this LDS. The overall project manager is the Head of Development Services. Day to day management of the LDS will be by the Development Policy Manager. In producing this LDS, the Council is committed to the following:

- **to make the LDS as clear as possible to understand; and,**
- **to publish the LDS on the Council's web site.**

- 1.5 To help readers use this LDS, the next section gives an outline of the structure of the LDS and explains briefly some of the terms used in the document.

2. Understanding the Local Development Scheme

- 2.1 The Local Development Scheme is divided into the following sections.

Section	Explanation
Current Planning Policy Documents	This provides an overview of the current planning policy documents that cover Warwick District. It also gives guidance on the status of documents prepared by other planning authorities.
Supporting Statement	This section provides further background information, including how the Council proposes to monitor policy documents and what the political processes will be for them to be ratified formally. This section will include a diagram showing how the various elements relate to one another.
Appendix 1: Schedule of proposed LDDs	This table provides an overview of all the Local Development Documents that the Council proposes to prepare over the next three years of the LDS.
Appendix 2: Programme Management	This table provides more details on the timetable that the Council intends to follow as it prepares the Local Development Documents outlined in Appendix 1. It sets broad targets for the preparation of each document, and indicates when the Council will be consulting on them.
Appendix 3: Profile of each LDD	This section examines each of the Local Development Documents outlined in Appendix 1 and provides more information on their role and scope, and the stages they will be expecting to follow.
Appendix 4: Relationship between LDDs	This shows the relationship between the Local Development Documents described within this LDS in diagrammatic form.

Section	Explanation
Appendix 5: List of “saved” Local Plan policies	This lists all policies from the Warwick District Local Plan 1996 -2011 “saved” for use by the Council in taking planning decisions until they are replaced.
Appendix 6: List of “retained” SPG	This lists all existing supplementary planning guidance adopted by the Council that it proposes to continue to apply for the foreseeable future.

- 2.2 In order to help readers understand the terminology, the key terms used within this LDS are set out below. Further guidance on these can be found in the “*Plan-making Manual*” on the Planning Advisory Service website at www.pas.gov.uk/planmakingmanual.

Document	Abbr.	Definition
Local Plan 1996 - 2011	LP	The development plan for Warwick District adopted by the Council in 2007.
Local Development Framework	LDF	A portfolio of all policy documents and therefore all planning policies applying within the District. It will also include the LDS and AMR.
Local Development Document	LDD	The collective name given to all DPD's, SPD's and the SCI. The role of LDDs is to set out the planning policies for the District.
Development Plan Document	DPD	These are documents that have been subject to independent examination and which, together with the RSS (see below) form the development plan for the local area.
Supplementary Planning Document	SPD	These documents provide supplementary information on specific policies in DPDs. They have not been subject to independent examination and do not have development plan status.
Local Development Scheme	LDS	The project plan for the preparation of LDDs. Warwickshire County Council will also produce a Minerals and Waste Development Scheme.
Statement of Community Involvement	SCI	A statement setting out the standards which local authorities will achieve in involving local communities in producing LDDs and consulting on planning applications.
Structure Plan	SP	The previous strategic plan for Warwickshire prepared by Warwickshire County Council. This has been replaced in part by the RSS and the forthcoming new Local Plan.
Regional Spatial Strategy	RSS	The regional plan setting out planning policies for the West Midlands. This is a statutory plan and will form the basis for preparing LDDs.
National Planning Policy Framework	NPPF	The Government's single statement and approach to planning, Local Planning Documents should be in conformity with the NPPF. The NPPF is currently in draft a final published version is likely to be in place by April 2012.
Annual Monitoring Report	AMR	The report prepared by the Council to assess the implementation of the LDS and the extent to which the planning policies are being implemented.
Planning & Compulsory Purchase Act	"the Act"	This is the Act of Parliament which brought in the new planning system and many of the above new documents in 2004.

3. Existing Planning Policy Documents & Proposed Local Development Documents

- 3.1 This section provides an overview of the planning documents that cover Warwick District at the present time, including those prepared by other planning authorities.

A) Adopted Plans

- 3.2 The [Warwickshire Waste Core Strategy](#) was adopted by Warwickshire County Council in 2013. This is part of the Waste Development Framework and replaces the saved policies in the former Warwickshire Waste Local Plan (1999).

B) Saved Plans

- 3.3 “Saved” plans are those prepared under previous legislation but which are permitted to retain their previous status. There are a number that affect Warwick District.
- 3.4 The **Minerals Local Plan** for Warwickshire was adopted by Warwickshire County Council in 1995. This document was “saved” until September 2007. As of 27th September 2007, all of the policies in the Local Plan expired, except for the following which the former Government Office for the West Midlands specifically directed could be saved for a longer period:-

Minerals Local Plan

<i>Policy no.</i>	<i>Policy name</i>
M1	Areas of search and Preferred Areas
M4	Sand and gravel extraction in the context of landbanks
M5	Sterilisation of mineral reserves
M6	Considerations and constraints affecting mineral extraction
M7	Mitigation and planning conditions/agreements
M9	Restoration of mineral workings
M10	Monitoring of mineral sites

- 3.5 Warwickshire County Council has prepared a Minerals and Waste Development Scheme¹ that will outline the programme for replacing these documents with LDDs. Any DPDs prepared as part of this process will be part of Warwick District Council's development plan (see above for Waste Core Strategy).
- 3.6 The Council adopted the **Warwick District Local Plan 1996-2011** in September 2007. As of 20th September 2010, all of the policies in the Local Plan expired, except for those set out in **Appendix 5**, which the former Government Office for the West Midlands specifically directed could be saved for a longer period.

¹ WCC Minerals & Waste Development Scheme: <https://www.warwickshire.gov.uk/mwds>

C) Supplementary Planning Guidance

- 3.7 The Council has approved a number of supplementary planning guidance documents (SPG) over the past few years. It is not possible under the Planning & Compulsory Purchase Act 2004 to transfer SPG automatically into SPD. However, where it can be demonstrated that SPG is linked to “saved” policies under the terms of the new legislation and has gone through processes equivalent to those specified for SPD, then it has status as a material consideration. There are a number of existing SPG documents which the Council wishes to treat this way, and these are identified in **Appendix 6**.

D) The Local Development Framework

3.8 The following documents make up the [Council's LDF](#).

<i>Document</i>	<i>Status</i>
Development Plan Documents	
<ul style="list-style-type: none">• Local Plan• Gypsy and Traveller Site Allocations• Leamington Town Centre Area Action Plan• Proposals Map	See appendices 2 and 3 of this LDS
Local Development Scheme	This document
Statement of Community Involvement	Adopted January 2016
Annual Monitoring Report	See section (F) below.
Supplementary Planning Documents	
<ul style="list-style-type: none">• Vehicle Parking Standards• Affordable Housing• Sustainable Buildings• Open Space	<p>Adopted November 2007</p> <p>Adopted December 2007</p> <p>Adopted December 2008</p> <p>Adopted July 2009</p>

E) Local Development Documents

3.9 The majority of the remainder of this LDS considers in more detail the new LDDs that the Council proposes to prepare. **Appendix 1** provides an overview of these. **Appendix 2** is a chart that provides overview of the timetable for preparing these LDDs. **Appendix 3** is a more detailed project plan for each one.

F) Annual Monitoring Report

3.10 The Council is required to monitor both the implementation of the LDS and the extent to which its planning policies are being implemented. For the purposes of this report, the policies of the adopted Warwick District Local Plan (1996-2011) are monitored.

3.11 The latest AMR was produced in February 2014. A copy can be found on the Council's [website](#). It should be noted that the AMR is not an LDD and therefore is not included within the appendices that follow. The AMR will however, be included within the LDF.

4. Supporting Statement

A) Warwick District

- 4.1 Situated in the heart of south Warwickshire, Warwick District covers an area of 282 sq. km. At its heart lie the historic towns of Royal Leamington Spa, Warwick and Kenilworth. Each of these towns has a rich history exemplified by a wide range of historic buildings. The district includes a smaller fourth town, Whitnash, immediately to the south of Leamington. The remainder of the district is rural, within which lie a number of small villages, but also major institutions including Stoneleigh Park and the University of Warwick.
- 4.2 The district has a reputation as a desirable place to live, work and visit based upon a number of factors, not least its high quality environment. The district today contains over 2,000 listed buildings, and has 29 designated conservation areas (covering 4% of the district). These include the town centres of Warwick and Leamington that have a particular focus of fine buildings. Approximately 80% of the district's rural area lies within the Green Belt and this has focused development into the four towns. Warwick district has experienced considerable growth in recent years and now has a population of 137,648 (2011 census), a growth of 18.1% since 1991.

B) The relationship between the various LDDs

- 4.3 The relationship between the various documents that make up the development plan is set out in the diagram in **Appendix 4**. At the present time, the key constituent parts of the development plan are the remaining "saved" policies of the Warwick District Local Plan 1996-2011 (see Appendix 5). The various Supplementary Planning Documents identified within this LDS are in conformity with all relevant documents.
- 4.5 The Statement of Community Involvement takes account of the minimum standards set out in Government regulations with additional community involvement tailored to the needs of Warwick District. All LDDs will need to be prepared in accordance with the adopted SCI.

C) Monitoring the LDS

- 4.6 The Council is required to monitor existing plans and progress on plans being prepared on a regular basis. It does so through the production of an Annual Monitoring Report (AMR). The scope and timetable of this are set out in paragraph 3.12 above.

D) The evidence base for the Local Development Framework

- 4.7 The work of preparing LDDs will be underpinned by a number of pieces of existing and proposed technical work. These include:

- **Sustainability Appraisal.** The Council is mindful of the requirements of the Directive from the European Union for the preparation of Strategic Environmental Assessments (Directive 2001/42/EC) which came into effect in July 2004. The Council will ensure that all future DPDs identified by this LDS will also be accompanied by a Sustainability Appraisal.
- **Warwick District Sustainable Community Strategy.** This has been prepared by the Warwick District Local Strategic Partnership.
- **Housing and Employment monitoring.** This is carried out on an annual basis and will be reported as part of the annual monitoring report. The statistics on the completion of affordable housing and housing on brownfield sites are also published by the Council as performance indicators.
- **Strategic Housing Land Availability Assessment.** This supports the Local Plan in identifying suitable land for housing in accordance with government guidance.
- **Town Centre Studies.** This supports the Local Plan and builds on previous work undertaken to inform the Local Plan.
- **Habitat Biodiversity Audit.** This is an ongoing project, funded by District Councils across Warwickshire together with those in Solihull and Coventry, to identify, understand and map the various wildlife habitats within the county. The work is carried out by the Warwickshire Wildlife Trust and has informed both the adopted and emerging Local Plans.
- **Open Space Audit.** An audit of all open space and an assessment of need has been undertaken by the Council in compliance with PPG17 (now superseded by the NPPF). The SPD on open space (see Appendix 3 (3)) used this evidence.
- **Strategic Flood Risk Assessment.** This is a requirement of the National Planning Policy Framework and the Council has undertaken this to inform its new Local Plan.
- **Employment Land Review.** This is a review of existing employment land supply to inform employment land policy and allocations in the Local Plan.
- **Strategic Housing Market Assessment.** This is a robust and credible assessment of housing need and demand across the Warwick District housing market area.

E) Political Management of the Local Development Framework

4.8 The Council's decision making arrangements are as follows.

Document	To include	To be approved by
All Development Planning Documents	Local Plan and all other DPDs that are subject to full public examination as required by the Act.	Full Council following a recommendation by Executive.
Statement of Community Involvement		Executive
Local Development Scheme		Executive
Supplementary Planning Documents	Supplementary guidance, development briefs and other documents identified in this and future LDSs as SPD.	Executive
Annual Monitoring Report		Executive

F) Delivering the Local Development Scheme – What could go wrong?

- 4.10 There will always be a level of uncertainty associated with a document such as the Local Development Scheme. It is legitimate to ask how reasonable and achievable are the targets set out, and what issues may affect the overall delivery of the LDS.
- 4.11 As part of preparing this LDS, the Council has carried out a Risk Assessment of the projects contained in this document, and has identified a number of areas of risk.
1. **Level of public engagement.** An assumption has been made of the amount of time that will need to be allocated to public and stakeholder involvement. Whilst this has been based on past experience, it cannot accurately predict how many people will wish to engage with the council on a particular project.
 2. **Capacity of the Planning Inspectorate (PINS).** We have made assumptions on the ability of PINS to service the requirements from this LDS.
 3. **Staff turnover.** There is a degree of flexibility within the LDS to allow for staff to be re-deployed to meet key targets.
 4. **Additional unforeseen pressures on staff time.** These can never be predicted in advance; however the Council is committed to using its resources to help plug any gaps brought about by such unforeseen pressures.
 5. **Additional resource requirements.** Most of the resources required for LDD's within this LDS can be met through Council budgets.
 6. **Changing national context.** The planning system has recently gone through significant change and further changes are proposed. This may create risks around interpreting guidance correctly and ensuring compliance with legislation is maintained.

G) Contact details

- 4.12 For more information about any of the matters raised in this Local Development Scheme please contact:-

Policy & Projects Team,
Development Services
Warwick District Council
PO Box 2178, Riverside House
Milverton Hill,
Royal Leamington Spa
CV32 5QH
Tel: 01926 456504
Email: ldf@warwickdc.gov.uk

- 4.15 This document, together with all other Local Development Documents produced by Warwick District Council will be made available on the [Council's website](#).

APPENDIX 1: Schedule of proposed Local Development Documents

Document Title	Status	Role and contents	Coverage	Chain Of Conformity	Dates for pre-submission consultation	Dates of further public participation	Date For Submission to Secretary of State	Proposed date for adoption
1. Local Plan	Development Plan Document	Sets out vision, strategic objectives, site allocations and policies	District-wide	General conformity with NPPF. All other LDDs will be in conformity with Local Plan.	Oct 2010 July 2012 July 2013	N/A	February 2015	March 2017
2. Community Infrastructure Levy	Charging Schedule	Sets out the circumstances and rates for applying CIL charges on development	District-wide	Conformity with Local Plan	March – April 2015	N/A	May 2016	March 2017
3. Gypsy and Traveller Site Allocation Plan	Development Plan Document	Identifies sites to provide for housing needs of Gypsy and Traveller Community	District-wide	Conformity with National Planning Policy for Gypsies and Travellers and with the Local Plan	July 2013 Feb/March 2014 Nov/Dec 2014		January 2017	June 2017
4. Leamington Town Centre Area Action Plan	Development Plan Document	Sets out the planning framework for Leamington Town Centre.	Leamington Town Centre	Conformity with Local Plan	October 2016	February 2017	December 2017	September 2018

Document Title	Status	Role and contents	Coverage	Chain Of Conformity	Dates for pre-submission consultation	Dates of further public participation	Date For Submission to Secretary of State	Proposed date for adoption
5. Canalside Development Plan	Development Plan Document	Identify areas for regeneration and areas for protection and to set out a framework for development	The District's canal network and immediate environs	Conformity with Local Plan	September 2017	March 2018	March 2019	December 2019
6. Proposals Map	Development Plan document	Presents allocations and designations in other DPDs.	District-wide	N/A	The Proposals Map DPD will be maintained and updated when each relevant DPD is adopted.			

APPENDIX 2: Programme Management of Local Development Documents

Year	2014				2015				2016				2017				2018				2019			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
1. Local Plan		P			S								A											
2. Community Infrastructure Levy					P					S			A											
3. Gypsy and Traveller Site Allocations Plan											P		S	A										
4. Leamington Town AAP													P			S			A					
5. Canalside DPD																P					S			A
6. Proposals Map					S								A	A				A						A

Key

Quarters

1 = January – March

2 = April – June

3 = July – September

4 = October – December

DPD Pre-production work

DPD Production

DPD Post Publication



P = Publication

S = Submission

A = Adoption

Appendix 3: Profiles of each Local Development Document

1. Local Plan

Overview

Role & Subject	Sets out the circumstances and rates for applying CIL charges on development
Coverage	District-wide
Status	Development Plan Document
Conformity	With the National Planning Policy Framework and the Local Plan

Timetable

Stage	Dates
Early stakeholder engagement and evidence gathering	October 2010 – January 2011
Consultation phase: Issues and Options	March 2011 – July 2011
Consultation phase: Preferred Options	June 2012
Consultation phase: Revised Development Strategy	June 2013
Consultation phase: Village Housing Options and Settlement Boundaries	December 2013
Date of publication of draft Local Plan	April 2014
Date of submission of draft Local Plan to Secretary of State	February 2015
Examination in Public Hearing	July 2016
Receipt of Inspector's report	October 2016
Estimated date for adoption	March 2017

Arrangements for Production

Organisational Lead	Head of Development Services
Political Management arrangements	As a DPD, all key reports during the preparation stage of the Local Plan will need to be approved by the Executive. The publication draft will be approved by Full Council in accordance with the Statement of Community Involvement. Political responsibility will rest with the Deputy Leader.
Internal Resources	The Policy team under the direction of the Development Policy Manager.
External Resources	Consultants may need to be brought in to advise on matters as appropriate.
External Stakeholder Resources	Expertise from the local strategic partnership, town and parish councils, local community, infrastructure and delivery agencies, and the development industry.
External Community & Stakeholder Involvement	In accordance with SCI, having regard to the regulations.
Monitoring and Review	Through the Annual Monitoring Report.

2. Community Infrastructure Levy Charging Schedule

Overview

Role & Subject	Sets out the circumstances and rates for applying CIL charges on development.
Coverage	District-wide
Status	Development Plan Document
Conformity	With the National Planning Policy Framework.

Timetable

Stage

Dates

Early stakeholder engagement and evidence gathering	To May 2013
Consultation phase: Preliminary Draft Charging Schedule	June 2013
Date of publication of draft Charging Schedule	February 2015
Date of submission of draft Charging Schedule to Secretary of State	May 2016
Examination in Public Hearing	September 2016
Receipt of Inspector's report	November 2016
Estimated date for adoption	March 2017

Arrangements for Production

Organisational Lead	Head of Development Services
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Political Management arrangements	As a DPD, all key reports during the preparation stage of the CIL Charging Schedule will need to be approved by the Executive. The publication draft Charging Schedule will be approved by Full Council in accordance with the Statement of Community Involvement.
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Political responsibility will rest with the Deputy Leader.

Internal Resources	The Policy team under the direction of the Development Policy Manager.
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External Resources	Consultants may need to be brought in to advise on matters as appropriate.
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External Stakeholder Resources	Expertise from the local strategic partnership, town and parish councils, local community, infrastructure and delivery agencies, and the development industry.
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External Community & Stakeholder Involvement	In accordance with SCI, having regard to the regulations.
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Monitoring and Review	Through the Annual Monitoring Report.
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3. Gypsy and Traveller Site Allocations Development Plan

Overview

Role & Subject	Identifies sites to provide for the housing needs of Gypsy and Traveller Community
Coverage	District-wide
Status	Development Plan Document
Conformity	Conformity with National Planning Policy for Gypsies and Travellers and with the Local Plan

Timetable

Stage	Dates
Early stakeholder engagement and evidence gathering	To February 2013
Consultation phase: Initial site options	June 2013
Consultation Phase: Preferred Site Options	February 2014
Date of publication of publication draft	November 2016
Date of submission to Secretary of State	January 2017
Examination in Public Hearing	March 2017
Receipt of Inspector's report	May 2017
Estimated date for adoption	June 2017

Arrangements for Production

Organisational Lead	Head of Development Services
Political Management arrangements	<p>As a DPD, all key reports during the preparation stage of the DPD will need to be approved by the Executive. The publication draft will be approved by Full Council in accordance with the Statement of Community Involvement.</p> <p>Political responsibility will rest with the Deputy Leader.</p>
Internal Resources	The Policy team under the direction of the Development Policy Manager.
External Resources	Consultants may need to be brought in to advise on matters as appropriate.
External Stakeholder Resources	Expertise from the local strategic partnership, town and parish councils, local community, infrastructure and delivery agencies, and the development industry.
External Community & Stakeholder Involvement	In accordance with SCI, having regard to the regulations.
Monitoring and Review	Through the Annual Monitoring Report.

4. Leamington Town Centre Area Action Plan

Overview

Role & Subject	The Area Action Plan sets out the planning framework for Leamington Town Centre, including identifying the distribution of uses, specific site allocations, and policies to preserve or enhance the area.
Coverage	Leamington Town Centre
Status	Development Plan Document
Conformity	National Planning Policy Framework, and Local Plan.

Timetable

Stage	Dates
Early stakeholder and community engagement and evidence gathering	Winter 2013/14
Consultation Phase: Issues & Options	October 2016
Consultation Phase: Preferred Options	February 2017
Date of publication of Area Action Plan	September 2017
Date of submission of Area Action Plan to Secretary of State	December 2017
Hearing	March 2018
Receipt of Inspector's report	Summer 2018
Estimated date for adoption	Autumn 2018

Arrangements for Production

Organisational Lead	Head of Development Services for WDC;
Political Management arrangements	As a DPD, the Area Action Plan will be approved by Executive/Full Council of WDC in accordance with the Statement of Community Involvement. Political responsibility will rest with the Development Portfolio Holder
Internal Resources	The Planning Policy team under the direction of the Development Policy Manager with assistance from officers from Economic Development. There will however be a joint team approach with WCC. WCC officers across a range of services will input into the plan.
External Resources	Consultants may need to be brought in to advise as appropriate.
External Stakeholder Resources	Expertise from the local strategic partnership, town centre steering group, other representative and interest groups, local community, infrastructure and delivery agencies, and the development industry.
External Community & Stakeholder Involvement	In accordance with SCI, having regard to the amended regulations.
Monitoring and Review	Through the Annual Monitoring Report.

5. Canalside DPD

Overview

Role & Subject	The Canalside DPD will see the canals reach their full potential, identifying areas for regeneration, particularly for employment, housing, tourism, and cultural uses. It will seek to conserve the rich historic heritage of the canal with the District.
Coverage	Areas adjacent to the Grand Union Canal within the Warwick District. The DPD will focus primarily on the canal within the urban area of Warwick and Leamington but will also encompass rural sections of the canal where there are opportunities for regeneration or where there is a need to conserve canalside heritage assets.
Status	Development Plan Document
Conformity	National Planning Policy Framework, and Local Plan.

Timetable

Stage	Dates
Early stakeholder and community engagement and evidence gathering	Spring / Summer 2017
Consultation Phase: Issues & Options	September 2017
Consultation Phase: Preferred Options	March 2018
Date of publication of Area Action Plan	September 2018
Date of submission of Area Action Plan to Secretary of State	March 2019
Hearing	June 2019
Receipt of Inspector's report	October 2019
Estimated date for adoption	December 2019

Arrangements for Production

Organisational Lead	Head of Development Services for WDC;
Political Management arrangements	<p>The DPD will be approved by Executive/Full Council of WDC in accordance with the Statement of Community Involvement.</p> <p>Political responsibility will rest with the Development Portfolio Holder</p>
Internal Resources	The Planning Policy team under the direction of the Development Policy Manager with assistance from officers from Economic Development and Conservation. There will however be a joint team approach with WCC. WCC officers across a range of services will input into the plan.
External Resources	Consultants may need to be brought in to advise as appropriate.
External Stakeholder Resources	Expertise from the local strategic partnership, town centre steering group, other representative and interest groups, local community, infrastructure and delivery agencies, and the development industry.
External Community & Stakeholder Involvement	In accordance with SCI, having regard to the amended regulations.
Monitoring and Review	Through the Annual Monitoring Report.

6. Proposals Map

Overview

Role & Subject	The proposals map illustrates the policies and allocations set out in each of the development plan documents.
Coverage	District-wide
Status	Development Plan Document (DPD)
Conformity	With all adopted DPDs.

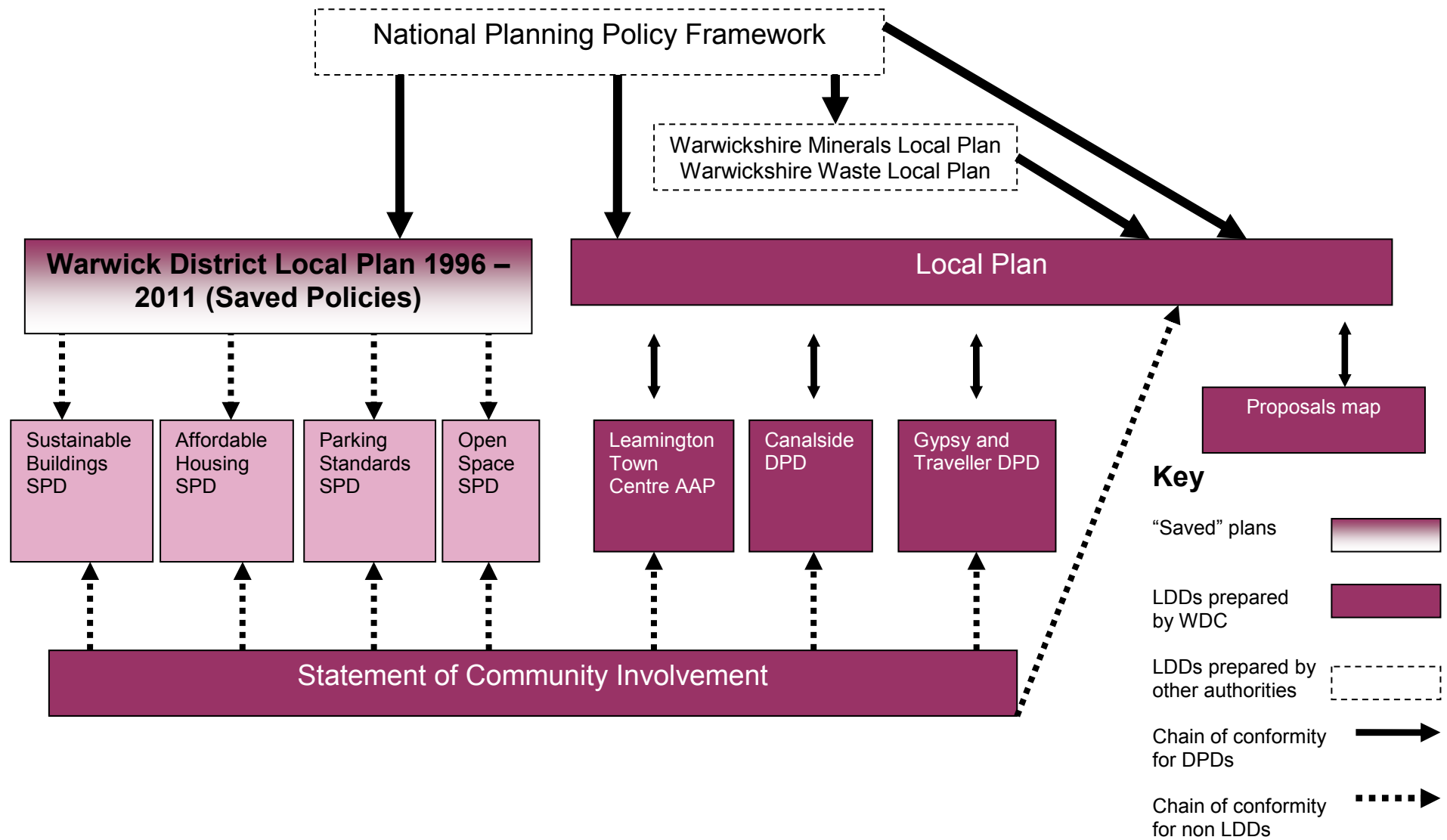
Timetable

As the proposals map is revised alongside the preparation of each DPD, its timetable for preparation will be the same as the relevant DPD. It should be noted that the proposals map will also illustrate policies/ allocations/safeguarding areas from the Minerals and Waste DPDs produced by Warwickshire County Council.

Arrangements for Production

Organisational Lead	See Relevant DPD.
Political Management arrangements	See Relevant DPD.
Internal Resources	See Relevant DPD.
External Resources	See Relevant DPD.
External Stakeholder Resources	See Relevant DPD.
External Community & Stakeholder Involvement	See Relevant DPD.
Monitoring and Review	See Relevant DPD.

Appendix 4: Relationship between the Local Development Documents and other Development Plan documents



Appendix 5: List of “saved” policies: Warwick District Local Plan 1996 – 2011

Policy Number	Policy Name
DP1	Design and Layout
DP2	Amenity
DP3	Natural and Historic Environment and Landscape
DP4	Archaeology
DP5	Density
DP6	Access
DP7	Traffic Generation
DP8	Parking
DP9	Pollution Control
DP11	Drainage
DP12	Energy Efficiency
DP13	Renewable Energy Developments
DP14	Crime Prevention
DP15	Accessibility and Inclusion
SC1	Securing a Greater Choice of Housing
SC2	Protecting Employment Land and Buildings
SC3	Supporting Public Transport Interchanges
SC4	Supporting Cycle and Pedestrian Facilities
SC8	Protecting Community Facilities
SC9	Telecommunications
SC11	Affordable Housing
SC12	Sustainable Transport Improvements
SC13	Open Space and Recreation Improvements
SC14	Community Facilities
SC15	Public Art
UAP1	Directing New Housing
UAP2	Directing New Employment Development
UAP3	Directing New Retail Development
UAP4	Protecting Local Shopping Centres
UAP5	Protecting Local Shops

Policy Number	Policy Name
UAP6	Motor Vehicle Sales
TCP1	Protecting and Enhancing the Town Centres
TCP2	Directing Retail Development
TCP3	Providing for Shopping Growth within Leamington Town Centre
TCP4	Primary Retail Frontages
TCP5	Secondary Retail Frontages
TCP6	Café Quarters
TCP7	Opportunities Sites in Old Town, Leamington Spa
TCP8	Warwick Town Centre Mixed Use Area
TCP9	Protecting Employment Land and Buildings
TCP10	Protecting the Residential Role of Town Centres
TCP11	Protecting Residential Uses on Upper Floors
TCP12	Upper Floors within Town Centres
TCP13	Design of Shopfronts
RAP1	Directing New Housing
RAP2	Extensions to Dwellings
RAP3	Replacement Dwellings
RAP4	Providing Rural Affordable Housing
RAP6	Directing New Employment
RAP7	Converting Rural Buildings
RAP8	Replacement of Rural Buildings
RAP9	Farm Diversification
RAP10	Safeguarding Rural Roads
RAP11	Rural Shops and Services
RAP12	Farm Shops
RAP13	Directing New Outdoor Leisure and Recreation Development
RAP14	Golf Facilities
RAP15	Camping and Caravanning Sites
RAP16	Directing New Visitor Accommodation
DAP2	Protecting the Areas of Restraint
DAP3	Protecting Nature Conservation and Geology
DAP4	Protection of Listed Buildings

Policy Number	Policy Name
DAP5	Changes of Use of Listed Buildings
DAP6	Upper Floors within Listed Buildings and Conservation Areas
DAP7	Restoration of Listed Buildings
DAP8	Protection of Conservation Areas
DAP9	Unlisted Buildings in Conservation Areas
DAP10	Control of Advertisement Hoardings
DAP11	Protecting Historic Parks and Gardens
DAP12	Protecting Safeguarded Areas
SSP1	Employment Allocations
SSP2	Major Developed Sites in the Green Belt
SSP3	Stoneleigh Park
SSP4	Safeguarding Land for Kenilworth Railway Station
SSP5	Safeguarding Land for Warwick and Leamington Park and Ride
SSP7	Coventry Airport
SSP8	Hatton Country World

Appendix 6: List of “retained” supplementary planning guidance

The Council has produced a number of supplementary planning guidance documents (SPG) over the past few years. Although many are development briefs for particular sites that have now been completed, many are still extant. It is not possible under the new planning legislation to transfer SPG automatically into SPD, however, where SPG is linked to “saved” local plan policies and has gone through processes equivalent to those specified for SPD, then it has status as a material consideration in the determination of planning applications. The equivalent processes under the old planning system are as follows:

- The SPG was prepared fully in accordance with policies in the local plan that was adopted at the time, namely the Warwick District Local Plan (1989-2001) or the Warwick District Local Plan (1996 – 2011); and,
- The SPG was approved by the Council after a period of public consultation.

The following SPG documents remain extant and the Council wishes these to have the status as “material considerations” under the new planning system.

Title	Year of Adoption
Non Site Specific Supplementary Planning Guidance	
Design Advice on Shopfronts (Kenilworth)	2008
Residential Design Guide	2008
Development Control Guidance: Achieving a Mix of Housing	2008
The 45 Degree Guideline	2005
Distance Separation	2003
Agricultural Buildings and Conversion	2002
Design Advice on Shopfronts and Advertisements (Warwick)	2002
Design Advice on Shopfronts and Advertisements (Leamington)	2002
Warwickshire Landscape Guidelines	1994
Shopfront Security	1993
Site Specific Supplementary Planning Guidance	
Barford Village Design Statement	2009
Planning and Development Brief for the Station Area, Leamington Spa	2008
Development Brief for the Court Street Site Leamington	2003
Tournament Fields, Warwick – Employment Land Development Brief	2003
Bread & Meat Close, Warwick Development Brief	2002
Heathcote Home Farm Employment Land Development Brief	2001

Title	Year of Adoption
Saltisford, Warwick Planning Brief	2001
Binswood Hall, Leamington Spa Development Brief	2000
1 Warwick New Road, Leamington Planning & Design Brief	2000
South West Warwick: Framework Brief	2000
South West Warwick – Brief for Developers	2000
Hatton Country World Brief	2000
Brief for North Neighbourhood-Heathcote Home Farm	1999
Central Hospital, Hatton - Second Design Brief	1999
Development Principles for Wise Street Area	1999
Development Principles for Court Street/Tachbrook Road	1999
Urban Coding Exercise - High St/Clemens St/Tachbrook Road	1999
Framework Brief: Heathcote Home Farm	1999
Stoneleigh Deer Park Design Brief	1999
Brief for North Neighbourhood-Heathcote Home Farm	1997
St Joseph's School, Kenilworth Planning Brief	1997
South Sydenham Planning Brief	1997
Framework Brief: Heathcote Home Farm	1996

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
New and Amended Housing Allocations						
New Sites on the Edge of Coventry These sites allow the expansion of City's Urban area in sustainable locations. They help to meet the housing needs of the City. They also offer opportunities for infrastructure improvements. There are no suitable alternatives outside the Green Belt that could meet housing needs in a way that is consistent with the Local Plan's Strategy.						
C06; C26	H43	Kings Hill	269 ha Significant constraints, especially eastern part of site and woodland. Significant infrastructure requirements 40-45% developable area at 35dph = 3750 to 4250 dwellings Delivery assessment indicates 1800 before 2029	1800	Open Space (including allotments, playing fields, play facilities); Primary School(s); Health Centre; Local centre and community facilities; land for new train station; cycleways; bus facilities	Site has capacity for up to 4000 dwellings. However a reasonable delivery trajectory suggests that only around 1800 can be delivered by 2029. The remainder will be brought forward beyond the Plan period. The site will require substantial transport improvements including to the Stoneleigh junction on the A46. The site will also be required to support expansion of secondary education either through provision on site or in existing schools – the exact nature of this is dependent on a final position regarding capacity in Coventry's schools. It may be necessary (in the context of the site delivering a total of 4000 dwellings beyond the plan period) that land should be reserved and consideration given

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
						for a new 'all-through' primary/ secondary school with further regard to the provision of Special Education Needs places.
C02; C05; C13	H42	Westwood Heath (East of Bockendon Road)	<p>36 ha</p> <p>Some constraints and infrastructure requirements</p> <p>50% developable area at 35dph</p> <p>Total capacity approx. 600 dwellings</p> <p>Capacity capped at 425 due to constraints imposed by strategic transport network</p>	425	Open Space (including allotments, playing fields, play facilities); Health Centre; Local centre and community facilities will be quantified in the context of the development of this allocation and the wider area over the long term; cycleways; bus facilities	<p>Site capacity is limited by the highways network in the area. WCC Strategic Transport study suggests no more than 425 dwellings can be delivered here without the need for a major highway scheme. Adjacent area therefore safeguarded for use beyond the current plan.</p> <p>Even so, the site will require transport improvements including to the Stoneleigh junction on the A46.</p> <p>Current indications outline potential that secondary school places are available in the Coventry catchment area. There will be a requirement for primary school places that may provide the opportunity to rationalise existing small schools in the locality (further investigations will be required to establish the exact strategy).</p> <p>Health infrastructure requirements will be assessed as part of ongoing discussions with the Warwickshire and Coventry / Rugby CCGs</p>

[illegible]

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
Coventry at the same time as being able to draw on and support infrastructure within the towns. They offer opportunities for infrastructure improvements. For sites which require Green Belt releases, there are no suitable alternatives outside the Green Belt that could contribute to housing needs in a way that is consistent with the Local Plan's Strategy. Distributing some development to north of the towns improves diversity of distribution and helps delivery, including 5 year land supply.						
L03, L07	H44	North of Milverton	<p>75 ha</p> <p>Some constraints and infrastructure requirements</p> <p>50% developable area at 35dph</p> <p>1313 dwellings</p>	250	<p>Potential for land for Park and Ride</p> <p>Potential for small area of employment land (up to 4ha)</p> <p>Open Space (including improvement/extension of allotments, playing fields, play facilities); cycleways; bus facilities. Community facilities. Potential for new train station; primary school. Provision for land for medical centre (or contribution towards improvement of existing)</p>	<p>Site has substantial further capacity (around 900 dwellings, if it assumed 4ha of employment land and P&R). However this is not required within the existing Plan. The remainder of the site is therefore safeguarded for use beyond the current plan</p> <p>Remainder of site Secondary School contributions (expansion of North Leamington School)</p> <p>Dualling of A452; improvements to Thickthorn A46 junction.</p>
L55 and L56	H45	Hazelmere and Little Acre, Whitnash	<p>3.3ha</p> <p>Limited constraints; some infrastructure requirements</p> <p>67% developable area at 35dph</p> <p>77 dwellings</p>	75	Open space.	School place planning will be within the south Leamington wider area provisions.
	H46A	Gallows Hill	<p>36ha</p> <p>Landscape/heritage</p>	630	Open space / play areas, allotments.	Financial contribution to south of Warwick /

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
			<p>ge constraints ; some infrastructure requirements</p> <p>450 with planning permission; remainder with capacity for up to 180 taking account of constraints</p>			<p>Leamington pedestrian links</p> <p>Contributing to bus services</p> <p>Contribution to Europa Way Corridor highway improvements.</p> <p>Contribution to primary school provision at Grove Farm</p> <p>Contribution to secondary school provision.</p> <p>Contribution to acute / hospital healthcare</p> <p>Contribution to Warwick Gates medical centre enhancements</p> <p>Contribution to indoor / outdoor sports pitches /facilities.</p> <p>Contribution to police infrastructure requirements</p>
	H46B	The Asps	Has planning permission for 900 dwellings	900	<p>500 space park and ride facility.</p> <p>Reserves land for a primary school (1.1 acres) plus funding package.</p> <p>Neighbourhood Police Office at the Asps to be</p>	<p>Significant financial package towards secondary school / post 16 and special educational needs /requirements.</p> <p>Significant finance package to enhance / provide acute / hospital health facilities.</p>

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
					provided. Sports pitches and open space/ play provision on –site. Local Centre/ community facilities.	Contribution from the Asps development for expansion / enhancements to local GP Practice (Warwick Gates Clinic) Public rights of way enhancements within a 1.5 mile radius of the Asps development
Sub Total				1855		
New or extended sites in or adjacent to Villages Sites adjacent to growth villages offer sustainable locations in line with the Council’s spatial strategy which can not only contribute to the District’s overall housing need but can also support valuable facilities and services in rural areas and can help meet specific local housing needs. Where these sites are in the Green Belt exceptional circumstances need to be understood in the context of a lack of suitable sustainable sites outside the Green Belt and relate to the importance of local housing needs, the need to provide a balanced mix of locations to meet the District’s housing needs and the importance of supporting local services. Further, because these sites offer unique locations and are generally of a scale and nature that are relatively straightforward to deliver, they will play an important role in supporting the 5 year housing land supply on adoption of the Local Plan.						
C20 (1.8ha) and C32 (2.18ha)	H19 extended	Rosswood Farm, Baginton	4ha (total) Limited constraints and infrastructure requirements Need to ensure development aligns with character of low density surrounding. 67% developable area at 30dph 80 dwellings (35 allocated)	45 additional		School place planning catered for within the wider Kenilworth solution (Southcrest Farm).
R083	H47	Land south of Wasperton Lane,	1.3 ha Few constraints or infrastructure	30		Primary school capacity currently being expanded at Barford primary school.

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
		Barford	requirements 67% developable area at 35dph 30 dwellings			Secondary places are an issue for schools in Stratford District as it is in their catchment / priority area.
R085	H48	Land south of Westham Lane, Barford	1.8ha Will require noise mitigation, which will restrict capacity 67% developable area at 35dph 45 dwellings	45		Primary school capacity currently being expanded at Barford primary school. Secondary places are an issue for schools in Stratford District as it is in their catchment / priority area.
R022	H49	Land at Seven Acre Close, Bishops Tachbrook	2.4ha Some constraints (landscape). Limited infrastructure requirements 67% developable area at 35dph 56 dwellings Capacity capped at 30 due to landscape constraints	30		School place planning to form part of wider (Southern sites / Leamington) school planning.
R090	H24	Nursery Site, Burton Green	3.74ha Some constraints (landscape), but infrastructure requirements reduced – village hall proposed elsewhere. 67% developable area at 35dph	30 additional		School place planning catered for within the wider Kenilworth solution (Southcrest Farm).

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
			88 dwellings (60 allocated)			
L17	H50	Land east of Cubbington	<p>11.76ha</p> <p>Significant constraints (landscape; flooding requiring SUDS), meaning development limited</p> <p>Assume 4ha, 67% developable area at 35dph</p> <p>94 dwellings</p>	95	<p>Open space, play facilities.</p> <p>Probable requirement for specific Sustainable Urban drainage solution as part of detailed considerations.</p>	<p>Primary place capacity will be rationalised within local schools.</p> <p>Secondary places as part of extensions to North Leamington school.</p>
R097	H51	Land south of Lloyd Close, Hampton Magna	<p>5 ha</p> <p>Limited constraints and infrastructure requirements</p> <p>67% developable area at 35dph</p> <p>117 dwellings</p>	115	Open space, play facilities.	Primary school places to be provided by enhancements to Budbrooke School.
R074	H27	Arras Boulevard, Hampton Magna	<p>6.45 ha</p> <p>Some infrastructure requirements</p> <p>67% developable area at 35dph</p> <p>150 dwellings (100 already allocated)</p> <p>Additional capacity capped at 30 dwellings to reflect Neighbourhood Plan</p>	30 additional		Primary school places to be provided by enhancements to Budbrooke School.

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
R038	H28 extended	North of Birmingham Road, Hatton Park	<p>7.8 ha in total</p> <p>Significant constraints (landscape and ecology restricting development to north and east of site.</p> <p>However potential to extend site by an additional 1.15ha over and above the 4ha allocated in Draft Plan to give a total of just over 5ha.</p> <p>67% developable area at 35 dph</p> <p>120 dwellings in total (80 allocated)</p>	40 additional		Primary school places to be provided by enhancements to Budbrooke School.
R187	H53	Land at Brownley Green Lane, Hatton Park	<p>2.45ha</p> <p>67% developable area at 35 dph</p> <p>56 dwellings</p>	55	Open space , play facilities	Primary school places to be provided by enhancements to Budbrooke School.
R108 and R109	H29/H30	Meadow House and Kingswood Farm, Kingswood	<p>3.57ha</p> <p>Significant landscape and flooding constraints. SUDS to be provided, limiting developable area to less than 1.5ha.</p> <p>67% developable area at 35 dph</p>	10		Kingswood Primary school has capacity due to previous expansion.

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
			10 dwellings additional (20 allocated)			
R189	DS NEW 3	Woodcote House, Former Police HQ, Leek Wootton	26ha in total This site includes a listed building and its former grounds. Development needs to be brought forward in a way that enhances the heritage assets. Formulaic density calculations don't apply. Emerging masterplan indicates capacity for 100-125 dwellings	115	Open space, play facilities.	Secondary School place planning will form part of the Kenilworth area solution (Southcrest farm). Primary school places may require a dialogue regarding admission criteria relating to the existing primary school at Leek Wootton.
R180	H52	Land at Spring Lane, Radford Semele	3.5ha Some constraints (landscape) and infrastructure requirements 67% developable area at 35dph 82 dwellings Capacity capped at 60 dwellings to reflect the capacity of Radford Semele Primary School	60		Site capped at 60 dwellings to reflect the capacity of Radford Semele Primary School Secondary school places to be provided by the south Leamington school planning solution.
Sub Total				700		
Increased capacity of existing sites						
These sites have already been allocated for development within the submitted Draft Local Plan. However they offer potential additional capacity within the allocated land						
L39	H03	Whitnash East	33.5ha	200 additional	Open Space (including	Secondary school places will be provided as part

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
			<p>Significant constraints (landscape, ecology) and infrastructure requirements. Landscape report recommends excluding southern portion of site amounting to approx. 5ha. This reduces site area to 28.5ha.</p> <p>50% developable area at 35dph</p> <p>499 dwellings</p> <p>(300 dwellings already allocated)</p>		<p>allotments, playing fields, play facilities); cycleways.</p> <p>Land should be reserved as a contingency for the location of a Primary School although it may be that primary solutions involving existing schools could prove sufficient capacity.</p>	of the wider south Leamington solution being formulated in conjunction with the 'southern sites'
W44	H02 (pt)	South of Harbury Lane	<p>Area for additional housing – 6ha part of larger site that has planning permission for 785 dwellings).</p> <p>Significant infrastructure requirements (open space)</p> <p>50% developable area at 35dph</p> <p>105 dwellings</p>	105 additional	Open Space (including allotments, playing fields, play facilities); cycleways.	Secondary and primary school places will be provided as part of the wider south Leamington solution being formulated in conjunction with the 'southern sites'.
Sub Total				305		

Draft Infrastructure Delivery Plan

February 2016

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1. Introduction

Purpose and Background

- 1.1. This Infrastructure Delivery Plan (IDP) sets out the Infrastructure requirements to support the proposals in the Draft Local Plan through until 2029. It has been prepared in consultation with infrastructure providers to ensure that the plan not only provides new homes and employment, but that developments are properly supported by high quality infrastructure which allows these new places to function as thriving communities and locations for successful businesses.
- 1.2. The IDP is a 'living document' which will evolve as more information becomes available through detailed planning applications, funding discussions and infrastructure costs re-profiling. The IDP should be read in conjunction with the Local Plan policies, which sets out a positive approach to supporting development across the District.
- 1.3. This edition of the IDP builds upon the work first published in December 2015, and includes the following updates:
 - A greater spatial analysis of transport infrastructure, better linking highways, public transport, cycling and pedestrian infrastructure requirements to key development areas;
 - A refinement of cost profiles and financial details, and
 - New content clarifying the position with regards to s.106 contributions and potential Community Infrastructure Levy (CIL) projects.

This update of the IDP (February 2016), introduces a further refresh of infrastructure requirements that are associated with additional housing numbers / sites being identified by the Council for inclusion in the Local Plan. The identification of the additional development is essential to enable the Local Plan examination to resume to a successful conclusion. The additional housing numbers will provide certainty for meeting Warwick District's agreed proportion of the unmet need of Coventry City Council and also enhance supply in Warwick District which was previously envisaged to come forward from windfall sources.

It should be noted that new issues identified as a consequence of the revised development strategy (including the addition of the Asps and Gallows Hill sites) have been itemised / quantified , however the overall infrastructure totals have not been adjusted. These will be refreshed accurately throughout the document before the intended forthcoming consultation / re-submission of the Plan to the Inspector.

- 1.4 CIL information has been drawn from this document to produce an accompanying Draft Regulation 123 List. The Regulation 123 list sets out the infrastructure that the Council intends to be funded through CIL.
- 1.5 Over recent months, a number of major planning applications have been approved which are in line with the Council's Submission Draft Local Plan. These have involved, through Section 106 agreements, substantial contributions to the infrastructure set out in the Delivery Schedule below. Therefore this update to the IDP also deals with the reality of major live project delivery and implementation issues. We are now moving from project planning to the early stages of project implementation.

Key Elements of the IDP

- 1.6 The table in section 5 of this Infrastructure Delivery Plan showing the Delivery Schedule sets out a number of the most important elements relating to infrastructure requirements, costs and funding. However the full delivery schedule is a more complex spreadsheet showing phasing, organisational involvement and more details of costs and funding. This more complete information will be published on the Council's website. It includes a number of key elements that have been established as follows:
 - 1.6.1 Infrastructure Requirements: the infrastructure requirements have been established through an examination of demographic and household growth trends and their impact on specific infrastructure. This has provided an understanding of the extent to which current capacity needs to be increased. Once that has been understood, the most appropriate way of delivering the increased capacity has been established.
 - 1.6.2 Phased Infrastructure Delivery: Consideration has been given as to when different types of infrastructure are required across the plan period. It is informed by the examination of housing growth and the delivery schedules associated with major growth projects.
 - 1.6.3 Cost profiling: the IDP involves the continual updating and reassessing of infrastructure cost profiles as projects often move through a process from outline costs to fine-tuned detailed project costs and then actual tendered values for project implementation.

- 1.6.4 Project Funding: it is recognised that infrastructure projects can potentially consists of a rich variety of funding streams. Work is progressing on clarifying potential funding partners and the possible scale of contributions, which varies from project to project. It is important that whatever public and other funding and resources are available for new infrastructure that this is planned and delivered in a co-ordinated and efficient manner. The IDP will be instrumental in helping to achieve more co-ordination between public agencies and thereby drive greater efficiencies in delivering infrastructure.
- 1.6.5 Providing Transparency: the IDP establishes the basic framework for the Regulation 123 List which sets out what the Council intends to fund in whole or part through CIL payments. In doing so this also provides a degree of clarification about the future modified content of s.106 agreements. It should be noted that all infrastructure not included within the Council's published Regulation 123 list can only be funded via s.106 agreements (which are subject to rigorous statutory tests) and other sources of funding.
- 1.7 As the IDP continues to develop, the Council is collecting and building a considerable database of detailed costs calculations, infrastructure modelling data, and development forecasting material. It is not always in a readable or understandable format. However, as the IDP continues to develop it is intended to publish (subject to confidential financial information restrictions) further information on this data as technical appendices to future revisions of this document.

2. Plan Making, Economic Viability and Funding

Making Deliverable Plans

- 2.1 It is clear that the National Planning Policy Framework (NPPF) places significant emphasis upon Local Plans meeting the objectively assessed needs for their area, and are deliverable and realistic. Work by the cross-industry Local Housing Delivery Group ⁽¹⁾ suggest that there are at least nine variables to consider as part of the economic viability of a local plan, which Warwick District Council considers underpin an effective IDP.
- 2.2 Figure 1 summarises the key economic viability considerations. In addition to policy, stakeholder, community and infrastructure provider aspirations, there are clear economic viability matters linked to better understanding the costs and availability of land, finance, development costs and developer's return on investment. These types of considerations sit behind the work on the IDP and are also to be found in the Council's commissioned work on CIL viability testing ⁽²⁾. They also highlight the complexity of issues involved in considering the viability and delivery of the Local Plan. The IDP is part of this complex picture and is essentially an evolving live project plan which seeks to balance a clear approach to infrastructure delivery with an understanding of the economics of development.

References:

Ref (1) 'Viability Testing Local Plans: Advice for planning practitioners' Local Housing Delivery Group
Chaired by Sir John Harman, June 2012

Ref (2) 'Community Infrastructure Levy – Viability Assessment – Update Addendum Report' BNP Paribas Real Estate, November 2014 and 'Community Infrastructure Study: Final Report' BNP Paribas Real Estate, June 2013.

Figure 1: Economic Viability



(Figure adapted from 'Viability Testing Local Plans: Advice for planning practitioners' Local Housing Delivery Group Chaired by Sir John Harman, June 2012)

The Right Infrastructure at the Right Time

- 2.3 In the past it has sometimes proved difficult to deliver the infrastructure at the time it is needed. With this in mind the Council is currently exploring different delivery models which increase the prospect of the public sector having access to the resources to enable greater control over the timing of delivery. In particular, an infrastructure enabling fund is being considered to provide funds which can support infrastructure providers in timely delivery. As part of this, the potential for using prudential borrowing powers to forward fund some infrastructure is being considered. This would seek to enable some infrastructure to be put in place in advance of the development.
- 2.4 At present more work needs to be carried out on this to ensure the Council is not taking an unreasonable financial risk in pursuing such an approach.
- 2.5 The Council has also employed a Major Sites Monitoring Officer who has responsibility for ensuring developer contributions are paid and for liaising with infrastructure providers to ensure these contributions are used to deliver priorities in a timely manner.

Infrastructure Funding

- 2.6 Not all the infrastructure projects listed in the IDP will be fully funded through developer obligations associated with new development. If this was the case, it would seriously put at risk the viability of the plan. While some infrastructure projects will be funded 100% from current / forecast contributions and allocated resources, other types of infrastructure may require a complex mix of funding streams. In the infrastructure schedules to the IDP, some initial work has been undertaken on:
- splitting funds between s.106 and CIL (this will help inform the CIL 123 Regulation List setting out what projects the Council intends to seek CIL funding to deliver);
 - setting out some headline information about potential funding partners, and
 - estimating some funding income headlines.
- This information should clearly not be read as commitments by potential funding partners to make contributions and work in this area will continue evolve as infrastructure projects are worked up.
- 2.7 The sources of funding described in the Delivery Schedule will continue to evolve. Some of the sources indicated, such as the 'Single Local Growth Fund' are the subject of funding bids and are still to be analysed. Other funding sources are potential sources, but further work is required to establish whether this potential can be fulfilled. The table detailed below sets out a broad framework to potential infrastructure funding opportunities. It is not an exhaustive list of funding opportunities, but further information on this aspect of the IDP will be developed as part of programmed updates to the plan.

Table 1: Funding Opportunities

Public Sector Innovation	Central Government and Public Bodies
<p>Tax Increment Funding (TIF) - TIF involves re-investing a proportion of future business rates from an area back into infrastructure and related development.</p> <p>Multi-use public buildings and cross public sector working – practical examples could involve multi-purpose buildings say delivering council contact services, healthcare and social care services.</p> <p>Core Public Sector Funding – reshaping existing resources and budgets with public sector partners to deliver shared outcomes.</p> <p>Supplementary business rates – local authorities can place a supplement on the business rate and to retain the proceeds for investment in the economic development of an area.</p> <p>Prudential borrowing - A local authority can utilise powers under the Prudential Code to borrow to finance the infrastructure or development needs of a</p>	<p>New Homes Bonus - The Government has committed to providing a 'bonus' for new homes by match funding the additional council tax raised for new homes and empty properties brought back into use, for a period of six years.</p> <p>Single Local Growth Fund - new 'single pot' of funding that the Local Enterprise Partnership (LEP) areas can effectively bid into on a competitive basis with other LEPs for economic priorities.</p> <p>Green Investment Bank - created by the UK Government, (and the sole Shareholder), to back green projects on commercial terms and mobilise other private sector capital.</p> <p>DfT funding through Local Transport Plan- DfT provides funding to local transport authorities in England to help them develop their local transport services and improve and maintain their infrastructure.</p> <p>Local Sustainable Transport Fund - local transport authorities can bid for funds to bring forward packages of sustainable travel</p>

<p>particular site.</p> <p>Joint ventures and public/ private delivery vehicles – partnership approaches to delivering infrastructure, services and projects</p>	<p>measures.</p> <p>Sport England - provides services and funding to sport in England.</p> <p>Arts Council England - supports a range of activities across the arts, museums and libraries</p> <p>Infrastructure Partners and Government Departments – Highways Agency, Environment Agency, DEFRA</p>
<p>Grant Funding and Charities</p> <p>Big Lottery Fund - money goes to community groups and projects that improve health, education and the environment.</p> <p>Heritage Lottery Fund - supports projects across the UK aimed at helping people explore, enjoy and protect the heritage they care about.</p> <p>Charitable Organisations and Grant Funders – examples include Sustrans, various trusts and foundations.</p>	<p>Private Finance</p> <p>Crowdfunding – generally internet funded projects where money is raised by contributions from a large number of people.</p> <p>Private donations – including those sourced through fundraising campaigns.</p>

3 Infrastructure Delivery

Responsibility for Delivery

- 3.1 The responsibility for delivering infrastructure lies first and foremost with the infrastructure providers. These organisations need to adapt their provision to support a growing population. However, the approach is inevitably a complex one requiring input from a range of organisations, including the District Council (in providing housing and population growth data, in agreeing section 106 contributions, providing CIL monies etc.). This requires a careful partnership and project management approach involving providers, funders and developers. To support this, the Council will be developing a clear and transparent process for ensuring developer contributions (whether through Section 106 or CIL) reach the infrastructure providers and for holding the infrastructure providers to account for timely and effective delivery. As the Local Plan moves from the preparation phase to the delivery phase, so will the resources to ensure effective delivery.

Timely Delivery

- 3.2 It is important that the Council and its partners in infrastructure delivery, work together to increase the prospect that infrastructure will be provided in advance of,

or alongside, new housing rather than in the years following the occupancy of new housing. This is important to enable new communities to become established and integrated quickly and to ensure that the impacts of growth on the District's existing communities are minimised.

- 3.3 However, accessing sufficient funding in a timely way to deliver early infrastructure provision remains a significant challenge and there are significant elements of the planning and public finance systems which make this hard to do. The District Council is continuing to work with its partners to explore possibilities to address this, including using prudential borrowing, accessing central government grants or loans or sharing risks by working with other local organisations. In this way it is hoped that a delivery fund can be established in advance of the receipt of developer contributions and this in turn can better enable the upfront delivery of key elements of the infrastructure requirements.

Progress to date

- 3.4 During 2013 and 2015, the Council has approved over 3,950 dwellings on sites proposed for allocation within the Publication Draft Local Plan. The vast majority of these have been in the areas to the south of Warwick and Leamington. Each of the applications have been accompanied by agreements to contribute significantly to infrastructure costs and in this way the implementation of the IDP is already in progress. For example, some of the contributions agreed include:
- Tach Brook Country Park: over £2 m plus the majority of the land required
 - Education: over £28 million
 - GP Surgeries: over £2 million
 - Transport (including buses): £15.5 million
 - Hospital: over £5 million
 - Indoor sports: nearly £2.7m

Spatial Focus

- 3.5 The proposed allocations within the Publication Draft are focused across a number of different parts of the District. In preparing the Delivery Schedule, careful consideration has been given to the cumulative requirements of development across sites which are clustered within a particular area. This has enabled contributions to be focused on mitigating impacts within each area. Examples of this include:
- Transport: Studies have been undertaken to specifically explore the cumulative impacts on the transport system that the development sites in the area to the south of Warwick and Leamington will have. This has enabled contributions to be made towards the Europa Way corridor, the Banbury Road Corridor, the motorway and some town centre schemes, as well as sustainable modes of transport and bus provision.
 - A further study has looked at the cross boundary impacts of major development proposals intended in Stratford District. This work has apportioned some of the cost of improvements needed to the network in Warwick District to those developments in Stratford .

- Education: a coordinated approach to the provision of education across the area to the south of Warwick and Leamington has been established including expansion to two secondary schools and provision of four new primary schools. This has formed the basis of education contributions from development across that area.
- Education: a coordinated approach to education in Kenilworth is being developed, including a new primary school, expansion of an existing primary school and the development of a new secondary school and 6th Form.
- GP Services: NHS England has considered the impact of each development sites on GP services. This has given rise to a set of proposals to expand a number of targeted practices, at the same time as providing a new medical centre to the south of Warwick and Leamington. This work is currently being re-assessed by the CCG given that they are now the organisation that is responsible for GP services.

3.6 A spatial approach is particularly important for transport to show how different development sites and different modes of transport can be integrated in to a coordinated package for key transport corridors. This corridor approach is set out in Appendix A to the IDP. Like other aspects of the IDP, this is also work in progress, but it does show how different modes of transport can be coordinated to maximise the effectiveness of the whole the system and within specific areas. This will form the basis for further work on detailed design and delivery of transport schemes in the coming months and years.

Types of Infrastructure

- 3.7 Physical Infrastructure: Physical infrastructure describes the hard pieces of infrastructure that are needed for many activities that enable communities to function such as roads, pipes, wires and telecommunications infrastructure.
- 3.7.1 Transport makes up the most significant element of this in terms of costs. Transport infrastructure is predominantly delivered by Warwickshire County Council although other providers also have a role to play such as the Highways Agency, Network Rail, the District Council (in providing parking), Stagecoach and Sustrans. The County Council have played a leading role in researching and planning this element of the IDP and will continue to play a lead role in implementation.
- 3.7.2 A number of organisations (such as Severn Trent Water and National Grid) are involved with the provision of utilities. Much of this involves the on-site provision of pipes and wires, although investment is also required to in the wider network capacity.
- 3.7.3 Waste Disposal Infrastructure is provided by Warwickshire County Council and its partners, including investment in the local Household Waste and Recycling facility

- 3.8 Social Infrastructure: Social Infrastructure describes the infrastructure required to enable communities to establish and thrive. It covers a range of infrastructure that enriches our lives such as schools, libraries, community centres and sports facilities. It also covers infrastructure that enables us to live our lives safely such as emergency services.
- 3.8.1 Education forms the most significant element of social infrastructure in terms of cost. Warwickshire County Council has responsibility for ensuring sufficient educational places are available to meet the needs of the growing population. However, they are dependent on a range of providers – most notably an increasing number of Academy Schools – for the actual delivery of services. The provision of education therefore requires a partnership approach between the County Council and the providers.
- 3.8.2 The structures to support the effective planning and provision of health infrastructure are complex. For hospital services, the predominant provider within the District is South Warwickshire Foundation Trust, which, amongst other things manages Warwick and Stratford Hospitals. They have developed an investment plan across the two hospitals to enable the growing population to be supported. GP Services are provided by a wide range of local practices. However, the planning for GP Services is now led by the Clinical Commissioning Group (CCG) .Previously this work was the responsibility of NHS England (property services). Given this change in responsibility we are currently asking the CCG if they would like to take the opportunity to revise / refresh the data that has previously been submitted. It is hoped that we will have the definitive position on primary healthcare requirements shortly.
- 3.8.3 Indoor Sports is provided by the District Council, though often in partnership with other organisations such as schools. The District Council has undertaken some research in to the future needs of the area and the investment requirements of existing facilities. Based on this the Council has developed an Indoor Sports Strategy which forms the basis for this element of the IDP.
- 3.8.4 Libraries are provided by Warwickshire County Council and the contributions set out in the IDP reflect the need for investment in stock and equipment to support the growing population. Other cultural services are provided by range providers, including the District Council, the County Council and the voluntary sector. Only in Kenilworth are improved cultural facilities proposed.
- 3.8.5 Emergency Services are provided by Warwickshire County Council (fire), the Ambulance Service and Warwickshire Police. Only the Police service has indicated a need for investment to support the growing population in the form neighbourhood offices, improved custody facilities and equipment.
- 3.8.6 The provision of community centres works best where there is input from the community. At this stage therefore work has been undertaken to set aside land for community facilities, but until new communities become established, no work will be undertaken regarding the planning and structure of these facilities.

- 3.9 Green Infrastructure: Green Infrastructure describes the open spaces and natural environment that are needed to provide areas for biodiversity, recreation and quiet enjoyment. This includes country parks, urban parks, and playing pitches.
- 3.9.1 Country Parks can be provided by a range of organisations, depending on their role and format. The IDP proposes a new Country Park to the south of Warwick which the District Council is leading on.
- 3.9.2 Most urban parks and open spaces are managed by the District Council. For new developments, it is a requirement that open space is provided on site by the developers. These are then handed over to the District Council for ongoing management. In addition to these local open spaces, the District includes a number of significant parks – termed “District and Destination Parks” (such as Abbey Fields, St Nicholas Park and Jephson Gardens). Population growth places additional pressure on these parks, and so investment in these is included within the IDP
- 3.9.3 Playing Pitches are important for health and wellbeing. The District Council is the main providers of playing pitches, although a significant proportion are run directly by sports clubs. Sport England provide advice on the quantum of facilities needed and based on this the District Council has developed a Playing Pitches Strategy that will inform future iterations of the IDP.

4 The Delivery Schedule

- 4.1 The table set out in section 5 below is a part of the Delivery Schedule. The full delivery schedule is a large and complex spreadsheet that will be kept up to date as working document. This schedule will evolve overtime for a variety of reasons:
- As new Section 106 agreements are signed, the funding elements will be updated
 - As new evidence of need emerges (such as updated demographic data) the requirements and costs will be updated
 - As infrastructure schemes are refined and costs become more detailed, the costs will be revised
 - As local priorities change, the timing and grading of schemes may be revised
 - As time moves on and schemes are delivered, so new schemes required for the period towards the end of the Plan Period will come more in to focus.

Requirements for later in the Plan Period

- 4.2 It is important, to demonstrate the deliverability of the Local Plan, that the infrastructure requirements for the first 5 years can be funded and preferably the requirement for the 5 years beyond that as well. Although some of the schemes and their costs need to be further refined and some of the alternative funding sources can only be assumptions at this stage, the IDP provides reasonable evidence that the Local Plan proposals can be supported by the provision of the infrastructure required up until 2025.

4.3 Beyond 2025, there are significant uncertainties about requirements costs and funding sources. For the period beyond 2025 things could change such as opportunities for alternative sources of funding; updated costs; the potential to review the CIL schedule if viability changes and, of course, the likelihood that the Local Plan will be reviewed before that date. In this context, although it is important to have an understanding of longer term infrastructure requirements, it is not possible or appropriate to pin down exact requirements, costs and funding sources for the whole plan period at this stage.

5 Schedule of schemes, costs and sources of funding

	Infra- structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
	PHYSICAL INFRASTRUCTURE									
	Transport: Sustainable Travel Infrastructure (Non Corridor specific)									
T1	Pedestrians: General	Crossing facilities should be provided where flows will justify such provision. Signage for important local facilities should be provided.	1		0					
T2	Cycling: General	Cycle infrastructure: crossing facilities should be provided where flows will justify such provision. Toucan crossings may be required on key cycle routes. Cycle signage should also be provided, particularly in terms of links to the National Cycle Network and important local facilities such as rail stations. Good quality cycle parking should be provided at local service centres, schools and open spaces/play areas within development sites.	1			0				* Cycleways subject of a County Council review with Sustrans to develop / identify projects to be delivered throughout the Local Plan period
T3	Cycling: completion of the existing cycle networks	Completion of the existing cycle networks within Warwick, Leamington Spa, Kenilworth and Whitnash - provision of "Missing Links" that will provide the shortest routes to key destinations (e.g. Use of Victoria Park to link to the Leamington Spa town centre with the proposed cycle infrastructure for Ford Foundry, linking Connect2 to Kenilworth town centre and linking Warwick town centre to the rail station). .Provision should include toucan/pedestrian	1	£2,000,000	£2,000,000			£2,000,000		* Cycleways subject of a County Council review with Sustrans to develop / identify projects to be delivered throughout the Local Plan period

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
		crossings to avoid severance.								
T4	Bus Infrastructure: General	In relation to bus stops, these should be well located in relation to the surrounding development (for example in terms of local service centres and schools), with a maximum walk distance of no more than 400m from any point within the development. In most cases bus stop poles with flags and timetable cases should be sufficient. At key stops, consideration should be given to providing a bus shelter. A commuted sum will be required for a period of five years to cover the maintenance costs of each shelter provided.	1		0					
T5	Bus Services: General	Financial contributions will be required towards the provision of improvements to bus services as part of all significant new development. This will generally take the form of either enhancements to existing bus services which fall within 400m walking distance of the site, or for larger sites the provision of new standalone bus services which deliver direct access to the development in question. Contributions will be sought for a minimum of five year period, net of fare box revenue. Alternatively, developers may wish to contract	1	£1,700,000	£1,700,000			£1,700,000		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
		new or enhanced bus services directly with an operator rather than pay a contribution. Such requirements will be agreed as part of the planning process and conditioned accordingly. New or enhanced bus services should ideally provide a minimum of a 15 minute frequency serving the development between 0630 – 1900 from Monday to Saturday, with a 30 minute frequency in evenings and on Sundays								
T6	Smarter Choices	<p>Implementation of a range of behavioural measures such as workplace travel plans, sustainable transport packages for new residents, travel awareness campaigns, public transport information, car clubs and car sharing and teleworking, home working and home shopping.</p> <p>** Asps development will deliver £67,500 for travel packs</p> <p>Travel packs £32,000 from Gallows Hill</p>		£1,000,000	£1,000,000			£1,000,000		*Travel pack monies in S106 from Southern sites is £234,000 thus far
	Transport Infrastructure: A452 Europa Way Corridor									*Note- all factors within this Corridor to be subject to a WCC SEP bid for finance. In general some £13.2 million has been agreed via S106 Agreements for highways improvements- this can be utilised for carriageway / cycling measures as deemed necessary. A further £65,000 has been specifically identified for footpaths.
T7	Park and Ride	Provision of park and ride in the		£2,000,000	£2,000,000			£2,000,000		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
	South of Warwick Note , superseded by Asps obligation to provide a 500 space park and ride facility. To be delivered as a consequence of the Asps	vicinity of the Heathcote or Greys Mallory roundabouts on the A452 corridor. At the Heathcote Roundabout it would be serviced by existing and new bus services associated with development. At the Greys Mallory roundabout it would be serviced by the express service from JLR at Gaydon and supplemented by a bespoke service. The facility could also support private business shuttle services and serve as a schools drop and ride facility. Services would link to Warwick TC, Leamington Rail Station, Leamington TC, Leamington Retail Park and employment areas south of Warwick Obligation for a 500 car park and ride facility agreed within Asps site arrangements.								
Note t	Bus Priority Measures: Southern Park and Ride to Leamington / Warwick	<ul style="list-style-type: none"> • Bus loop detectors at the exit of the Park and Ride site and at the junction onto the Heathcote Farm development site distributor road; • Bus lane northbound along the Heathcote Farm development site distributor road as far as the junction of Gallows Hill/Heathcote Lane; • Bus gate at the junction of the Heathcote Farm development site distributor road with Gallows Hill/Heathcote Lane (to facilitate left and straight on bus movements); • Bus lane on the exit from the Land west of Europa Way development site northbound, with a bus gate to provide access onto the A452 Europa Way. Bus loop detectors for the reciprocal 		£750,000	£750,000			£750,000		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		<p>movement from the A452 Europa Way south into the Land west of Europa Way development;</p> <ul style="list-style-type: none"> • Bus lane northbound around the western edge of the Shires Retail Park roundabout, with corresponding southbound bus lane provided as part of the hamburger design through the centre of the roundabout; • Bus detector loops on each approach to the main access to the Ford Foundry development (Morrisons); • Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system; and • Bus detector loops on the approaches to all three main junctions on the Parade (Regent Street, Warwick Street and Clarendon Avenue). • Bus loop detector on the approach to Banbury Road from Gallows Hill/Heathcote Lane with associated bus lane; • Bus loop detectors on all approaches to the Banbury Road/Myton Road junction; and • Bus loop detectors at the junction of St Nicholas Church Street/Castle Hill. 								
T9	Pedestrians: South Warwick and Leamington	<p>Links from the south Warwick development sites to the following will be required:</p> <ul style="list-style-type: none"> • The schools on Myton Road; • Warwick Town Centre; • Warwick Technology Park; • The employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading 		£0		£0				*Also being developed through ongoing negotiations regarding detailed planning applications.

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		Estate and Heathcote Industrial Estate); • Shires Retail Park; • Former Ford Foundry site (Morrisons); • Leamington Spa Town Centre; • Leamington Spa Rail Station; and • Warwick Gates and Whitnash. £50,000 towards this from Gallows Hill obligation								
T10	Cycling: South Warwick and Leamington	Links from the south Warwick development sites to the following will be required: • The schools on Myton Road; • Warwick Town Centre; • Warwick Technology Park; • The employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate); • Shires Retail Park; • Former Ford Foundry site (Morrisons); • Leamington Spa Town Centre; • Leamington Spa Rail Station; and • Warwick Gates and Whitnash. Further testing as part of Demand Management Study		£1,000,000		£1,000,000		£1,000,000		*Finance for this issue can be utilised from transport contributions set out in S106 – some £13.2million thus far
T11	Bus Infrastructure: South Warwick and Leamington	In relation to bus stops, these should be well located in relation to the surrounding development (for example in terms of local service centres and schools), with a maximum walk distance of no more than 400m from any point within the development. In most cases bus stop poles with flags and timetable cases should be sufficient. At key stops,			0					

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
		consideration should be given to providing a bus shelter. A commuted sum will be required for a period of five years to cover the maintenance costs of each shelter provided.								
T12	Bus Services: South Warwick and Leamington	<p>The concentration of large scale development in the South Warwick/Leamington Spa area should facilitate the conditions required to support the introduction of a network of new and/or enhanced services that stand a reasonable chance of becoming commercially viable over time. This will include enhancing the existing Service 68 (Cubbington to Hatton Park via Leamington Spa and Warwick) and providing a new 20 minute frequency bus service serving the proposed major development in this area. These will deliver suitable links between the new development and Warwick/Leamington Spa town centres, as well as other key trip attractors such as nearby employment areas and Leamington Spa rail station.</p> <p>Note £462,652 to come from Gallows Hill development</p>		£1,700,000		£1,700,000		£1,700,000		*£2.088,088 secured by S106 Agreements thus far
T13	A452 Europa Way / Myton Road Roundabout	Provision of a signalised roundabout, with widened approaches and dedicated turning lane for Old Warwick Road w/b to Europa Way s/b movements.	1	£1,600,000		£1,600,000		£1,600,000		*S106 apportionment WDC £1,265,000 SDC £110,000 (res) SDC £225,000 (emp)
T14	A452 Shires Retail Park Roundabout	Extensive reconfiguration into a signalised three arm junction with the Queensway and Tachbrook Park Road being combined into a	1	£1,250,000		£1,250,000		£1,250,000		*S106 apportionment WDC £1,000,000 SDC £150,000 (res) SDC £100,000 (emp)

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
		single entry arm prior to entering into the main junction and a link across the centre of the junction used to increase capacity for the north - south movement.								
T15	A452 Heathcote Roundabout	Widening of approaches and signalisation of at least four of the five entry arms of the junction.	1	£900,000		£900,000		£900,000		*S106 apportionment WDC £670,000 SDC £170,000 (res) SDC £60,000 (emp)
T16	Greys Mallory Roundabout	Provision of full signalisation of the junction, including a dedicated lane to better accommodate the A452 Banbury Rd to A452 Warwick bypass SB movement.	2	£500,000		£500,000		£500,000		*S106 apportionment WDC £300,000 SDC £105,000 (res) SDC £95,000 (emp)
T17	Europa Way Corridor – Part 1	Provision of dual carriageway along the entire length of the corridor between M40 J14 and the Heathcote roundabout on Europa Way. <i>Note £600,000 towards this project from Gallows Hill development</i>	1	£5,500,000		£5,500,000		£5,500,000		*S106 apportionment WDC £ 4,400,000 SDC £900,000 (res) SDC £250,000 (emp)
T18	Europa Way Corridor – Part 2	Provision of dual carriageway along the entire length of the corridor between the Heathcote roundabout and the Europa Way/Myton Road roundabout. <i>Note £1,035,000 from Gallows Hill development to this scheme</i>	1	£2,950,000		£2,950,000		£2,950,000		*S106 apportionment WDC £2,120,000 SDC £580,000 (res) SDC £250,000 (emp)
	Transport Infrastructure: A452 Leamington to Kenilworth Corridor									*Note- all factors within this Corridor to be subject to a WCC SEP bid for finance.
T19	Cycling: K2L cycle route	K2L cycle route between Kenilworth and Royal Leamington Spa		£1,000,000	£1,000,000			£1,000,000		
T20	Rail: NUCKLE 2 Kenilworth Station	Provide a new station at Kenilworth as a key part of the NUCKLE Phase 2 Heavy Rail Improvements		£11,300,000				£0	£11,300,000	*Note Dep't of Transport Funding - site cleared WCC aiming to deliver by Dec 2016
T21	Rail: NUCKLE 2 other aspects	Rail service improvements and associated infrastructure improvements between Coventry		£0				£0		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		and Leamington Spa with links through to Nuneaton (NUCKLE 1)								
T22	Park and Ride north of Leamington	An optimum location for a northern Park and Ride site would be between A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout. It is anticipated that the facility would be served by some or all of the existing bus services which currently use this corridor, thus delivering a highly attractive frequency of service for users. This would ideally be accompanied by bus priority measures along the route, particularly at key pinch points.		£2,000,000	£2,000,000			£2,000,000		
T23	Thickthorn Roundabout, Kenilworth	Provision of a signalised roundabout with widening of the approaches to the junction to 3 lanes, with 2 lanes retained on the bridges. Intrinsicly linked to the delivery of local housing and employment allocations as well as the wider impacts of growth across the District. <u>Dual carriageway links between A46 Thickthorn grade separated roundabout and Bericote signalised roundabout.</u> Possible dualling required south of Bericote dependent on housing options Provision of toucan crossings over slip roads to help contribute towards delivery of K2L cycle route. Bus priority measures at junction.	1	£1,250,000		£1,250,000		£1,250,000		*Now identified within the SEP, therefore a contribution from the SEP is likely.

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
T24	A452/Bericote Roundabout	Provision of a signalised roundabout on the A452 where it meets Bericote Road. The A452 s/b to Bericote Rd e/b movement is separated out from the junction at an early stage although the point at which the A452 meets Bericote Road is also signal controlled. Provision of toucan crossing over Bericote Road to contribute towards delivery of K2L cycle route. Bus priority measures at junction.	1	£1,250,000		£1,250,000		£1,250,000		*Now identified within the SEP, therefore a contribution from the SEP is likely.
	A45/ Kenilworth Road	Widening of the southern approach along with the optimisation of signals								
	A429 Kenilworth Road/ Stoneleigh Road/ Gibbet Hill Road	Widening and further capacity improvements								
	A452/Birches Lane (Kenilworth Gyratory)	Widening(including widened southern and western section of the gyratory and increase to 3 lanes On the A452westbound approach.								
	A452 east of Thickthorn Roundabout	Inclusion of A452 dual carriageway scheme								
T25	A452/B4113 Blackdown Roundabout	Provision of a four arm signalised cross-roads on the A452 where it meets the B4113 at Blackdown, replacing the existing roundabout. Provision of toucan crossing over B4113 to contribute towards delivery of K2L cycle route. Bus priority measures at junction.	1	£650,000		£650,000		£650,000		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
	Kings Hill Lane - junctions at each end	Improvements to junctions at each end of Kings Hill Lane (Stoneleigh Road signalised and minor widening at Green Lane Junction).								
	Stoneleigh Road	New access junction to potential Kings Hill site via Stoneleigh Road, two new access junctions onto Green Lane for the Kings Hill site.								
	Delivery of up to 4000 dwellings at Kings Hill requires additional mitigation									
	A46/ Stoneleigh Road and Dalehouse Lane roundabout	Implementation of a scheme which utilises the existing bridge for the southern section of a new grade separated priority roundabout. Larger access junctions to the Kings Hill site via more significant junction arrangements. Widening to two lanes for majority of Stoneleigh Rd eastbound between Kings Hill Lane and Dalehouse Lane.								
	Transport Infrastructure: Warwick- Leamington-Lillington (via Emscote Road)									
T26	Emscote Road /Greville Road	Provision of signals to control the existing priority junction. Delivery of schemes T26 and T27 in unison safeguards functionality of the Emscote Road Corridor. Scheme will incorporate cycling facilities and contribute towards Warwick to Leamington cycle route (via Emscote Road / Warwick New Road)	1	£750,000	£750,000			£750,000		

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
T27	Princes Drive/ Warwick New Road	Reconfiguration of the existing roundabout to a signalised 3 arm priority junction. Delivery of schemes T26 and T27 in unison safeguards functionality of the Emscote Road Corridor. Cycle facilities will be incorporated into the scheme and contribute towards Warwick to Leamington cycle route (via Emscote Road / Warwick New Road)	1	£350,000	£350,000			£350,000		
T38	Bericote Road/ Stoneleigh Road	Widening of the existing roundabout to include two lanes on the circulatory and on all approaches.	2	£500,000	£500,000			£500,000		
T29	Kenilworth Road/Westhill Road	<u>Widening of the existing roundabout circulatory to two lanes along with all of the entry arms.</u>	2	£500,000	£500,000			£500,000		
	Lillington Avenue/ Lillington Road roundabout	Introduction of a segregated left turn from the A445 WB approach to, and general widening of, the Lillington Avenue / Lillington Road roundabout								
	Transport Infrastructure: Leamington South (including Tachbrook Road)									
T30	Bath Street/ Spencer Street / High Street / Lower Avenue	Introduction of one-way gyratory along Lower Avenue / Spencer Street and Bath Street with restricted movement along Old Warwick Road for eastbound traffic. Provision of signal control on at least three of the four entry points and inclusion of vehicle detection loops. Opportunities to improve cycle access to town centre and east-west cycle links will be sought.	1	£500,000	£500,000			£500,000		*Note- all factors within this Locality to be subject to a WCC SEP bid for finance.

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
T31	Adelaide Road/ Avenue Road	Provision of a signalised junction to replace the existing mini roundabout. Cycle facilities will be incorporated into the scheme as appropriate.	2	£350,000	£350,000			£350,000		*S106 apportionment WDC £290,000 SDC £40,000 (res) SDC £20,000 (emp)
T32	Dormer Place/Adelaide Road	Provision of a signalised junction to replace the existing priority junction. Opportunities to deliver improved east-west cycle links (Milverton Hill – Portland Place East – Dormer Place) will be sought as part of this scheme.	2	£350,000	£350,000			£350,000		*S106 apportionment WDC £245,000 SDC £35,000 (res) SDC £20,000 (emp)
	Princes Drive / Park Drive junction	Further optimisation required of the proposed signals and configuration of the Princes Drive / Park Drive junction.								
	Transport Infrastructure: Warwick Town Centre to Heathcote via Gallows Hill									
T33	Warwick Tech Park Roundabout	Provision of a standard two-lane approach roundabout on Gallows Hill/Heathcote Lane, to improve access and reduce congestion as vehicles attempt to enter and exit Warwick Technology Park. Potential to introduce bus lane and investigate introduction of High occupancy Vehicle Lane.	2	£600,000		£600,000		£600,000		*S106 apportionment WDC £525, 000 SDC £20,000 (res) SDC £55,000 (emp)
T34	Banbury Road, Warwick	Reduced two lane sections of the Banbury Road both around the Gallows Hill junction and south of the Gallows Hill/Myton Road junction.	1	£300,000		£300,000		£300,000		
T35	Myton Road /Banbury Road Roundabout	Provision of a signalised junction to replace the existing roundabout. Cycle facilities will be incorporated into the scheme and the need to facilitate access to/from existing Banbury Road/Myton Road cycle routes will be considered in the design.	1	£450,000		£450,000		£450,000		*S106 apportionment WDC £345,000 SDC £25,000 (res) SDC £80,000 (emp)

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
T36	Priory Road/ Smith Street/St Nicholas Church St	Provision of a signalised junction with the timings synchronised with the A445 Coten End/A429 Coventry Road signalised junction. The right turn from Smith Street to St Nicholas Church Street is retained	1	£300,000		£300,000		£300,000		*S106 apportionment WDC £260,000 SDC £30,000 (res) SDC £10,000 (emp)
T37	Castle Hill/St Nicholas Church Street/Banbury Road	Revised traffic managements at the junction of Castle Hill/St Nicholas Church Street/Banbury Road.	1	£650,000		£650,000		£650,000		*S106 apportionment WDC £535,000 SDC £82,500 (res) SDC £32,500 (emp)
T7	Park and Ride south of Warwick	See above under 'Transport Infrastructure: A452 Europa Way Corridor'.								
T8	Bus Priority Measures: Southern Park and Ride to Leamington / Warwick	See above under 'Transport Infrastructure: A452 Europa Way Corridor'.								
	Transport Infrastructure: Warwick Town Centre to Leamington (via Myton Road)									
T35	Myton Road / Banbury Road Roundabout	See above under 'Transport Infrastructure: Warwick Town Centre to Heathcote via Gallows Hill'.								
T9	Pedestrians: South Warwick and Leamington	See above under 'Transport Infrastructure: A452 Europa Way Corridor'.								
T10	Cyclists: South Warwick and Leamington	See above under 'Transport Infrastructure: A452 Europa Way Corridor'.								
	Transport Infrastructure: A429 Coventry Road, Warwick									
T38	A452 Spinney Hill Roundabout	Provision of widened approaches to the Spinney Hill junction on the A429 north of Warwick. Potential for bus priority for east-west movements across junction.	2	£450,000	£450,000			£450,000		

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
T39	Cycling: completion of the existing cycle networks	Extension of Coventry Road cycle facility from Primrose Hill to Warwick town centre (costs covered under T6 costs).								
	Transport Infrastructure: A425 Birmingham Road, Warwick									
T40	A46/A425/A4177 Birmingham Road 'Stanks Island'	Signalisation of the four entry arms to the junction with associated widening on each approach to the junction (but with the bridges retained to 2 lanes). The scheme also incorporates capacity improvements either side of the junction, particularly towards Warwick and associated cycle/pedestrian improvements between Wedgenock Lane and 'Stanks Island'	1	£3,400,000					£3,400,000	To be funded by the SEP
	Transport Infrastructure: A429 Stratford Road, Warwick									
T41	Cycling: completion of the existing cycle networks	Extension of Stratford Road cycle facility. Options to provide a cycle facility to bridge the missing link along Hampton Road will be investigated (costs covered under T6 costs).								
	Transport Infrastructure: Strategic corridor improvements									
T42	Motorway Traffic Management	Provision of Smart Motorways between J14 and J15 of the M40		£10,000,000	£10,000,000 £5,750,000 WDC			£10,000,000	Note £4,250,000 of this to come from SDC	*2.385,000 (res) SDC £1,865,000 (emp) Anticipate funding from Highways England as well that will reduce the above
T23	Thickthorn Roundabout, Kenilworth	See above under 'Transport Infrastructure: A452 Leamington to Kenilworth Corridor'.								
T40	A46/A425/A4177 Birmingham Road 'Stanks Island'	See above under 'Transport Infrastructure: A425 Birmingham Road, Warwick Corridor'.								*To be funded from SEP finance, project details being developed.

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
T17	Europa Way Corridor – Part 1	See above under ‘Transport Infrastructure: A452 Europa Way Corridor’.								
T18	Europa Way Corridor – Part 2	See above under ‘Transport Infrastructure: A452 Europa Way Corridor’.								
	Transport Infrastructure: Kenilworth Improvements									
T41	A452 St Johns Gyratory, Kenilworth	Signalisation of the four entry arms onto the junction. Additional engineering will be required to ensure that the development which lies in the centre of the gyratory can be accessed satisfactorily. Intrinsically linked to the delivery of local housing and employment allocations.	1	£300,000		£300,000		£300,000		
T19	Cycling: K2L cycle route	See above under: ‘Transport Infrastructure: A452 Leamington to Kenilworth Corridor’.								
T20	Rail: NUCKLE 2 Kenilworth Station	See above under: ‘Transport Infrastructure: A452 Leamington to Kenilworth Corridor’.								
T21	Rail: NUCKLE 2 other aspects	See above under: ‘Transport Infrastructure: A452 Leamington to Kenilworth Corridor’.								
T23	Thickthorn Roundabout, Kenilworth	See above under: ‘Transport Infrastructure: A452 Leamington to Kenilworth Corridor’.								
T3	Cycling: completion of the existing cycle networks	Extension of town cycle links and links from proposed Thickthorn development site to: <ul style="list-style-type: none"> Kenilworth School Rocky Lane (and potential onward connections to Stoneleigh Park) Leamington Road from Glasshouse Lane (via development site). 								

	Infra- structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
		Costs covered under T3 costs.								
		Transport Infrastructure: Sub-regional Employment Site								
T42	Transport Infrastructure Associated with Sub-regional employment site	<p>These may vary depending on precise configuration of any proposal. The Coventry & Warwickshire Gateway planning application would deliver a range of highway improvements including the following:-</p> <ul style="list-style-type: none"> • New junction on A45 between Festival and Toll Bar islands including bridge over A45 to link site with Jaguar Whitley Business Park (Coventry) • New access road within the site to link the two zones (east of Baginton and south of Middlemarch Business Park). • New roads within the Jaguar Whitley Business Park (Coventry) • Improvements to capacity of Festival island (Coventry) and the A46/Stoneleigh Road junction • Enhancement to Stivichall bypass/London Road bypass junction • New roundabout at junction of Bubbenhall and Stoneleigh Roads. • New bus route with high quality infrastructure and frequent services between Coventry City Centre and site. • Extensive improvements to off-site footpaths and cycleway links. • Measures to restrict traffic from the site entering/exiting along Rowley Road/Bubbenhall Road. 								
	Transport Infrastructu re Total			£60,050,00 0	£24,200,00 0	£21,150,00 0		£45,350,000	£14,700,00 0	*Total transport finance from S106 thus far £15,619,840 – includes

	Infra- structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
										footpaths, highways / cycleways , travel packs and public buses.
	Telecommunications									
Te1	High Speed Broadband	Funding is already in place to achieve 95% coverage for high speed broadband in line with targets. No further infrastructure required								
	Utilities: Electric and Gas									
U1	High Voltage Electricity Transmission System	The existing transmission system will have the capacity to accommodate the additional demand								
U2	High Pressure Gas Transmission System	The existing transmission system will have the capacity to accommodate the additional demand								
	Utilities: Water and Sewage									
U3	Sewage and Water	Severn Trent Water's investment plans for drainage, sewerage and sewage treatment mean that the development proposals can be accommodated. This situation will be reviewed annually with Severn Trent Water								
	Utilities: Waste									
W1	Household Waste and Recycling	Redesign of existing household recycling facilities to accommodate population increase.	2	£576,326	£461,061			£461,061	£115,265	
	Waste: Sub Total			£576,326	£461,061	£0		£461,061	£115,265	
	SOCIAL INFRASTRUCTURE									

	Infra- structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
	Education: Primary Schools									*Note: Education contributions from S106 currently stand at £28 million. This is to be utilised for all types of school requirement.
E1a	New Primary Schools	Heathcote Primary School (1 x 2 form)	1	£3,849,415		£3,849,415		£3,849,415		*Land secured through S106 – WCC commencing implementation strategy.
E1b	New Primary Schools	Grove Farm Primary School (1 x 1 form) Note – Gallows Hill contribution of £1,693,350 to this primary school	1	£2,775,300		£2,775,300		£2,775,300		*Land secured / identified through S106
E1c	New Primary Schools	Myton / West of Europa Way (1 x 2 form)	1	£3,849,415		£3,849,415		£3,849,415		*Location to be adjacent Myton School details being developed through master planning arrangements
E1d	New Primary Schools	Whitnash East / South Sydenham (1x 1 form)	1	£2,775,300	£2,775,300			£2,775,300		
E1e	New Primary Schools	Thickthorn school (1x1 form) - located either on Thickthorn allocation or alternative option at Glasshouse Lane (Southcrest Farm). The expanding number of dwellings associated with further allocations in the Kenilworth area creates the need to consider the possibility of delivering a new all through primary / secondary facility at Southcrest Farm.	1	£2,775,300		£2,775,300		£2,775,300		*Details being developed through developer negotiations
E1f	New primary Schools	Kings Hill Allocation - new school located on allocation (based on 2000 dwellings) 1x 2 form entries.								

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
		Note: needs to have possible expansion capability to 3 form entry)								
	New Primary Schools	North of Milverton. Primary school site capable of 2 form entry school necessary (probably opening as a one form entry school initially) – this will also serve the land at Kenilworth Road/ Stoneleigh Road / Blackdown allocation								
	New Primary Schools (Asps)	Asps' obligation reserves land for a primary school, one form entry plus pre-school; 1.1 acres and primary school funding package. £2,902,500								
E2a	Expansion of existing schools	Whitnash Primary School – 0.5 form entry additional capacity	1	£1,000,000		£1,000,000		£1,000,000		
E2b	Expansion of existing schools	A primary school in Kenilworth – 0.5 form entry additional capacity	1	£1,000,000		£1,000,000		£1,000,000		
E2c	Expansion of existing school	Development of additional capacity at Barford Primary School	1	£500,000		£480,420		£480,420	£19,580	*Delivered in 2015 by funding provided by WCC. – monies to be recovered from S106 contributions in due course.
	Expansion of existing school	Budbrooke to be expanded from 1.5 form entry to 2 form entry to cater for additional demand in respect of new allocations in the vicinity(Hampton Magna / Hatton Park)								

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
E3	Village schools	No additional requirement. The provision of additional capacity as set out in E1, E2 and E3, combined with displacing children out of priority area means that the proposals for new development in villages can be met at the following schools: <ul style="list-style-type: none"> • Bishops Tachbrook • Cubbington • <u>Budbroke</u> • Lapworth • Radford Semele • Burton Green • All Saint's Leek Wootton 								
	Primary Schools - Sub Total			£18,524,730	£2,775,300	£15,729,850		£18,505,150	£19,580	
	Education: Secondary Schools									
E4	South of Warwick: Southern Sites	Partially rebuilt Myton School on area of land which overlaps with existing school site. Note: Asps contribution is now relevant to this matter:- £3,076,200 contribution towards the cost of expanding existing secondary schools , Further £647,100 towards post 16 educational requirements. Note Gallows Hill to contribute £1,914,300 towards secondary school accommodation at or adjacent to Myton School.	1	£32,000,000 £27,188,678		£16,000,000 £13,176,000		£16,000,000 £13,176,000	£16,000,000 0 estimated from land sales and EFA bid £14,400,000 0	*Additional Land secured through S106. Note project to be funded by a range of inputs – see report paras 12, 13

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
E5	Whitnash East	Expansion of Campion School	1	£8,150,000		£8,150,000		£8,150,000		
E6	Kenilworth	New secondary school and 6th form centre provided on land at Southcrest Farm. Potential to co-locate primary school on this site The expanding number of dwellings associated with further allocations in the Kenilworth further creates the need to consider the possibility of delivering a new 'all through' primary / secondary facility at Southcrest Farm.	1	£38,194,534		£9,600,000		£9,600,000	????	*Scheme being investigated – note significant contribution may come from land sales.
	Kings Hill Allocation	As site proceeds to 4000 dwelling capacity (beyond plan period /2000 threshold) land should be reserved to cover the possibility of a new 'all-through' primary / secondary school and Special Educational needs facilities.		????						
	North of Milverton / Blackdown / Stoneleigh Road allocations	Expansion of North Leamington School								
E7	Other Sites	Accommodated in existing / expanded schools ,this will require additional consideration regarding existing schools in relation to the Westwood Heath Allocation- capacity of schools in Coventry will be a consideration.	2		£2,500,000 Additional ???			£2,500,000		

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
	Secondary Schools Sub Total			£78,344,534	£2,500,000	£33,750,000		£36,250,000	£16,000,000	
	Education: 0-5 Provision									
E8	District-wide facilities	Contribution to improvement and expansion of existing facilities – details to be confirmed	2	£1,170,000	£1,170,000			£1,170,000		
	Asps	Preschool facility on site plus contribution of £408,600								
	Education: Special Educational Needs Provision									
E9	District-wide facilities	Contribution to improvement and expansion of existing facilities – details to be confirmed	1	£1,340,000	£1,340,000			£1,340,000		
	Asps	£168,300 towards SEN requirements								
	School Transport									
E10	Contribution to school transport			£1,868,776	£1,025,290	£843,486		£1,868,776		
	Education Other : Sub Total			£4,378,776	£3,535,290	£843,486		£4,378,776	£0	
	Health: Acute and Community Health Services									*£Total thus far from S106 for hospital provision -£5,059,996
H1	Warwick Hospital	First ward block at the Warwick Hospital site – the main provider of acute hospital services. (Subject to funding this project is targeted for completion for Summer 2015).	1	£12,000,000	£3,990,264	£4,009,736		£8,000,000 To be shared with SDC	£4,000,000 NHS	*Delivered. anticipated to open in December 2015 Costs to be shared with SDC
H2	Warwick Hospital	Additional outpatient, diagnostic, treatment and in-patient facilities, including hubs for community health care teams at Warwick and	2	£12,000,000	£4,000,000	£4,000,000		£8,000,000 To be shared with SDC	£4,000,000 NHS	*Costs to be shared with SDC

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		Stratford Hospitals - it is recognised that the first New Ward Block and Stratford Hospital projects will not fully meet the healthcare demand associated with the new population growth projections and we will require additional infrastructure to deliver future acute and community healthcare requirements on a sustainable basis								
H3	Stratford Hospital	A new hospital at our Stratford Hospital site including outpatient, diagnostic, treatment and inpatient facilities and a hub for community healthcare teams. (Target completion for Phase 1 by Autumn 2015). This is integral to enabling additional capacity at Warwick Hospital		£40,000,000	£0	£ 17,000,000 To be shared with SDC		£17,000,000 To be shared with SDC	£23,000,000 NHS	Development underway – anticipated completion 2017 Costs to be shared with SDC
		As a consequence of additional population expansion (recent uplift in housing figures), acute care services will continue to seek contributions from developments. The Health Trust proposes to meet these infrastructure requirements through development projects, including new wards, inpatient facilities, outpatient clinic suites, associated diagnostic and intervention facilities and								

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		<p>support service infrastructure at the Trust's hospital sites.</p> <p>Note £977,000 to go to acute healthcare from the Asps</p> <p>Gallows Hill will deliver £476,550 for acute healthcare provision</p>								
				£64,000,000	£7,990,264	£25,009,736		£33,000,000	£31,000,000	
	Health: GP Services									<p>*Total currently achieved through S106 £2,031,783</p> <p>Note CCG currently being asked to 'refresh' list of requirements if necessary</p>
	<p>It should be noted that due to a change in responsibilities in the health sector the District Council is currently discussing a review of primary healthcare requirements with the CCG. Necessary requirements may involve a combination of initiatives involving collaborative working between groups of surgeries to provide more effective services to the public as well as new ways of delivering services including greater use of IT. This may be combined with necessary physical enhancements to existing GP surgeries (where necessary / possible). Confirmation of the CCG's preferred strategy is envisaged before the Local Plan is re-submitted.</p>									
H4	Warwick: Southern Sites	A new 5 GP medical centre to be provided land at Myton/ West of Europa Way	1	£2,900,000		£1,658,787 £1,918,931		£1,658,787 £1,918,931	£981,069	<p>*Site being identified through detailed planning negotiations.</p> <p>S106 contribution currently £1,918,931</p> <p>Note a further £112,852 has been sought to fund additional works to the existing surgery at Warwick Gates</p>

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
	£342,000 to come from Asps development for the Warwick Gates GP clinic) £97,650 to Warwick Gates Medical Centre from Gallows Hill									
H5	Kenilworth	Expanded medical facilities to meet the needs of additional development.	1	£141,008		£126,907		£126,907	£14,101	
H6	Whitnash / Sydenham / Radford Semele	Expansion of existing medical centre - potentially Croft Medical Centre	1	£94,565		£72,649		£72,649	£21,916	
H7	Lillington / Cubbington	Extension to Cubbington Road Surgery	1	£40,581		£40,581		£40,581	£0	
H8	Urban Sites Linked			£398,765	£358,889			£358,889	£39,877	
	Health - GP Sub Total			£3,574,919	£358,889	£2,159,068		£2,517,957	£1,056,963	
	Indoor Sports Facilities: Sports Halls and Swimming Pools									*£2,714,647 identified in Southern sites S106's
ISF 2	Improvements to sports hall and swimming pools	Refurbishment and expansion of swimming pools, sports halls and gym facilities in Kenilworth, Leamington and Warwick. This is required partly as a result of population growth: • a deficit of 5 badminton courts in total • by 2022 swimming pools will be full. Therefore there is a need to modernise, increase the capacity of the		£15,000,000 £25,000,000	£2,068,673	£1,931,327		£4,000,000	£21,000,000	

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		swimming pools and improve the changing and circulation areas to improve the quality of the swimming pools. £374,000 to the above from Gallows Hill								
	Indoor Sports: Sub Total			£25,000,000	£2,068,673	£1,931,327		£4,000,000	£11,000,000	
	Cultural Facilities: Library Services									*£175,202 identified in Southern sites s106's
CU1	Contributions to Library Service	IT and stock purchases to support growth in population.	2	£93,553		£154,511		£154,511	£10,000	
	Cultural Facilities: Arts and Culture									
CU2	Kenilworth Public Service Centre and Community Theatre	Provide new public service centre along with a community theatre in line with the proposals consulted on for the Kenilworth Town Plan		£5,200,000		£4,200,000		£4,200,000	£1,000,000	
	Cultural Services: Sub Total			£5,293,553	£0	£4,354,511		£4,354,511	£1,010,000	
	Emergency Services									*£687,552 identified in Southern sites S106's for police infrastructure
ES1	Police: Custody Suite	12 additional cells needed	2	£504,000	£504,000			£504,000		
ES 2a	Police: Safer Neighbourhood Team Police Office	Additional offices at Europa Way	1	£450,951		£450,951		£450,951		
ES 2b	Police: Safer Neighbourhood Team Police Office	Additional office at Lower Heathcote Farm		£450,951		£450,951		£450,951		
ES 2c	Police: Safer Neighbourhood	Additional office at Thickthorn		£450,951		£450,951		£450,951		

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
	d Team Police Office									
	Asps:- Police: Safer Neighbourhood Team Police Office at the Asps Police infrastructure payment of £80,100 from Gallows Hill development.	Additional office at Asps plus £188,000 for fitting out etc								
ES3	Other police equipment and costs	A range of other "CIL Compliant" costs including vehicles, communications technology and surveillance equipment, training, uniform and personal equipment	2	£509,000	£509,000			£509,000		
ES4	Ambulance Service	The service has undertaken a recent premises review. They have no further requirements during the Plan Period	N/A	£0						
ES5	Leamington Fire Service Delivery Point	New facility to the south of Warwick/Leamington to provide a staffed facility to meet the changing demands of the Fire and Rescue Service.	1	£2,000,000				£0	£2,000,000	*Note: assumed not to be funded by developer contributions
ES6	Kenilworth Fire Service Delivery Point	New facility in accessible location (potentially close to Thickthorn roundabout) to meet the changing demands of the Fire and Rescue Service..	1	£2,000,000				£0	£2,000,000	*Note: assumed not to be funded by developer contributions
				£6,365,853	£1,013,000	£1,352,853		£2,365,853	£4,000,000	
	Community Facilities									

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
CF1	Warwick: Southern Sites Community Centre	New Community Centre, including 1 year start-up costs	1	£1,210,000	£960,000			£960,000	£250,000	
CF1	South of Harbury Lane Community Centre	New Community Centre, including 1 year start-up costs	2	£1,210,000	£1,210,000			£1,210,000		
CF2	Kenilworth: Thickthorn Community Centre	New Community Centre, including 1 year start-up costs	1	£1,210,000		£1,210,000		£1,210,000		
	Village Infrastructure									
V1	Village Infrastructure	The proposed housing allocations for the growth villages will require (over and above any educational requirements) associated infrastructure investments. For example this could include facilities for teenagers; sport and recreation facilities; improved community halls; allotments; nursery provision; local road improvements etc.								
				£3,630,000	£2,170,000	£1,210,000		£3,380,000	£250,000	
	GREEN INFRASTRUCTURE									
	Country parks and Strategic Green Infrastructure									
GI1	Tach Brook Country Park	62.5 hectare Country Park to north side of Tach Brook providing a separation and recreational space between Bishops Tachbrook and proposed new development	1	£2,300,000		£2,174,976		£2,174,976	£125,024	*£2,046,720 identified in Southern sites S106's- the majority of the land required Negotiations regarding

	Infra- structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		to the south of Harbury Lane. Include pedestrian and cycle access, links to wider countryside, and ecological areas. Costs include maintenance and management for 13 years.								Severn Trent land underway.
GI2	Kenilworth / Crackley Country Park	Country Park to the north of Kenilworth. Mitigation for HS2 proposals. Potential to link with future any proposals for University of Warwick. Include pedestrian and cycle access, links to wider countryside, and ecological areas. Costs include maintenance and management for 13 years	2	£2,800,000				£0	£2,800,000	
GI3	Arden Landscape Enhancement	Enhancements to Hay Wood, hedgerows, enhancement of historic parkland at Wroxall Abbey, improved access, new wetland and heathland habitats. Costs include maintenance and management for 13 years	2	£2,670,000	£2,400,651			£2,400,651	£269,349	
GI4	River Leam Tree Planting	New tree planting opportunities, enhancement of river environment, improved access. Will assist with flood alleviation. Costs include maintenance and management for 13 years	2	£4,630,000					£4,630,000	
GI5	Biodiversity Maintenance									
	Green Infrastructure: Sub Total			£12,400,000	£2,400,651	£2,174,976		£4,575,627	£7,824,373	
	Open Spaces									

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
GI6	Improvement s to Destination and District scale parks	Improvements to the District parks which have a key strategic role in the provision of open space in the District. This includes footpath improvements		£3,170,000	£2,853,000.0			£2,853,000.0	£317,000	*£730,994 set out in Southern sites S106's thus far
GI7	Open Space and Play Areas	Provision of open, play areas, allotments and other local green infrastructure in line with the Green Space Supplementary Planning Guidance. To be specified in planning applications	1	£2,000,000		£1,800,000		£1,800,000	£200,000	*Being specified in planning applications - £140,000 for play equipment in Southern sites S106'S thus far
GI8	Open Space Maintenance	Maintenance agreements to cover costs for 13 years.	1	£1,300,000		£1,300,000		£1,300,000		*Normally calculated at point the open space is adopted using formula x 13 years
GI9	Footpath connections	Enhance links in to countryside from new developments and beyond. To be specified in planning applications		£150,000	£83,257	£51,743		£135,000	£15,000	
	Public rights of way enhancement at the Asps	£13,320 for this within a 1.5 mile radius of the development								
	Playing Pitches									*£383,734 set out in Southern sites S106's for outdoor sports facilities thus far
GI 10	Football Pitches	Requirement for 5 additional full size pitches and 4 mini pitches across the District		£1,590,000	£1,162,938	£268,062		£1,431,000	£159,000	
GI 11	Cricket Pitches	Expansion of club infrastructure to increase adult cricket by 5 teams and 9 additional junior teams		£725,200	£652,680			£652,680	£72,520	
GI 12	Rugby Pitches	Expansion of club infrastructure to accommodate additional adult team, 3 additional junior teams and 3		£869,900	£782,910			£782,910	£86,990	

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		additional midi team								
GI 13	Hockey Pitches	Additional demand for hockey by 5 teams, which could be accommodated on existing stock. However, the stock of artificial grass pitches will need renewing during the plan period.		£601,700	£541,530			£541,530	£60,170	
	Asps:- 3 new sports pitches to be provided on site £25,650 to come from Gallows Hill for outdoor playing facilities pitches (resurfacing St Nicholas Park artificial pitch).									
	Open Spaces and Playing Pitches Sub Total			£10,406,800	£6,076,315	£3,419,805		£9,496,120	£910,680	
	Monitoring Fees									
M1	S106 and CIL Monitoring £11,000 from the Asps £11,000 from Gallows Hill	Resource to manage and monitor Section.106 and CIL for 10 years		£750,000		£750,000		£750,000		*£242,303 in Southern sites S106's thus far

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
	Monitoring - Sub Heading			£750,000		£750,000		£750,000		
	TOTAL			£293,295,4 91	£55,549,443	£113,835,61 2		£16 9,38 5,05 5	£80,062,7 58	

IDP Appendix A: Transport Corridor Strategies

Warwick District Local Plan – Transport Proposals in Key Corridors

Introduction

The aim of this report is to bring together the findings from the Warwick District Strategic Transport Assessment and the work carried out by Atkins to develop an 'alternative approach' to transport in response to existing transport issues within the area and Local Plan growth proposals.

The structure of the report is focused on key travel corridors in Warwick and Leamington Spa. These corridors have been identified as the main corridors of movement in the towns and include journeys to/from the town centres and to/from the key employment and education locations. Proposals for Kenilworth are also set out.

The proposals are set out below for each of the main corridors/areas:

1. A452 Europa Way 'Sustainable Spine' Corridor
2. A452 Corridor (Leamington to Kenilworth)
3. Warwick - Leamington – Lillington (via Emscote Road)
4. Leamington South (including Tachbrook Road)
5. Warwick Town Centre to Heathcote via Gallows Hill
6. Warwick Town Centre to Leamington (via Myton Road)
7. A429 Coventry Road, Warwick
8. A425 Birmingham Road, Warwick
9. A429 Stratford Road, Warwick
10. Strategic Corridor Improvements
11. Kenilworth Improvements

Further feasibility and investigation will be carried out to determine the exact form of proposals. However all schemes identified are within land owned by WCC or developer owned land and are generally accepted mitigation strategies for transport.

1. A452 Europa Way 'Sustainable Spine' Corridor

The A452 Europa Way corridor is the key route from the M40 into Leamington Spa and Warwick and serves as a gateway to both towns. The proposed development sites located to the east and west of Europa Way will create a demand for the route to be used for local access to the town centre as well as a need to access employment and retail opportunities to the east of Europa Way.

The transport improvements proposed along the corridor will enable this key gateway to be transformed into a 'sustainable spine', improving opportunities to access Leamington Spa and Warwick by sustainable modes. Key elements include:

- increased highway capacity along the route from the M40 J14 to Europa Way / Myton Road roundabout offering the opportunity for dedicated bus lanes and for the investigation of High Occupancy Vehicle (HOV) lanes to be introduced along this route;
- a Park & Ride site at the southern end of the route in the vicinity of the A452 Heathcote roundabout. This would serve both Leamington and Warwick town centres using a combination of existing and enhanced bus services funded from the new development in this area. The intention is for the Leamington service to route via the distributor road of the new development, with bus priority measures provided on route to the town centre (via Leamington rail station);
- a segregated cycle route along Europa Way with a number of access points into the new housing development site to the west of Europa Way and to the Shires Retail Park and employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate);
- an internal and external network of pedestrian and cycle routes from the south Leamington development sites, improving connectivity from the site to Leamington and Warwick town centres and improving east–west cycle links across south Leamington and Warwick at crossing points along Europa Way (including a new pedestrian/cycle bridge linking the proposed Myton Garden development and existing National Cycle Network with the Shires Retail Park and improved onward cycle connections to Warwick Gates via Tachbrook Park Drive).

Further details of the transport proposals are included in Table 1 below. A plan with an overview of the proposals is included in Figure 1. Park and Ride proposals and cycle proposals in the corridor are included in Figures 2a, 2b and 3 respectively.

Table 1. A452 Europa Way 'Sustainable Spine' Corridor proposals

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> Europa Way from the M40 J14 to Europa Way / Myton Road roundabout – dualling (with scope to introduce dedicated bus lanes and investigation of use for High Occupancy Vehicle lanes) A452 Greys Mallory Roundabout – signalisation A452 Heathcote Roundabout - additional widening of approaches and signalisation of at least four of the five entry arms A452 Shires Retail Park Roundabout – signalisation of roundabout and introduction of a new link across the centre of the junction to increase the capacity of the north-south movement (including bus priority) A452 Europa Way/Myton Road Roundabout - signalised junction with all entry approaches widened (includes queue detector loops for buses) 	<ol style="list-style-type: none"> Segregated cycle route along Europa Way with a number of access points into the new housing development site to the west of Europa Way and to the Shires Retail Park and employment areas to east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate). An internal and external network of pedestrian and cycle routes from the south Leamington development sites. External links to the following will be required: <ul style="list-style-type: none"> The schools on Myton Road; Warwick Town Centre; Warwick Technology Park; The employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate); Shires Retail Park; Ford Foundry site (Morrisons); Leamington Spa Town Centre; Leamington Spa Rail Station; and Warwick Gates and Whitnash. <p>Where possible, these links should maximise use of the existing pedestrian/cycle network, in particular the facilities on Myton Road, Old Warwick Road, Queensway the Grand Union Canal towpath and the Banbury Road/Heathcote Lane/Gallows Hill route which serves Warwick Technology Park and Warwick Gates</p>
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> Southern Park & Ride facility in the vicinity of A452 Heathcote roundabout serving Leamington Spa and Warwick Bus priority measures to support the proposed southern Park and Ride facility towards Leamington Spa: <ul style="list-style-type: none"> Bus lane on Europa Way dualled section from junction with Harbury Lane to Shires Retail Park Roundabout; Bus loop detectors at the exit of the Park and Ride site onto Europa Way; Bus lane northbound along the Europa Way as far as the junction of Gallows Hill/Heathcote Lane; Bus priority along Gallows Hill at the junction of the Myton Gardens development site distributor road (to facilitate right and straight on bus movements); Bus lane on the exit from the Land west of Europa Way development site northbound, with a bus gate to provide access onto the A452 Europa Way. Bus loop detectors for the reciprocal movement from the A452 Europa Way south into the Land west of Europa Way development; Bus lane northbound around the western edge of the Shires Retail Park roundabout, with corresponding southbound bus lane provided as part of the hamburger design through the centre of the roundabout; Bus detector loops on each approach to the main access to the Ford Foundry development (Morrisons); Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system; and Bus detector loops on the approaches to all three main junctions on the Parade (Regent Street, Warwick Street and Clarendon Avenue) 	<ol style="list-style-type: none"> In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel. <p>Examples of such measures include:</p> <ul style="list-style-type: none"> Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); Sustainable Travel Packs for new residents; Personalised travel planning; Travel awareness campaigns; Public transport information and marketing; Car clubs; Car sharing schemes; and Teleworking, teleconferencing and home shopping.

Figure 1. Overview of Transport Proposals for A452 Europa Way 'Sustainable Spine' Corridor

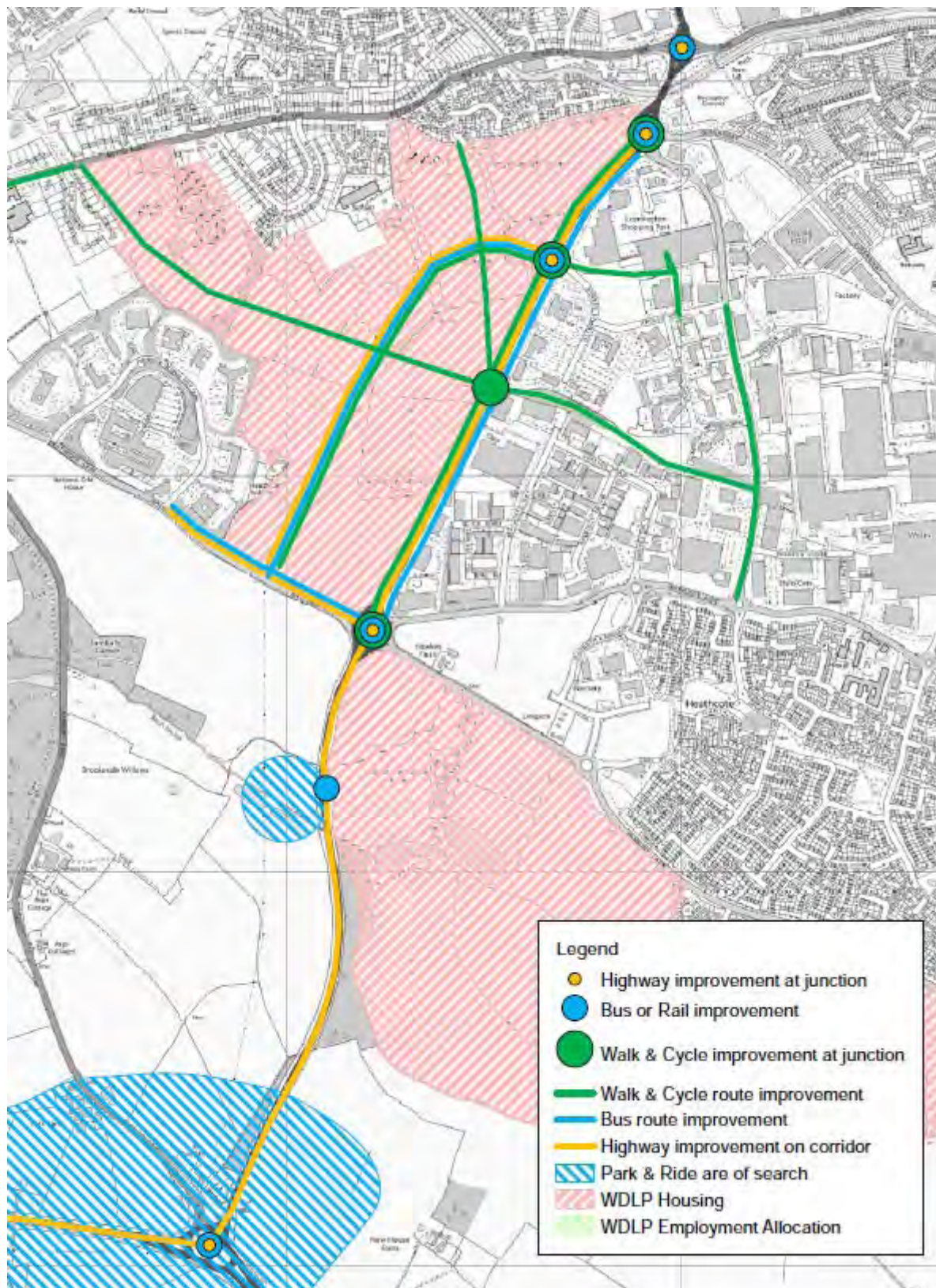


Figure 2a. Southern Park and Ride proposed route

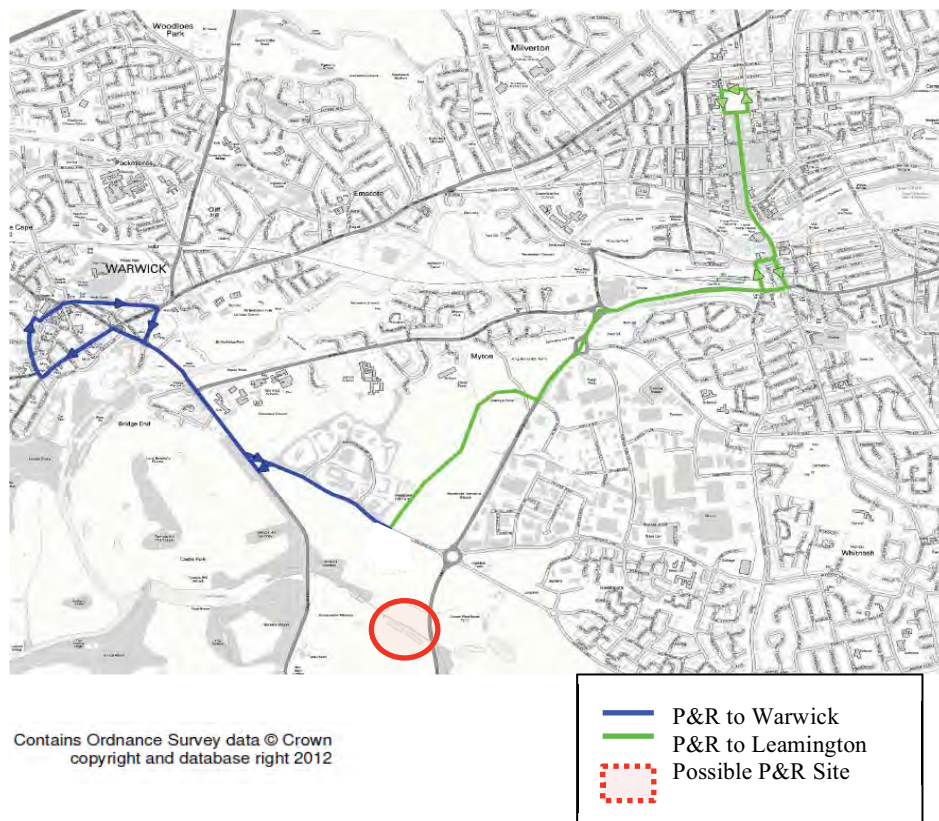


Figure 2b. Park and Ride Proposed Network Interventions

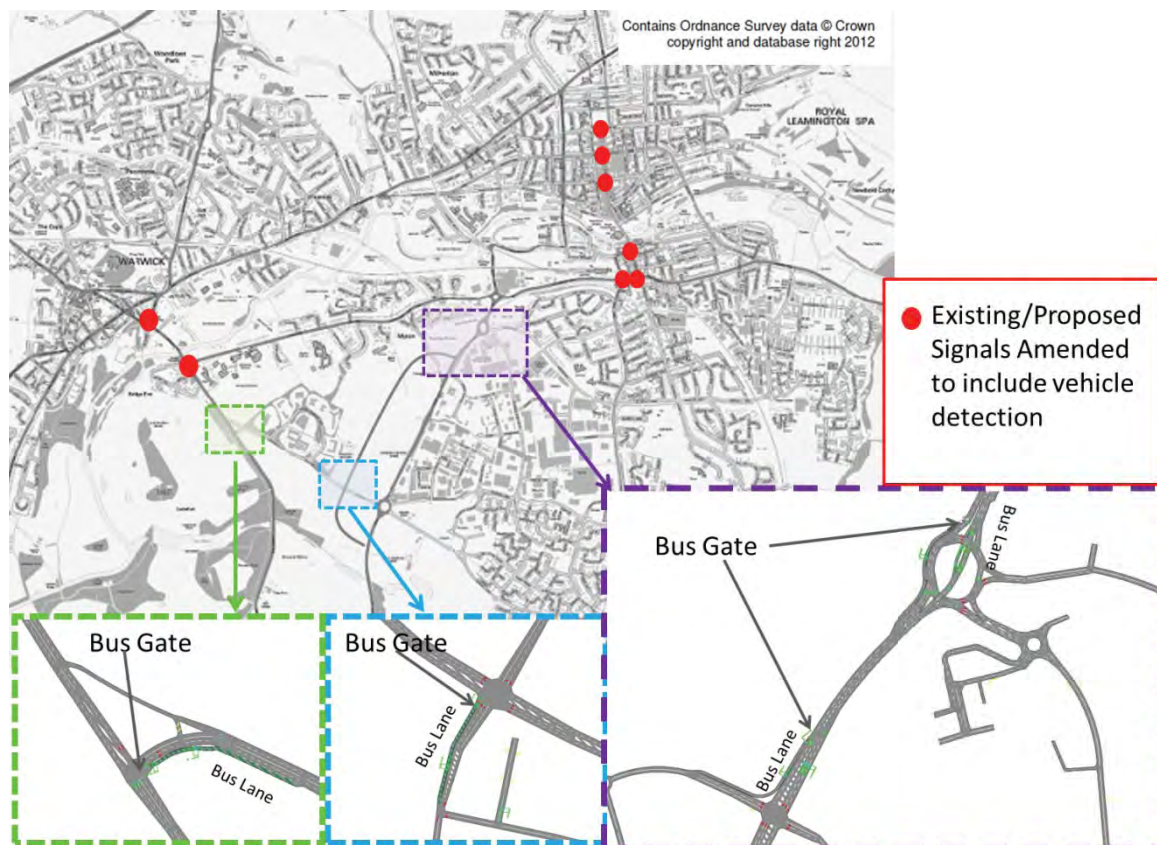
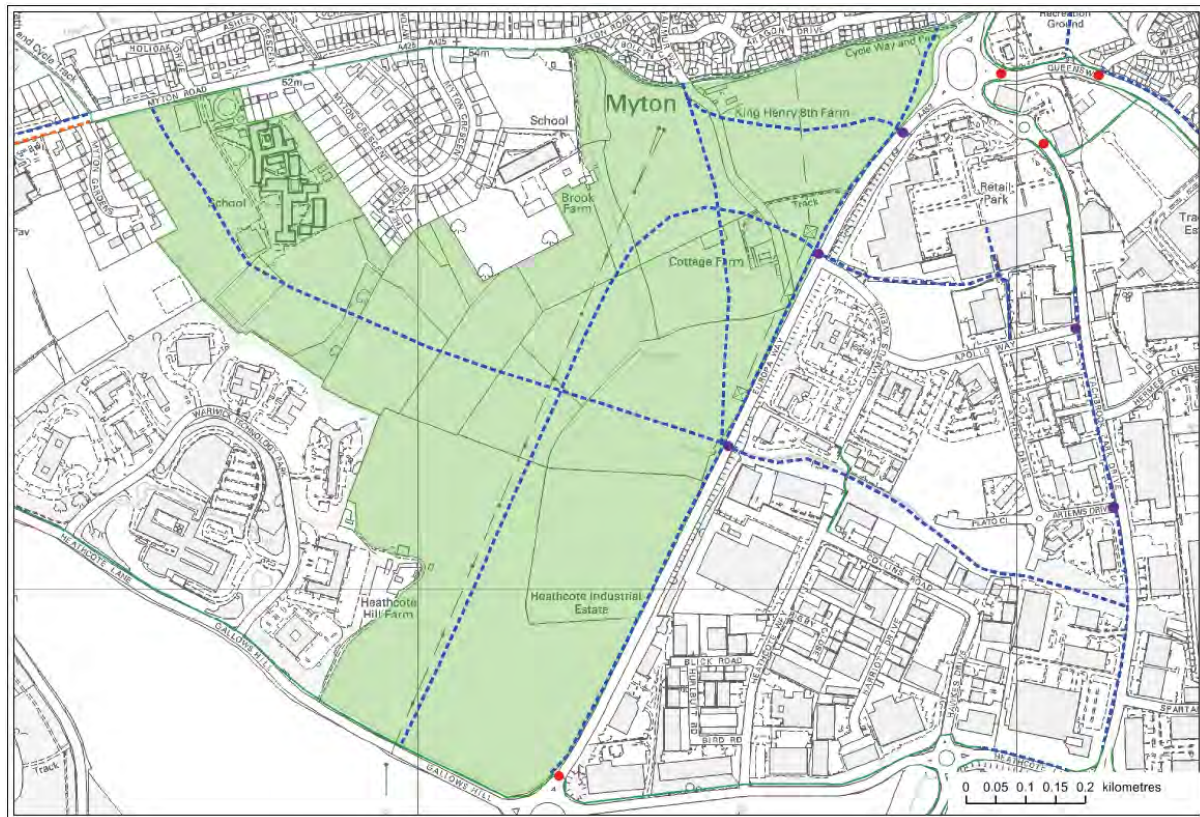








Figure 3. Cycle network (existing and proposed) for A452 Europa Way 'Sustainable Spine' Corridor



Key

-  existing on-road
-  existing off-road
-  proposed on-road
-  proposed off-road
-  existing toucan crossing
-  proposed toucan crossing / bridge
-  Myton Gardens development area

2. A452 Corridor (Leamington to Kenilworth)

The A452 corridor to the north of Leamington is a key route from the A46 into Leamington Spa and Kenilworth, and serves as an important gateway to both towns. It also provides the only direct highway link between Kenilworth and Leamington Spa. As such, the corridor carries significant volumes of traffic throughout the day and particularly at peak times. Even with growth focussed to the south of Warwick/Leamington Spa, it is predicted that the A452 corridor north of Leamington will come under further pressure as a result of growth.

The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- a northern Park and Ride facility between the A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout. It is anticipated that the facility would be served by some or all of the existing regular bus services which currently use this corridor, thus delivering a highly attractive frequency of service for users. This would be accompanied by bus priority measures along the route, particularly at key pinch points.
- a continuous cycle link between Kenilworth and Leamington (K2L) and provision of local onward connections.
- a new railway station is due to open in Kenilworth town centre in December 2016. This will provide regular half hourly direct rail services between Kenilworth and Leamington Spa.

Table 2. A452 Corridor (Leamington to Kenilworth) proposals

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. A452 Blackdown Roundabout - four arm signalised cross-roads. 2. A452 Bericote Roundabout - signalised roundabout, with the A452 southbound to Bericote Road eastbound movement separated out from the junction at an early stage (although the point at which the A452 meets Bericote Road is also signal controlled). 3. A452 Thickthorn Roundabout – signalisation of four entry arms onto the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges. Recommended that the site access for the Thickthorn development is removed from the A452/A46 junction and repositioned to the North-West of the junction on the A452 Leamington Road between Thickthorn and St Johns. Dual carriageway links between the A46 Thickthorn grade separated signalised roundabout and Bericote signalised roundabout. 4. St Johns Gyratory, Kenilworth - Proposals for this junction are in line with earlier proposals i.e. signalisation of the four entry arms onto the junction. Additional engineering will be required to ensure that the existing development which is located in the centre of the gyratory can be accessed satisfactorily. 	<p>K2L cycle route between Kenilworth and Leamington Spa. This will include cycle routes at the following junctions:</p> <ol style="list-style-type: none"> 1. A452 Blackdown Roundabout - Provision of Toucan crossing over B4113 2. A452 Bericote Roundabout - Provision of Toucan crossing over Bericote Road to contribute towards development of proposed A452 Kenilworth to Leamington Spa cycle route 3. A452 Thickthorn Roundabout - Provision of Toucan crossings over slip roads 4. St Johns Gyratory, Kenilworth – cycle facilities incorporated into this scheme
Park & Ride / Bus priority / Rail	Behavioural change measures
<ol style="list-style-type: none"> 1. Park & Ride between the A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout. Facility served by some or all of the existing bus services which currently use this corridor, thus delivering a highly attractive frequency of service for users. This would be accompanied by bus priority measures along the route, particularly at key pinch points. 2. New rail station at Kenilworth with direct services between Kenilworth and Leamington Spa. 	<ol style="list-style-type: none"> 1. In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel. <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 4. Overview of Transport Proposals for A452 (Leamington to Kenilworth) Corridor

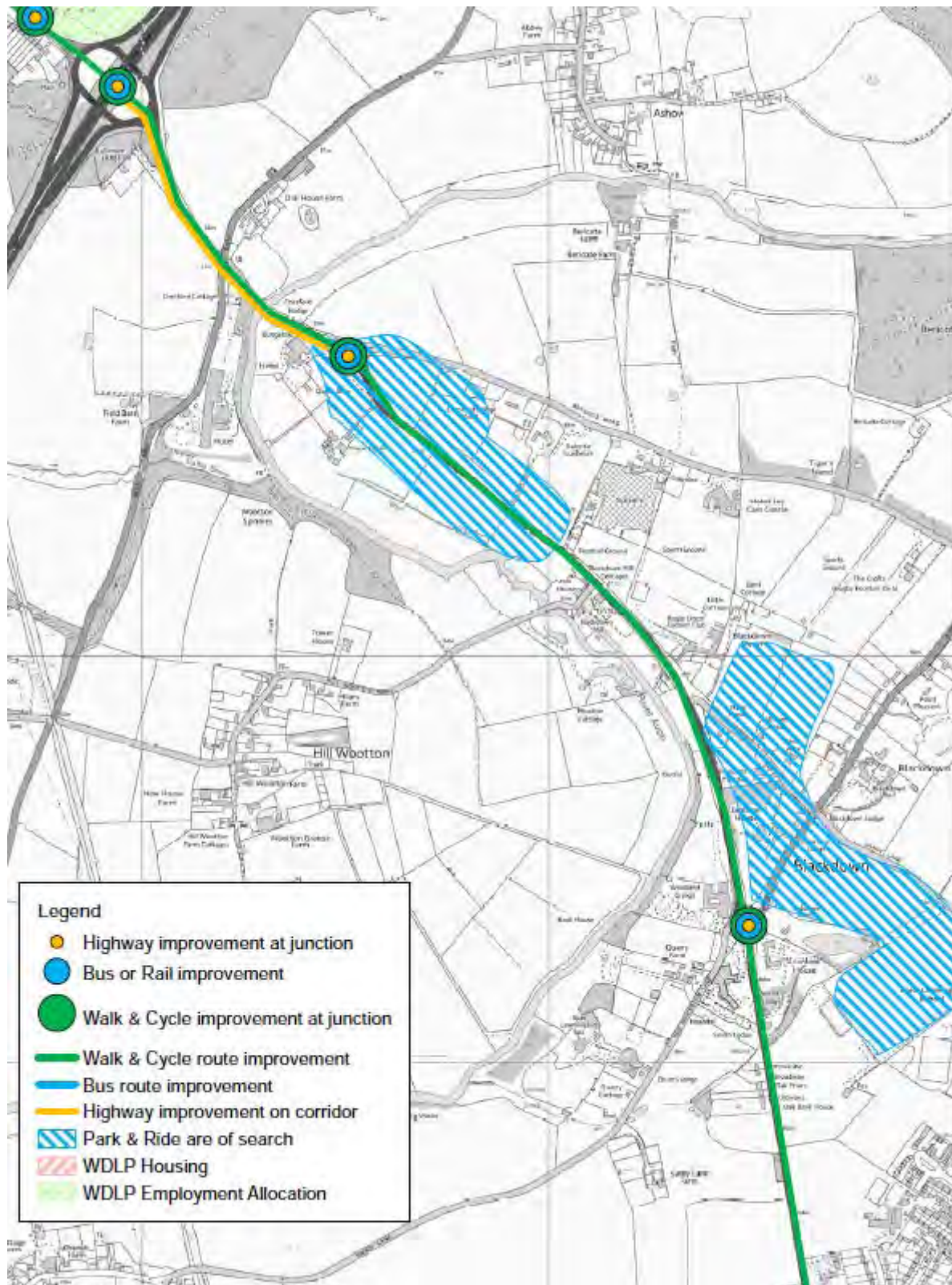
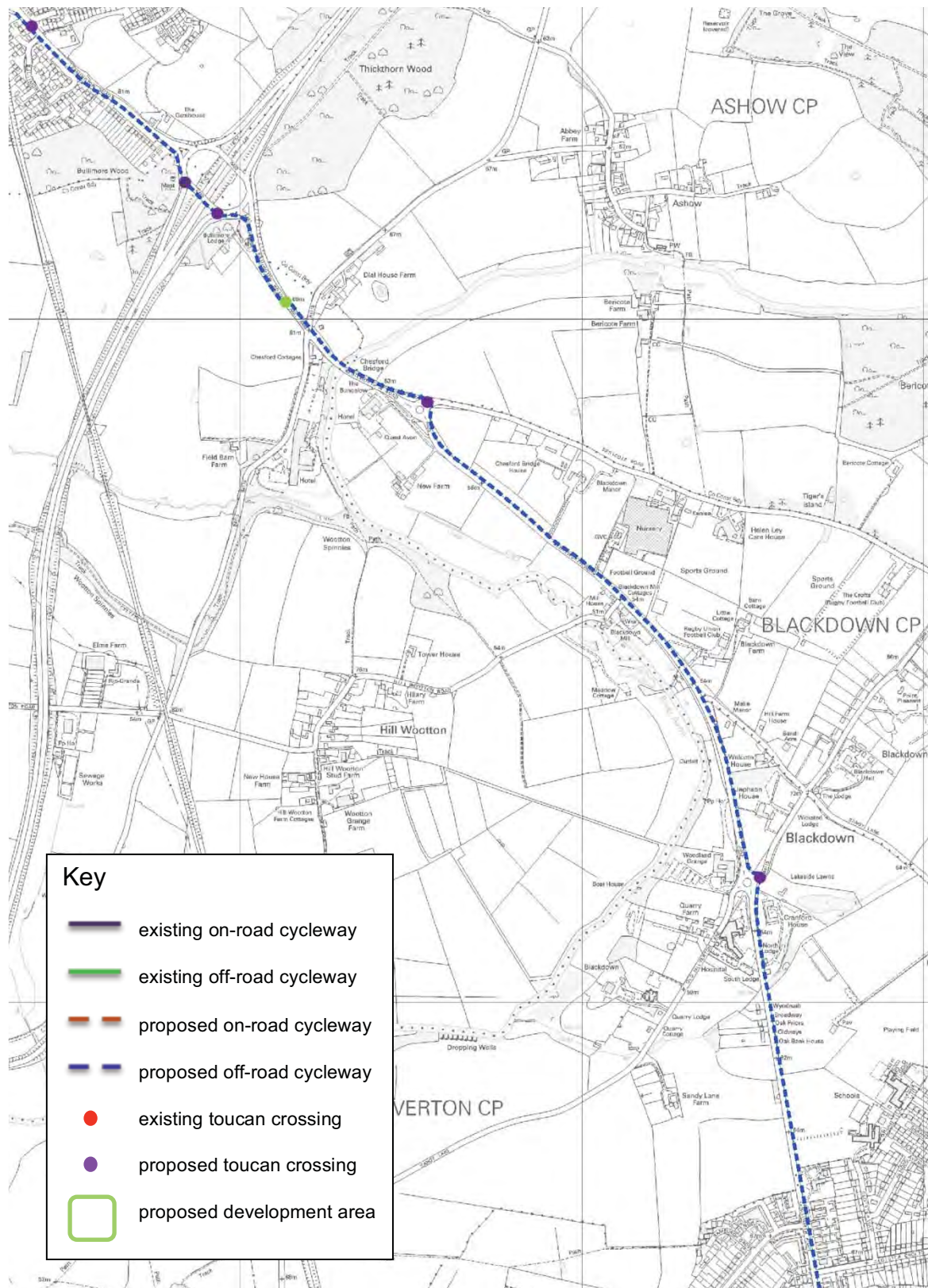


Figure 5. Cycle network (existing and proposed) for A452 (Leamington to Kenilworth) Corridor



3. Warwick - Leamington – Lillington (via Emscote Road)

The corridor between Warwick and Leamington Spa via A445 Emscote Road provides one of two direct links between the two towns (the other being A425 Myton Road). As well as demand for travel along the route to access the destinations in the towns at either end, the corridor is also a destination in itself with a combination of residential, commercial and education uses.

The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- Continuation of cycle provision to improve connections between Leamington and Warwick via Emscote Road
- Provision of bus priority measures along the route will be investigated, particularly at key pinch points
- highway and junction improvements, including widening of Portobello Bridge and signalisation of Princes Drive /Warwick New Road roundabout and Emscote Road/Greville Road junction

Table 3. Warwick – Leamington – Lillington (via Emscote Road)

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. Princes Drive / B4099 Warwick New Road - reconfiguration of the mini-roundabout to a signalised 3 arm priority junction. 2. A445 Rugby Road / B4099 Warwick New Road – signal upgrade, including improvements for cyclists 3. A445 Portobello Bridge – bridge replacement/widening 4. A445 Emscote Road/Greville Road - signalisation of the junction. From the south the entry has been widened and marked out as 3 lanes. A right turn filter into Bridge Street is provided whilst two lanes can travel NB across the junction and merge back into one lane just west of the bridge. Bridge Street and Greville Road are signalised and Bridge Street is vehicle actuated. From the north there are two lanes in both directions between the junction and the bridge, one lane facilitates the movement of traffic straight across the junction whilst the other acts as an extended right turn lane from Emscote Road to Greville Road. Towards the back of this lane a queue detector has been included to prevent right turning traffic from blocking back onto the bridge. 5. A445 Emscote Road / Tesco junction – investigate improvement of bus / cycle provision at the junction 	<ol style="list-style-type: none"> 1. Princes Drive/B4099 Warwick New Road - Replacement of the existing mini-roundabout with a signal controlled junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be incorporated into the scheme as appropriate and to contribute towards the development of the proposed Warwick – Leamington cycle route (via Emscote Rd / Warwick New Rd) and connection to the existing cycle facilities on Princes Drive south 2. A445 Rugby Road / B4099 Warwick New Road – signal upgrade, including improvements for cyclists 3. A445 Portobello Bridge – bridge replacement/widening incorporating on-carriageway cycle lanes in both directions and facilities for pedestrians 4. A445 Emscote Road / Greville Road - signalisation of this junction will improve safety for cyclists. The scheme will incorporate cycling facilities (Advanced Stop Lines) as appropriate and contribute towards the development of the proposed Warwick to Leamington cycle route (via Emscote Road / Warwick New Road). Pedestrian crossing facilities will be provided as part of the scheme. 5. A445 Emscote Road / Tesco junction – investigate improvement of bus / cycle provision at the junction (including access lane to cycle ASL) 6. St Nicholas Park / Myton Road / Myton Gardens / Europa Way – improved link from Emscote Road to south of Leamington via existing St Nicholas Park / Myton Road off-road cycle route with new onward connections to Shires Retail Park, Heathcote Industrial Estate and Warwick Gates via the new Myton Gardens development 7. Warwick Station Link – improved link between A445 Emscote Road and Warwick station via Broad Street, Guy's Cliffe Terrace and rear of Woodcote Road
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> 1. Investigate provision of bus priority measures along the route, particularly at key pinch points 	<ol style="list-style-type: none"> 1. In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel. <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 6. Overview of Transport Proposals for Warwick – Leamington – Lillington (via Emscote Road) Corridor

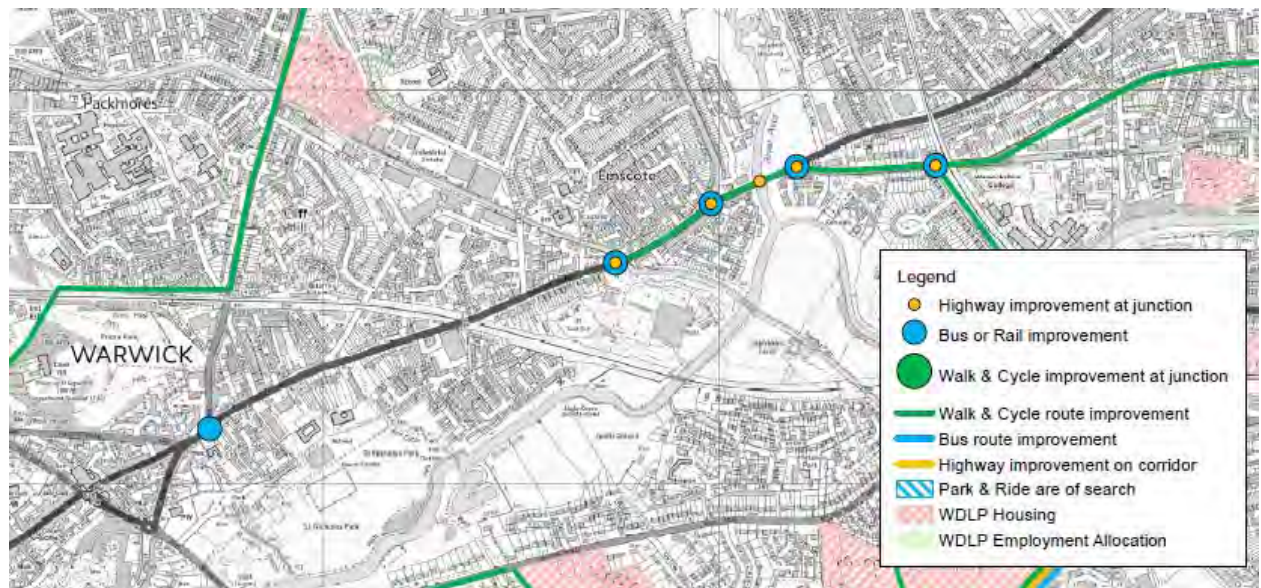
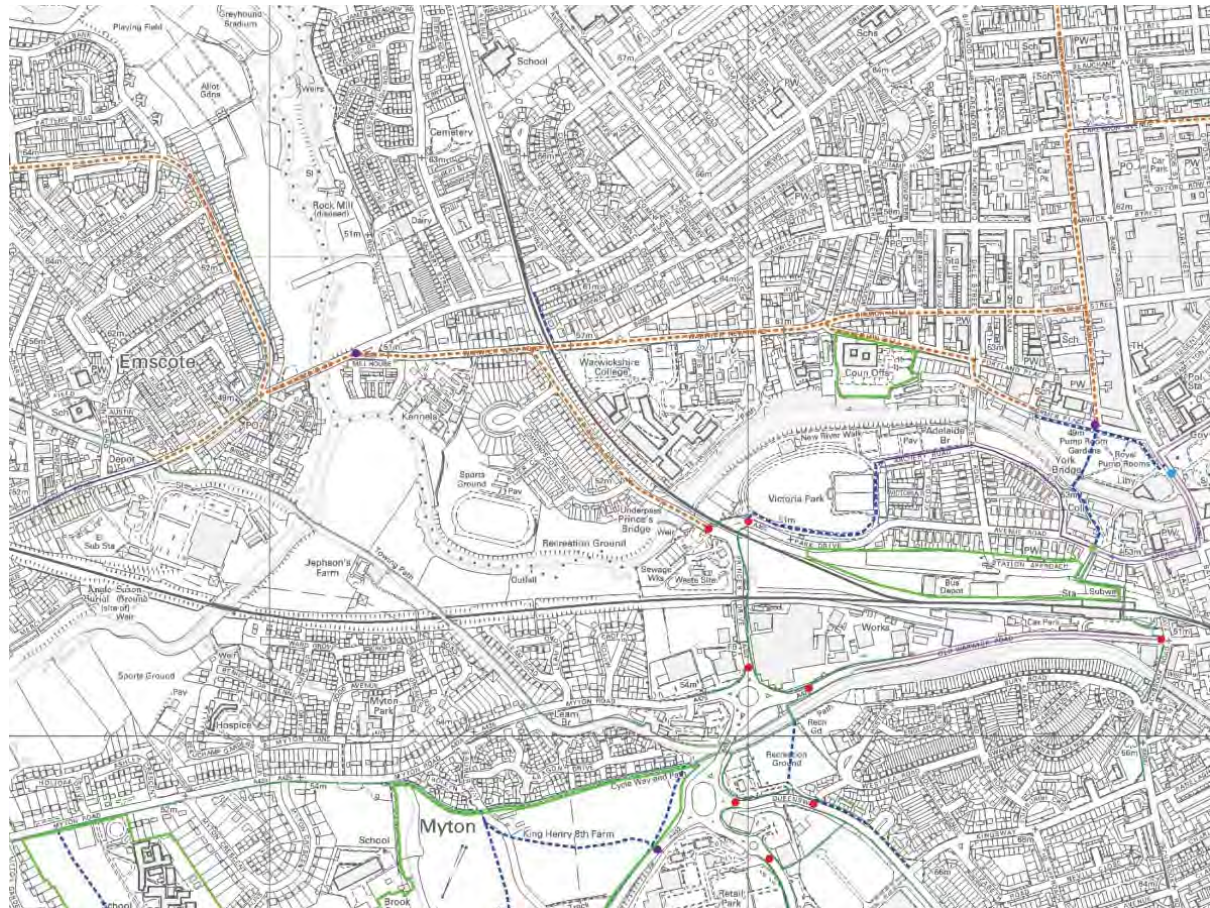









Figure 7. Cycle network (existing and proposed) for Warwick-Leamington-Lillington (via Emscote Road) Corridor



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

4. Leamington South (including Tachbrook Road)

Access to Leamington town centre from the Old Town area provides an important gateway from the south of the town. The route provides direct access to Leamington rail station as well as the commercial and retail facilities in this part of the town. The area around the railway bridge on High Street/Old Warwick Road is a designated Air Quality Management Area.

In the opposite direction, the corridor links the town centre and Old Town with numerous residential and commercial areas located adjacent to the Tachbrook Road. The Royal Leamington Spa Rehabilitation medical facility is also located on Heathcote Lane just off Tachbrook Road.

Table 4. Leamington South (including Tachbrook Road)

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> B4087 Bath Street/Spencer Street/High Street/Lower Avenue – introduction of a one-way gyratory along Lower Avenue /Spencer Street and Bath Street with restricted movement along Old Warwick Road for eastbound traffic. Introduction of signal control on at least three of the four entry points and inclusion of vehicle detection loops. A452 Adelaide Road/Avenue Road – provision of a signalised junction to replace the existing mini-roundabout A452 Adelaide Road/Dormer Place – provision of a signalised junction to replace the existing priority junction B4087 Tachbrook Road / Heathcote Lane - provision of a toucan / cycle facility on Tachbrook Road at junction with Heathcote Lane 	<ol style="list-style-type: none"> B4087 Bath Street/Spencer Street/High Street/Lower Avenue – Opportunity to reallocate road space to pedestrians and cyclists, particularly on Bath Street and High Street. The delivery of improved cycle access to the town centre from Tachbrook Road / Clemens Street will be sought. The opportunity to widen the footway / cycleway adjacent to the Toucan crossing on the south-west corner of Old Warwick Road / Tachbrook Road junction will also be sought A452 Adelaide Road/Avenue Road – Replacement of the mini-roundabout with signal controlled junction will improve safety for cyclists. Cycle facilities (Advance Stop Lines) will be incorporated into the scheme as appropriate. A452 Adelaide Road/Dormer Place – Provision of a signalised junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be included in the scheme as appropriate. Opportunities to deliver improved east-west links for cyclists (Milverton Hill – Portland Place East / Dormer Place) will be sought as part of this scheme. B4087 Tachbrook Road / Heathcote Lane – provision of a toucan / cycle facility on Tachbrook Road at junction with Heathcote Lane
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> B4087 Bath Street/Spencer Street/High Street/Lower Avenue - Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system A452 Adelaide Road/Avenue Road – provision of queue detector loops at signalised junction A452 Adelaide Road/Dormer Place – provision of queue detector loops at signalised junction 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 8. Overview of Transport Proposals for Leamington South (including Tachbrook Road Corridor)

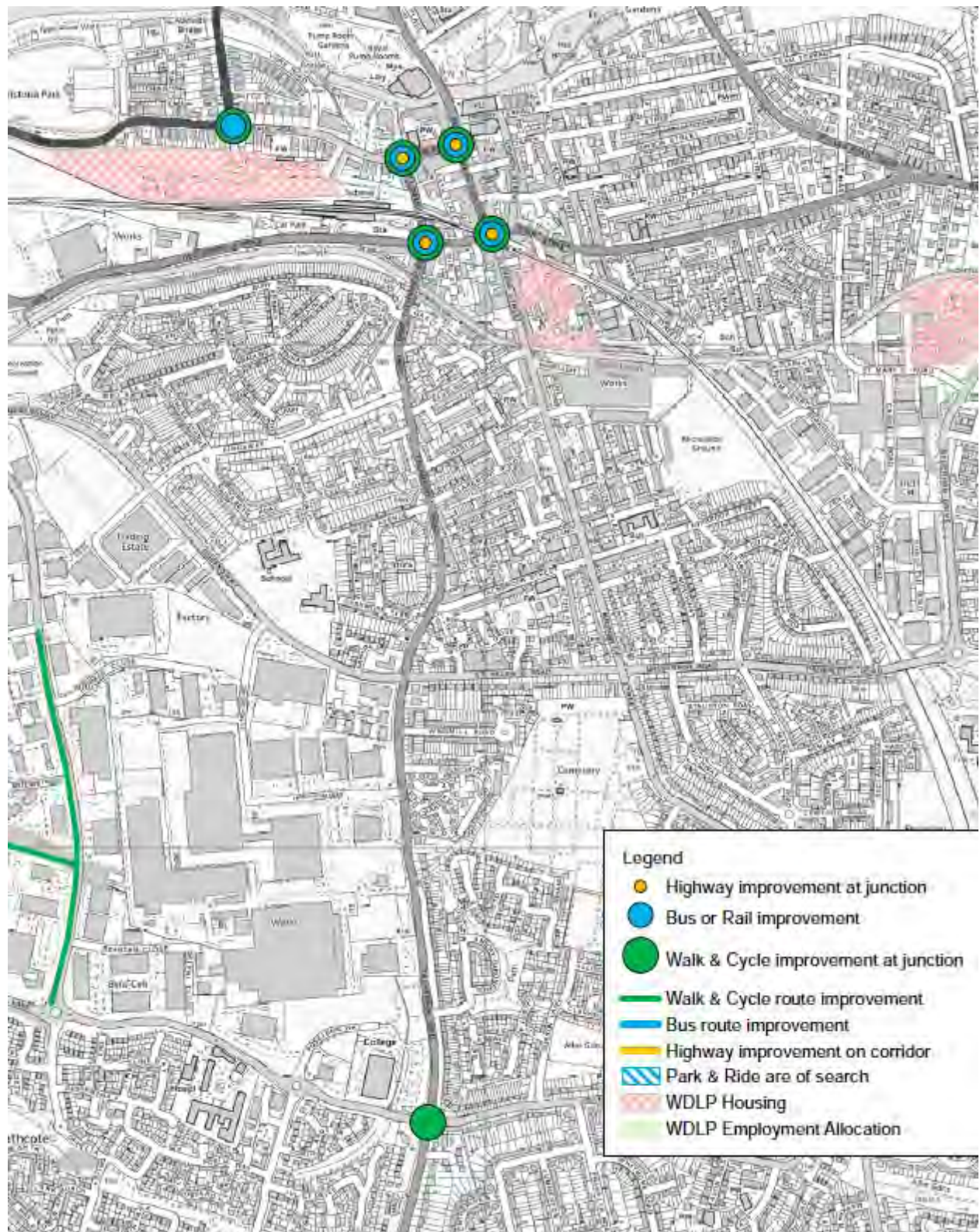
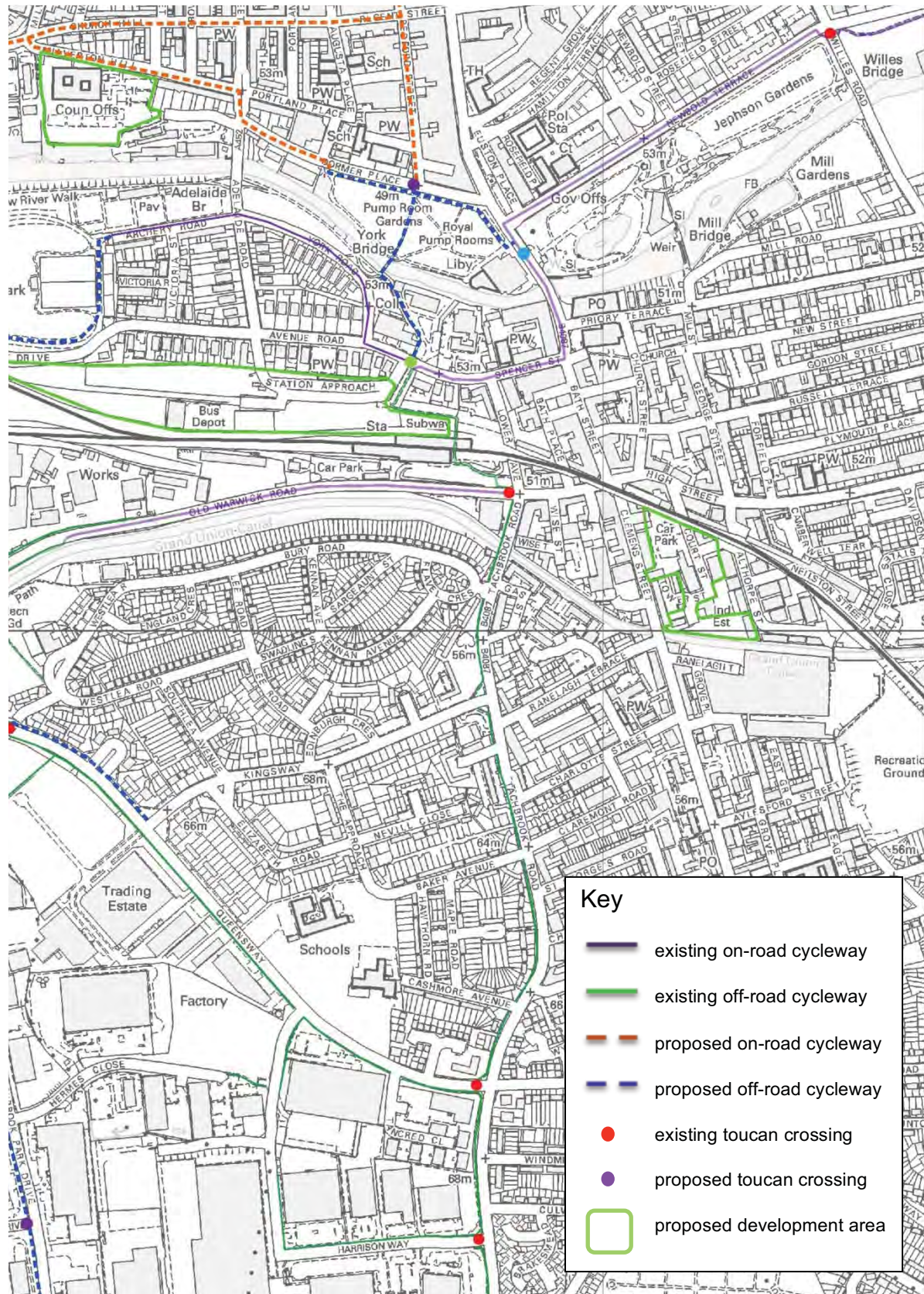


Figure 9. Cycle network (existing and proposed) for Leamington South (including Tachbrook Road) Corridor



5. Warwick Town Centre to Heathcote via Gallows Hill

The east-west corridor route from South Leamington into Warwick via C43 Harbury Lane and Gallows Hill/Heathcote Lane provides access to Warwick town centre as well as a number of key education, employment and residential areas on route, including:

- Warwick Gates residential area
- Heathcote Industrial Estate
- Warwick Technology Park
- Warwick School
- Myton School

The route carries significant volumes of traffic throughout the day and particularly at peak times. Growth to the south of Warwick/Leamington Spa will put the corridor under further pressure. The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- a Park & Ride facility in the vicinity of the A452 Heathcote roundabout. This would serve Warwick town centre (and Leamington Spa town centre) via Gallows Hill/Heathcote Lane using a combination of existing and enhanced bus services funded from the new development in this area. The possibility of Drop & Ride provision for Warwick School and Park & Stride provision for access to nearby employment sites (Warwick Technology Park and Heathcote Industrial Estate) will be investigated.
- highway improvements along Gallows Hill/Heathcote Lane and at the A425 Banbury Road / Myton Road roundabout offer the opportunity for dedicated bus lanes and bus priority measures to be introduced. An investigation into the provision of a High Occupancy Vehicle (HOV) lane on the approach to Warwick Tech Park will also be carried out.
- further improvements to cycle provision. The construction of a shared use off-road cycle link from Myton Road / Banbury Road roundabout to Heathcote has already improved conditions for cyclists along this section of the route, including toucan crossing facilities at the Gallows Hill / A452 Europa Way roundabout. Opportunities will be investigated to extend cycle provision along the route, including connections with Warwick town centre, the Myton Gardens development and an extension along Heathcote Lane to connect to Tachbrook Road.

Table 5. Warwick Town Centre to Heathcote via Gallows Hill

Junction / Highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – signalised junction. Northbound, two lanes have been introduced from the Gallows Hill/Heathcote Lane junction which merges into the right turn into Warwick School, a single lane is then in operation until approximately 100m south of the junction with Myton Road. Gallows Hill/Warwick Tech Park – dualled section along the section from Myton Gardens distributor road to south of Tech Park entrance (with scope to introduce bus lane and/or investigation of use for High Occupancy Vehicle lane). New roundabout at Western Entrance to Tech Park to improve accessibility to the site and reduce the propensity for vehicles waiting to turn into the Tech Park to exacerbate queuing and delay levels along the Gallows Hill corridor. Priory Rd to St Nicolas Church Street - movement has been restricted. 	<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – Replacement of roundabout with signal controlled junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be incorporated into scheme and the need to facilitate cycle access to / from existing Banbury Road / Myton Road cycle routes will be considered in the development of the design. Onward connections to the town centre will be investigated, including introduction of 20mph speed limit to aid on-carriageway cycling and improve conditions for pedestrians. Extension of cycle provision along Heathcote Lane to connect to Tachbrook Road.
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> Southern Park & Ride facility in the vicinity of A452 Heathcote roundabout serving Leamington Spa and Warwick Bus priority measures to support the proposed southern Park and Ride facility towards Warwick town centre: <ul style="list-style-type: none"> Bus loop detectors at the exit of the Park and Ride site onto Europa Way; Bus lane northbound along the Europa Way as far as the junction of Gallows Hill/Heathcote Lane; Bus priority along Gallows Hill at the junction of the Myton Gardens development site distributor road (to facilitate right and straight on bus movements); Bus loop detectors on all approaches to the Banbury Road/Myton Road junction; <p>Opportunities for bus priority in Warwick town centre will be explored in due course as part of the development of a traffic management scheme.</p> 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); Sustainable Travel Packs for new residents; Personalised travel planning; Travel awareness campaigns; Public transport information and marketing; Car clubs; Car sharing schemes; and Teleworking, teleconferencing and home shopping.

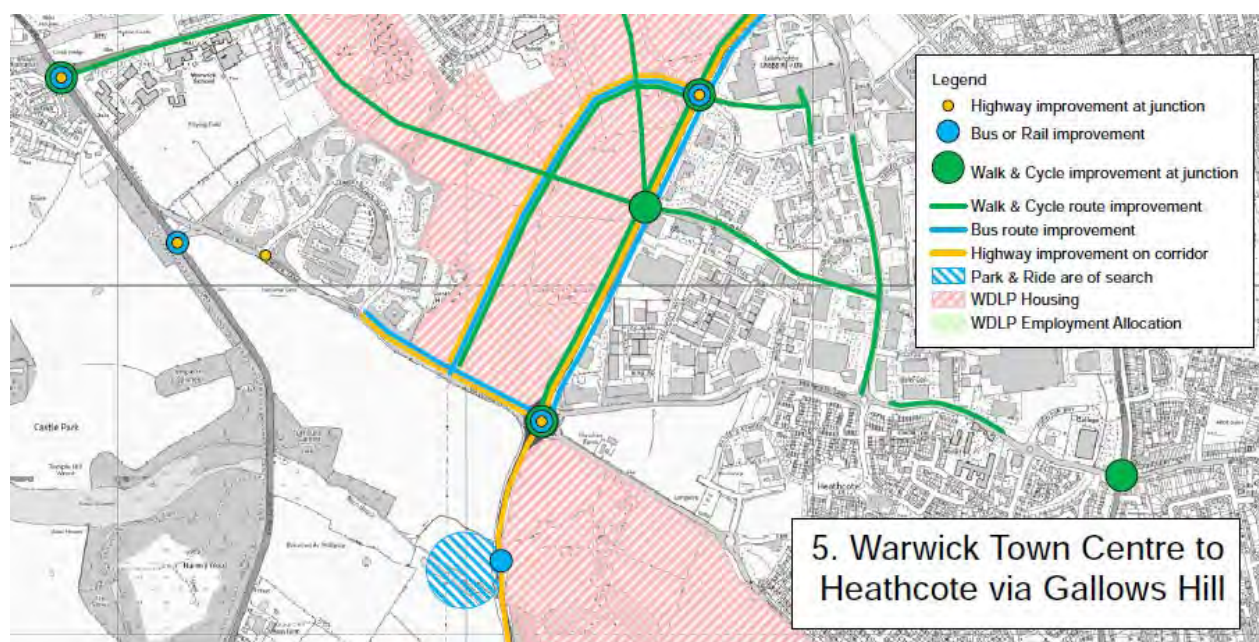
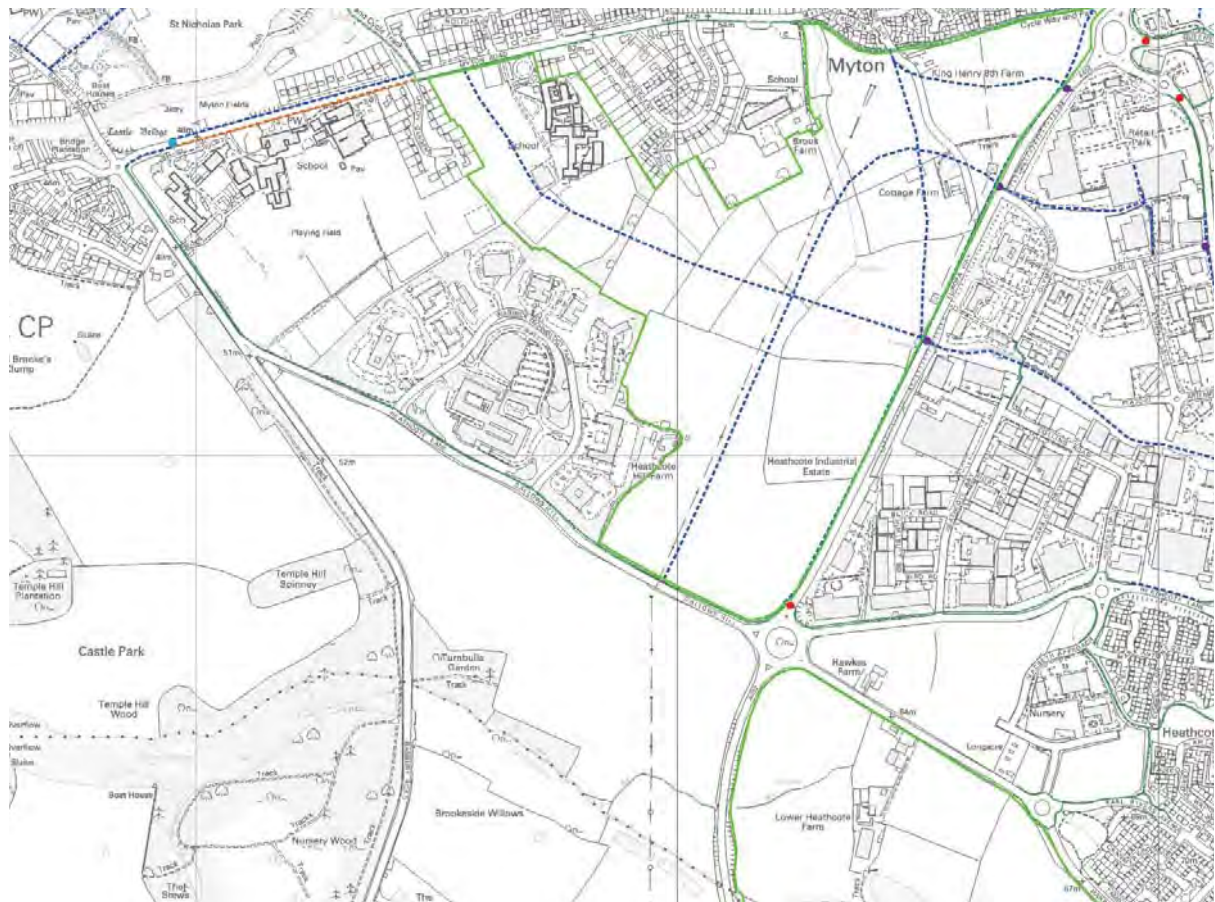







Figure 10. Overview of Transport Proposals for Warwick Town Centre to Heathcote via Gallows Hill

Figure 11. Cycle network (existing and proposed) for Warwick Town Centre to Heathcote via Gallows Hill Corridor



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

6. Warwick Town Centre to Leamington (via Myton Road)

The corridor between Warwick and Leamington Spa via A425 Myton Road provides one of two direct links between the two towns (the other being A445 Emscote Road). As well as demand for travel along the route to access the destinations in the towns at either end, the corridor is also a key destination in itself. Two schools are located along the Myton Road (Myton School and Warwick School) which generate significant volumes of traffic at peak times. The corridor also provides a key link to Warwick Technology Park which is located close to the western end of the corridor, to retail facilities at the eastern end as well as providing local access to residential areas along its entire length. Growth to the south of Warwick/Leamington Spa will put the corridor under further pressure.

The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- further improvements to cycle provision. This will provide both improved facilities along the length of Myton Road as well as improved connections from Myton Road (in the vicinity of Myton School) through the Myton Gardens development, across Europa Way to the Shires Retail Park, Warwick Gates and Heathcote.
- Improved access by bus using the southern Park & Ride service (including schools Drop & Ride), with bus priority from the Park& Ride facility into Warwick.

Table 6. Warwick Town Centre to Leamington (via Myton Road)

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – signalised junction. Northbound, two lanes have been introduced from the Gallows Hill junction which merges into the right turn into Warwick school, a single lane is then in operation until approximately 100m south of the Junction with Myton Road. A452 Europa Way/Myton Road Roundabout - signalised junction with all entry approaches widened (includes queue detector loops for buses) 	<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – Replacement of roundabout with signal controlled junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be incorporated into scheme and the need to facilitate cycle access to / from existing Banbury Road / Myton Road cycle routes will be considered in the development of the design. Onward connections to the town centre will be investigated, including introduction of 20mph speed limit to aid on-carriageway cycling. Extension of cycle facility along Myton Road between St Nicholas Park cycle entrance and Myton Road / Banbury Road junction. Improved cycle connections from the area to the Shires Retail Park, Warwick Gates and Heathcote via the Myton Gardens development.
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – signalised junction with bus loop detector loops on all approaches A452 Europa Way/Myton Road Roundabout – signalised junction with bus detector loops on each approach 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 12. Overview of Transport Proposals for Warwick Town Centre to Leamington (via Myton Road)

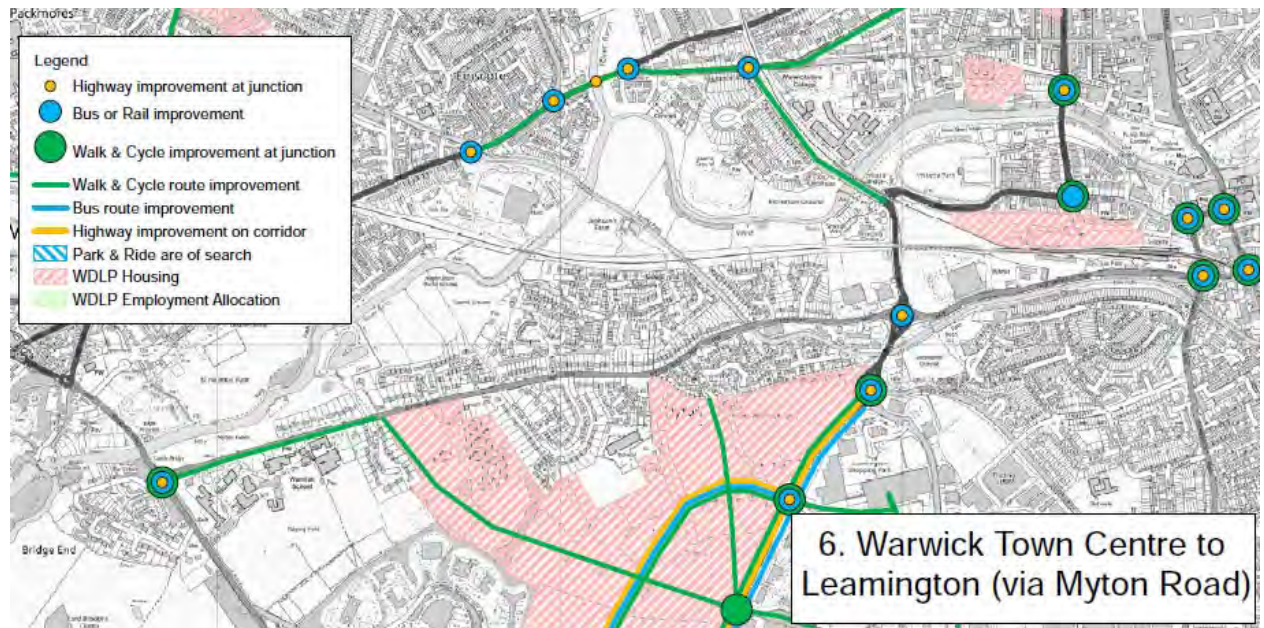









Figure 13. Cycle network (existing and proposed) for Warwick Town Centre to Leamington (via Myton Road)



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

7. A429 Coventry Road, Warwick

The A429 Coventry Road provides a key link from the A46 north of Warwick into Warwick town centre. Key transport improvements proposed along the corridor include:

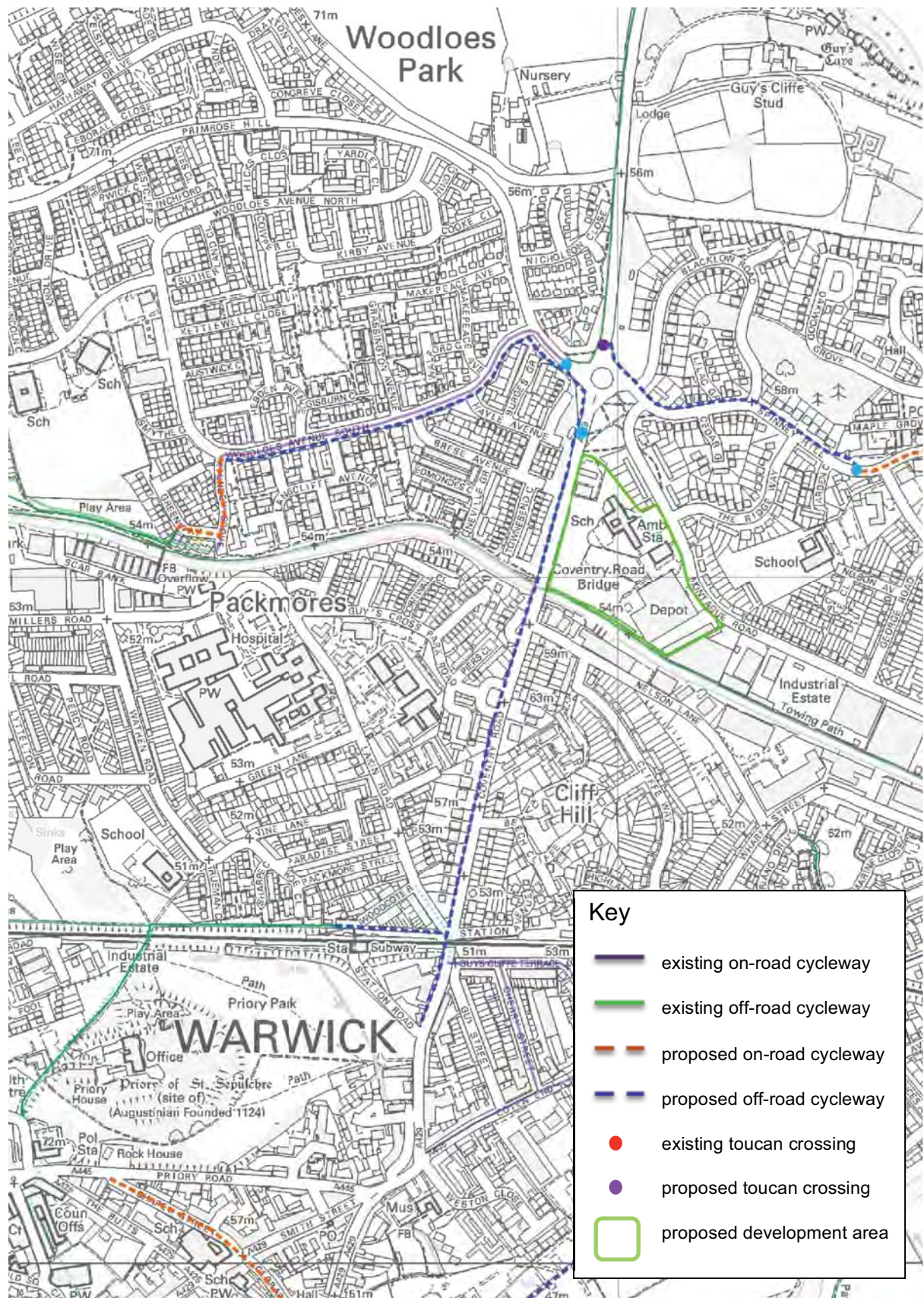
- extension of Coventry Road cycle facility from Primrose Hill to Warwick town centre
- widening of all approaches at Spinney Hill roundabout, including potential for bus priority on approach of roundabout from Spinney Hill and Primrose Hill
- improved east-west cycle connections in vicinity of Spinney Hill roundabout

Table 7. A429 Coventry Road, Warwick

Junction / highway modifications	Walking and Cycle improvements
<p>1. A429/Spinney Hill Roundabout - widening of all approaches</p>	<p>1. A429 Spinney Hill Roundabout - Provision of a Toucan crossing over Primrose Hill to facilitate access to existing A429 Warwick to Leek Wootton cycleway. The conversion of the existing Pelican crossing south of the A429 roundabout to a Toucan and provision of a short cycle link to Spinney Hill across the adjoining area of open space will also be included.</p> <p>2. Extension of Coventry Road cycle facility from Primrose Hill to Warwick town centre (via Warwick station link). Improvements for cyclists will be sought at Cape Road junction.</p>
Park & Ride / Bus priority	Behavioural change measures
<p>1. A429/Spinney Hill Roundabout – potential for bus priority for east-west movements across junction</p>	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.



Figure 15. Cycle network (existing and proposed) for A429 Coventry Road, Warwick



8. A425 Birmingham Road, Warwick

The A425 Birmingham Road provides a key gateway from the A46 and A4177 west of Warwick into Warwick town centre. Access to employment sites at Opus 40 and along Wedgnock Lane are provided close to A46 / Birmingham Road junction.

Key transport improvements proposed along the corridor include:

- upgrade of A46/A425/A4177 'Stanks Island' and associated cycle/pedestrian improvements on the western end of Birmingham Road between Wedgnock Lane and Stanks Island
- investigation of possible Park & Ride facility in vicinity of A46/A425/A4177 junction and provision of a through bus link to the southern Park and Ride site via Warwick town centre

Table 8. A425 Birmingham Road, Warwick

Junction / highway modifications	Walking and Cycle improvements
1. A46/Birmingham Road 'Stanks Island' – upgrade of 'Stanks Island' and associated cycle/pedestrian improvements on the western end of Birmingham Road between Wedgnock Lane and 'Stanks Island'	1. A46/Birmingham Road 'Stanks Island' – Scheme will include cycle facilities to improve access across the major roundabout from the existing A4177 Hatton – Warwick cycle route. Scheme design will consider need to facilitate cycle access to Warwick Parkway, new residential / employment development on Opus 40 site, employment located on Wedgnock Lane and Warwick town centre.
Park & Ride / Bus priority	Behavioural change measures
1. Investigate possibility of Park & Ride facility in vicinity of A46/A425/A4177 junction	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 16. Overview of Transport Proposals for A425 Birmingham Road, Warwick

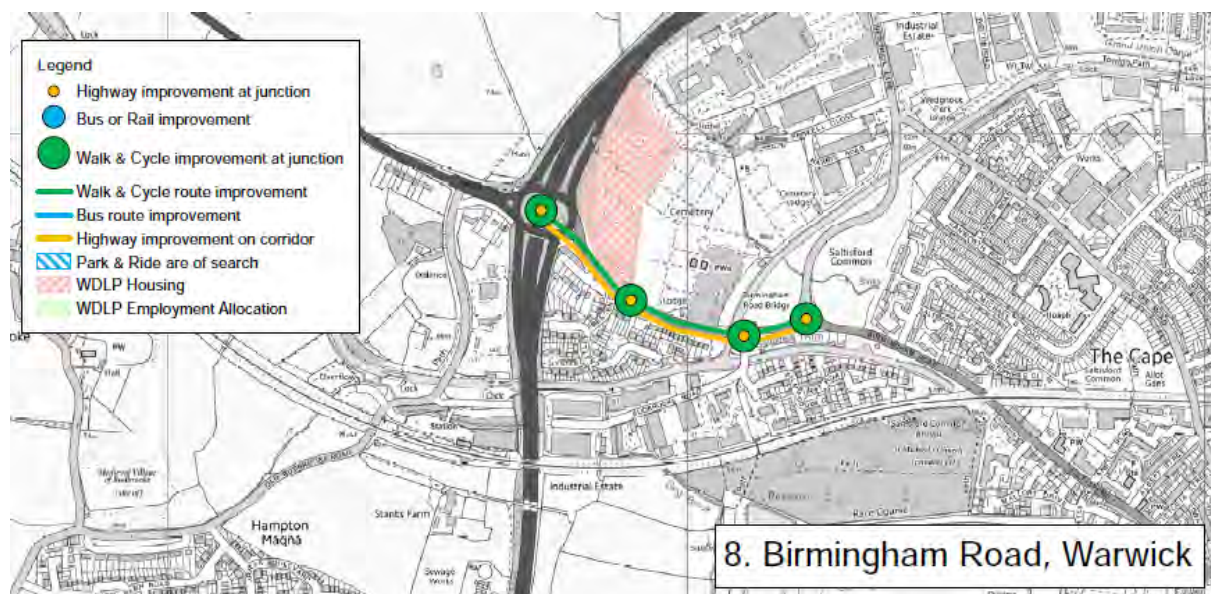
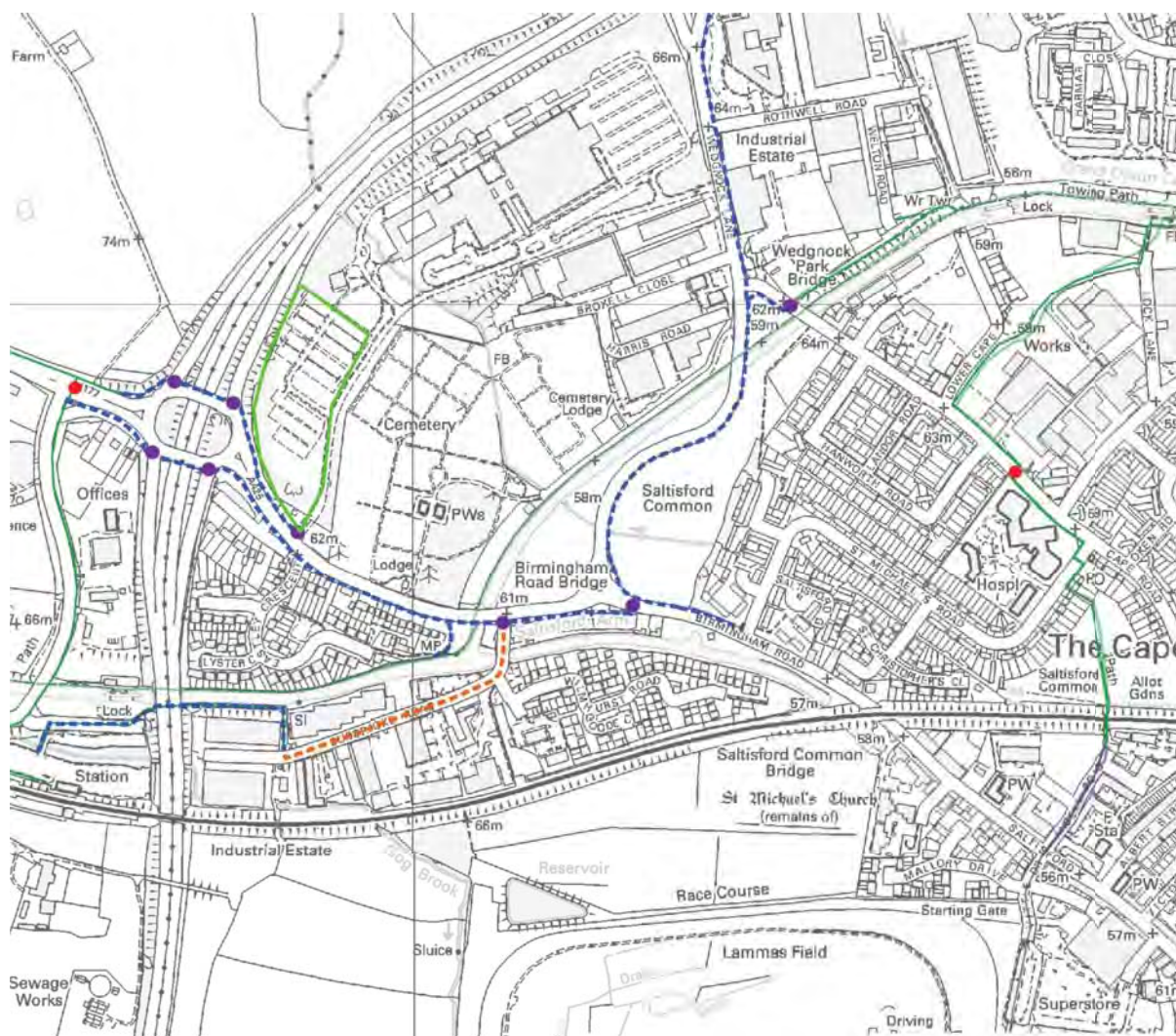




Figure 17. Cycle network (existing and proposed) for A425 Birmingham Road, Warwick



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

9. A429 Stratford Road, Warwick

The A429 Stratford Road corridor runs from M40 Junction 15 at Longbridge to West Gate in Warwick town centre. The road provides a direct route to the town centre and is the signed route to Warwick Castle car park for visitors. Also accessed off Stratford Road are the South West Warwick housing and employment developments, Aylesford School and the Shakespeare Avenue housing area.

Key transport improvements proposed along the corridor include:

- Stratford Road cycleway - extension of Stratford Road cycle facility from South West Warwick housing and employment development to Warwick town centre

Table 9. A429 Stratford Road, Warwick

Junction / highway modifications	Walking and Cycle improvements
See 'Walking and Cycle improvements'	<ol style="list-style-type: none"> 1. Stratford Road cycleway - Extension of Stratford Road cycle facility from South West Warwick housing and employment development to Warwick town centre 2. Completion of North West Warwick to Aylesford School cycle scheme 'missing link' - Options to provide a cycle facility to bridge the missing link along Hampton Road will be investigated 3. Pedestrian crossing near Shakespeare Avenue
Park & Ride / Bus priority	Behavioural change measures
Opportunity for tourist trips to Castle to switch to Park & Ride rather than use on site car parking facility accessed from A429 Stratford Road	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 18. Overview of Transport Proposals for A429 Stratford Road, Warwick

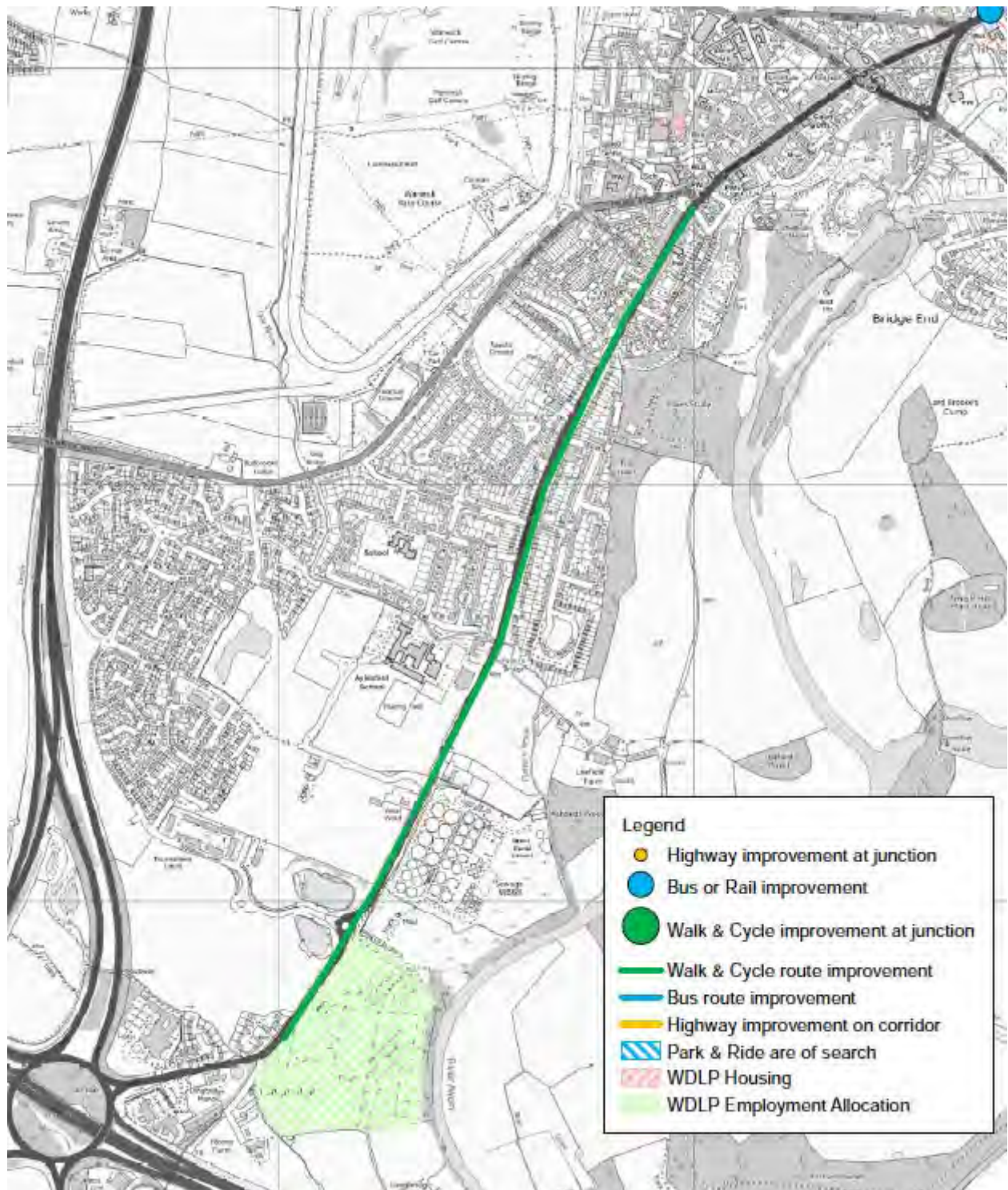
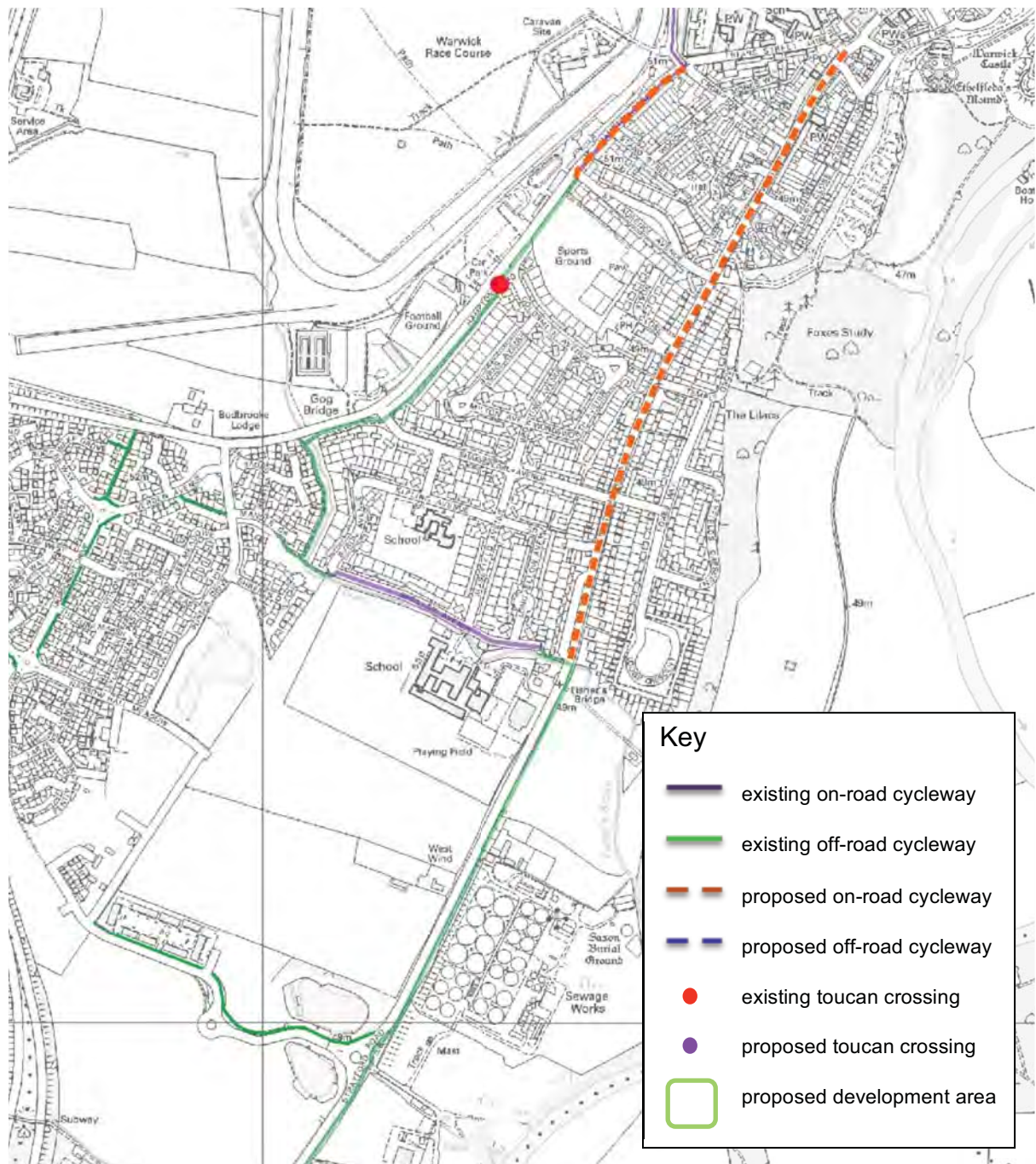


Figure 19. Cycle network (existing and proposed) for A429 Stratford Road, Warwick



10. Strategic corridor improvements

The A46 / M40 corridor to the west and south of the Warwick and Leamington urban areas provides a key route for people accessing the town from these areas. Recent improvements have included:

- Longbridge Island upgrade and grade separation of A46 at M40 at junction 15
- M40 Junction 14 and associated improvements on the A452 Europa Way, in order to improve safety and reduce congestion on the M40 between junctions 15 and 14

Further junction improvements along A46 / M40 corridor will ensure that the route continues to fulfil its role as part of the Strategic Road Network (SRN) as well as facilitating local access to the towns. The future upgrades will help to encourage access to the south of Leamington and Warwick to use this corridor rather than routing through the town centres.

Table 10. Strategic corridor improvements

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. A46/Birmingham Road 'Stanks Island' – upgrade of 'Stanks Island' (and associated cycle/pedestrian improvements) 2. A46/A452 Thickthorn Roundabout - signalisation of four entry arms onto the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges. 3. M40 Capacity Enhancements 4. A452 Europa Way capacity enhancements – to encourage routing via M40 for access to destinations in south Leamington and Warwick 	N/A
Park & Ride / Bus priority	Behavioural change measures
N/A	N/A

11. Kenilworth improvements

There is a strong net outflow from Kenilworth for travel to work journeys to the neighbouring towns of Leamington Spa and Warwick and the West Midlands Metropolitan area, particularly Coventry and Solihull. These journeys are predominantly made by car, with 69% of travel to work journeys made by Single Occupancy Vehicles (Census 2011).

Improving the options to travel by sustainable modes for external trips is a key focus of future transport proposals. In recent years cycle links have been improved to Coventry via Warwick University. Further proposals include:

- K2L – providing a continuous cycle link between Kenilworth and Leamington (K2L) and provision of local onward connections in both towns
- opening of a rail station in Kenilworth in December 2016. This will provide a regular hourly direct rail service from Kenilworth to Leamington Spa and Coventry, with onward connections to Birmingham, London and the Thames Valley.
- a northern Park and Ride facility between the A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout, providing regular bus services to Leamington Spa and the possibility of onward connections to the proposed southern Park and Ride.

Improvements will also be sought to improve sustainable links for internal movements within Kenilworth. This will include:

- Improved connections through the Thickthorn development site from Leamington Road to Glasshouse Lane
- Links from Thickthorn development site to Kenilworth School
- Links to Rocky Lane and potential onward connection to Stoneleigh Park
- Completion of NCN route through Kenilworth with provision of a cycle route through Abbey Fields

Table 11. Kenilworth improvements

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. A452 Thickthorn Roundabout – signalisation of four entry arms onto the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges 2. St Johns Gyratory, Kenilworth - signalisation of the four entry arms onto the junction. Additional engineering will be required to ensure that the existing development which is located in the centre of the gyratory can be accessed satisfactorily 	<ol style="list-style-type: none"> 1. K2L cycle route 2. Cycle link - Connection from Leamington Road to Glasshouse Lane via Thickthorn development site 3. Links from Thickthorn development site to Kenilworth school 4. Links to Rocky Lane and potential onward connection to Stoneleigh Park 5. Completion of NCN route through Kenilworth through Abbey Fields
Park & Ride / Bus priority / Rail	Behavioural change measures
<ol style="list-style-type: none"> 1. New rail station at Kenilworth with direct services between Kenilworth and Leamington Spa 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 20. Overview of Transport Proposals for Kenilworth

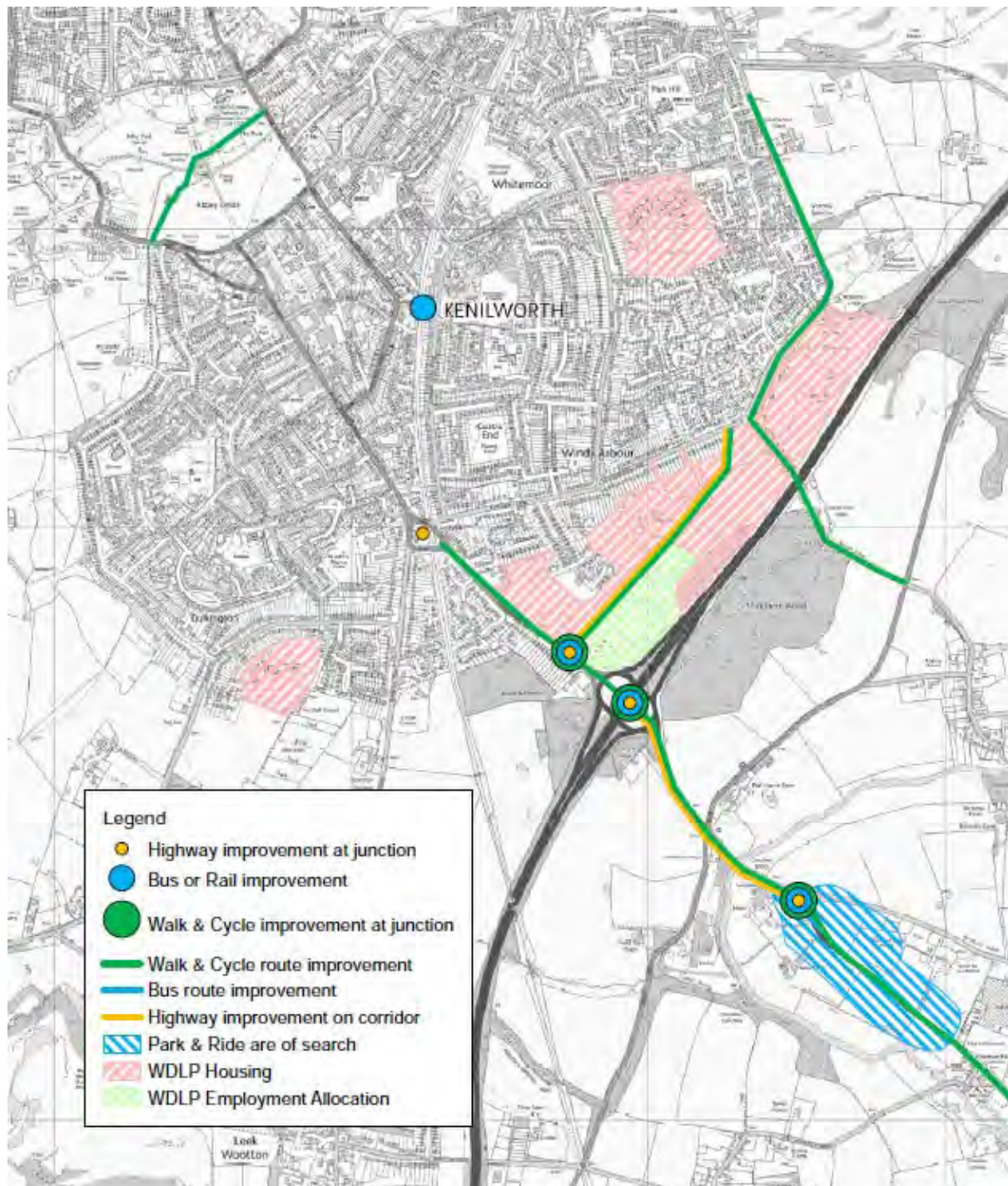
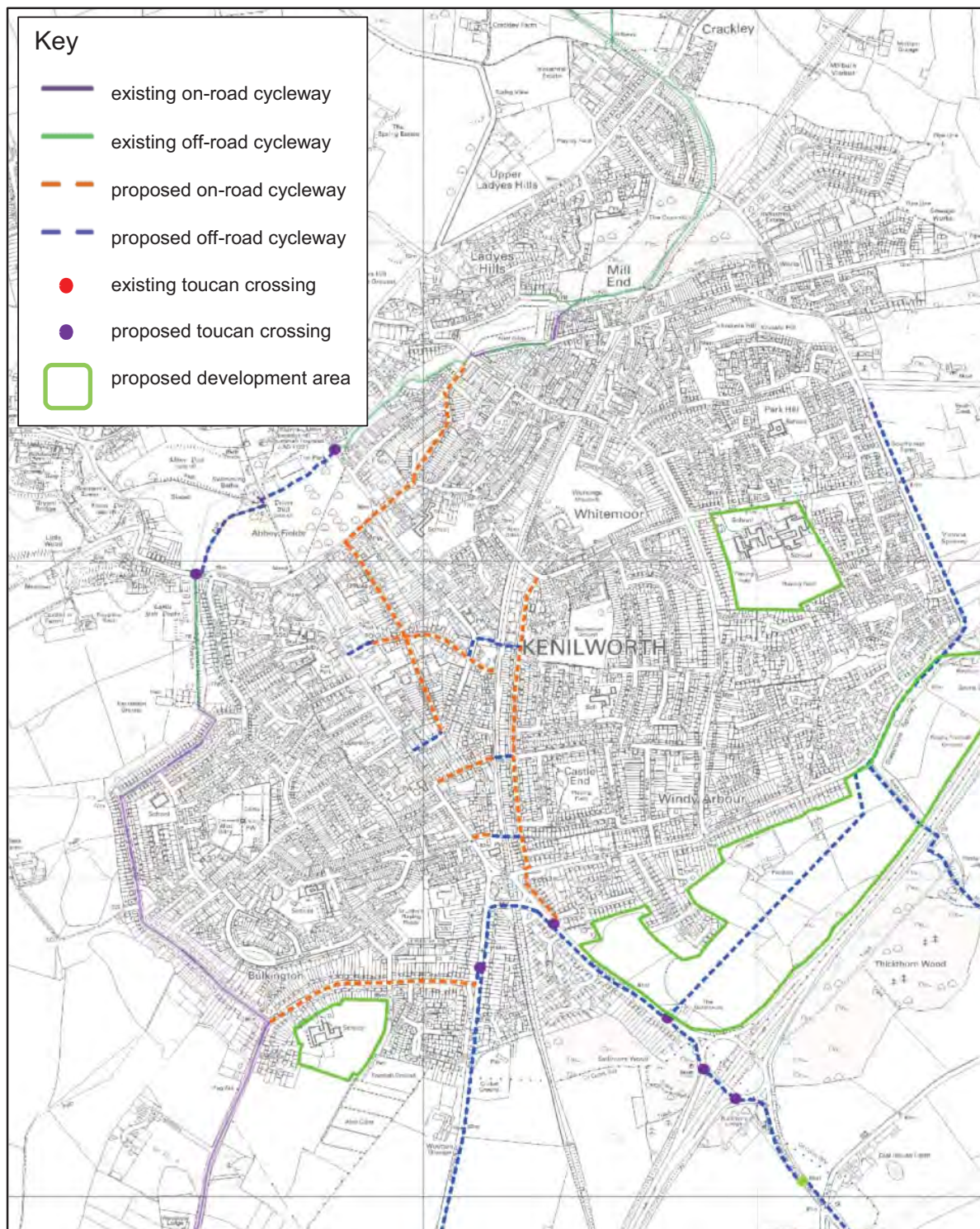


Figure 21. Cycle network (existing and proposed) for Kenilworth



Executive

Excerpt of the minutes of the meeting held on Wednesday 10 February 2016 at the Town Hall, Royal Leamington Spa at 6.00 pm.

Present: Councillor Mobbs (Chairman); Councillors Coker, Cross, Mrs Gallagher, Mrs Grainger, Phillips Shilton and Whiting.

Also present: Councillor Barrott (Chair Finance & Audit Scrutiny Committee), and Councillor Boad (Chair of Overview & Scrutiny Committee & Liberal Democrat Group Observer).

100. **Declarations of Interest**

There were no declarations of interest.

Part 1

(Items on which a decision by Council is required)

106. **Heating, Lighting and Water Charges 2016/17 – Council Tenants**

The Executive considered a report, from Finance, that set out the proposed recharges to Council housing tenants for the provision of communal heating, lighting and water supply during 2016/17.

Recharges were levied to recover costs of electricity, gas and water supply usage to individual properties within one of the sheltered and the 5 very sheltered housing schemes, which were provided as part of communal heating and water supplies. The costs of maintaining communal laundry facilities were also recharged at those sites benefitting from these facilities under the heading of miscellaneous charges.

The charges necessary to fully recover costs were calculated annually from average consumption over the past three years, updated for current costs and adjusted for one third of any over-recover or under-recovery in previous years. The charges for 2016/17 were calculated on the basis of average consumption for 2013/14, 2014/15 and 2015/16. The use of an average ensures that seasonal and yearly variations were reflected in the calculation.

For reference, in February 2013 the increase required to meet projected Heating & Lighting costs was deemed unaffordable for tenants, so it was agreed to implement a lower increase and aim to fully recover costs within a 5 year period. In 2015/2016 it was recommended that where the increase to fully recover costs was higher than 95p per week, the increases be constrained to 95p to ensure the increase was affordable for tenants and continue to move towards full recovery over future years.

For 2016/17, the Council was moving towards a policy of full recovery and to achieve this it was recommending that the charges be increased by the lower of, the full amount or an amount commensurate to the

decrease in rent arising from the 1% reduction. This approach would phase in gradually the full costs recovery and would ensure that no excessive increases to the charges are made in one year.

The proposed increase in weekly charges was equivalent to the 1% decrease in average rent to tenants. This was a fair approach as it facilitates the council implementation of full costs recovery and it did not make tenants worse off, as shown at Appendix 1 to the report.

The Gas and Electricity contracts for the authority were currently being renegotiated and reduction in costs was expected to materialise in 2016/17, with savings being passed on to tenants in future years.

If any proposed charges were thought to be unaffordable for tenants, charges could be set at any level between no increase and the proposed charges, with the understanding that this means that the shortfall would either be funded from the rents of all tenants, the majority would also be paying their own electricity and gas costs directly, or recovered from charges in future years when some flats may be occupied by new tenants who had not benefited from the reduced charges.

For those Heating/Lighting charges which had been set below the level necessary to recover the full cost, a higher charge could be set to better reflect the cost. This would mean a number of tenants would be paying an increase in charges of up £3.40 per week (£176.8 per year), while other tenants would see a reduction in the charges they pay by up to 80 pence per week (£41 per Year).

Alternatively charges could be set above the real costs of recovery. This would mean tenants of these schemes would have no choice but to pay above the real cost of these utilities, as the communal nature of these services means they cannot choose their own energy suppliers. This would not be fair.

The Leader of the Executive drew attention to the addendum circulated at the meeting about this item which provided further details and revised the weekly charges so that they were an equivalent to a 1% increase in average rent to tenants. This is a fair approach as it facilitates the council implementation of full costs recovery and it doesn't make tenants worse off and was detailed in a revised Appendix 1 circulated at the meeting.

Councillor Phillips proposed the recommendations as set out in the report subject to the amendments circulate in the addendum at the meeting.

Recommended that the Council approves the revised recharges for Council tenants relating to heating, lighting, water and miscellaneous charges for the rent year commencing 4 April 2016, as set out in Appendix 1 and Appendix 2 to the minutes.

(The Portfolio Holder for this item was Councillor Phillips)
(Forward Plan reference number 755)

(The meeting ended at 6.55pm)

Heating, Lighting and Miscellaneous Charges

From 6th April 2016 charges covering heating, lighting and miscellaneous charges should be varied as follows:

Heating, Lighting and Miscellaneous Charges	Current Charge per Week 2015/16 £	Charge To Fully Recover Costs 2016/17 £	Proposed Charge per Week 2016/17 £	Proposed Increase/ (Decrease) per Week 2016/17 £	Proposed Change 2016/17 %
Acorn Court, Stockton Grove, Lillington, Royal Leamington Spa					
Nos. 1 - 12, 14 - 41	£10.55	£11.60	£11.35	+£0.80	+7.6%
Nos. 43, 44, 46 and 47 (Misc. Charge only)	£0.60	£0.60	£0.60	+£0.00	+0.0%
Tannery Court, Bertie Road, Kenilworth					
Nos. 1, 2, 4 - 6, 7a, 8 - 12, 22a, 14 - 40	£8.85	£8.35	£8.35	-£0.50	-5.6%
No. 3	£13.00	£12.25	£12.25	-£0.75	-5.8%
Yeomanry Close, Priory Road, Warwick					
Nos. 1 - 12, 14 - 32	£7.60	£10.10	£8.38	+£0.78	+10.3%
James Court, Weston Close, Warwick					
Nos. 1 - 12, 14 - 26	£9.35	£10.35	£10.13	+£0.78	+8.3%
Chandos Court, Chandos Street, Royal Leamington Spa					
Nos. 1 - 12, 11a, 25a, 14 - 46	£10.70	£11.20	£11.49	+£0.79	+7.4%
Radcliffe Gardens, Brunswick Street, Royal Leamington Spa					
Bedsits and 1 bedroom flats	£6.45	£8.40	£7.13	+£0.68	+10.5%
2 bedroom flats	£10.05	£13.45	£10.84	+£0.79	+7.9%

Water Charges

From 4th April 2016 water charges should be varied as follows:

Water Charges	Current Charge per Week 2015/16 £	Proposed Charge per Week 2016/17 £	Proposed Increase/ (Decrease) per Week 2016/17 £	Proposed Change 2016/17 %
Acorn Court, Stockton Grove, Lillington, Royal Leamington Spa				
Nos. 1 - 12, 14 - 41, 43 - 47	£3.45	£3.70	+£0.25	+6.7%
Tannery Court, Bertie Road, Kenilworth				
Nos. 1, 2, 3, 4 - 6, 7a, 8 - 12, 22a, 14 - 40	£4.00	£4.10	+£0.10	+2.3%
Yeomanry Close, Priory Road, Warwick				
Nos. 1 - 12, 14 - 32, 33 and 34	£2.65	£2.65	+£0.00	+0.0%
James Court, Weston Close, Warwick				
Nos. 1 - 12, 14 - 28	£2.90	£2.90	+£0.00	+0.0%
Chandos Court, Chandos Street, Royal Leamington Spa				
Nos. 1 - 12, 11a, 25a, 14 - 46, 47	£3.10	£3.20	+£0.10	+3.2%

Executive

Minutes of the meeting held on Wednesday 13 January 2016 at the Town Hall, Royal Leamington Spa following the conclusion of Council, at 7.15 pm.

Present: Councillor Mobbs (Chairman); Councillors Coker, Cross, Mrs Gallagher, Phillips and Shilton.

Also present: Councillor Barrott (Chair Finance & Audit Scrutiny Committee), Councillor Boad (Chair of Overview & Scrutiny Committee & Liberal Democrat Group Observer), Councillor Knight (Labour Group Observer), Councillor Heath (Whitnash Residents' Association Group); Councillors; Davison, Gill, , Margrave, Naimo, Parkins, Quinney, and Weed.

Apologies for absence were received from Councillors Grainger and Whiting.

78. **Declarations of Interest**

Minute Number 89– Proposal to change parking regulations on Archery Road, Royal Leamington Spa

Councillor Shilton declared an interest because he was a Warwickshire County Councillor.

Minute Number 95– Use of Emergency Powers – Response to the Minerals Development Framework – Preferred Option and Policies Consultation (WCC)

Councillor Philips declared an interest because he had recently moved from one of the affected villages and had objected to the consultation. He therefore felt he was predetermined on the matter and left the room whilst the item was discussed.

79. **Minutes**

The minutes of the meeting held on 2 December 2015 were agreed as written and signed by the Chairman as a correct record, subject to the attendance being amended to show Councillor Shilton as present and to remove Councillor Phillips from the list of apologies.

Part 1

(Items on which a decision by Council is required)

80. **Constitution and Policy revisions**

The Executive considered a report from Democratic Services, that brought forward changes following the review of the Constitution and sought confirmation of the Council's Partnership Policy.

The Council's Constitution was identified as an area for review in the Annual Governance Statement of 2013. A substantial review had been

undertaken with various changes brought forward on an ongoing basis. This report recommended further changes as well as some additional delegations to officers to enable them to work more effectively.

The changes to Article 2 of the Constitution were to reflect practice within the Council. The Code of Conduct for Planning Committee, as an example, had not formed part of the Constitution for five years and therefore reference to it should be removed; that said the Code was still in place and would be reviewed and updated in this calendar year along with all other annexes to the Constitution. The Role of the Councillor leaflet would still be available but how to get a copy was covered by Article 16 of the Constitution.

The changes to Article 6 of the Constitution were proposed to ensure that it reflected the responsibilities the Council had in terms of Health Scrutiny and the arrangements this Council had in place.

The amendment to Article 9, to remove the requirement for an Independent Person to be part of the Standards Committee or to be present, was in line with requirements of Localism Act 2011.

The changes within Article 11 were to recognise the Joint Committee across the Coventry & Warwickshire Area to drive the economic development and prosperity agendas. This was set out in Minute 84 of the Executive of 13 November 2013. The terms of reference for the Joint Committee, if approved, would then be appended to the Constitution.

The changes to Article 16 were to reflect the practice of this Council since the Constitution was introduced. The removal of a requirement to provide a paper copy enabled Councillors to have an electronic copy if they so wished or simply provided a link to the relevant pages on the Council's website.

The changes to the officer scheme of delegation CE (4) and HS (2) and the addition of HS (97) were to enhance service delivery. The additions of HS (94), HS (95) and HS (96) were included to ensure that officers had appropriate authority to enforce legislative requirements rather than having to seek approval from Executive each time. FS (5) was not technically a new delegation because it was approved in December 2004 by Council, but had not been formally recorded in the scheme of delegation, although the practice had occurred ever since. The inclusion of FS (17) was to enable a more dynamic and flexible approach to setting these requirements removing the need for Council to approve them each time. They would also be discussed by the procurement champions as part of their regular meetings. The inclusion of FS (18) was a matter approved by Council on 23 January 2013.

The amendments to the Council Procedure Rules were included to provide clarity about when a member of the Public could address the Council.

The amendments to the Executive procedure rules were brought forward so that they reflected practice that had been in place for the last four

years. Changes to Access to Information Procedure Rules were brought forward to recognise the changes to legislation in 2013 regarding publication of the Forward Plan.

The removal of the Standard Terms and Conditions for the Purchase of Goods and Services was to enable a more dynamic and flexible approach to setting these requirements, removing the need for Council to approve them each time. They would also be discussed by the procurement champions as part of their regular meetings.

The amended Policy & Budgetary Framework was brought forward to confirm the arrangements already established by the adopted Code of Financial Practice and provide clarification on process.

With regard to recommendation 2.2, the Council had taken advice from Counsel on its Committee structure with regard to the Licensing & Regulatory Committee as required under the Licensing Act 2003. This advice had been shared with the Chairman of the Committee and this recommendation was brought forward to remove any ambiguity from the Constitution.

Following the conclusion of this work, subject to the approval by Council, a single .pdf file of the Constitution would be published on line and made available to Councillors.

In accordance with good practice, the Council's Partnership Policy had been reviewed to determine whether it was still fit for purpose. It was originally approved in 2010 following an extensive review. Officers were of the view that no changes to the Policy were required and so it was recommended that the current Policy was approved once again

The report brought forward the final changes to the Constitution to bring it up to date. Therefore, no alternative options had been considered and Members.

Recommended that

- (1) Council approves the amendments to the Constitution as set out at Appendix 1 to the minutes;
- (2) for the avoidance of doubt, Council confirms that it has established a Licensing Committee under section 6 of the Licensing Act 2003; that it has delegated to that committee responsibilities under section 7 of the Licensing Act 2003 and section 154 of the Gambling Act 2005; and that this Committee is known in the Constitution as the Licensing and Regulatory Committee;
- (3) Council confirms the Partnership Policy as set out at Appendix 2, to the minutes.

(The Portfolio Holders for this item were Councillors Phillips, Mobbs and Whiting)
(Forward Plan Reference Number 740)

81. **Housing Revenue Account (HRA) Budgets latest 2015/16 and Base 2016/17**

The Executive considered a report from Finance, that presented the Housing Revenue Account (HRA) 2015/16 latest and 2016/17 base budgets. The figures assumed a 1% rent reduction in 2016/17, although it did not commit to any rent change; because a rent setting report would be presented to the Executive in February 2016 which would then recommend 2016/17 Housing Rents to Council.

Appendix 'A' to the report summarised the adjustments from 2015/16 base budgets to the 2015/16 latest budgets and 2016/17 base budgets. Appendix 'B' to the report provided additional details of the budget changes for Supervision and Management, which formed a major item included in Appendix 'A' to the report. Appendix 'C' to the report presented the detailed HRA revenue budgets and key budget changes.

The report recommended the base budget requirements that would be used in the setting of Council Housing Rents for 2016/17 in February 2016. These figures reflected the costs of maintaining the current level of service and any unavoidable changes in expenditure (for example, where the Council was contractually or statutorily committed to incur additional expenditure). The report also considered the current year's budget, and included details of proposed updates to the 2015/16 Budget.

Any recent changes that needed to be resolved that had not been included in the budgets at this stage, would be fed into the February report. In February the Council would be in a position to agree the 2016/17 Budget and Council Housing Rents for the year.

In agreeing the latest 2015/16 budgetary position, managers had considered the outcome of their monthly budget reviews. Many changes had already been reported to Members as part of the Quarterly Budget Review Reports in July and November of this year. Further amendments had been identified during the rigorous review to determine next year's base position.

The purpose of this report was to produce budgets as determined under the requirements of the Financial Strategy. Any alternative strategies would be the subject of separate reports.

The Finance & Audit Scrutiny Committee supported the recommendations in the report.

Recommended that Council approves;

- (1) the base revenue budget for Housing Revenue Account Services in respect of

2016/17 as outlined in Appendix '3', to the minutes; and

- (2) the latest revenue budget for Housing Revenue Account Services in respect of 2015/16 as outlined in Appendix '3', to the minutes.

(The Portfolio Holder for this item was Councillor Phillips)
(Forward Plan Reference number 700)

82. **Fees and Charges – Lifeline Services (non HRA Customers)**

The Executive considered a report, from Housing & Property Services, that set out changes being made to improve the viability of the Council's Lifeline Services and detailed the proposals for the introduction of new Fees and Charges for non HRA customers in respect of the Council's Lifeline Service, from 1 April 2016.

During 2015 the Lifeline Services Business Manager had carried out a full review of Lifeline Services. As a result, improvements had been made to the way the service was operated which had improved efficiency and started to reduce costs. Examples included more efficient use of vehicles and better use of staff resources so there was less reliance on overtime and bank staff. The review also revealed a number of other changes that could be made to improve the viability of Lifeline Services.

Currently, private clients of the Council's Lifeline Service were expected to make a one-off donation to one of two charities, the Mid and South Warwickshire Lifeline Trust or the Leamington Lifeline Appeal, which then provided the clients with a monitoring unit. This donation was in excess of the retail price of the monitoring unit, and consequently did not offer the best value for money for the client. This process involved the need for considerable administrative support to be provided by the Lifeline Service collecting the donations and then distributing them to the relevant recipients. These charities were set-up over twenty years ago to make the equipment more affordable for people, when the cost of purchasing such equipment was relatively expensive. This was no longer the case because equipment costs had followed the trend for information based technology and fallen in price. To allow the Council's clients to benefit from this change in the market, and to help Lifeline Service be more competitive in winning new business, consultation had taken place with the relevant charities and their agreement had been secured to bring this arrangement to an end.

The Council was required to update its Fees and Charges so that the impact of any changes could inform the setting of its budgets. Discretionary Fees and Charges for the forthcoming calendar year had to be approved by Members. Other than the proposed revisions to monitoring charges, the main Fees and Charge proposals for Lifeline Services were not included in the Annual Fees and Charges 2016/17 Report to Executive on 30 September 2015 due to the prolonged absence from work of the officer who had responsibility for this area of work.

The proposed discretionary fees and charges for Lifeline Services were set out in Appendices One and Two of the report.

To allow the Council to maintain and develop services it needed to make sure its charges were affordable to its primary client groups, competitive with alternative suppliers and contribute towards the financial viability of its services. The implementation of the proposed Fees and Charges that applied to Lifeline Services had been calculated with these criteria in mind.

Clients requested many services, detailed at Appendix A to the report, the team currently carried out for no charge. In line with other service providers it was proposed that a service charge be applied to cover the officer time and travelling costs incurred in delivering these services. These charges would apply to private non HRA customers and not Council tenants living in designated or sheltered schemes.

These charges would apply to new customers. Current customers would receive the services at the charges as described in the agreement that the Council had with them. The Council had IT software that would allow it to differentiate between the new and existing customers to make sure that each was charged correctly.

Alternatively, the Council could continue to work with the charities, not charge for the Lifeline Services that it currently delivered and not move into new areas of work. However, this would mean that it would not be able to generate any additional income to off-set the loss of the Supporting Grant funding that would jeopardise the future of Lifeline Services.

The Finance & Audit Scrutiny Committee supported the recommendations in the report.

Recommended that Council

- (1) approves the ending of the current relationships between the Council and the Mid and South Warwickshire Lifeline Trust and Leamington Lifeline Appeal charities;
- (2) approves the Fees and Charges set out in Appendices 4 and 5 to the minutes, effective from 1 April 2016;
- (3) approves the revisions to the monitoring charges, as set out in the Fees and Charges 2016-17 report to Executive on 30 September 2015, effective from 1 April 2016. This recommendation was included in the Fees and Charges 2016-17 but the figures used for the calculation at this time were

upon further examination found to be erroneous;

	2015 (current)	2016 (proposed)
Monitoring	£1.51 week (19.63 quarter)	£1.80 week (£23.40)
Rental + monitoring	£3.03 week (39.39 quarter)	£3.60 week (£46.80)
(4)	notes that from 2016 onwards, proposals for revised fees and charges for Lifeline Services will be included in the Council's annual Fees and Charges Report; and	
(5)	notes that the proposals for revised fees and charges from 2017 onwards will be informed by the outcome of the Council's review of services for older people and the lifeline services (detailed in the Housing Related Support report elsewhere on this agenda).	

(The Portfolio Holder for this item was Councillor Phillips)
(Forward Plan reference number 746)

83. **Car Park Fees and Charges 2016/17**

The Executive considered a report from Neighbourhood Services regarding car parking charges in the Council's off-street car parks. In September 2015 the Executive agreed to increase car park pay and display tariffs for the financial year 2016/17. It was estimated that these changes would generate an additional income of £200,000 and contribute to Fit for the Future and essential repairs to multi-storey car parks. However, at Council in November, the approval of car park fees and charges was delayed until January 2016 to allow consultation with local stakeholders to be concluded.

As car park charges had been not increased in the last two years and with a clear need to invest in the multi-storey car parks, it was still necessary to raise additional revenue from the car parks whilst appreciating the parking needs associated with each town.

Consultation had been completed and officers had been unable to gain support for the lower band removal. Serious concern had been raised by all groups during this consultation with the message that *"the loss of choice to customers will detrimentally affect businesses within the three towns"*.

Officers had looked at the options for raising fees and charges in car parks. The details of the revised option, was included in section 8.4 of the report. The main amendment to the proposal was to introduce a minimum stay of 30 minutes in most car parks. This was to mitigate the concerns from local groups but had a lower estimated income return and resulted in a £170k increase of estimated income for 2016/17 rather than £200k.

The Council was required to update its Fees and Charges in order that the impact of any changes could be fed into the setting of the budget for 2016/17. Discretionary Fees and Charges for the forthcoming calendar year had to be approved by Council.

Local Groups had generally supported the increase to all day parking charges and the revision to lower band tariff charges was a direct result of the consultation process.

The provision of off-street car parking was an important service that Warwick District Council provided as it supported residents, town centre businesses and tourism.

Due to the need to invest substantial funds in maintaining and improving the car park stock and continued financial restraint by Central Government upon Local Authorities, there was a requirement for Warwick District to increase the income derived from its assets. Car park charges had been not increased over the last two years and these proposed charges take into account the need to raise additional revenue whilst taking into account the parking needs associated with each town.

There were three proposed elements to generate the £170,000 to contribute to the required multi story car park repairs. Firstly there would be an increase to the pay and display budget of £35k which would be derived from natural growth in car park usage. The second was to remove the lower band charges of up to 30 minutes in most car parks. This would mean removing the 20p to 12 minutes charge so the minimum stay would be 30 minutes in Warwick and Royal Leamington Spa. Combining this with introducing the Linear charge of 10p for 12 minutes into Kenilworth, with a 30p - 36 minutes minimum stay. These estimated increases to the pay and display budget from the proposal would be circa £50,000. An increase to the all-day parking charge in all of the Long Stay car parks across the District by £0.50 would see an increase to the pay and display budget of circa £85,000. The Linear charge meant progressing from one charge to another in a series of incremental time steps. Where there was a minimum stay of 30 minutes no pay and display tickets could be purchased for amounts below this tariff vend. Where the linear charge was 10p for 6 minutes the minimum vend for 30 minutes would be 50p and subsequent additional coins would add to the expiry time of 6 minutes for every 10p inserted.

The summary of new charges in section 8, of the report, provided an indication of the tariff structure.

Alternatively in line with the original proposals submitted to September's Executive, to remove the lower band charges from the Long Stay car parks, would mean that the minimum stay in these car parks would be one hour in Kenilworth and two hours in Warwick and Royal Leamington Spa. The estimated increase to the pay and display budget from the proposal was circa £80,000. This option had been discounted due to the serious concern raised by all groups during this consultation with the message that "the loss of choice to customers will detrimentally affect businesses within the three towns".

The Finance & Audit Scrutiny Committee supported the recommendations although this was carried on a split vote. Some Members had strong concerns that the difference in charges between Kenilworth and the other towns was unfair to not only users of the car parks but the businesses in Leamington and Warwick as well. Members felt that this resulted in Leamington subsidising Kenilworth. Conversely, some Members agreed that due to the level of research and statistics used to underpin the recommendations, the officers' advice should be followed and the report supported. As a future measure, it was suggested that a Task & Finish Group could be set up to investigate car parking across the District and take on board the concerns being raised.

Councillor Boad informed the Executive that he was willing to raise the matter as a potential area to investigate with Overview & Scrutiny Committee.

The Executive welcomed the idea of a Group of members looking at this issue, sooner rather than later, to enable an informed discussion to take place well in advance of setting the charges next year.

Recommended that Council

- (1) approves the revised increase to car park fees and charges as detailed in Appendix 6 to the minutes, for implementation from 1 April 2016; and
- (2) approves the Head of Neighbourhood Services to implement the car park fees and charges (as detailed in Appendix 6 to the minutes), in accordance with the Off-Street Parking Order Process.

(The Portfolio Holder for this item was Councillor Shilton)
(Forward Plan reference number 751)

84. **Whitnash Neighbourhood Plan**

The Executive considered a report, from Development Services, that set out the final step to be taken with regard to the Whitnash Neighbourhood Plan.

The plan had successfully undertaken all the relevant stages to become a policy document which would be used together with national and local planning policy documents when decisions were taken on planning applications, for the designated Neighbourhood Plan area of Whitnash. The last stage was for Council to 'make' (adopt) the plan. This would be the first neighbourhood plan to be 'made' in Warwick District.

The Localism Act, 2011, introduced new rights and powers to allow local communities to shape new development by coming together to prepare neighbourhood plans. It also stated that all local planning authorities (LPAs) had a duty to support and advise neighbourhood groups which were seeking to take forward a neighbourhood plan.

The Whitnash designated area was agreed by Executive at its meeting on 9 January 2013. Since that date, the designated body had worked with the assistance of Kirkwells Planning Consultants to produce firstly a consultation draft of the neighbourhood plan and then a draft submission plan. Public consultations had accompanied each of these stages and informed the subsequent draft plan.

Planning officers carried out Sustainability Appraisal and Strategic Environmental Assessment Scoping for the Plan and had assisted with the administration of the Plan, including the examination by an independent examiner whose report was attached in Appendix A, to the report. The Council had recently held the referendum as required by The Neighbourhood Planning (Referendums) Regulations, 2012.

The referendum was the last stage of public consultation in which those entitled to vote within the designated area were able to choose whether or not to support the neighbourhood plan as a document against which local planning applications would be judged, together with national policy and the Local Plan.

The Whitnash Neighbourhood Development Planning referendum asked electors to vote 'yes' or 'no' in response to the following question: "Do you want Warwick District Council to use the Neighbourhood Plan for Whitnash to help it decide planning applications in the neighbourhood area?"

The results of the referendum were as follows:

Referendum Results	
Number cast in favour of a Yes	926
Number cast in favour of a No	68
Spoilt	6
Electorate	6737
Ballot papers issued	1000
Turn out	15%

Therefore, more than half of those voting, voted in favour of the Neighbourhood Plan and as a result of this vote, the Council was now required to 'make' the Plan.

The Council had a statutory duty to make the Neighbourhood Plan where it had been approved in a referendum, save where it was considered that doing so would breach, or otherwise be incompatible with, any EU or human rights obligations. There was no suggestion that this was the case in respect of the Whitnash Neighbourhood Plan and so it was considered that the Council had no alternative but to make the Plan.

Recommended that the Council 'makes' the Whitnash Neighbourhood Plan, as modified to accord with the Examiner's amendments, under section 38A(4) of the Planning and Compulsory Purchase Act 2004 and acknowledges its role in the future decision making process with regards to planning applications affecting the designated area

(The Portfolio Holder for this item was Councillor Cross)
(Forward Plan reference number 480)

Part 2

(Items on which a decision by Council is not required)

85. Call-in of Executive Decisions – Leisure Development Programme

The Executive considered a report about its decision of 4 November 2015 regarding the Leisure Development Programme.

On 4 November 2015, the Executive made a decision on two inter-related reports, items 3 and 8, entitled Leisure Development Programme. Subsequently, and in accordance with the Council's call-in procedure, three Councillors called-in some of the decisions to the Overview & Scrutiny Committee for consideration.

At Overview & Scrutiny Committee 1 December 2015, Members discussed the call-in and determined which of the four available options they wished to follow.

The call-in procedure specifies that one of four courses of action could be taken following a call-in of a decision made by the Executive.

The Overview and Scrutiny Committee resolved to refer the decision back to the Executive along with the reasons provided by the Members who had initiated the call-in; advice provided by the Monitoring Officer prior to the meeting, and observations made at the meeting.

Members of the Scrutiny Committee did not reach a consensus on the observations that should be considered by the Executive and therefore all the observations made during the meeting were listed in this report and needed to be considered by Executive.

During the debate, at Overview & Scrutiny Committee, some members of the Committee observed that they felt that the advice provided by the Monitoring Officer beforehand did not address all of the relevant issues.

The Monitoring Officer was present at the Committee meeting and undertook to provide further advice once members had clarified what the perceived omissions were from the previous advice. The resolution therefore asked the Executive to also consider this further advice from the Monitoring Officer, in conjunction with the observations from Committee.

The list of issues that required further consideration, received from some members of the Committee subsequent to the meeting, was set out at Appendix 4 to the report and the Monitoring Officer's further advice, in response to these issues, was set out at Appendix 5 to the report.

There was no requirement for alternative options because a call-in required that a set procedure was followed.

Councillor Barrott addressed the Executive to provide clarity on the Group's position on this matter and clarified that privatisation was a word used by the petitioners not his Group.

Councillor Boad addressed the Executive and emphasised that the key to making this successful would be ensuring a the contract specification was correct and therefore the onus was on Group Leaders to ensure the Working Party comprised of Councillors who had the correct capabilities and were committed to the work and ensuring the Council got the best possible deal.

In response, Councillor Mobbs summarised the key points from the debate at Council earlier in the evening and welcomed the involvement of all members on this item. He agreed that we needed to do more work to ensure that the Council got best value from the final contract and that this matter was brought forward because it was the best option for the Council.

At the request of the Leader, the Monitoring Officer provided confirmation that the Constitution had been considered, along with advice from the Council's Solicitors, and it was correct that this was a matter that the Executive should determine and not one for Council to decide.

Resolved that

- (1) the outcome of the Overview & Scrutiny Committee's consideration of the called in item, as well as the debate by Council earlier in the evening and the contents of the petition to the Council from members of the public, be noted; and
- (2) having reconsidered the decision of 4 November 2016 in respect of recommendations 2.6 to 2.9 of the Leisure Development Programme report, and in light of the observations made and advice received, the original decision be confirmed.

(The Portfolio Holder for this item was Councillor Gallagher)
(Forward Plan Reference 688)

86. Significant Business Risk Register

The Executive considered a report, from Finance, that set out the latest version of the Council's Significant Business Risk Register for it to review. It had been drafted following a review by the Council's Senior Management Team and Leader of the Council.

This report sought to assist members to fulfil their role in overseeing the organisation's risk management framework. In its management paper, "Worth the risk: improving risk management in local government", the Audit Commission set out the responsibilities of members and officers with regard to risk management, which were detailed in the report.

The Significant Business Risk Register (SBRR) recorded all significant risks to the Council's operations, key priorities, and major projects. Individual services also had their own service risk registers.

The SBRR was reviewed quarterly by the Council's Senior Management Team and the Council Leader and then, in keeping with members' overall responsibilities for managing risk, by the Executive. The latest version of the SBRR was set out as Appendix 1 to the report.

A summary of all the risks and their position on the risk matrix, as currently assessed, was set out as Appendix 2 to the report.

The scoring criteria for the risk register were judgemental and were based on an assessment of the likelihood of something occurring, and the impact that might have. Appendix 3, to the report set out the guidelines that were applied to assessing risk.

In line with the traditional risk matrix approach, greater concern should be focused on those risks plotted towards the top right corner of the matrix whilst the converse was true for those risks plotted towards the bottom left corner of the matrix. Any movements in the risk scores over the last six months were shown on the risk matrices in Appendix 1 to the report.

More than six months ago there were three risks in the "red zone" (Risks 4, 6 & 16). Since then, as advised to Members previously, following the introduction of additional controls and mitigations Risks 4 and 6 had come out of the red zone.

The main factors pertinent to Risk 4, 'Risk of corporate governance arrangements not maintained effectively', being removed from the red zone were: Group Leaders signing up to an informal protocol with regard to sanctions imposed by Standards against errant Members; and Well-attended induction training sessions, thus far, for new Members.

The agreement to various projects set out in the Fit For the Future report to Executive on 3 September 2015 had resulted in Risk 6: 'Risk of insufficient finance to enable the Council to meet its objectives (including insufficient reduction in operational costs)' being taken out of the red zone as the actions reduced significantly the likelihood of the risk occurring.

This left Risk 16: 'Risk of Local Plan being unsound' in the red zone. This was because the Planning Inspector considering our Local Plan advised that the plan in its current form would be found unsound unless we withdrew it. Having considered this, the Council wrote to the Inspector to ask that he re-considered and suspended the plan to allow time for the authorities in the sub-region to agree how they would deal with un-met need from Coventry, together with addressing our windfall allowance. The Planning Inspector agreed to this. Until the new Local Plan was agreed, however, the Authority was exposed to the possible consequences that were detailed in the Local Plan Risk Register. It was also the case that until the whole of the Local Plan process was complete this risk would be likely to remain in the red zone. The consequences of the risk had been expanded to outline the impact the delay in the Local Plan may have on infrastructure funding and the Sustainable Community Strategy.

As part of the process of assessing the significant business risks for the Council, some issues had been identified which at this stage did not necessarily represent a significant risk, or even a risk at all, but as more detail emerged might become one. They included: Staff recruitment and retention; and the impact of national housing policy proposals on the Council's ability to remain a viable landlord.

Officers were looking in more detail at these areas. A piece of research has been asked of the Council's HR team to look into the data around staff recruitment and retention issue to determine if it was the issue it was believed to be; and, the HRA business plan was to be updated and reported to the Executive in March which would help to establish the viability of the Council's housing landlord role. The SBRR would be updated as necessary in the light of this additional work and officers would continue to scan to identify other potentially emerging risks. Officers were undertaking a PEST and SWOT analysis in the light of a huge number of changes in the Council's operating environment which would be reported later in the year.

The Finance & Audit Scrutiny Committee supported the report.

Resolved the report be noted including the emerging issues outlined at recommendation 3.12, and did not feel any further actions should be taken other than those detailed in the report

(The Portfolio Holder for this Item was Councillor Mobbs)

87. **Review of the Sexual Entertainment Establishment Policy**

The Executive considered a report, from Health & Community Protection, that sought approval to consult on the draft Sexual Entertainment Establishment Policy, which was applicable to all Sexual Entertainment Establishments within the Warwick District Boundary.

The Executive meeting on the 11 March 2015 requested officers to review Sexual Entertainment Establishment Policy.

Officers were requested to include in the reviewed policy the recommendation of the task and finish group taking into account Counsels' advice.

The proposed policy included changes within both the policy document and the conditions which would be attached to any licence granted.

The existing policy was attached at Appendix 1 to the report, and the proposed policy was attached at Appendix 2 to the report. A summary of the main alterations were included in Appendix 3 to the report.

The draft policy was placed before the Licensing and Regulatory Committee on the 9 December 2015. The Committee made a couple of recommendations to improve the clarity of the policy. These had been included within Appendix 2, to the report but were outlined separately in Appendix 4, to the report.

Before the proposed policy could be adopted, a public consultation had to take place in order to mitigate against the risks outlined in the report.

Any comments received during this consultation period would be reviewed and amendments made to the policy where appropriate. The amended policy and details of the comments received would be reported to Executive.

Alternatively the Council could adopt the Policy without public consultation. Officers did not recommend this option because this would almost certainly result in a judicial review.

The Overview & Scrutiny Committee noted the report.

Resolved that

- (1) the reviewed draft policy in Appendix 2, be noted;
- (2) a 12 week public consultation is conducted on the proposed policy, as set out at Appendix 2 to the report; and
- (3) a further report be brought back to the Executive summarising the consultation response, any alterations that may be made to

the policy in response to the consultation and seeking their recommendation of the final policy to Council for adoption.

(The Portfolio Holder for this Item was Councillor Grainger)

88. Statement of Community Involvement 2016

The Executive considered a report, from Development Services, that sought adoption of the Statement of Community Involvement 2016 (SCI). The SCI formally set out the policy and standards for engaging residents, local groups, stakeholders and statutory consultees in preparing development plans and how the Council would consult on planning applications.

The report also set out how the Council would meet the 'duty to co-operate' to meet the requirements of The Localism Act 2011 by engaging with neighbouring local authorities and other statutory bodies to consider joint approaches to plan-making.

It was a statutory requirement under Section 18 of the Planning and Compulsory Purchase Act as amended, that the Council produced and adopted a Statement of Community Involvement (SCI).

The Council's first SCI was adopted in July 2007 and was revised in April 2014 because there had been a number of changes to the planning system. These were largely introduced through the Localism Act 2011 and the National Planning Policy Framework in March 2012.

At the meeting of the Executive on 23 April 2014, members were assured that the SCI would be fully revised to meet the latest regulations, during 2015, and the content of the appended SCI was the result of that work.

The SCI provided the community with clarity on the levels of involvement that they should expect in planning processes, and explained in detail our policy for engaging the community in the preparation of the Warwick District Local Plan and in the consideration of planning applications. The SCI also outlined the consultation processes for Neighbourhood Planning and for the Community Infrastructure Levy (CIL) and our approach to the 'duty to co-operate'.

Since the first SCI was adopted in July 2007 the Government had introduced a series of changes to the planning system. These were principally through the Localism Act 2011 and the issue of the National Planning Policy Framework (NPPF) in March 2012. This was followed by the Planning Practice Guidance (PPG), which complemented the NPPF. Changes were also brought about through the Town and Country Planning (Development Management Procedure) (England) Order 2010.

These changes had resulted in the streamlining of plan preparation, as well as a number of other relevant changes. The changes had also introduced a duty to cooperate with neighbouring local authorities and other organisations on matters of strategic, cross-boundary significance.

The Localism Act 2011 also led to the revocation of the regional strategies and Structure Plans.

In recognition of these reforms, the Government published revised local planning regulations in 2012. These were currently set out in the Town and Country Planning Local Planning (England) Regulations 2012.

This SCI took account of these changes and replaced the July 2007 and revised April 2014 versions of the SCI.

The, proposed, SCI was subject to a public consultation that commenced on 5 October and ended on 16 November. As a result of this, a total of eight responses had been received. These were supportive, although some suggestions were made by Warwickshire and West Mercia Police with regard to their involvement in pre-application discussions. Reference was also made to the omission of the fire and rescue service as a named consultee in the list of consultees and to rectify this, 'emergency services', had been added to include all elements of this important service sector.

Additionally, amendments were suggested by Baginton Parish Council and Kenilworth Town Council and one individual had suggested another consultation body to consider. These suggestions had been summarised and responses provided as to why these amendments were or were not supported and where changes have been made accordingly. A summary of all responses and actions were set out in Appendix B to the report.

There was no alternative to the recommendations because the SCI was a requirement under the Planning and Compulsory Purchase Act 2004 (as amended), the Localism Act 2011, The Town and Country Planning (Local Planning) (England) Regulations 2012, the Town and Country Planning (Development Management Procedure) (England) Order 2010 and the National Planning Policy Framework (NPPF) 2012 and had been prepared in conformity with these documents.

Resolved that the 2016 Statement of Community Involvement, as set out in Appendix A to the report, be adopted.

(The Portfolio Holder for this item was Councillor Cross)
(Forward Plan Reference Number 733)

89. **Proposal to change parking regulations on Archery Road, Leamington Spa**

The Executive considered a report, from Cultural services, that sought approval for an objection to a proposal by Warwickshire County Council to amend the parking regulations that applied to Archery Road, Leamington Spa.

Warwickshire County Council had proposed changes to the parking regulations that applied to Archery Road, Leamington Spa as detailed in Appendix 1, to the report. The changes would see the maximum stay

being reduced from four hours to two hours, with no return within four hours, and with the regulations applying from 8am to 10pm.

Archery Road currently allowed a maximum stay of four hours with no return for 8 hours and applied from 8am to 8pm only. Archery Road was the only location in the town with a four hour limit. These conditions had been in place for many years and were introduced to support the expansion of the bowls activities in Victoria Park at the time of the World Bowls Championships being hosted at the greens in 1997.

A reduction in the maximum stay and extension of the regulations to 10pm would have an impact on bowls activities in Victoria Park. Most bowls matches took approximately three hours to complete, and many were then followed by refreshments for those involved in the matches. The greens were the home venue for Royal Leamington Spa Bowling Club (RLSBC), Potterton's Bowling Club, Home Guard Bowling Club, Warwickshire Women's Bowls Association and Bowls England. Matches were played throughout the season from April to September, with RLSBC using their club house on the site for social activities throughout the year.

Victoria Park greens hosted the National Bowls Championships for four weeks each August. For the duration of the Nationals a formal "road closure" was placed on Archery Road, and all regulations were lifted for the period of the closure. Parking on Archery Road from 8am – 5pm during the Nationals was controlled by security personnel and parking permits allowing parking on Archery Road were issued to residents of Archery Road and neighbouring roads, and officials working at the Nationals.

Whilst the greatest impact would be on bowls activities, there would also be some impact on Victoria Park Community Tennis Club and other users of the park as well as one off events that took place in the park. Visitors would have to find alternative parking if they intended to be in the park for more than two hours.

There was "overflow parking" available in the area at the far end of Archery Road (known as the "old tennis courts") which was used on occasions by bowlers and other park users. This was not a formal car park, was not illuminated, and did not have sufficient capacity to accommodate all those needing to park for longer than two hours. In order for the car park to operate effectively it would need to be enforced. This would require investment in the surface, lighting, signage, ticket machines and staff time to visit regularly. Having considered this option as part of the review of the National Bowls Championships, that was reported to the Executive in January 2015, officers concluded that it was unlikely that the income from this car park would cover the cost of providing the car park and operating it.

Bowls England had made a formal objection to the proposals, Appendix 2 to the report, as had RLSBC, and objections were also anticipated from other clubs based in Victoria Park.

The Executive could chose not to object to the proposals. If the changes went ahead as proposed, there would be a significant impact on local clubs using Victoria Park bowling greens, and on some other users of the park. This could result in a reduction in the use of this first class bowls facility in which the Council had made significant investment over many years.

Resolved that a formal objection is submitted on behalf of Warwick District Council by the Head of Cultural Services, following consultation with the Portfolio Holder for Culture, to the proposal to change the parking regulations on Archery Road, Leamington Spa

(The Portfolio Holder for this item was Councillor Gallagher)

90. **Electric vehicles and Charging Infrastructure**

The Executive considered a report from, Health and Community Protection, that explained the Council had secured funding from the Department of Transport's Office of Low Emission Vehicles (OLEV) to cover 75% of the cost of leasing five electric vehicles for use as pool cars for an initial period of two years and installing associated charging infrastructure. The Executive was asked to approve the expenditure to cover the non-funded project costs, which it was anticipated would be recouped through avoided business mileage payments

Warwick District Council had secured 'ULEV Readiness' funding from the Department of Transport's Office of Low Emission Vehicles (OLEV) to cover 75% of the cost of leasing five electric vehicles for a period of two years and installing associated charging infrastructure.

The funding process required an assessment to be carried out by the Energy Saving Trust on behalf of OLEV of the Council's business travel needs and the current electric vehicle market, in order to identify the most suitable models. As a result of this process, an offer was made to the Council, with vehicle types and models being proscribed.

If the Council wished to take up the funding offer, the additional required project expenditure, including the remaining 25% of the vehicle lease and charging infrastructure costs together with vehicle insurance and fuel/electricity, must be met.

The Council's contribution would be offset by savings in staff mileage claims. It was estimated that, over the two-year life of the project, approximately 66,000 miles currently claimed as business travel would be displaced, resulting in net savings of approximately £3,400, as detailed in Section 5 of the report.

By providing an alternative form of transport to employees' own vehicles for the purpose of business travel, the project would support the current staff terms and conditions review.

The initiative would provide an opportunity for the Council to trial both the use of pool cars and electric vehicle technology at minimal financial risk.

The use of electric vehicles would reduce the Council's impact on local air quality, thereby making a positive contribution to meeting air quality objectives, as detailed in Warwick District Council's Air Quality Action and described in section 4.1.2 of the report.

The project would provide an opportunity for the Council to show local leadership on the use of sustainable forms of transport and to gain positive publicity.

Use of these vehicles would result in a predicted reduction in the Council's carbon footprint of approximately 20 tonnes of CO₂ over the two-year lifespan of the project.

This was a funded project covering the specific vehicles detailed in this report. It should be noted that, under the terms of the funding, the Council was not offered a choice of vehicles.

The only alternative option would be not to proceed with the project. This option was discounted on the basis that, not only would it contradict the Council's agreed Strategic Approach to Sustainability and Climate Change and the Air Quality Management Plan, but it would also result in a lost opportunity to trial the use of pool cars and electric vehicles.

The Finance & Audit Scrutiny Committee supported the recommendations in the report. The Overview and Scrutiny Committee noted the report.

Resolved that

- (1) up to £27,000, to cover the Council's contribution to the costs of leasing and operating five electric vehicles and installing charging infrastructure, be approved from the 2015/16 Contingency Budget; and
- (2) under the terms of the external funding secured for this project, it be noted, the vehicle models as set out in paragraph 8.1 were stipulated by the funders.

(The Portfolio Holder for this item was Councillor Grainger)
(The Forward Plan reference 743)

91. Housing Related Support Services

The Executive considered a report, from Housing & Property Services, that advised on the outcome of the Warwickshire County Council's (WCC) proposals for the future of Housing Related Support Services, the impact of the decisions made by WCC on current users of this Council's services, the financial impact on the Housing Revenue Account (HRA) Business

Plan and the proposed response by Housing and Property Services to the changes.

In October 2015, WCC agreed to the restructure of Housing Related Support as part of its One Organisation Plan Savings to achieve a cumulative savings target of £3.725 million by 2018. Housing Related Support was implemented by the award of Supporting People grant to service providers to deliver services required and approved by WCC.

To implement this decision, WCC decided to decommission many of the existing services that its Housing Related Support funding supported and to use revised eligibility criteria to commission new services.

WCC had produced a Housing Related Support decommissioning and re-commissioning program: Funding for floating support for homeless families with support needs would terminate on 31 March 2016; Contributory funding to sheltered and very sheltered accommodation and alarm services (Lifeline) for older people. This funding only related to those HRA tenants in our sheltered schemes and our dwellings for older people, it did not fund Lifeline services for private clients; and Non-specialist (generic) floating support services would be re-commissioned through competitive tender and would be active from 1st April 2016.

WCC was not commissioning any services that were specifically for older people. The WCC would be re-commissioning floating support services and any older person who fulfilled the eligibility criteria regardless of tenure could be referred for this service. The Council would not be tendering for the new contract to deliver this service as it would be operated on a county wide basis and could be required by client groups whose needs could require capability and capacity not available to us.

Warwick District Council was currently contracted by WCC to provide housing related support for Older People and Homeless Families with Support needs.

The Older People service provided a monitoring alarm and support service for older people living in our sheltered schemes and dwellings designated for older people. The annual Supporting People grant from WCC towards the cost of this service was £463,700. This contract and funding was due to end on 31 July 2016.

The Homeless Families with Support Needs service provided specialist floating support. To deliver this service, the Council, on behalf of WCC, held a contract with Bromford Support Services which would end on the 31 March 2016. WDC received £30,300 Supporting People grant to pay for this service. Funding for this work would cease on 31 March 2016.

An additional budget provision was held within the HRA Business Plan to cover a scenario where the WCC funding was withdrawn. This funding was set aside to maintain existing levels of Housing Related Support to tenants of the Council's sheltered schemes and properties designated for older people to allow for a measured and structured transition to a new service to be developed and mobilised. The contingency amount was

sufficient to cover the worst case scenario of this transition taking twelve months. Any funding not needed from this contingency for the transition period would be returned to the HRA's overall contingency reserves.

In response to these funding changes it was proposed that the Council would carry out a full review of the services it provided for older people and report back to Executive in January 2017, to allow any service revisions to be implemented from 2017/18 onwards. The services affected were the provision of housing related support along with the Lifeline (Warwick Response) monitoring and emergency response service for Council tenants in our sheltered schemes and dwellings designated for older people.

While the Council carried out this review it was recommended that existing levels of housing related support, monitoring and response services should continue to be provided and that the current charging regime should be maintained for those tenants who were currently receiving the service until April 2017. Service provision after that date would be influenced and informed by the outcome of the review. The review, which would include extensive consultation with current and prospective service users, would consider all options for the future of these services, from termination through to expansion. The review would, as part of this work, explore both the scope of the service and the charging options that would be necessary to maintain financial viability for whatever level of service is proposed.

The current service and charges would remain available to new tenants from 31 July 2016 until the scope and offer of the new service had been agreed. This would make sure that the Council delivered an equitable service to all our tenants, current and new, in our schemes and dwellings designated for older people. It meant that all tenants would have the same experiences to inform future consultation, avoid disparities in service level to people living as neighbours and reduce administrative complexity at a time when staffing resources would be focused on designing and the developing ready for delivery a new service.

For Homeless Families with Support Needs, the Council would work in co-operation with WCC to make sure that when the current contract ceased no vulnerable clients would be left without appropriate support. The Housing Support Team would be able to support any Council tenant who was at risk of homelessness but tenants of other Registered Social Landlords would be expected to approach their own landlord for appropriate help. Where there was no support available from a landlord the Council would help affected people to identify appropriate help from other agencies in both the public and voluntary sectors.

The Council could reduce or terminate the services provided for Older People when the Supporting People grant ended. However we had rejected making any changes to the services prior to April 2017 because of the requirement imposed on the Council by the 1985 Housing Act to consult with our tenants regarding changes in housing management. The Council wanted to ensure that this consultation was meaningful and comprehensive so that it could take into consideration the experiences and needs of all elderly and vulnerable tenants living in our sheltered

schemes and dwellings designated for older people. Allowing this time to design, develop and mobilize a new service would allow it to be shaped in a way that took into account the regulations that would arise from the Housing and Planning Bill, currently before Parliament, which were expected to have a substantial impact on the HRA Business Plan.

The Finance & Audit Scrutiny Committee supported the recommendations in the report.

Resolved that

- (1) the funding the Council receives from WCC to provide housing related support for older people will cease on 31 July 2016, be noted;
- (2) the additional budget provision held within the HRA Business Plan to cover a scenario where the WCC funding is withdrawn is approved to maintain existing levels of Housing Related Support to tenants of the Council's sheltered schemes and properties designated for older people for the remainder of the financial year 2016/17;
- (3) officers carry out a full review of the Council's Housing Related Support Services for older people, including Lifeline services and report back to members by January 2017 on proposals for revised service arrangements for 2017/18 onwards;
- (4) the Housing Related Support charges for tenants of the Council's sheltered schemes and properties designated for older people remain at their current rate until the new service is agreed and implemented from 2017/18 onwards;
- (5) those tenants who are self-payers of the Housing Related Support charges be expected to continue to pay for the service until any new service regime is agreed and implemented;
- (6) those tenants who are in receipt of housing benefit and do not pay the full Housing Related Support charges will not have any recovery of these payments made until decisions about the future service offer and service charges are agreed and implemented; and

- (7) the funding that the Council receives from WCC to provide specialist floating support for Homeless Families will end on 31 March 2016 and the measures that will be implemented as a result.

(The Portfolio Holder for this item was Councillor Phillips)
(Forward plan Reference Number 674)

92. **Review of the Historic Building Grants Scheme**

The Executive considered a report, from Development Services, that updated them on the findings of a review of the Historic Buildings Grants scheme and made recommendations concerning the cessation of the scheme and the transfer of the outstanding budget to a specific heritage project.

The current review of the Historic Building Grants Scheme identified that resources could be more effectively deployed to protect the District's historic built environment.

The principal objective of the Conservation Building Grants scheme was to preserve and enhance the historic environment of Warwick District. The justification for the grants scheme was that it assisted householders to update and repair Listed Buildings and other buildings within Conservation Areas in a historically appropriate manner rather than choose other potentially more harmful solutions.

It was considered that whilst the grants scheme had been of assistance in bringing forward the appropriate updating and repair of historic buildings, in practical terms the level of grant offered was often a small proportion of the total cost of the works which were likely to have been undertaken in the same way in any case without the grant assistance.

Although the Historic Building Grant scheme was available for Listed Buildings and historic buildings within Conservation Areas across the whole of Warwick District, the current review had identified that over the last two years, 73% of all grants had been awarded within the Royal Leamington Spa Conservation Area rather than more widely across the District. There had been a significant under-spend in the allocation of grants over recent years.

The consideration of these factors had therefore led officers to the conclusion that the continuing operation of the grants scheme was becoming increasingly ineffective in contributing to the protection of the historic environment in the manner in which it was intended.

It was also relevant to consider that the protection of the historic environment from inappropriate repairs and other works could be secured through other, more cost effective means, for example through the provision of an Article 4 Direction within a Conservation Area, which provided the Local Planning Authority greater control over potentially harmful alterations, including replacement windows.

The Council had already approved the introduction of a new Article 4 Direction for the whole of the Royal Leamington Spa Conservation Area, and this would be implemented in 2016. That Direction would ensure that unsympathetic alterations were resisted without the need to offer financial assistance through grants. The potential establishment of further Article 4 Directions in appropriate areas within the District would further reduce any justification or need for grants.

There were current issues relating to the condition of a dilapidated, highly prominent Listed wall which made a significant contribution to the character of the Barford Conservation Area and marked the boundary between Wellesbourne Road (the A429), and the Locally Registered Park and Garden forming the setting of the Grade II* Listed Barford House.

On 31 March 2015, under powers arising from the Planning (Listed Building and Conservation Area) Act 1990, the Planning Committee authorised the issue of a Section 54 Notice requiring the owner to repair the wall. In view of the urgency with which repairs to the wall needed to be brought forward, at that meeting the Committee also authorised the Head of Development Services to take all necessary steps to implement the works required to repair the wall and to recover the cost from the owner of the land. The cost of the repair works was estimated to be a minimum of £70,000.

In accordance with the usual protocol in seeking to recover those funds, a charge was to be placed on the land on which the wall was located, in order that when (and if) the land was sold, the Council would be reimbursed its full costs from the proceeds of the land sale.

The likelihood of any such sale taking place at any time in the future was unknown and therefore in seeking to bring those works forward, it was necessary to identify a budget from which the funds could be drawn down.

Rather than do so by funding from the Planning Reserve, it was suggested that this would be an appropriate use of the outstanding unspent 2015/16 budget from the Historic Building Grant scheme and the allocated budget for 2016/17 the total of which equated to the current estimate of the cost of the repair works.

The historic wall in question was a highly prominent feature within the Barford village and Conservation Area and its increasingly dilapidated state continued to impact on the character of that area. The use of the outstanding and remaining grants budget to facilitate the repair of this wall would, perhaps in contrast to its previous use to contribute funding towards small scale projects, had a significant positive impact on the historic character of Barford and was considered to comprise a practical and effective use of these funds

An alternative option would be to reduce the funding of the current grant scheme, or to phase it out gradually, however this would result in the continuation of a scheme which was underperforming in terms of the

benefits to the historic environment and which was not achieving effective value for money at a time when all public services were under pressure.

The current review had considered whether a relatively small grant (maximum £2,000) in practical terms incentivised work to be undertaken that would not otherwise occur, or if it significantly increased the likelihood of works being undertaken in a historically appropriate way. The conclusion was that it did not.

Grants were frequently awarded to parties who had recently purchased high-value property and who were already motivated to undertake a historic building restoration project. This combined with the fact that the total value of works to historic buildings frequently amounted to tens of thousands of pounds brought into question the extent to which a maximum grant of £2,000 was a significant motivating factor.

The review had considered whether administering the grant scheme was an effective deployment of staff time. It concluded that should the grant scheme remain, the level of staff resources devoted to it was likely to be such as to impact upon other core areas of the service.

Should it be considered appropriate, a further possible option for future consideration would be the introduction of an area-based historic building grants scheme funded by the Heritage Lottery Fund. However, it was unlikely that the reintroduction of such an approach could operate in a manner which would omit all of the factors arising from the current scheme which had led officers to the recommendations in this report.

Resolved that

- (1) the Historic Building Grants scheme, be discontinued;
- (2) officers investigate a further Article 4 Directions within the District's Conservation Areas to control potentially harmful development; and
- (3) the unspent 2015/16 budget from the Historic Building Grant scheme and the allocated budget for 2016/17 be used to contribute to the cost of the delivery of a project to repair a dilapidated, visually prominent Listed wall that marks the boundary between Wellesbourne Road (the A429), and the Locally Registered Park and Garden forming the setting of the Grade II* Listed Barford House.

(The Portfolio Holder for this item was Councillor Cross)
(Forward plan Reference Number 753)

93. **Dementia Action Alliance**

The Executive considered a report, from Health & Community Protection, that sought approval to sign up to the National Dementia Declaration, and outlined an action plan for implementation.

To become a member of the Coventry and Warwickshire Dementia Action Alliance, the Council would need to sign up to the National Dementia Declaration and submit a short action plan setting out how it would work towards delivering the outcomes outlined in the declaration. Once this had been submitted successfully, the Council would be considered a member of the Dementia Action Alliance (DAA).

This was supported by members of the Health Scrutiny Sub-Committee and for it to show that the Council was sensitive to the wider issues around mental health.

There was a question about the level of the expenditure which should be allocated to this initiative. It was considered that minor dementia friendly improvements (e.g. lighting) were being made to Riverside House reception area, within existing maintenance and repair budgets. The cost of dementia friendly adjustments therefore did not necessarily entail additional expenditure, just that the matter needed to be taken into consideration. However, the principle needed to be established so that it could be considered if new build, adaptations or improvements were made to corporate buildings

It was suggested that guidance be developed, in discussion with Housing & Property Services and building managers, to provide information on dementia friendly improvements and adaptations options.

Alternatively the Council could seek not to obtain accreditation, to train fewer people and downgrade the improvements proposed. In terms of adapting corporate buildings the Council could choose not to do any works.

Resolved that

- (1) the Council becomes a signatory to the National Dementia Declaration;
- (2) the Action Plan as set out in the Appendix, to the report, be approved; and
- (3) a principle of adaptation of corporate buildings, be approved, for when those buildings are improved or adapted for other reasons, as part of the overall business case for the works.

(The Portfolio Holder for this item was Councillor Grainger)
(Forward plan Reference Number 714)

94. **Use of Delegated Powers – Adoption of the LEP’s Planning Protocol**

The Executive considered a report from, Development Services, that informed it of the use of the Chief Executive’s delegated authority (CE4) to agree the adoption of the Coventry & Warwickshire Local Enterprise Partnership’s (CWLEP) planning protocol to confirm the adoption, in line with all the other local planning authorities within the CWLEP area at the CWLEP Planning and Housing Business Group on 14 December 2015.

Under CE4 of the Officer Scheme of Delegation, set out in the Council’s Constitution, the Chief Executive had delegated authority to deal with urgent items that occurred between meetings, in consultation with the relevant Deputy Chief Executive, Head(s) of Service (if available) and Group Leaders (or in their absence Deputy Group Leaders) subject to the matter being reported to Executive at the next available opportunity.

The CWLEP had asked all local planning authorities within its area of operation to confirm that their formal adoption of the Planning Protocol that each had been operating informally at its Housing and Planning Business Group meeting on 14 December 2015. Confirmation on that date would allow the CWLEP to advise its Board and relevant Government representatives that a commitment made as part of the Coventry & Warwickshire City Deal had been fully implemented. The date fell outside the normal cycle of Executive meetings hence the requirement to use delegated powers.

The Chief Executive, in consultation with the Group Leaders, could have chosen not to exercise these delegated powers and not adopt the protocol. This would have potentially affected relationships across the sub-region with regard to the Duty to Co-operate and the future development of the WDC Local Plan, given that the protocol contained a required commitment to joint working. Additionally, it could have potentially resulted in the loss of inward investment within the district, as investors wanted a smooth and problem free service from planning authorities and for the services offered to be as cost effective as possible.

Resolved that the decision of the Chief Executive, after consultation with the Group Leaders, under (CE4) of the Constitution, to formally agree the adoption of the CWLEP Planning Protocol, as set out at Appendix One to the report be noted.

(The Portfolio Holder for this item was Councillor Cross)

95. **Use of Delegated Powers – Response to the Minerals Development Framework – Preferred Option Policies Consultation**

The Executive considered a report, from Development Services, that informed the Executive of the use of the Chief Executive’s Delegated Authority (CE4) to agree a response to Warwickshire County Council’s

Minerals Development Framework (Preferred Option and Policies Consultation).

Under the Officer Scheme of Delegation the Chief Executive had delegated authority (reference CE (4)) to Deal with urgent items that occurred between meetings, in consultation with the relevant Deputy Chief Executives, Heads of Service (if available) and Group Leaders (or in their absence Deputy Group Leaders) subject to the matter being reported to the Executive at its next meeting.

The response was required to be submitted to Warwickshire County Council by the 4 January 2016, therefore this report was required to notify members of this course of action.

The only alternative would be not to respond which would not be in the best interests of the District and its population

Resolved the decision by the Chief Executive after consultation with Group Leaders under (CE4) of the Constitution to agree the report/ response to the Minerals Development Framework process as set out in Appendix One to the report.

(The Portfolio Holder for this item was Councillor Cross)

96. **Rural/Urban Capital Improvement Scheme (RUCIS) Applications**

The Executive considered a report, from Finance, regarding the Rural/Urban Capital Improvement Scheme grant applications that had been received from Warwick Sports Club, Leamington Lawn Tennis and Croquet Club and Westbury Community Centre (Myton Church).

The Council operated a scheme to award Capital Improvement Grants to organisations in rural and urban areas. The grants recommended were in accordance with the Council's agreed scheme and would provide funding to help the project progress. All three projects contributed to the Council's Sustainable Community Strategy.

The Council had a specific capital budget to provide grants of this nature and therefore there were no alternative sources of funding if the Council was to provide funding for Rural/Urban Capital Improvement Schemes. Members could choose not to approve the grant funding, or to vary the amount awarded.

Resolved that

- (1) Warwick Sports Club be awarded a grant from the urban cost centre budget of 45% of the total project costs to refurbish several areas of the clubhouse, repair and extend safety fencing and install a security monitoring system as detailed within paragraphs 1.1, 3.2 and 8.1 of the report, up to a maximum of

£27,610 excluding vat, subject to receipt of the following a written confirmation from WREN (or an alternative grant provider) to approve a capital grant of £28,750;

- (2) Leamington Lawn Tennis and Croquet Club be awarded a Grant from the urban cost centre budget and the rest of the award from the unallocated 2014/15 budget of 36% of the total project costs to resurface 4 tennis courts as detailed within paragraphs 1.1, 3.2 and 8.2, of the report, up to a maximum of £30,000 including vat; and
- (3) Westbury Community Centre (Myton Church) be awarded a Grant from the unallocated 2014/15 budget of 30% of the total project costs to reconfigure the current changing room into two separate parts (storage room and a tea room), refurbish the kitchen and server area and refurbish the main room as detailed within paragraphs 1.1, 3.2 and 8.3, of the report up to a maximum of £30,000 including vat, subject to receipt of the written confirmation from JW Laing Trust (or an alternative grant provider) to approve a capital grant of £20,000.

(The Portfolio Holder for this item was Councillor Cross)

97. **Proposed exemption from the Code of Procurement Practice**

The Executive considered a report, from Housing & Property Services, that sought approval for an exemption from the Code of Procurement Practice to secure the prompt supply and installation of a generator at the Council's Oakley Wood crematorium.

The Council's bereavement services included the operation of a crematorium at Oakley Wood Crematorium. The crematorium relied upon a constant electrical supply for it to operate effectively, ensuring both the proper conduct of services within the chapels, the functioning of the cremators and other process-plant in accordance with environmental legislation. The site did not currently have a 'fixed' stand-by generator installation, with a facility to automatically start in the event of a power supply failure and provide a steady supply of power for prolonged period of power loss from the main grid.

Funding for the supply of a suitable generator to remedy this lack of a back-up was approved by the Council for the base budget for 2015/16.

The approval for the funding coincided with the beginning of the refurbishment works scheduled during 2015/16 for the Oakley Wood facility. In December 2014, it was agreed by the project team managing

this project to schedule the installation of the generator to the third quarter of 2015/16, with works at the site set to conclude at the end of October 2015. This decision was taken for a number of technical reasons, including the need for a continuity of mains electrical supply for the works, access to the site and the need to keep noisy and intrusive works to a minimum to avoid unnecessary disruption to the core activity of the facility.

The contract documents for the main works had by this time been sealed and were awaiting signature. To have amended the contract at this time to include provision for the installation of the generator would have delayed the overall refurbishment project and incurred additional costs.

In August 2015, officers from Housing and Property Services and Finance discussed how best to procure the generator, with the Procurement Team advising the use of a procurement framework. In November, the Procurement Team advised that it had been unable to identify a suitable framework open to the Council from which it could secure the supply of a suitable generator. On the advice of the Procurement Team, three quotes were then sought for the supply of the generator. The last of these arrived on 5 January, 2016.

All three quotes were however above the Council's £9,999 threshold under which a Head of Service, after obtaining at least three quotations and paying due regard to best value could accept a quote and agree the supply of the relevant goods or services.

To expedite the installation of a generator at Oakley Wood, the Council therefore had two options; progress a formal procurement process, including a formal quotation exercise to be advertised extensively via the e-tendering portal using the 'quick quote' function and through advertising on Contracts Finder. This could take between one month and six weeks, followed by a six to eight week installation timetable from the date the order was finally placed and agreed; or secure an exemption from the Council's Code of Procurement Practice under the following grounds, as detailed in the Council's Code of Procurement Practice.

The first option was not practicable or advisable by reason of emergency to seek competitive tenders; therefore it was considered there were exceptional circumstances in which it would not be in the Council's best interests to follow the tender or quotation procedure.

This approach, if approved, would allow an order to be placed within a week, and so shorten the total installation period from order to commissioning by between three and five weeks.

There had been frequent, often short interruptions to the electricity supply to Oakley Wood, hence the decision to install a stand-by generator. However, the risk of such power outages was likely to be higher during winter months when the weather was such that power lines and other electrical facilities were more prone to failure. The weather this winter had been exceptionally windy and wet, suggesting an increased risk of power supply failures.

The Council had just completed a well-received refurbishment of the Oakley Wood facility to help it provide both a better service to local people and to maintain and increase its share of the bereavement market. If it were to endure further power outages, the benefits of this investment may be negated. In addition, any further power outages during funerals would cause undue distress to bereaved families and friends.

Securing the ability to order within a matter of days a suitable generator would help mitigate and reduce these risks. This could be achieved by the Exemption to the Code of Procurement Practice, recommended in this report.

The option of undertaking a procurement exercise for the proposed supply using a Framework Agreement was considered, but it was not possible to take this forward as the Council was unable to identify a suitable and applicable framework it could use for the supply of a generator.

Following the formal procurement process, including formal quotation exercise to be advertised extensively via the e-tendering portal using the 'quick quote' function and through advertising on Contracts Finder, would add between three and five weeks to the overall time to have in place a suitable generator. This added to the risks of incurring the problems outlined in paragraph 6.2, of the report.

The Finance & Audit Scrutiny Committee supported the recommendations in the report. The Committee raised concerns that another exemption had been submitted but noted that this was an inherited issue and lessons had been learned.

Councillor Phillips provided reassurance that lessons had been learned and as a Council we had a responsibility to resolve this quickly.

Resolved

- (1) an exemption to the Code of Procurement Practice, be approved, to accept the most cost effective price received for the supply and installation of a generator at the Council's Oakley Wood crematorium; and
- (2) the quote of £22,981.70 from Company A for the supply and installation of a 33kVa generator set and ancillaries at the Oakley Wood Crematorium, be accepted.

(The Portfolio Holders for this item were Councillors Phillips and Councillor Shilton.)

98. **Public and Press**

Resolved that under Section 100A of the Local Government Act 1972 that the public and press be excluded from the meeting for the following three items by reason of the likely disclosure of exempt information within the paragraphs of Schedule 12A of the Local Government Act 1972, following the Local Government (Access to Information) (Variation) Order 2006, as set out below.

Minute No.	Para Nos.	Reason
99	1	Information relating to an Individual
99	2	Information which is likely to reveal the identity of an individual
99	3	Information relating to the financial or business affairs of any particular person (including the authority holding that information)

99. **Minutes**

The confidential minutes of the meetings held on 2 December 2015 were taken as read and signed by the Chairman as a correct record.

(The meeting ended at 8.33pm)

Executive

Excerpt of minutes of the meeting held on Wednesday 10 February 2016 at the Town Hall, Royal Leamington Spa at 6.00 pm.

Present: Councillor Mobbs (Chairman); Councillors Coker, Cross, Mrs Gallagher, Mrs Grainger, Phillips Shilton and Whiting.

Also present: Councillor Barrott (Chair Finance & Audit Scrutiny Committee), and Councillor Boad (Chair of Overview & Scrutiny Committee & Liberal Democrat Group Observer).

100. **Declarations of Interest**

There were no declarations of interest.

101. **Minutes**

The minutes of the meeting held on 13 January 2016 were agreed as written and signed by the Chairman as a correct record.

Part 1

(Items on which a decision by Council is required)

102. **Election of Chairman and Vice Chairman of the Council 2016/17**

Recommended that

- (1) Councillor Mrs Knight be appointed as Chairman of the Council for 2016/17; and
- (2) Councillor Boad be appointed as Vice-Chairman of the Council for 2016/17

(This is a recommendation to Council on 18 May 2016)

103. **Waste Container Charging**

The Executive considered a report, from Neighbourhood Services, that brought forward proposals to charge households for wheeled bins, red boxes, recycling bags and food caddies

Warwick District Council provided the majority of waste containers wheeled bins, red boxes, recycling bags and food caddies free of charge to households.

A budget of £120,000 had been allocated each year to cover the cost of replacement receptacles. In recent years this cost had risen to approximately £165,000 per annum. Therefore, the Council needed to consider introducing a charge to households for the provision of waste containers to reduce the budgetary pressure.

The original capital budget for the supply and delivery of waste containers was set in 2013 at £600,000 for 5 years (April 2013 – March 2018). However, the cost of waste container provision had increased since this time and there was now a significant projected budget shortfall.

The cost of waste container provision was likely to increase in future years because the current waste containers had come to the end of their lifespan and needed to be replaced. It was estimated that the cost of replacing the containers could be in excess of £2.3million over the next 10 years (inclusive of current annual expenditure on waste containers).

The provision of waste containers to new homes, as identified in the local plan, would increase these costs further.

The Council received requests for approx. 6,500 red boxes, 6,500 recycling bags and 2,000 green wheeled bins every year, yet recycling levels remained static. The Council also received requests for over 1,000 grey wheeled bins every year.

A number of local authorities had introduced charges and had seen reductions in the number of waste containers requested. Once a charge was introduced households tended to look after their waste containers to a greater extent.

There are a number of alternative options for waste container charging which included; a charge for each waste container but no delivery charge; a charge of £34 for each individual green bin and a £5 delivery charge for all containers; A charge of £5 for the delivery of recycling containers and £15 for the delivery of wheeled bins; No charges are introduced. These options were not recommended because either did not generate the same level of income that would reduce the cost burden on the Council or would not raise income at all.

The Finance and Audit Scrutiny Committee supported the recommendations in the report although there were concerns that the introduction of charging may only recover 50% of the costs incurred by the Council. In addition, it was felt that further work was needed to educate the operatives on acceptable service delivery but it was noted that the contractor could also be charged for any damage to the containers.

The Overview and Scrutiny Committee supported the recommendations in the report but requested that monitoring take place on information such as the number of bins/boxes bought, number supplied; and whether recycling has increased/decreased. The Committee will be requiring a review in 12 months' time on the service.

In response to the comments from the Scrutiny Committees it was explained that the charging scheme would only recover around 50% of the costs to the Council and therefore a budgeted was required to fund the remaining 50%.

The Portfolio Holder agreed that further work needed to be done to train operatives to ensure boxes were not damaged and returned correctly to households. That said this work was ongoing and improvements had already

been made due to the robust working relationship that the Council had with Sita. He welcomed the report back to Overview & Scrutiny Committee in 12 months and informed the Executive that he would be providing them with regular updates.

Recommended to Council that it approves;

- (1) the introduction, from June 2016, a charge to the household for any new, replacement or additional waste containers requested and for the delivery of them to their property

- ;
 - (2) the following charges are introduced

Wheeled bin (grey and green)	£25.00
Recycling box with lid	£5.00
Lid only (for recycling box)	£1.50
Recycling bag	£2.50
Food caddy	No charge (funded by Warwickshire County Council)
Delivery Cost Per Order	£5.00

- (3) a one off £5 delivery charge per order irrespective of the number of containers requested (e.g. the same charge applies to the delivery of just 1 red box as it would to the delivery of 2 red boxes and 2 recycling bags); and
- (4) no concessions will be offered as experience has shown that it is difficult to prove whether a household may or may not be entitled to a concessionary rate.

(The Portfolio Holder for this item was Councillor Shilton)
(Forward Plan Reference number 731)

107. **Treasury Management Strategy Plan for 2016/17**

The Executive considered a report, Finance, that detailed the strategy for 2016/17 that the Council would follow in carrying out its Treasury Management activities including the Annual Investment Strategy and Minimum Revenue Provision (MRP) Policy Statement.

The report consisted of a number of Appendices; Appendix A Annual Treasury Management Strategy Plan 2016/17; Appendix B 2016/17 Annual Investment Strategy Including Annex 1; Appendix C Minimum Revenue Provision Policy Statement; Appendix D An Explanation of Credit Rating Terms; Appendix E Economic Background; and Appendix F Glossary of Terms

The Council was required to have an approved Treasury Management Strategy, including an Annual Investment Strategy and Minimum Revenue Provision Policy within which its Treasury Management operations can be carried out. The Council would be investing approximately £11.72 million in new capital in 2016/17 and would hold average investments of £57 million (2015/16 latest £62m). This level of investments arises from the Council's reserves and provisions, the General Fund and Housing Revenue Account balances, and accumulated capital receipts as well as cashflow.

The Council's treasury management operations were governed by various Treasury Management Practices (TMP's), the production of which was a requirement of the CIPFA code and which must be explicitly followed by officers engaged in treasury management. These had been reported to the Executive and approved. There had been the following changes to various Treasury Management Practices (TMP's) and these changes were outlined in the report.

This Council had regard to the Governments Guidance on Local Government Investments and CIPFA's updated Treasury Management in Public Services Code of Practice. The guidance stated that an Annual Investment Strategy must be produced in advance of the year to which it related and must be approved by the Council. The Strategy could be amended at any time and it must be made available to the public. The Annual Investment Strategy for 2016/17 was contained within Appendix B to the report and its Annex.

The current low interest rate environment was expected to continue for the foreseeable future as whilst interest rates were expected to start rising from the final quarter of 2016 it would be from a very low base and consequently investment returns would continue to be depressed for some time to come. The Council's requirement under the Fit For the Future agenda for an additional £50,000 investment income to be generated each year from 2016/17 for the General Fund and continuing high investment balances mean that it had become necessary once again to look at alternative investment vehicles in order to ensure that the Council could continue to invest its funds with the highest possible security whilst obtaining a reasonable rate of return. This meant that the Council could diversify its risk rather than just increasing the limits for existing counterparties. The change being recommended was described in more detail in Appendix B, to the report, but essentially involved the addition of Repo's and Corporate Equity Funds for longer term investments. In addition, various changes to counterparty credit ratings and limits were proposed and again these are described in more detail in Appendix B to the report.

The Council had to make provision for the repayment of its outstanding long term debt and other forms of long term borrowing such as Finance Leases. Statutory guidance from the DCLG required that a statement on the Council's policy for its annual MRP should be submitted to the Council for approval before the start of the financial year to which it relates and this was contained in Appendix C to the report.

The Prudential Code for Capital Finance in local authorities which was revised in 2009 introduced new requirements for the manner in which capital spending plans are to be considered and approved, and in conjunction with

this, the development of an integrated treasury management strategy. The Prudential Code requires the Council to set a number of Prudential Indicators and this report does therefore incorporate within section 5 of Appendix A to the report the indicators to which regard should be given when determining the Council's treasury management strategy for the next 3 financial years.

The approval of an annual Treasury Management Strategy was a requirement of the CIPFA Treasury Management in the Public Services Code of Practice, the latest version of which was adopted by the Council in 2011/12.

An alternative to the strategy being proposed for 2016/17 would be to not introduce the new investment vehicles or alter the current counterparty limits and minimum credit ratings but this would not achieve the increase in investment interest required by the Council.

The Finance & Audit Scrutiny Committee supported the recommendations in the report although Members were concerned that in order to increase return, the level of risk also had to increase.

Councillor Whiting explained that the increased level of risk was a concern but at the same time work was being taken to ensure this was mitigated. That said this small increased risk should provide greater rewards for the Council and help to provide a more robust budget for future years.

Resolved that the changes to the various Treasury Management Practices as detailed in paragraph 3.2 of the report, be noted.

Recommended that Council that

- (1) the Treasury Management Strategy for 2016/17 as outlined in paragraph 3.1 of the report and detailed in Appendix A be approved;
- (2) the 2016/17 Annual Investment Strategy as outlined in paragraphs 3.3 and 3.4 of the report and detailed in Appendix B together with Annex 1, of the report are adopted including the following changes:-
 - i) that as per paragraph 2.3 of Appendix B to the report, for banks and category A and B Building Societies, the minimum long term rating be reduced from A+ to A and for banks rated A, a counterparty limit of £3m be introduced;
 - ii) that as per paragraph 2.4 of Appendix B to the report, the overall group limit of £6m for Variable Net Asset Value Money Market Funds be removed;

- iii) that as per paragraph 2.5 of Appendix B to the report the minimum credit rating for Category 1 & 3 Corporate and Covered Bonds and Floating Rate Notes be reduced from A+ to A;
 - iv) as per paragraph 2.7 of Appendix B to the report; Repo's are added to the list of Specified investment vehicles and Corporate Equity Funds are added to the list of Non Specified investment vehicles that the Council can use;
 - v) as per paragraph 2.9 of Appendix B, of the report, the relevant counterparty limit is increased by £3m where that additional £3m is represented by Repo Collateral with a credit rating higher than that of the counterparty offering the Repo;
 - vi) as per paragraph 2.11 of Appendix B of the report, in the case of Corporate Bond/Equity and Property Funds a volatility reserve be established if necessary in order to manage the impact of capital valuation changes on the General Fund;
 - vii) as per paragraph 2.12 of Appendix B of the report the individual counterparty limit for Corporate Equity Funds be £3m, £2m and £1m for Low, Medium and High risk funds respectively. In each case the limit to be subject to a 10% allowance for capital growth;
 - viii) as per paragraph 2.16 of Appendix B of the report the current long term investment limits of 60% of the core investments portfolio subject to a maximum of £15m be increased to 70% and £20m respectively and the current limit of £10m for Corporate Bond/Equity/Property Funds be increased to £15m to be included within the new proposed overall limit of £20m.
- (3) the Minimum Revenue Provision Policy Statement as outlined in paragraph 3.5 of the report and contained in paragraphs 4.1 to 4.4 of Appendix C to the report are approved; and
- (4) the Prudential Indicators as outlined paragraph 3.6 of the report and contained in paragraphs 5.1 to 5.5 of Appendix A of the report are approved.

(The Portfolio Holder for this item was Councillor Whiting)
(Forward Plan reference number 756)

108. **Design Guide for the Strategic Urban Extension, South of Royal Leamington Spa and Warwick (February 2016)**

The Executive considered a report, Development Services, that brought forward design guidance for the Strategic Urban Extension, south of Royal Leamington Spa and Warwick (February 2016).

The design guide had been prepared by White Young Green (WYG) on behalf of Warwick District Council. Its purpose was to ensure that new housing development, as designated in the Publication Draft Local Plan 2014, comes forward in accordance with the garden suburb ambitions for this area.

The guidance would support the preparation and determination of future planning applications. It provided a greater level of site specific detail than the earlier prospectus document; "Garden Towns, Villages and Suburbs: A prospectus for Warwick District Council, May 2012". It would help inform the development process and provided greater clarity on how a new garden suburb could look and perform.

This guidance would be a 'best practice' reference document for Warwick District Council and Warwickshire County Council; (the relevant organisations that were involved in the determination of planning applications within the Strategic Urban Extension area); the developers, house builders and designers who would be pursuing applications within the extension area; and interested parties, such as local residents and stakeholders.

The guidance document supported the Council's intention to adopt a proactive and coordinated approach to delivering housing growth and related infrastructure. As such, it would enable a positive contribution to be made towards the Council's 'Fit for the Future' policy, and specifically to accord with a strategic vision to make Warwick District a great place to live, work and visit.

Previously, the vision outlined in 'Garden Towns, Villages and Suburbs; A Prospectus for Warwick District Council' (May 2012), provided a basis for future development, illustrating the overarching principles of garden suburbs and neighbourhoods.

Given the scale of new housing growth to the south of Leamington Spa and Warwick more detailed guidance was required to actively steer forthcoming planning applications. This design guidance was intended to provide greater clarity as more detailed proposals were brought forward. It was important that there was flexibility built in to respond to changing needs of the community, market conditions or changes in policy over the lifetime of the document.

Arising from the public consultation event Council Officers and WYG assessed each representation related to the design guidance. It was Officer's opinion

that no substantial changes were required. Where relevant 10 minor revisions had been made to the document dated November 2015. In addition, each person who completed a feedback form or submitted a response by email had been provided with a full reply.

The Overview & Scrutiny Committee agreed with the design guidance and considered it to be a good document. However, the Committee would like to see in practice higher housing densities where appropriate.

The Executive noted the comments from the Overview & Scrutiny Committee but highlighted that density of housing was not matter that could be considered as part of this document.

Recommended that Council endorses the design guidance for the Strategic Urban Extension, south of Royal Leamington Spa and Warwick (February 2016) as a 'best practice' document and acknowledges its supporting role in the future decision making process with regards to planning applications affecting the Strategic Urban Extension area.

(The Portfolio Holder for this item was Councillor Cross)
(Forward Plan reference number 757)

Part 2

(Items on which a decision by Council is not required)

109. Multi-Storey Car Parks Condition Survey

The Executive considered a report, from Neighbourhood Services that appraised them on the outcome of the structural condition surveys commissioned on the Council's three multi-storey car parks and set out the intended response to these. The report would have implications upon the forthcoming draft car park strategy which was due to be submitted to Council in March 2016.

Structural engineers, Pick Everard, were commissioned to undertake structural condition surveys for Covent Garden, St Peters and Linen Street MSCPs. Their surveys, summarised at Appendix One to the report, highlighted issues which required further specialist concrete testing which had also been undertaken.

The surveys had demonstrated that the St Peters MSCP was in reasonable condition and with some limited capital investment could continue to provide Leamington with nearly 400 car parking spaces for the next 20 years. However, in order to ensure its continued operation the survey concluded that remedial works of circa £120,000 were required.

It was recommended that essential remedial works including structural repairs, deck coating repairs, Health & Safety works to the split levels and drainage improvements are undertaken as soon as possible. This would put the MSCP into a state of repair that could be maintained through an on-going

annual maintenance programme. The funding for these works would be made available through the Car Park Repairs and Maintenance Reserve.

The results of the survey of Linen Street MSCP were significantly different and indicate that it had reached the end of its design life. The car park required substantial concrete repairs and had steel reinforcement bar degradation throughout with unacceptable levels of section loss to the ramps to decks 8 & 9 and as a result these had been closed from public use. Due to age of construction there were sections of the car park that do not conform to modern health & safety requirements one example would be the timber slats between each parapet which were considered a fire risk. Vehicle impact protection was showing extensive corrosion. The estimated cost to deal with the immediate repairs needed was £439,000 which would only provide the car park with up to three years additional life. Any short term repair offered no value for money due to the limited extended life. In the next 12 months no repairs would be made to Linen Street but the car park would be structurally inspected on a monthly basis to assess its safety risk for ongoing public use. The cost to inspect was £18,000 per annum and was funded through existing budgets, it was anticipated that full closure of the car park would be phased in over the coming 12 months, but would be dependent on the inspection results. The benefit of site inspection for next 12 months was that officers would be able to assess all of the possible options through a feasibility study.

Linen Street provided residential parking to 30 vehicles at Martinique Square and there was a serious financial and logistical impact in regards to the residents parking entitlement. There was a short term alternative parking arrangement planned to cope with the displacement of the Martinique Square vehicles when Linen Street closes. But the displacement created a knock on effect to income derived from other car parks, most notably West Rock. Long term closure of Linen Street could add considerable risk to the vitality of the local economy as loss of parking on this scale would create disproportional displacement of cars throughout the town centre and put further pressure on already well utilised parking locations. An internal options appraisal for Linen Street had identified that the most suitable area for rebuilding the car park was upon the existing footprint and financial modelling would be needed to assess the financial business case. Without design proposals there was no possibility of producing an accurate feasibility study for Council to consider. It was recommended that a procurement exercise be undertaken to appointment a suitable specialist.

The follow on report for Linen Street was necessary as it would take time to procure the necessary specialist companies and develop the options. The purpose of the report would be to give Council a clear understanding of the options and costs for future provision at Linen Street and would be submitted as soon as practically possible.

The results of the Covent Garden report highlighted a number of significant issues, the main concern being ASR (Alkali Silica Reaction) which required further investigative testing. The revised report had now been received and showed that ASR was present throughout the building but at a lower risk than first considered and could be managed in the short term. There were however, substantial costs associated with maintaining Covent Garden for

any length of time. As this site was linked to Riverside House relocation it was proposed that Council note the issues from the survey at Covent Garden. A detailed report into the future of Covent Garden would form part of the Riverside House relocation report due later in 2016.

Current maintenance to all car parks was paid through the repairs and maintenance budget of £60k per annum. This fund is not sufficient to deal with the future challenges of the multi-stories or to keep them in a reasonable standard. It is recommended to Council that future contributions are made to the Car Park Repairs and Maintenance Reserve from any surplus income over the amounts budgeted to cover the future liabilities of any multi-storey car park. Conversely, shortfalls from car park income to the General Fund would also be financed from this reserve.

Alternatively the Council could decide not to fund remedial repairs and ongoing maintenance at St Peters car park. This had been discounted as the Council had funds in the car parks reserve and had made provision to maintain the fund through car park income.

Alternatively the Council could decide not to fund £20,000 for the feasibility study and allow Linen Street to close with no option to replace the car park in the future. This would leave the Council with no detailed plan as to how the Council could deal with the future of the Linen Street site as well as the obligation to supply car parking for Martinique Square and potentially the Print Works on this basis it had been discounted.

Alternatively the officers could bring forward a report detailing the work required at Covent Garden or options appraisal for the site. This had been discounted as there was a wider scheme in respect of the HQ relocation which would consider how best to assess the future of the Covent Garden car park.

The Finance & Audit Scrutiny Committee supported the recommendations in the report.

Councillor Shilton provided assurance that a Working Party would be established to look at the future of Council car parks as a separate piece of work the Task & Finish Group looking at Car Parking Charges. He recognised the obligations this Council had in terms of residents and supporting the local economy and therefore consultation would be undertaken with relevant local Council's before any decisions were taken.

Resolved that

- (1) the outcome of the specialist structural condition surveys of the multi-storey car parks (MSCP) set out at Appendix One to the report, be noted;
- (2) the £120,000 essential remedial repairs to the St. Peters MSCP, Leamington, be funded from the Car Park Reserve;
- (3) Linen Street MSCP, Warwick is nearing the end of its design life and as it continues to operate will

need to be monitored through monthly structural surveys to mitigate the ongoing issues;

- (4) a budget of £20,000 be approved to enable detailed feasibility work to be undertaken on options for future provision of appropriate levels of car parking in Warwick town centre to replace the current provision within the Linen Street MSCP. Funded from the Car Park Repairs and Maintenance Reserve;
- (5) a further report detailing the business case for each option will be presented to Executive when this work has been undertaken;
- (6) the position in respect of the Covent Garden MSCP, Leamington and that proposals to address the issues relating to this car park will be developed as part of the proposed wider development of this area and reported through a future HQ Relocation report;
- (7) the principle of reserving car park income surplus from the base budget to cover the future maintenance liabilities of MSCP, be approved.

(The Portfolio Holder for this item was Councillor Shilton)
(Forward Plan Reference 728)

110. **Rural/Urban Capital Improvement Scheme (RUCIS) Applications**

The Executive considered a report, from Finance, regarding the Rural/Urban Capital Improvement Scheme grant applications that had been received from Leamington Netball Club and Lapworth Cricket Club.

Leamington Netball Club had applied for funding to build and equip a purpose built courtside facility to provide disabled / wheelchair access, two toilets (one of which will be a disabled toilet), a social / mentoring / de-brief area and a kitchen / refreshment facility; as well as Raise the two perimeter fences that were not currently at full height to reduce anti-social behaviour when not in use, ensure that safety aspects were covered by reducing the number of occasions of netballs going over the fence onto either the car park or Leamington Rugby Club's 3rd team pitch and support the club's safeguarding policy for young female players.

Lapworth Cricket Club had applied for funding to build a new patio area and walkway either side of the existing pavilion to resolve health & safety issues with the current uneven surface and to create an enlarged amenity and leisure area for the increasing number of players and spectators; and provide power to the equipment shed and score box to enable the club to carry out their own basic maintenance which would reduce costs, to enable an electronic scoring device to be installed and also enabled the use of power tools in that part of the ground, for example, leaf blowers and hedge cutters.

The Council operated a scheme to award Capital Improvement Grants to organisations in rural and urban areas. The grant recommended was in accordance with the Council's agreed scheme and would provide funding to help the project progress. Both projects also contribute to the Council's Sustainable Community Strategy.

The Council has only a specific capital budget to provide grants of this nature and therefore there are no alternative sources of funding if the Council is to provide funding for Rural/Urban Capital Improvement Schemes.

Members may choose not to approve the grant funding, or to vary the amount awarded.

Resolved that

- (1) Leamington Netball Club be awarded a Rural/Urban Capital Improvement Grant from the rural cost centre budget for Leamington Netball Club of 42% of the total project costs to build and equip a purpose built courtside facility and raise the height of two perimeter fences, as detailed within paragraphs 1.1, 3.2 and 8.1, up to a maximum of £30,000 including vat subject to receipt of a Written confirmation from BiffaAward (or an alternative grant provider) to approve a capital grant of £30,000, as supported by appendix 1 to the report.
- (2) Lapworth Cricket Club be awarded a a Rural/Urban Capital Improvement Grant from the rural cost centre budget for Lapworth Cricket Club of 50% of the total project costs to build a new patio and walkway and to provide power to the equipment shed and score box, as detailed within paragraphs 1.1, 3.2 and 8.2, up to a maximum of £11,716 including vat. As supported by appendix 2.

(The Portfolio Holder for this item was Councillor Whiting)
(Forward Plan reference 758)

111. Public and Press

Resolved that under Section 100A of the Local Government Act 1972 that the public and press be excluded from the meeting for the following three items by reason of the likely disclosure of exempt information within the paragraphs of Schedule 12A of the Local Government Act 1972, following the Local Government (Access to Information) (Variation) Order 2006, as set out below.


Minute No.	Para Nos.	Reason
112	1	Information relating to an Individual
112	2	Information which is likely to reveal the identity of an individual

112. **Potential Redundancy Costs (Customer Service Centre)**

The Executive considered a report from Neighbourhood Services

The recommendations of report were agreed as printed and the full details will be included in the confidential minutes.

(The meeting ended at 6.55pm)

 Council 24th February 2016		Agenda Item No. 14
Title	The Local Plan – Proposed Modifications	
For further information about this report please contact	Dave Barber dave.barber@warwickdc.gov.uk 01926 456065	
Wards of the District directly affected	All	
Is the report private and confidential and not for publication by virtue of a paragraph of schedule 12A of the Local Government Act 1972, following the Local Government (Access to Information) (Variation) Order 2006?	No	
Date and meeting when issue was last considered and relevant minute number	13 th October 2015 Minute number 52	
Background Papers	Submitted Local Plan (January 2015). Inspector's Letters 1 st June 2015; 28 th August 2015 and 26 th October 2015;	

Contrary to the policy framework:	No
Contrary to the budgetary framework:	No
Key Decision?	Yes
Included within the Forward Plan? (If yes include reference number)	No
Equality Impact Assessment Undertaken	No
Not relevant at this stage.	

Officer/Councillor Approval		
Officer Approval	Date	Name
Chief Executive/Deputy Chief Executive	8/2/16	Chris Elliott
Head of Service	8/2/16	Tracy Darke
CMT	8/2/16	
Section 151 Officer		
Monitoring Officer	8/2/16	Andy Jones
Finance		
Portfolio Holder(s)	11/2/16	Stephen Cross / Andrew Mobbs
Consultation & Community Engagement		
N/A This report seeks approval to undertake consultation on the proposed modifications. It should be noted that this consultation will be undertaken in accordance with Regulation 19/20 of the Town and Country Planning Regulations. As such the consultation responses should only address issues of soundness with the Local Plan Proposals		
Final Decision?	Yes	

1. **Summary**

- 1.1 This report sets out a series of potential modifications to the Local Plan that are proposed in response to the Inspector's interim conclusions as identified in his letter dated 1st June 2015. This includes increasing the Plan's housing requirement to a minimum of 16,776 dwellings over the plan period and the allocation of a number of additional sites for housing. The report also updates the infrastructure requirements associated with the Plan's proposals. Finally, it presents an update to the Local Development Scheme.

2. **Recommendations**

- 2.1 That Council agree the modifications to the submitted Local Plan (the 2014 'Publication Draft' as amended by the 2014/15 'Focused Changes'), as identified in **Appendix 1** (Table of Proposed Modifications - part 1) and **Appendix 2** (Policies Map), for formal consideration by the Examination Inspector to directly address the issues of soundness identified in his letter dated 1st June 2015.
- 2.2 That the modifications to the submitted Local Plan, as set out in **Appendix 1 and Appendix 2**, will be subject to consultation for a period of six weeks commencing during the week of 7th March 2016. All representations made, along with the Council's modifications, will be submitted to the Local Plan Inspector.
- 2.3 That further modifications to the Local Plan are proposed, as set out in **Appendix 3**, and that these are subject to a future period of consultation following their consideration by the Inspector.
- 2.4 That the Head of Development Services, in consultation with the Portfolio Holder, will be authorised to take any steps which are considered expedient for the purpose of implementing recommendation 2.1 or promoting the objectives and interests of the Council at the independent examination. This includes endorsement of updates to the Sustainability Appraisal report for publication ahead of the period for representations.
- 2.5 That the Local Development Scheme be updated as set out in **Appendix 4**.
- 2.6 That, in parallel to the progression of the Local Plan, officers work with partners on preparing strategic proposals for the area to the south of Coventry to provide a framework for development both within and beyond the Plan period.

3. **Reasons for the Recommendations**

- 3.1 **Recommendation 2.1:** At its meeting of 28th January 2015, the Council agreed to submit the Publication Draft Local Plan for Examination. The submitted document was published in April 2014, but was accompanied by a table of proposed modifications (Appendix 1 of the report to Council, 28th January 2015) that the Council supported following the consultations

undertaken in May / June 2014 and November / December 2014 (Focused Changes). The modifications now proposed continue to be based on the Publication Draft April 2014, although where relevant they supersede overlapping modifications proposed at the time of submission.

- 3.2 The modifications identified in **Appendix 1 and Appendix 2** have been prepared to address the issues of soundness identified in the Inspector's initial findings set out in his letter of 1st June 2015 (EXAM23). The Inspector's findings included the following points:
- concern that there is an identified unmet housing need in Coventry and Warwickshire (at least 234 dwellings per annum). He suggests that this needs to be addressed (jointly with the other authorities in the Housing Market Area) before the Plan can proceed;
 - rejection of the collaborative process that had been undertaken to that point to address the unmet housing need – namely that the unmet need can be dealt with through early plan reviews. Instead he asks for the unmet need to be addressed in the current plan-making round;
 - concern that, regardless of whether the Council needs to provide more houses to contribute towards the unmet need, the total supply of houses set out in the Plan is not sufficient to meet the District's housing requirement, and in particular that the allowance made for windfalls was not justified or realistic. He also indicates that the Council needs to provide some "flexibility" above the minimum housing requirement in case some sites do not come forward;
 - concern that the Plan's proposals would not achieve a 5-year supply of housing upon adoption.
 - He therefore indicates a need to increase the number of houses proposed in the Plan, in addition to the need for the District to accommodate some of the wider unmet need within the Housing Market Area.

For these reasons he considers that the Plan (as submitted) is unsound.

- 3.3 The modifications set out in **Appendix 1 and Appendix 2** address these concerns as follows:
- Policy DS2 (Providing the Homes the District Needs) is amended to recognise that the Plan should provide for housing need arising outside the District
 - Policy DS6 (Level of Housing Growth) is amended to increase the Plan's housing requirement from 12,860 dwelling to 16,776 dwellings in line with the Housing Memorandum of Understanding for the Housing Market Area
 - Policy DS7 (Meeting the Housing Requirement) is amended to update the different sources of housing supply, including completions and commitments, windfalls and the number of dwellings to be allocated in the Plan
 - Policy DS10 (Broad Location of Allocated Housing Sites) is amended to reflect proposed revised distribution of housing

- Policy DS11 (Allocated Housing Sites) is amended to specifically identify the sites which need to be allocated within the Plan in the context of the proposed amendments to Policy DS6, DS7 and DS10. **Appendix 5** provides further details regarding the new sites to be allocated, including a summary of the infrastructure requirements associated with them.
- Policy DS12 (Allocation of Land for Education) is amended to allow for the proposals for Southcrest Farm, Kenilworth to include some housing as well as educational facilities.
- Policy DS15 (Comprehensive Development of Strategic Sites) is amended to reflect the importance of bringing forward the additional strategic development sites in a comprehensive manner, including providing the necessary infrastructure.
- Policy DS19 (Green Belt) is amended to reflect the need to remove some additional areas of land from the Green Belt to enable sites to be allocated for housing and to safeguard land that may be utilised, if required, to meet longer-term strategic development needs beyond the Local Plan period
- Policy DS20 (formerly Accommodating Housing Need Arising from Outside the District) is amended to provide a more broadly-based Plan Review policy. This reflects the revised sub-regional approach to meeting housing need as set out in the Coventry and Warwickshire Memorandum of Understanding.
- Policy DS NEW1 (Directions for Growth South of Coventry) is added to ensure this growth area is considered in a comprehensive manner both across the different site allocations and beyond the Plan Period.
- Policy DS NEW2 (Safeguarded Land) is added to identify the location of necessary Green Belt boundary revisions beyond the plan period, to help establish opportunities to meet longer-term requirements.
- Policy DS NEW3 (Former Police Headquarters, Woodcote House) is added to reflect the allocation of this site within Policy DS11 and to ensure this complex site is brought forward in line with a comprehensive masterplan that takes account of the site's sensitivities.
- Policy DS NEW4 (Allocation of Land for the Provision of Outdoor Sport) is added to enable sports clubs in Kenilworth to grow in the context of new and previously proposed housing allocations.

3.4 In addition, the Infrastructure Delivery Plan has been (and will continue to be) updated to reflect the additional housing allocations and revised evidence from infrastructure providers. This is shown in **Appendix 6**.

3.5 Recommendation 2.2: In his letter of 26th October 2015, the Inspector agreed to a suspension of the Examination in line with the timetable agreed

by Council in October 2015. This identified a period for public consultation during February and March 2016. However, as a result of the timing of the publication of the Asps and Gallows Hill appeal decisions, the agreed timetable has been delayed. The six week consultation period will therefore now commence in early March and will end in mid-April. As this consultation is taking place after the publication of the Local Plan it needs to be undertaken in line with Regulation 19/20 of the Town and Country Planning (Local Planning) Regulations 2012 and should accord with the Statement of Community Involvement (SCI). This requires that a period for representations should be a minimum of six weeks. Assuming that Council agrees to the other recommendations of the report, officers will require a short period of time to prepare for the consultation process. It is therefore proposed, the consultation period should commence during w/c 7th March 2016.

- 3.6 **Recommendation 2.3:** due to changes in the national context and local circumstances three further modifications are proposed as set out in **Appendix 3**. As these do not directly address the issues raised by the Inspector to date they do not form part of the consultation to be undertaken in March and April. Instead, these modifications will be put forward to the Inspector (along with a range of other modifications agreed in January 2015) for consideration through the Examination in Public. If the Inspector concludes the modifications are reasonable they will then be subject to a future consultation. At that time it would be open for the Inspector to re-open the hearings should the issues arising from the consultation require this.
- 3.7 **Recommendation 2.4:** The Examination in Public process will almost certainly require officers to represent the Council at hearings to justify and support the Council's agreed policy set out in the Publication Draft (as modified). This recommendation authorises the Head of Development Services to carry out all the administrative, procedural and other ancillary work necessary to move the Plan through the Examination stage, including any additional work on the evidence base and supporting information. In addition, if the Inspector asks the Council to consider further modifications in order to make the Plan sound, it would enable the Head of Development Services (or the officers she delegates responsibility to), in consultation with the Portfolio Holder, to work with the Inspector to develop possible further amendments that will help the Inspector reach conclusions on the soundness of the Plan. In considering this recommendation, Members should bear in mind that it would not authorise the Head of Development to bind the Council to make any new amendments. The Inspector would recommend amendments and the final decision on whether or not to adopt the Local Plan with those amendments at the end of the Examination process will still lie with the Council.
- 3.8 **Recommendation 2.5:** The Council is required to prepare and maintain a Local Development Scheme (LDS) setting out the formal planning documents that are being proposed and the timetable for preparing them. The last LDS was published in July 2015. This now needs to be updated. **Appendix 4** shows the LDS that has been prepared to reflect the revised

Local Plan timetable agreed with the Inspector. Inevitably, this timetable has had knock-on impacts on other planning documents, including the Gypsy and Traveller Development Plan Document, the Community Infrastructure Levy Charging Schedule and other Development Plan Documents that will be prepared following adoption.

- 3.9 **Recommendation 2.6:** Policy DS NEW1, set out in appendix 1 to this report, provides the framework to ensure that the proposed Local Plan allocations to the south of Coventry are brought forward in a way that takes account of other development sites within the vicinity and takes account of longer term development potential in the area that is not currently part of the Plan's allocations. However, there is a need to ensure that the whole area is planned strategically including in relation to a number of development pressures that are emerging, but are at a stage that mean they cannot currently be specified in the Local Plan. These include for example, future University of Warwick plans, the potential for further housing development and the case for a new strategic highways link within the area. It is important that work on the strategic framework is commenced quickly to ensure clear evidence is prepared to support future decisions and to prepare the way for a partial Review of the Plan. This work will be undertaken in conjunction with key partners such as Warwickshire County Council, Coventry City Council, the University of Warwick, landowners and developers, HS2 Ltd and other parties with an interest in the area. It is expected that the outcomes of this work will inform Memoranda of Understanding between the key parties to demonstrate a robust and clear commitment to a shared way forward that can
- support investment decisions,
 - ensure allocated sites are brought forward with an understanding of wider development potential
 - prepare the ground for a future partial Plan Review.

4. **Policy Framework**

- 4.1 **Submitted Local Plan** – The report seeks to ensure the successful progression of the submitted Local Plan through examination to adoption.
- 4.2 **Fit for the Future** – The Local Plan will need to align with and help deliver the Sustainable Community Strategy (SCS) and the Council's Fit for the Future programme where appropriate. It will also need to align with partners' documents, such as the Warwickshire Local Transport Plan.
- 4.3 **Impact Assessments** – During the preparation of the Local Plan an Equalities Impact Assessment was undertaken. This looked at a wide range of potential impacts and concluded that three areas needed to be focussed on in addressing potential negative impacts: consultation, housing mix / affordable housing and Gypsies and Travellers. The preparation of the Plan has addressed these three issues, with further extensive consultations in line with the Statement of Community Involvement; a clear and strong approach to affordable housing (see policy H2) and housing mix (see Policies H4, H5 and H6); and ongoing work to identify suitable sites to

provide for the accommodation needs of Gypsies and Travellers (see policies H7 and H8).

5. Budgetary Framework

- 5.1 At its meeting on 28th January 2015, the Executive approved a budget of £120,000 to be set aside from the Planning Appeals Reserves to support the Local Plan Examination. In the main, this budget was allocated to support the costs of the Inspector and the Programme Officer. This budget will still be required to support the completion of the examination.

6. Risks

- 6.1 Section 7 of the report to Council on 12th August 2015 set out in some detail the risks associated with a period of suspension. These risks broadly remain valid and can be updated as follows.

- Limiting the range of site options that can be considered: whilst the work carried out to date indicates that the strategy of the submitted Local Plan continues to be justified and reasonable, it does limit the Council's ability to progress sites that align with other strategic spatial options such as dispersal or a new settlement. This will inevitably limit the range of site options that officers are able to put before members. There is therefore a fine line to be trodden between providing sufficient sites to meet the new housing requirement and avoiding substantial changes to the Plan's agreed strategy. The proposed modifications seek to strike this balance.
- Housing Trajectory and 5-year Land Supply: there is a risk that the evidence arising from the trajectory of housing delivery (based on the timing of delivery for each site) will not deliver a 5-year housing land supply on adoption of the Plan, particularly if the level of flexibility is restricted. The evidence indicates that the proposed modification will provide a 5 year housing land supply on adoption.
- Satisfying the Inspector that progress is being made in identifying an appropriate supply of housing: the Inspector has indicated in his letter of 26th October 2015 that he expects an update at the end of January 2016, by which time the Council anticipates that it will have identified additional sites for consultation. By requiring this, the Inspector is emphasising the need to make rapid and robust progress. There is therefore a risk that his agreement to a suspension will be withdrawn if the Council fails to make sufficient progress or puts forward proposals that do not address the housing requirement set out in the MOU. To address this, the Council has updated the Inspector at the end of January and will provide a further update once this report has been considered.
- Satisfying the Inspector that the proposed modifications do not represent a substantial change to the Plan's strategy: this has been highlighted in previous reports to Council (see paragraphs 3.13 to 3.15 of the report on 13th October 2015). Whilst steps are being taken to address this risk, the Inspector has made it clear that he is concerned about the extent of change with regard to the scale and distribution of

housing, particularly given the considerable proportion of the district covered by Green Belt; there remains a significant risk that the Inspector will still require the Plan to be withdrawn for this reason.

- Planning Appeals: the outcomes of two major planning appeals (The Asps and Land South of Gallows Hill) for housing development have now been received. In total these two proposals have the potential to provide for around 1350 dwellings. They also have potential implications for the assessment of adjacent land. The additional dwellings provided by these sites have been included in the supply of housing for the Local Plan.
- Nuneaton and Bedworth Borough Council (NBBC) and the MoU: NBBC has not agreed to the Housing Distribution MoU. The principal reason for this is that they have not published work on the Borough's housing capacity and they therefore decided they were unable to commit to providing for a portion of Coventry's unmet need. The NBBC is currently completing its draft Strategic Housing Land Availability Assessment. Once the draft is complete, it will be scrutinised by the other councils in Coventry and Warwickshire to ensure that it provides a robust and complete picture of the Borough's capacity. It is possible that the SHLAA will demonstrate that NBBC cannot fully meet their portion of Coventry's unmet need. If this is the case, the MOU will need to be reviewed with potential consequences for the local plan proposals and timetable.
- Other aspects of the Plan that haven't yet been examined: to date the Examination has only considered matters relating to Duty to Co-operate, the housing requirement and housing supply. It has not looked at the proposed site allocations, nor has it considered the range of development management policies set out in the draft Plan. There is a risk that other aspects of the Plan may be found unsound and that it may need further modifications.
- The Plan may be found unsound: there remains a risk that even though the Inspector has agreed to a period of suspension, he will still find the Plan unsound. The Inspector's agreement to a suspension in no way indicates that he thinks the emerging proposals are necessarily sound. Clearly such an outcome would lead to substantial additional delay.

- 6.4 In reaching a balanced decision on the way forward, the risks outlined above need to be offset against the risks associated with a more substantial delay, in the event that the Plan is withdrawn as set out in paragraph 7.2 of the report to Council on 13th October.

7. Alternative Option(s) considered

- 7.1 **Recommendation 2.1:** To continue with the submitted Local Plan, the Council needs to submit modifications identifying additional housing land to address the Inspector's initial findings. There are possible alternatives to some of the specific modifications that have been proposed. For instance, a different housing requirement could be put forward; however officers consider that the requirement proposed in the modifications is consistent with the evidence and that a lower housing requirement would significantly increase the risk that the Plan will be found unsound. However, officers have carefully assessed both the individual sites and their overall distribution. They consider that the proposed allocations are supported by

the evidence and that alternative proposals are not sufficiently well justified by the available evidence; the inclusion of poorly-evidenced sites is liable to be challenged, which would be likely to lead to the plan requiring further modifications.

- 7.2 Council could decide not to agree the modifications. The consequence of this is likely to mean the Local Plan will need to be withdrawn and work would need to be commenced a new Plan. This would put the District at greater risk of having to accommodate growth in an unplanned way. Further, it is possible that the Secretary of State would intervene in our Local Plan, potentially removing the Council's control over the progress of the Plan. Finally, by not having a submitted Plan, there is a risk that funding streams, such as New Homes Bonus would be reduced.
- 7.3 **Recommendation 2.2:** The Inspector has indicated that he expects public consultation to take place prior to the Council submitting the modifications to him. There are therefore no alternatives to this recommendation, although as explained in paragraph 3.4, the timing is subject to the outcomes of ongoing work regarding the 5-year land supply. The regulations require that the period of representations is not less than 6 weeks. The Council could therefore agree to a longer period of representations. However this could potentially lead to a delay to the timetable that was agreed with the Inspector. It is not possible to start the consultation earlier than w/c 7th March due to the preparatory work that officers will need to carry out. Further, delaying the consultation beyond that week could potentially lead to a delay to the timetable. Therefore, alternative timescales for the consultation period have been discounted, unless the work on the 5-year supply makes the proposed timetable unachievable.
- 7.4 **Recommendation 2.3:** The Council could choose not to put forward further modifications proposed in **Appendix 3**. However, officers consider that the issues that proposed amendments seek to address will form part of the examination and that in this context it makes sense to set out proposed modification now.
- 7.5 **Recommendation 2.4:** the Council could choose to delegate this responsibility to another officer. However, it is a role for a professional planner and the Head of Development Services is considered best placed to undertake this work. The recommendation also indicates that this should be done in consultation with the Portfolio Holder, who is the Lead Member for the Local Plan. Whilst it would be possible to delegate this to another Member, this does not seem appropriate. The Council could also choose to ensure that reports are brought to members whenever any changes are being contemplated. However, this would be a cumbersome process and could result in significant delays in the Examination process. It is also considered that this is not necessary since members retain the final decision on whether the Plan should be adopted or not.
- 7.6 **Recommendation 2.5:** As the timescales regarding plan production have changed since July 2015, the Council has updated the LDS. Each of the

proposed planning documents within the LDS could be prepared according to a different timescale. However the timetable proposed for the Local Plan accords with the timetable agreed by Council in October and with the Local Plan inspector. There is therefore only limited scope to change the timetable for the Local Plan without reverting to the Inspector.

- 7.7 **Recommendation 2.6:** Council could decide to defer the work proposed in recommendation 2.6 until the Local Plan has progressed. Alternatively, Council could decide not carry out the work at all. However, in both these circumstances, opportunities for investment and for the comprehensive strategic planning area could be missed. Further, the work has the potential to demonstrate to the Inspector that the Local Plan's proposals for this area are deliverable within a relatively short timetable and the allocated sites can realistically deliver against the housing trajectory.

8. Background

- 8.1 Since the Local Plan was published in May 2014, it has been subject to modification proposals on three occasions. The first modifications were identified through the Focused Change consultation, which was undertaken in autumn 2014. A further set of modifications were then put forward in January 2015 when the submission draft Local Plan was approved. These modifications have not yet been subject to a period of consultation. The modifications now being suggested are split into two parts; those that directly address the points of soundness raised in the Inspector's letter of 1st June 2015 (these will be subject to the public consultation in March/April 2016), and those that are proposed for other reasons (these will not be subject to consultation before they have been examined). The Inspector will consider all representations made on the main modifications, together with all the other previously, duly made representations made on the Submitted Local Plan. Minor modifications relate to factual updates and changes which don't affect soundness are not significant, and it will be for the Council to consider any necessary changes required. The situation with regard to each stage of modifications is set out below:

Date of Modifications	Plan Stage	Status
Autumn 2014	Publication (Focused Changes to Consultation Draft)	Representations considered prior to submission Form part of submitted Local Plan
January 2015	Submission	Response to 2014 representations To be considered during the Examination Where modifications are major, they will be subject to a future period of representations
February 2016	Examination	Address issues of soundness raised by

Date of Modifications	Plan Stage	Status
(part 1)		Inspector Subject to period of representations in March/April 2016
February 2016 (part 2)	Examination	To address emerging issues To be considered during the Examination Where modifications are major, they will be subject to a future period of representations

- 8.2 The next stages of the Examination may also generate the need for consideration to be given to further main and minor modifications. It is proposed that these, along with the modifications proposed in January 2015 and February 2016 (part2) will form a package of proposed modifications to be consulted upon after the completion of the Examination hearing but prior to the receipt of the Inspectors full report into the Local Plan.
- 8.3 The current package of Proposed Modifications (part 1) is confined to changes to the Plan that are required to address the Inspector's findings. This approach has been agreed with the Inspector and it is hoped these modifications will enable the Examination process to be recommenced in May 2016.
- 8.4 This means the changes set out in Appendix 1 of this report are related to:
- Incorporating an increased housing requirement (16,776 dwellings) into the Local Plan in line with the Coventry and Warwickshire MoU
 - Establishing the sources of supply to meet this requirement including allocating additional sites
 - Amending or introducing policies required to guide the implementation of recommended housing allocations.
- 8.5 If the recommended uplift in the housing requirement is not addressed as set out above and subject to formal consultation, given the Inspector's comments about the unsoundness of the submitted housing requirement, it would be extremely unlikely that the inspector would allow the Examination to continue and the Council would be invited by the Inspector to withdraw the submitted plan.

**Table of Proposed Modifications to the Publication Draft Local Plan (Part 1)
(to address identified issues of soundness)**

January 2016

About these proposed modifications

The proposed modifications to the Publication Draft shown in the table below have been prepared in February 2016 to specifically address the issues of soundness identified by the Inspector set out in his letter of 1st June 2015. The proposed modifications are based on the text of the Publication Draft Local Plan published in April 2014 as amended by the Focused Consultation published in October 2014.

A number of other amendments have been proposed in response to the consultations undertaken in May/June 2014 and November/December 2014. These have been shown in full in submission documents LP23 and LP23a. However, these amendments have not yet been subject to consultation and do not form part of current considerations. It is anticipated, subject to the agreement of the Local Plan Inspector, that any of these amendments that are substantive in nature, will form part of a future consultation following Examination hearings prior to finalising and adopting the Local Plan.

Note: In the table below,

new text is shown as follows: where this has been

existing text to be retained is shown as follows: which are assessed as being

existing text to be deleted is shown as follows:

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Development Strategy				
Policy DS2 Providing the Homes the District Needs				
Mod 1	14/15	Policy DS2	<p>Amend Policy DS2 to read</p> <p>STRATEGIC POLICY DS2: Providing the Homes the District Needs</p> <p>We will provide in full for the Objectively Assessed Housing Need of the District and for unmet housing need arising from outside the District where this has been agreed. We will ensure new housing delivers the quality and mix of homes needed including</p> <ul style="list-style-type: none"> a) Affordable homes b) A mix of homes to meet identified needs including homes that are suitable for elderly and vulnerable people c) Sites for gypsies and travellers 	To reflect the Coventry and Warwick Housing Requirements MoU
Mod 2	15	Para 2.6	<p>Amend para 2.6 to read</p> <p>National policy requires local planning authorities to boost significantly, housing supply. A key element in this is developing an evidence base to objectively assess housing need and ensuring that this Objectively Assessed Need is met in full for both market and affordable housing in the housing market area. This means that all the Councils within the Housing Market Area need to work together, in line with the Duty to Co-operate, to ensure the housing need is met in full. This in turn means that the Council needs to play its part in meeting unmet housing need arising from outside the District. In this respect, the Council is party to a Memorandum of Understanding, agreed in October 2015, to accommodate some of Coventry's housing need within the District. National policy also emphasises the importance of delivering a wide choice of homes by planning for a mix of housing based on current</p>	To clarify amendment to Policy DS2

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			and future demographic and market trends. The Council has undertaken a Joint Strategic Housing Market assessment with the other local authorities in the Coventry and Warwickshire Sub-region. This provides the basis for establishing the District's Objectively Assessed Need	
POLICY DS4 Spatial Strategy				
Mod 3	16	Policy DS4	<p>Amend Policy DS4 to read:</p> <p>STRATEGIC POLICY DS4: Spatial Strategy</p> <p>Allocated Housing and Employment will be distributed across the District to take account of the following:</p> <p>....</p> <p>b) where greenfield sites are required for housing, they should generally be located on the edge of built up areas in sustainable locations close to areas of employment or where community facilities such as shops, bus services, medical facilities and schools are available or can be made available.</p> <p>....</p>	To clarify clause b) and to align with proposed amendments arising from consultation undertaken in May/June 2014 and to provide a clear strategic basis for the proposed site allocations
Policy DS6 Level of Housing Growth				
Mod 4	18	Policy DS6	<p>Amend Policy DS6 to read:</p> <p>POLICY DS6: Level of Housing Growth</p> <p>The Council will provide for 16,776 new homes between 2011 and 2029</p>	To align with updated housing needs evidence and with the Coventry and Warwickshire Memorandum of Understanding for Housing Requirements
Mod 5	18	2.20	<p>Delete para 2.20 and replace with:</p> <p>The Updated Assessment of Housing Need: Coventry-Warwickshire HMA (September 2015) sets out the objectively assessed future housing needs of the Housing Market Area and the six local authority areas within it. The report indicates that Warwick District's Objectively Assessed Housing Need is 600 dwellings per</p>	To clearly explain the reasoning for the proposed level of housing growth

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason																				
			annum, which equates to 10,800 dwellings over the plan period. However, in recognition that Coventry City Council is unable to accommodate its housing needs in full within the City boundary, the Local Plan seeks to provide for 332 dwellings per annum (5976 over the plan period) towards Coventry’s housing needs. Warwick District therefore aims to meet its housing requirement by providing for a minimum of 16,776 new homes between 2011 and 2029.																					
Policy DS7 Meeting the Housing Requirement																								
Mod 6	18/19	Policy DS7	<div>Amend Policy DS7 to read:<table><tr><td colspan="2">DS7 Meeting the Housing Requirement</td></tr><tr><td colspan="2">The housing requirement of 16,766 new homes between 2011 and 2029 will be met from the following categories:</td></tr><tr><td>Sites completed between April 2011 and March 2015</td><td>1483</td></tr><tr><td>Sites with outstanding planning permission at 1st April 2015</td><td>5161</td></tr><tr><td></td><td></td></tr><tr><td>An allowance for windfall sites coming forward between April 2015 and March 2029</td><td>1134</td></tr><tr><td>Small Urban sites assessed in the Strategic Housing Land Availability Assessment as being suitable</td><td>230</td></tr><tr><td>Consolidation of existing employment areas and canal-side regeneration</td><td>200</td></tr><tr><td>Sites allocated in this Plan</td><td>9,369</td></tr><tr><td>Total</td><td>17,577</td></tr></table></div>	DS7 Meeting the Housing Requirement		The housing requirement of 16,766 new homes between 2011 and 2029 will be met from the following categories:		Sites completed between April 2011 and March 2015	1483	Sites with outstanding planning permission at 1 st April 2015	5161			An allowance for windfall sites coming forward between April 2015 and March 2029	1134	Small Urban sites assessed in the Strategic Housing Land Availability Assessment as being suitable	230	Consolidation of existing employment areas and canal-side regeneration	200	Sites allocated in this Plan	9,369	Total	17,577	<div>To update the proposed sources of supply to achieve the modified housing requirement set out in the amendments to Policy DS6. In particular to<ul style="list-style-type: none">a) reflect the most recent data on completions and permissions andb) set out a revised windfalls allowance to reflect revised assumptions in line with the Inspector’s findings.c) Update SHLAA site based on 2015 call for sitesd) Revise allocations based on updates</div>
DS7 Meeting the Housing Requirement																								
The housing requirement of 16,766 new homes between 2011 and 2029 will be met from the following categories:																								
Sites completed between April 2011 and March 2015	1483																							
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Total	17,577																							
Mod 7	19	2.21 to 2.24	<div>Amend para 2.21 to 2.24 to read<p>2.21 The Council’s approach to identifying land for housing is set out in the Spatial Strategy above. In the context of completions since 2011, committed sites, an allowance for windfall sites and small urban SHLAA sites, the plan identifies sites for</p></div>	<div>To clearly explain the sources of supply proposed in the modifications to Policy DS7 and to set out the revised timeline for the delivery of</div>																				

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason														
			<p>a potential 9,369 homes. This allows for an element of flexibility in the event that some sites fail to come forward or are delivered with reduced capacities than that allowed for in the plan</p> <p>2.22 In addition to completions and commitments, the Council has made an assessment of windfall sites which are likely to emerge based on past trends and taking into account likely changes to those trends. Windfall sites have consistently played an important role in the housing supply of the District.</p> <p>2.23 The identified sites include small urban brownfield sites of between 5 and 50 dwellings which are assessed as being suitable and available for development in the Strategic Housing Land Availability Assessment. The balance of housing is provided on allocated brownfield and greenfield sites across the District, based on the priorities set out in the spatial strategy.</p> <p>2.24 The following Housing Trajectory shows the timeline for the delivery of housing across the plan period in relation to the annual average of the total requirement.</p> <p>Amended Housing Trajectory Graph is shown in Appendix A below</p>	housing across the plan period														
Policy DS10 Broad Location of Allocated Housing Sites																		
Mod 8	24/25	Policy DS10	<div>Amend Policy DS10 to read</div> <div><table><tr><td colspan="2">DS10 Broad Location of Allocated Housing Sites</td></tr><tr><td>Urban Brownfield sites</td><td>1208</td></tr><tr><td>Greenfield sites on the edge of Kenilworth</td><td>1500</td></tr><tr><td>Greenfield sites on the edge of Warwick, Leamington and Whitnash</td><td>3270</td></tr><tr><td>Greenfield sites on the edge of Coventry</td><td>2245</td></tr><tr><td>Sites within Growth Villages and the rural area</td><td>1146</td></tr><tr><td>Total</td><td>9,369</td></tr></table></div>	DS10 Broad Location of Allocated Housing Sites		Urban Brownfield sites	1208	Greenfield sites on the edge of Kenilworth	1500	Greenfield sites on the edge of Warwick, Leamington and Whitnash	3270	Greenfield sites on the edge of Coventry	2245	Sites within Growth Villages and the rural area	1146	Total	9,369	To reflect proposed revised distribution of housing in line with Policy DS4
DS10 Broad Location of Allocated Housing Sites																		
Urban Brownfield sites	1208																	
Greenfield sites on the edge of Kenilworth	1500																	
Greenfield sites on the edge of Warwick, Leamington and Whitnash	3270																	
Greenfield sites on the edge of Coventry	2245																	
Sites within Growth Villages and the rural area	1146																	
Total	9,369																	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Mod 9	23	2.37 and 2.38	<p>Amend paras 2.37 to read</p> <p>2.37 The spatial strategy aims to meet housing needs of the District and the Housing Market Area by allocating sites in and adjacent to the main urban areas and the more sustainable villages. The Strategic Housing Land Availability Assessment identifies suitable and available sites.- In line with the Council’s aim of meeting housing needs in sustainable locations, the site selection exercise favoured sites firstly within the urban areas and then on the edge of urban areas. These locations are well placed to make best use of, and improve, the existing transport infrastructure and accessibility to jobs and services. Sites on the edge of urban areas are of sufficient size to deliver supporting services including schools, GP services and local centres as appropriate.</p> <p>2.38 In selecting sites on the edge of urban areas, non-Green Belt sites are favoured over Green Belt sites where possible. However, where there are no suitable non-Green Belt alternatives to meet an identified need, sites are removed from the Green Belt to enable development to take place. This applies to land to meet the needs of Coventry, Leamington, Kenilworth, some of the villages and land on the edge of Lillington to assist in the regeneration of the area.”</p>	To explain amendments to Policy DS10, in particular making reference to meeting Coventry’s needs
Policy DS11 Allocated Housing Sites				
Mod 10	24/25/26	Policy DS11	Amend Policy DS11 as shown in Appendix B of this schedule of modifications	To identify sufficient specific allocated sites to address unmet need arising in Coventry and the reduced windfalls allowance
Mod 11	26/27/28	2.41 to 2.53	Amend paras 2.41 to 2.53 as shown in Appendix B of this schedule of modifications	To reflect changes to Policy DS11 and to explain the rationale behind the proposed additional sites

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Policy DS12 Allocation of Land for Education				
Mod 12	28	Policy DS12	<p>Amend Policy DS12 to read</p> <p>DS12 Allocation of Land for Education</p> <p>Land at Southcrest Farm, Kenilworth (ED2) and land at Myton (ED1), as shown on the Policies Map, is allocated for educational uses and other compatible uses (see policy HS5). This includes, on each site, the provision of a secondary school, 6th form centre and, if deemed the most appropriate location, a primary school.</p> <p>In the case of Southcrest Farm the whole area of the site is unlikely to be required for educational purposes. Any land within this site that is surplus to the educational requirement is therefore allocated for housing (see Policy DS11)</p>	To reflect proposals to allocate Southcrest Farm for housing as well as education as set out in Policy DS11
Mod 13	28	Para 2.56	<p>Amend para 2.56 as follows:</p> <p>2.56 Kenilworth Secondary School and 6th Form: the existing school sites are allocated for housing within Policy DS11. The school is seeking to locate all its facilities on a single site. Further, the additional housing proposed in the Kenilworth priority area means that the school needs additional capacity if it is to continue to provide for the educational needs of the Town and surrounding area. For these reasons, a new site for a secondary school in Kenilworth is required. In addition, the additional housing allocated in the Kenilworth area requires the provision of a new primary school. Over and above the educational land requirement, the site has capacity for housing, as set out in Policy DS11. The land at Southcrest Farm, as shown on the Policies Map, is therefore allocated primarily for educational purposes and other compatible uses as defined by policy HS5, and for housing where there is surplus land over and above the educational requirement.</p>	To reflect proposals to allocate Southcrest Farm for housing as well as education as set out in Policy DS11
Policy DS15 Comprehensive Development of Strategic Sites				
Mod 14	30/31	Policy DS15	Amend Policy DS15 to read:	To ensure the policy reflects the additional strategic allocations set

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason				
			<p>DS15 Comprehensive Development of Strategic Sites</p> <p>The sites to which this policy applies are (as shown on the Policies Map):</p> <p>a) South of Harbury Lane, including the former sewage works;</p> <p>b) West of Europa Way;</p> <p>c) Thickthorn and sites allocated to east of Kenilworth;</p> <p>d) Land at Westwood Heath (including land identified as safeguarded beyond the current plan period)</p> <p>e) Kings Hill (including land identified for development beyond the current plan period)</p> <p>f) Land north of Milverton</p> <p>g) Land at Gallows Hill and The Asps</p> <p>Proposals for the allocated strategic sites will be approved where they represent a comprehensive development scheme for the whole site. There will be a requirement to demonstrate this by the submission of either-a Development Brief or a Layout and Design Statement as appropriate, to be approved by the Local Planning Authority (Policy BE2, paragraph 5.13).</p> <p>The Development Brief or Layout and Design Statement should address the criteria set out in Policy BE2 and, for the sites set out below, should provide for the delivery of infrastructure and services, which as a minimum should include the following:</p> <table><tr><th>Site</th><th>Key On-site Infrastructure and Services</th></tr><tr><td>Land South of Harbury Lane</td><td>2 new primary schools Country Park (see Policy DS13) A community meeting place Retail facilities: a convenience store of no more than 500sq.m gross floorspace. A number of other smaller stores may also be provided</td></tr></table>	Site	Key On-site Infrastructure and Services	Land South of Harbury Lane	2 new primary schools Country Park (see Policy DS13) A community meeting place Retail facilities: a convenience store of no more than 500sq.m gross floorspace. A number of other smaller stores may also be provided	out in policy DS11
Site	Key On-site Infrastructure and Services							
Land South of Harbury Lane	2 new primary schools Country Park (see Policy DS13) A community meeting place Retail facilities: a convenience store of no more than 500sq.m gross floorspace. A number of other smaller stores may also be provided							

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification		Reason
			<div>Land at Myton / West Europa Way</div> <div>Thickthorn and sites allocated to east of Kenilworth</div> <div>Land at Westwood Heath</div> <div>Land at Kings Hill</div> <div>Land north of Milverton</div> <div>Land at Gallows Hill and The Asps</div>	<div>Secondary school, sixth form facility and primary school (see Policy DS12) Community hub (see Policy DS14) Health facilities (See Policy DS14)</div> <div>Primary School (see Policy DS12) Secondary School (see Policy DS12) A community meeting place Retail facilities: a convenience store of no more than 500sq.m gross floorspace. A number of other smaller stores may also be provided</div> <div>Health Centre; community facilities (quantified in the context of the development of this allocation and the potential wider area over the long term). Retail facilities: a convenience store of no more than 500sq.m gross floorspace.</div> <div>Potential for some employment land; potentially land for secondary school provision; new primary schools; local centre and community facilities; health centre; new rail station</div> <div>Potential for some employment land; potential park and ride; primary school; land/contribution for medical centre; community facilities; potential for new rail station (subject to viability)</div> <div>Park and ride; primary school; neighbourhood police office; local centre (including a convenience store of no more than 500sq.m gross floorspace), community facilities.</div>	
			The Development Briefs for a) the sites south of Harbury Lane, and west of Europa Way		

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			b) Kings Hill and Thickthorn / east of Kenilworth, and, c) Kings Hill and Westwood Heath should be should be broadly compatible with each other, in their approach to development issues, provision of linked infrastructure and commitment to sustainable growth.	
Mod 15	31	2.66 to 2.68	<p>Amend paras 2.66 to 2.68</p> <p>Explanation</p> <p>2.66 The sites listed within this policy are the allocated strategic urban extensions. A number of these sites are in multiple ownerships. This policy seeks to ensure that development on these sites comes forward within the context of an appropriate and comprehensive development scheme. The Development Brief / Layout and Design Statement should clearly demonstrate how the mix of uses and the infrastructure requirements set out in policy DS7 (and articulated further within the Policies Map and Infrastructure Delivery Plan) will be planned for and delivered to ensure the development is sustainable and meets the policies set out elsewhere in this Local Plan. To ensure the most sustainable and deliverable form of development is achieved on these significant sites, landowners are strongly encouraged to work together closely to produce the most appropriate overall scheme for the site. This might for example be achieved through the setting up of consortia or other formal means of co-ordinated joint working (including the local planning authority as a full partner).</p> <p>2.67 Without a comprehensive development scheme, the delivery of infrastructure and services (such as schools, open space, roads, transport facilities, community facilities and local centres) cannot be guaranteed or properly integrated into the area. Further, incremental proposals which do not take sufficient account of proposals for the whole site are less likely to</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>deliver a high quality, integrated development which can build a strong sense of place and sustainable neighbourhoods.</p> <p>2.68 The strategic sites will be required to be developed in a comprehensive manner whereby the proposals for one take account of the other. This will further ensure integrated development, efficient use of land and access to high quality infrastructure and services across the sites.</p>	
Policy DS19 Green Belt				
Mod 16	35	2.81	<p>Amend para 2.81 to read:</p> <p>Land has been removed from the Green Belt at:</p> <ul style="list-style-type: none"> • Red House Farm, Leamington Spa (H04); • Kenilworth Sixth Form, Rouncil Lane, Kenilworth (H12); • Thickthorn (H06), Southcrest Farm, Crewe Gardens and Woodside Training Centre (H40), Kenilworth; • Warwick Road, Kenilworth (H41); • Westwood Heath (H42); • Kings Hill (H43); • North of Milverton, Leamington Spa (H44); • Land in the vicinity of Coventry Airport (sub-regional employment site) • University of Warwick; • Oaklea Farm, Finham (H08); • Baginton (H19); • Burton Green (H24); • Cubbington (H25, H26, H50); • Hampton Magna (H27 and H51) • Hatton Park (H28 and H53); • Kingswood (Lapworth) (H29, H30, H31, H32, H33) • Leek Wootton (H37 and DSNEW3). 	To reflect green belt allocations and proposed safeguarded area identified in amendments to the Policy DS11 and Policy DSNew2

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Policy DS20 Review of the Local Plan				
Mod 17	36		<p>Delete existing Policy DS20 and replace with:</p> <p>The Plan will be reviewed (either wholly or partially) prior to the end of the Plan Period in the event of one or more of the following circumstances arising: -</p> <ul style="list-style-type: none"> a) Through the Duty to Co-operate, it is necessary to accommodate the development needs of another local authority area within the District and these development needs cannot be accommodated within the Local Plan's existing Strategy b) Updated evidence or changes to national policy suggest that the overall development strategy should be significantly changed c) The monitoring of the Local Plan (particularly the monitoring of housing delivery) demonstrates that the overall development strategy or the policies are not delivering the Local Plan's objectives and requirements d) development and growth pressures arising from the specific circumstances in the area to the south of Coventry (as identified in Policy DS New 1) e) Any other reasons that render the Plan, or part of it, significantly out of date 	To reflect the issues raised by the Inspector with regard to Plan Review, which renders the current policy DS20 unsound. A more broadly based Plan review policy is however still appropriate to provide an effective approach to managing risks associated the larger strategic sites and future growth pressures within the HMA
Mod 18	36	2.82 to 2.87	<p>Replace paras 2.82 to 2.87 with the following:</p> <p>2.82 In the event that the Plan as a whole or a key part of it becomes out of date, it</p>	To reflect the MoU

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>will be necessary to undertake a full or partial review of the Plan. There are a number of factors that could render the Plan out of date:</p> <ul style="list-style-type: none"> a) The Coventry and Warwickshire Memorandum of Understanding (MOU) may need to be updated to reflect changing circumstances and evidence. In the event that a new or revised Memorandum of Understanding would require substantive revisions to the Local Plan proposals, then a partial or full review is likely to be necessary. However a new or revised MOU will not necessarily require a review of the Plan where the changes can be accommodated within the Plan's Strategy. b) National planning guidance is clear that updated evidence (such as new national household projections) will not necessarily render the Plan out of date. However where evidence signals a substantial and sustained change to the context of the Local Plan, this will trigger a review (partial or whole) of it. c) The delivery of the Local Plan's objectives, including the overall annual housing requirement will be closely monitored. Where the Plan's proposals and policies are clearly failing to deliver the Plan's overall strategy and objectives (for instance where there is clear evidence over a sustained period that housing delivery is failing to deliver the Plan's overall housing requirement), the Plan will require a review. <p>2.83 Policy DS NEW1 indicates that a partial review of the Local Plan will be undertaken within five years of the adoption of the plan, to address specific circumstances in the area to the south of Coventry. This proposed partial review will be undertaken in any event.</p>	
Mod 19	Maps	Policies Map	Amend the Policies Map as follows:	To reflect amendments to policies DS11, DS12, DS19, and addition of

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>Allocate additional land for housing in line with Policy DS11 (see Appendix B below) in the following locations:</p> <ul style="list-style-type: none"> • H44 North of Milverton (Policies Map 2) • H45 Hazelmere and Little Acre, Whitnash (Policies Map 2) • H46A Gallows Hill (Policies Map 2) • H46B The Asps (Policies Map 2) • H40 East of Kenilworth (Crewe Lane, Southcrest Farm and Woodside Training Centre) (Policies Map 5) • H41 East of Warwick Rd, Kenilworth (Policies Map 5) • H42 Westwood Heath (Policies Map 35) • H43 Kings Hill Lane (Policies Map 36) • H19 extended area Baginton – Land north of Rosswood Farm (Policies Map 8) • H47 Barford - Land south of Wasperton Lane (Policies Map 18) • H48 Barford – Land South of Westham Lane (Policies Map 18) • H49 Bishops Tachbrook - Seven Acre Close (Policies Map 16) • H50 Cubbington - Land east of Cubbington (Policies Map 13) • H51 Hampton Magna - Land south of Lloyd Close (Policies Map 20) • H28 extended area Hatton Park – North of Birmingham Road (Policies Map 21) • H53 Hatton Park - Brownley Green Lane (Policies Map 21) • DSNEW3 Leek Wootton - Former Policy HQ (policies Map 12) • H52 Radford Semele - Land at Spring Lane (policies Map 15) <p>Amend the Urban Area Boundary in the following locations:</p> <ul style="list-style-type: none"> • H44 North of Milverton (Policies Map 2) • H45 Hazelmere and Little Acre, Whitnash (Policies Map 2) • H46A Gallows Hill (Policies Map 2) 	policies DS NEW2, DS NEW3, DS NEW4

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<ul style="list-style-type: none"> • H46B The Asps (Policies Map 2) • H40 East of Kenilworth (Crewe Lane, Southcrest Farm and Woodside Training Centre) (Policies Map 5) • H41 East of Warwick Rd, Kenilworth (Policies Map 5) • H42 Westwood Heath (Policies Map 35) • H43 Kings Hill Lane (Policies Map 36) <p>Amend the Growth Village Envelopes in the following locations:</p> <ul style="list-style-type: none"> • H19 extended area Baginton – Land north of Rosswood Farm (Policies Map 8) • H47 Barford - Land south of Wasperton Lane (Policies Map 18) • H48 Barford – Land South of Westham Lane (Policies Map 18) • H49 Bishops Tachbrook - Seven Acre Close (Policies Map 16) • H50 Cubbington - Land east of Cubbington (Policies Map 13) • H51 Hampton Magna - Land south of Lloyd Close (Policies Map 20) • H28 extended area Hatton Park – North of Birmingham Road (Policies Map 21) • H53 Hatton Park - Brownley Green Lane (Policies Map 21) • DSNEW3 Leek Wootton - Former Policy HQ (policies Map 12) • H52 Radford Semele - Land at Spring Lane (policies Map 15) <p>Remove allocated land for housing in line with Policy DS11 (see Appendix B below) in the following locations:</p> <ul style="list-style-type: none"> • H01 (part) Land at Myton School, Myton Road (policies Map 2) • H15 Leamington Fire Station (policies Map 2) • H34 Leek Wootton – The Paddock (policies Map 12) • H35 Leek Wootton – East of Broome Close (policies Map 12) • H36 Leek Wootton – Former Tennis Courts (policies Map 12) 	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>Amend Policies Map to allocate additional land for Education in line with Policy DS12 in the following location</p> <ul style="list-style-type: none"> Land at Myton School (Myton Road frontage) (policies Map 2) <p>Amend the Policies Map to extend the Park and Ride area of search in the following location</p> <ul style="list-style-type: none"> Land North of Milverton, Leamington Spa (policies Map 2) <p>Amend Policies Map to remove additional land from the Green Belt in line with Policy DS19 in the following locations</p> <ul style="list-style-type: none"> Southcrest Farm, Crewe Gardens and Woodside Training Centre (H40), Kenilworth; (policies Map 5) Warwick Road, Kenilworth (H41); (policies Map 5) Westwood Heath (H42); (policies Map 35) Kings Hill (H43); (policies Map 36) North of Milverton, Leamington Spa (H44); (policies Map 2) Baginton (H19 extended area); (policies Map 8) Cubbington (H50); (policies Map 13) Hampton Magna (H51) (policies Map 20) Hatton Park (H28 extended area and H53); (policies Map 21) Leek Wootton (DSNEW3) (policies Map 12) <p>Amend Policies Map to remove land from the Green Belt and safeguard it in line with Policy DS NEW2 in the following locations</p> <ul style="list-style-type: none"> S1. Land South of Westwood Heath Road S2. Land North of Milverton <p>Amend Policies Map to identify the masterplan area for the development of the former Police HQ sites at Woodcote House, Leek Wootton in line with Policy DS NEW3 (policies Map 12)</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>Amend Policies Map to allocate land for outdoor sports in line with Policy DS NEW4 in the following locations</p> <ul style="list-style-type: none"> • SP1. Land at Castle Farm, Kenilworth (policies Map 5) • SP2. Land at Warwick Road, Kenilworth (policies Map 5) 	
Policy DS NEW 1 Directions for Growth South of Coventry				
Mod 20	New	DS New1	<p>New policy wording:</p> <p>To meet both local and sub-regional housing needs, the Council has identified an area of growth focussed on strategic housing allocations to the immediate south of the City of Coventry (see policy DS11). The geographic boundaries of the area covered by this policy will be guided by: -</p> <ul style="list-style-type: none"> • the emergence of agreed allocations for large-scale development and sites identified as safeguarded land post-adoption; • the extant and emerging infrastructure in the local area (including HS2 and existing and proposed future strategic road networks), with a view to identifying the most appropriate locations for both additional housing and strategic transport and other infrastructure; • the future plans of the University of Warwick; • significant strategic opportunities on both sides of the local authority boundary. <p>The sites in this area are expected to provide residential-led, mixed-use development of around 2225 dwellings over the plan period to 2029, with the potential for additional growth post-2029:</p> <ul style="list-style-type: none"> o Westwood Heath – 425 dwellings (capped by infrastructure constraints) o Kings Hill – c.1,800 dwellings; the total capacity of the site is c.4,000 dwellings 	To provide a comprehensive approach to the planning of this area of growth including growth beyond the Plan Period

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>To facilitate this growth, the Green Belt boundary in this area has been amended to take account of the strategic sites and to identify and safeguard land suitable for longer-term growth requirements (see Policies DS19 and DSNEW2).</p> <p>The Council intends to schedule a partial Plan review within five years of the adoption date of this Plan (see policy DS20). At that time, and subject to sufficiently robust evidence, the Council will consider whether further land is required within the broad area to allow for future growth.</p> <p>Development proposals must take account of all significant constraints, other development within the vicinity and future opportunities for integrated strategic growth; this will require close co-operation between WDC, Coventry City Council, Warwickshire County Council, the University of Warwick and major landowners and developers.</p> <p>It is likely that some of this development activity will extend beyond the current plan period. To give a degree of longer-term certainty to investors and stakeholders, a series of key objectives are identified below to provide clear guidance to landowners, institutions, infrastructure providers and major developers when they are drawing up their proposals.</p> <ul style="list-style-type: none"> a) individual site proposals support the comprehensive longer-term planning of the area b) proposals should take account of the potential for a new road linking the A46 Stoneleigh junction with Kirby Corner and subsequently to the A452 or A45, which has been identified as an important means of mitigating increased traffic flows on the local and strategic road network; increasing existing strategic highway capacity; and providing an improved future strategic highway link to UK Central; c) development proposals must take into account the potential for future growth at the University of Warwick (see Policy MS1); 	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>d) individual masterplans and applications should reflect and address, where necessary, any significant proposals immediately beyond the boundaries of Warwick district.</p> <p>e) provision should be made for necessary improvements to the highway network including those set out in the Infrastructure Delivery Plan and those that may be required to support future development in the area;</p> <p>f) the Green Belt between Coventry and Kenilworth should be protected;</p> <p>g) improvements to rail infrastructure, such as a new rail stop on the Coventry to Leamington line should be considered and provided where practical and viable;</p> <p>h) improvements to cycle and pedestrian networks should be provided;</p> <p>i) requirements for additional educational capacity should be provided in a co-ordinated manner;</p> <p>j) requirements for improved healthcare capacity should be provided in a co-ordinated manner;</p> <p>k) provision of emergency services infrastructure and other issues that may be identified.</p> <p>Where appropriate, contributions to infrastructure provision will be sought in accordance with policy DM1.</p>	
Mod 21	New	New Paras New1.1 to New1.11	<p>New explanatory text:</p> <p>New1.1 Part of the housing requirement set out in Policy DS6 seeks to meet Coventry's housing need. This is an important aspect of creating a sustainable and secure base for the growth of the city. The Warwick Local Plan has thus identified the need to deliver integrated, strategic development to meet current and future housing need both for its own requirements and to address the need generated by Coventry.</p> <p>New 1.2 To do this, an area adjacent to the boundary with the city has been</p>	To support the comprehensive approach set out in Policy DS New1

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>identified as a suitable prospect for delivering part of the housing required. This will help create opportunities for high-quality design and layout to be delivered via co-ordinated masterplans. It will allow for the generation of development that benefits from its proximity to the City's employment, education and services / facilities provision in terms of travel times and infrastructure provision.</p> <p>New 1.3 There will be the opportunity to generate economic benefits both through the provision of new employment opportunities and through the creation of additional residential populations that will be using extant services and facilities, so supporting their retention. There will also be the opportunity to deliver infrastructure improvements that should not only benefit the new development but, if properly designed and delivered in a timely fashion, may also help to alleviate existing problems on the local and strategic transport network. Sites can be linked to local and sub-regional centres through improvements to public transport, cycling and walking links.</p> <p>New 1.4 The sites in this immediate area (including where necessary related sites within the boundary of the City of Coventry) will benefit from a shared set of key objectives. These are intended to set a clear framework for the delivery both of the development sites themselves and the associated large-scale infrastructure requirements, such as the link road. As described in the policy, the key objectives identify a number of broad parameters. Within these strategic parameters, developers and promoters are at liberty to provide their own detailed masterplans / design approaches that should be in accordance with the broader strategic principles.</p> <p>New 1.5 The University of Warwick will prepare a revised masterplan within the Plan Period (see policy MS1). The potential growth of the University is an important element in the development of this area and needs to be taken into account in considering site layouts elsewhere in the vicinity and particularly in planning for</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>wider infrastructure. This will ensure the area has capacity to address development that is not currently known about but which is likely to come forward within the Plan Period and during the years immediately afterwards.</p> <p>New 1.6 At Westwood Heath an area of c30ha has been identified for a residential-led, mixed-use development (see Policy Map). Given infrastructure constraints, especially along the strategic and local highways network, the housing to be provided on site is capped at 425 dwellings during the current plan period. However, the creation of improved road infrastructure / additional network capacity will allow further residential development to be accommodated without undue adverse impacts on local amenity. This will take place on land that has been identified and reserved for development adjacent to the allocated site. Land required for longer-term housing provision is therefore safeguarded in line with policy DS20, and will be released subject to:</p> <ol style="list-style-type: none"> a Plan review that clearly indicates a need for land for further development; and significant improvements to the strategic highways network, including the construction of a new link road between the A46 Stoneleigh Junction and Kirby Corner and onwards towards the A452 or A45. <p>New 1.7 An integral aspect of the allocated site is the need to provide for facilities and services at an appropriate scale, including community provision, emergency services infrastructure, play areas and local retail provision for convenience shopping. Land also needs to be provided for open space, leisure and amenity uses and will form part of a green infrastructure network linking to the wider countryside and north to the conurbation.</p> <p>New 1.8 At Kings Hill an area of c269ha has been identified for a residential-led, mixed-use development (see Policy map). The site has an overall capacity of c. 4,000 dwellings, with c. 1,800 dwellings being deliverable by the end of the current plan</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>period. The mixed use development will also include the potential to provide employment land. Land will need to be provided for open space, leisure and amenity uses and will form part of a green infrastructure network linking to the wider countryside and north to the conurbation. A local centre will be provided at an appropriate scale, incorporating a range of local community facilities and services including meeting space / community buildings, emergency services infrastructure, youth facilities / play areas and local retail provision for convenience shopping. A new primary school will be required to serve the development, which may need to be expanded as the site develops over time.</p> <p>New 1.09 Development proposals for the strategic sites will be expected to address the following as a minimum: -</p> <ul style="list-style-type: none"> Proposals for development must respond positively to natural and heritage assets; wherever possible and viable, development should enhance the settings of such assets; Development should respect the topography and landscape of the area and should be designed in such a way that it minimises visual impacts and protects local amenity; Biodiversity should be maintained and enhanced on all development sites wherever possible; where otherwise acceptable development would result in the loss of biodiversity interest and value, mitigation must be offered that offsets loss or damage onsite. If this is not possible, appropriate off-site mitigation and habitat replacement should be provided as close to the affected amenity as feasible; <ul style="list-style-type: none"> a. Kings Hill - Wainbody Wood is ancient woodland of around 15.5ha in area, which should be excluded from the development area, protected from associated adverse impacts and maintained as a habitat and biodiversity resource; b. Westwood Heath - Whitefield Coppice, Black Waste Wood and Broadwells Wood are all ancient woodlands within or adjacent to the 	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>site. They should be excluded from development areas, protected from associated adverse impacts and maintained as habitat and biodiversity resources.</p> <ul style="list-style-type: none"> • There are listed buildings associated with Wainbody Wood Farm and Hill Farm (farmhouses and barn) that should be protected and their settings enhanced as appropriate. • Strategic infrastructure improvements must be accommodated where necessary, including improvements to highways junctions, road capacity improvements and public transport links. • Local services, facilities and retail provision should be commensurate with the scale of development being proposed and in terms of the location's proximity to the conurbation and Kenilworth. <p>New 1.10 Proposals should accord with the requirements of all other relevant policies in the Local Plan.</p>	
DS NEW2 Safeguarded Land				
Mod 22	New	Policy DS NEW2	<p>Insert new Policy DS NEW2 Safeguarded land is identified on the Policies Map in order that it may be utilised, if required, to meet longer-term strategic development needs beyond the Local Plan period. The following principles apply to safeguarded land:</p> <ol style="list-style-type: none"> 1. It is not allocated for development at the present time; 2. Local Plan Policies relating to development in the rural area and open countryside will apply; 3. Development that would prejudice the future comprehensive development of the safeguarded land area will not be permitted; 4. The status of safeguarded land will only change through a review of the local plan following an assessment of development need and the identification of the most appropriate locations for development. <p>Safeguarded land is identified on the policies map in the following locations:</p>	To identify a Green Belt release for beyond the plan period to reflect longer term opportunities

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<ul style="list-style-type: none"> • S1. Land South of Westwood Heath Road • S2. Land North of Milverton 	
Mod 23	New	Paras New2.1 to New2.3	<p>Insert new paras as follows</p> <p>Explanation</p> <p>New 2.1 National policy recommends that when reviewing Green Belt boundaries through a local plan it is important to have regard to potential development needs well beyond the plan period, and consequently be satisfied that boundaries will not need to be altered at the end of the plan period. Therefore, the Council has identified areas of Safeguarded Land between the urban area and the new Green Belt boundary in order to assist in meeting potential long term development requirements.</p> <p>New 2.2 The Council recognises that there is a limited amount of suitable land currently available outside the Green Belt to meet long-term development needs, particularly those needs arising in Coventry. Therefore identifying ‘safeguarded land’ in appropriate locations may assist in meeting the long-term development needs of the functional housing and economic market area.</p> <p>New 2.3 Safeguarded land is not allocated for development and is within the rural area; therefore rural and open countryside policies will apply. Other than development in accordance with the policy, planning permission for the permanent development of safeguarded land will not be granted ahead of a review of the Local Plan where this proposes the area for development</p>	To support Policy DS New2
Policy DS NEW3 Former Police Headquarters, Woodcote House Policy				

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Mod 24	New	DS NEW3	<p>Insert new Policy DS NEW3</p> <p>The former Police Headquarters site will be developed for housing purposes. Built development will be limited to appropriate areas of the site that lie within the Village Growth Envelope Boundary (Policy H10) as identified on the Policies Map. There will be a requirement to agree a masterplan with the Council for the entirety of the former police headquarters landholding, including other associated land parcels outside of the Growth Village Envelope Boundary.</p> <p>All planning applications for development of the site within the Growth Village Envelope must comply with the Masterplan and accord with other relevant policies of this Local Plan and any adopted Neighbourhood Development Plan, taking account of viability. In determining any planning applications on the site the local planning authority will seek to ensure that the proposals:</p> <ul style="list-style-type: none"> a) Protect and enhance the historic assets and their setting; b) Secure the sustainable long-term future of Woodcote House as a Grade 2 Listed Building; c) Contribute positively to the landscape character; d) Deliver a mix of housing, including affordable housing; e) Demonstrate a high quality of design and layout, including an appropriate means of access and circulation; f) Make provision for all reasonable infrastructure requirements, including open space; and g) Make provision for the future management / maintenance of the balance of the site (those areas not to be utilised for housing development); 	To reflect the allocation of this site within Policy DS11 and to ensure this sensitive site is brought forward in line with a comprehensive masterplan which takes account of the site's sensitivities
Mod 25	New	Para New 3.1	Insert new para as follows:	To support Policy DS New3

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>Explanation</p> <p>New 3.1 Warwickshire Police have declared this site surplus to operational requirements. Encompassing a large area of previously developed land within the Growth Village of Leek Wootton, the site offers the potential to contribute significantly to the delivery of new housing necessary to meet the needs of the District, whilst simultaneously securing the long-term use, and therefore conservation, of the Grade II listed Woodcote House and its setting within the associated locally listed gardens/parklands.</p> <p>New 3.2 Development of this site for housing will be supported provided that it is carefully managed to ensure that the site's heritage and landscape assets are conserved and enhanced. Development will only be permitted where it is brought forward in accordance with the vision, development principles and framework that will be provided by an agreed Masterplan. Given the specific circumstances of the site, including that significant demolition and restoration work will be required to enhance the site's historic value, it will be important to ensure that the combined effects of policy requirements do not render development, which can positively contribute to sustainable development at this location, unviable and thus undeliverable.</p>	
Policy DS NEW4: Allocation of Land for the Provision of Outdoor Sport				
Mod 26	New	Policy DS NEW4	<p>Insert new policy as follows:</p> <p>Land at Castle Farm (SP1), and Land at Warwick Road (SP2), Kenilworth, as shown on the Policies Map, are allocated for the provision of outdoor sport. Appropriate facilities associated with the provision of outdoor sport will be permitted provided that they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.</p>	To enable sports clubs in Kenilworth to grow in the context of new and previously proposed housing allocations.

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Mod 27	new	Para new 4.1 and 4.2	<p>Insert new paras as follows:</p> <p>Explanation</p> <p>New 4.1 The Playing Pitch Strategy recognises that the provision of outdoor sport requires quantitative and qualitative improvements in order to meet the needs of the existing and predicted population in the district. This is particularly the case in Kenilworth where there are a number of sporting clubs with limited capacity for expansion or improvement and where there may arise a future need due to displacement.</p> <p>New 4.2 The provision of additional land at Castle Farm for outdoor sport will complement, and may assist the improvement of, existing playing facilities at the site. Land at Warwick Road will complement the proposed housing allocation xx immediately to the north and provide an appropriate southern edge to Kenilworth. Both sites are in suitable, accessible locations and will offer better provision in terms of quantity and/or quantity than the existing provision in the area.</p>	To support new Policy DS NEW4

Table of Modifications (Part 1) January 2016 Appendix A

Amends to para 2.24 (Explanation to Policy DS7) – see Mod 7 above

Housing Trajectory Graph

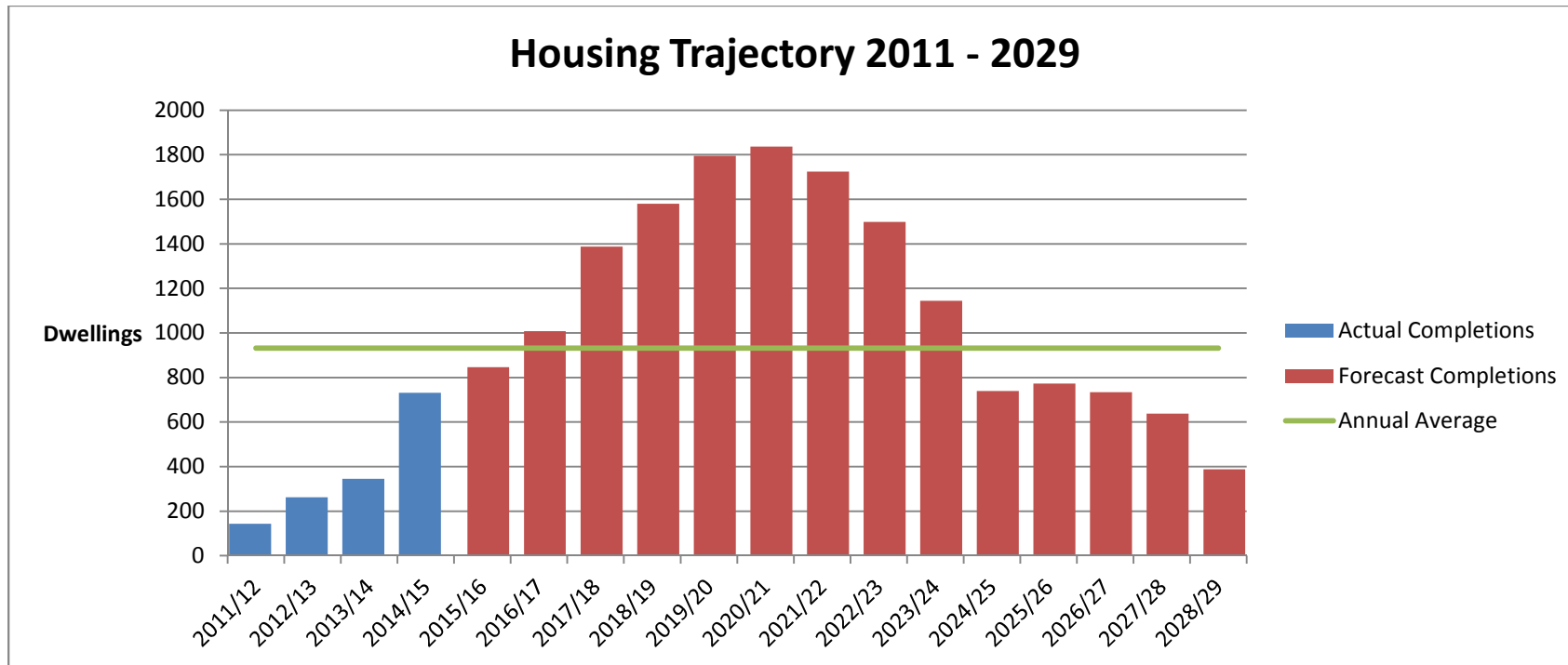


Table of Modifications (Part 1) January 2016 Appendix B

Amendments to Policy DS11 (see Mod 10 above)

DS11 Allocated Housing Sites

The following sites, as shown on the Policies Map, will be allocated for housing development and associated infrastructure and uses:

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
Urban Brownfield Sites				
		0	0	
H02 (part)	Former Sewage Works, south of Harbury Lane	215	0	Country Park
H09	Kenilworth School Site	250	0	
H10	Station Approach, Leamington	Included in commitments	0	
H11	Land at Montague Road	140	0	
H12	Kenilworth VI Form College	130	0	
H13	Soans Site, Sydenham Drive	147	0	
H14	Riverside House	100	0	
H16	Court Street	121	0	
H17	Garage Site, Theatre Street	Included in commitments	0	

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
H39	Opus 40, Birmingham Road, Warwick	85	0	
Greenfield Sites – Edge of Warwick, Whitnash and Leamington				
H01 (part)	Land West of Europa Way	50 (plus 1160 included in commitments)	0	Extended/new Secondary School, Primary School, Health Facilities, Local Centre, Sports Stadium and associated facilities.
H02 (part)	Land south of Harbury Lane (excluding former sewage works)	620 (plus 985 included in commitments)	0	Primary Schools (x2), Local Centre, other Community Facilities, Country Park
H03	East of Whitnash/South of Sydenham	500		Land should be reserved as a contingency for the location of a Primary School
H04	Red House Farm	250		
H44	North of Milverton	250	0	(Total capacity up to 1315 with the balance to come forward beyond the end of the plan period). Potential for some employment land; potential park and ride; Primary School; land/contribution for medical centre; community facilities; potential for new Rail Station (subject to viability)
H45	Hazelmere and Little Acre, Whitnash	75	0	

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
H46A	Gallows Hill	630	0	See site H46B below
H46B	The Asps	900	0	Park and ride; primary school; neighbourhood police office; local centre (including a convenience store of no more than 500sq.m gross floorspace), community facilities.
Greenfield Sites – Edge of Kenilworth				
H06	East of Kenilworth (Thickthorn)	760	8ha	Primary School and Local Centre
H07	Crackley Triangle	Included in commitments	0	
H40	East of Kenilworth (Crewe Lane, Southcrest Farm and Woodside Training Centre) *	640	0	New Secondary School; community facilities
H41	East of Warwick Rd, Kenilworth	100	0	Provide access to sports facilities allocation (see Policy DS NEW4)
Greenfield Site – Edge of Coventry				
H08	Oaklea Farm, Finham	20	0	
H42	Westwood Heath**	425	0	Health Centre; community facilities (quantified in the context of the development of this allocation and the potential wider area over the long term). Retail facilities: a convenience store of no

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
				more than 500sq.m gross floorspace.
H43	Kings Hill Lane**	1800	0	(Total capacity up to 4000 with the balance to come forward beyond the end of the plan period). Potential for some employment land; potentially land for secondary school provision; new primary schools; local centre and community facilities; health centre; new rail station
Growth Villages				
H19 extended area	Baginton – Land north of Rosswood Farm	80	0	
H20	Barford – Land south of Barford House	8	0	
H21	Barford – Former Sherbourne Nursery	Included in commitments	0	
H22	Barford – Land off Bemridge Close	12	0	
H47	Barford - Land south of Wasperton Lane	30	0	
H48	Barford – Land South of Westham Lane	45	0	
H23	Bishops Tachbrook – Land south of the school	Included in commitments	0	

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
H49	Bishops Tachbrook - Seven Acre Close	30	0	
H24	Burton Green – Burrow Hill Nursery	90	0	
H25	Cubbington – Allotment Land, Rugby Road	35	0	
H26	Cubbington – Opposite Willow Sheet Meadow	65	0	
H50	Cubbington - Land east of Cubbington	95		
H27	Hampton Magna – South of Arras Boulevard	130	0	
H51	Hampton Magna - Land south of Lloyd Close	115		
H28 Extended area	Hatton Park – North of Birmingham Road	120	0	
H53	Hatton Park - Brownley Green Lane	55	0	
H29 and H30	Kingswood – Meadow House and Kingswood farm	30	0	
H31	Kingswood – South of The Stables	6	0	
H32	Kingswood – R/O Brome Hall Lane	12	0	
H33	Kingswood – West of Mill Lane	8	0	
		No longer available as stand-alone site	0	

Ref	Site	Number of Dwellings (estimated)	Area of Emp. Land	Infrastructure Requirements and Other Uses
		(part of Police HQ Masterplan)		
		No longer available as stand-alone site (part of Police HQ Masterplan)	0	
		No longer available as stand-alone site (part of Police HQ Masterplan)	0	
H37	Leek Wootton – Car park East of The Hayes	5	0	
DSNEW3	Leek Wootton - Former Policy HQ***	115	0	
H38	Radford Semele – North of Southam Road	Included in commitments	0	
H52	Radford Semele - Land at Spring Lane	60	0	
Other rural sites				
H18	Former Aylesbury House, Hockley Heath	20	0	

* to be brought forward in accordance with Policy DS12

** to be brought forward in accordance with Policy DS New1

*** to be brought forward in accordance with Policy DS New3

Amendments to Explanation for Policy DS11 – Para 2.41 to 2.53 (see Mod 13 above)

Explanation

- 2.41 All sites were initially assessed for their suitability for housing in the Strategic Housing Land Availability Assessment. Sites were then appraised using the Council's Site Selection Methodology/Matrix which considered the suitability of each site against the following information:
- The Sustainability Appraisal
 - Green Belt Assessment
 - Landscape Character Assessment
 - Historic Setting Assessment
 - Strategic Flood Risk Assessment (SFRA Level 1)
 - Habitat Assessment, and
 - Strategic Transport Assessment
- 2.42 Sites were also assessed against the spatial strategy including the potential to lead to a coalescence of settlements and the loss of employment land. A figure for the number of dwellings for each site is shown, however it is recognised that this may vary dependant on detailed planning at the application stage. In most cases this figure will represent the minimum site capacity

Urban Brownfield Sites

- 2.43 A number of brownfield sites will become available as a result of the rationalisation or replacement of public sector land and services. The two Kenilworth School sites and Riverside House will become available when alternative premises have been provided for the existing users. 2.44 The Council is proactively bringing forward part of the site at Court Street that does not yet have planning permission. Land at Myton School is being made available as part of the proposals to reconfigure and expand this school. The land has potential to help fund the school expansion
- 2.45 The Soans site and the site at Station Approach have been assembled for housing development utilising an area where vacancy rates in existing industrial premises are high. These sites gained planning permission for 147 dwellings and 212 dwellings respectively in 2015. Opus 40 has also received planning permission during 2015 for 85 dwellings.
- 2.46 The site of the former sewage works is set back from Harbury Lane and is sandwiched between the sites at Grove Farm and Heathcote Farm. Thus the site, which requires extensive remediation, cannot come forward until a suitable access from an adjoining site is made available.

- 2.47 The site at Aylesbury House is a small brownfield site in the Green Belt, south east of Hockley Heath, with potential for some redevelopment and infilling around the original Aylesbury House with needing to be removed from the Green Belt
- 2.48 The small site at Theatre Street has been granted planning permission and adds a further 20 dwellings to a previous permission and is included within the commitments.

Greenfield Sites

- 2.49 The strategic urban extension to the south of Warwick and Leamington comprises of land to the west of Europa Way and land to the south of Harbury Lane. In addition to the sections that are brownfield sites, this area will deliver 2920 dwellings. With the exception of a small section to the south of Harbury Lane (capacity for 105) and a small area west of Europa Way (capacity 50 dwellings), this whole area has been granted planning permission during 2014 and 2015. In addition to the housing, the area will deliver extended secondary school facilities, three primary schools, , local GP services, shops, community facilities and an important buffer of open space to the south to be delivered as a Country Park.
- 2.50 The site at Whitnash East provides an extension to the committed site located off St. Fremunds Way, to the south of Sydenham. The site will deliver up to 500 homes along with an ecology and landscape corridor adjacent to Whitnash Brook and a partial rebuild and extension of Campion School which will enable access to be provided.
- 2.51 Land at Red House Farm forms an extension to Lillington, one of the most deprived neighbourhoods in Warwickshire. The urban extension will provide for up to 250 new homes, of different types and tenures, and support regeneration in Lillington itself.
- 2.52 The strategic urban extensions to the east of Kenilworth, at Thickthorn, Woodside Training Centre and Crewe Gardens, will provide for up to 1400 new homes and 8 hectares of employment land. Kenilworth has seen relatively little new development in the last 20 years and the new housing which has been provided has been largely at the expense of employment land. This development, therefore, provides the opportunity to deliver new housing and employment in a sustainable location along with the necessary supporting facilities of a primary school, local centre and open space. In order to ensure the delivery of housing and associated uses in Kenilworth, the Council will consider the use of its Compulsory Purchase Powers. A new secondary school will be provided on land to the north at Southcrest Farm. A further 93 homes now have planning permission on a site to the north of the town at Crackley.
- 2.53 To the north of Milverton, land for 250 dwellings has been identified with the potential to also include a park and ride and a small amount of employment land. In addition to this allocation, a further area of land has been removed from the Green Belt and safeguarded for the remainder of the plan period

- 2.54 At Westwood Heath, land has been identified for a residential-led, mixed-use development. Given infrastructure constraints, especially along the strategic and local highways network, the housing to be provided on site is capped at 425 dwellings during the current plan period. However, the creation of improved road infrastructure / additional network capacity could allow for further residential development to be accommodated without undue adverse impacts on local amenity on land that has been safeguarded adjacent to the allocated site.
- 2.55 At Kings Hill an area of 269ha has been identified for a residential-led, mixed-use development. The site has an overall capacity of c. 4,000 dwellings, with c. 1,800 dwellings being deliverable by the end of the current plan period. The mixed use development will also deliver opportunities for employment provision. Land will be made available for open space, leisure and amenity uses and a green infrastructure network will link to the wider countryside and north to the conurbation. A local centre will be provided at an appropriate scale, incorporating a range of local community facilities and services including meeting space / community buildings, emergency services infrastructure, youth facilities / play areas and local retail provision for convenience shopping. A new primary school will be required to serve the development, which may need to be expanded as the site develops over time.

Village Allocations

- 2.56 The majority of the village housing allocations are located on the edge of the existing limits to the built up areas of the village in locations which will provide natural extensions, which will change over the lifetime of the Plan.

Modified Policies Map

February 2016

Key Plan: Whole District

Map 2a: Leamington, Warwick and Whitnash (south of Warwick)

Map 2b: Leamington, Warwick and Whitnash (south of Whitnash)

Map 2c: Leamington, Warwick and Whitnash (north of Leamington)

Map 5: Kenilworth

Map 8: Baginton

Map 12: Leek Wootton

Map 13: Cubbington

Map 15: Radford Semele

Map 16: Bishop's Tachbrook

Map 18: Barford

Map 20: Hampton Magna

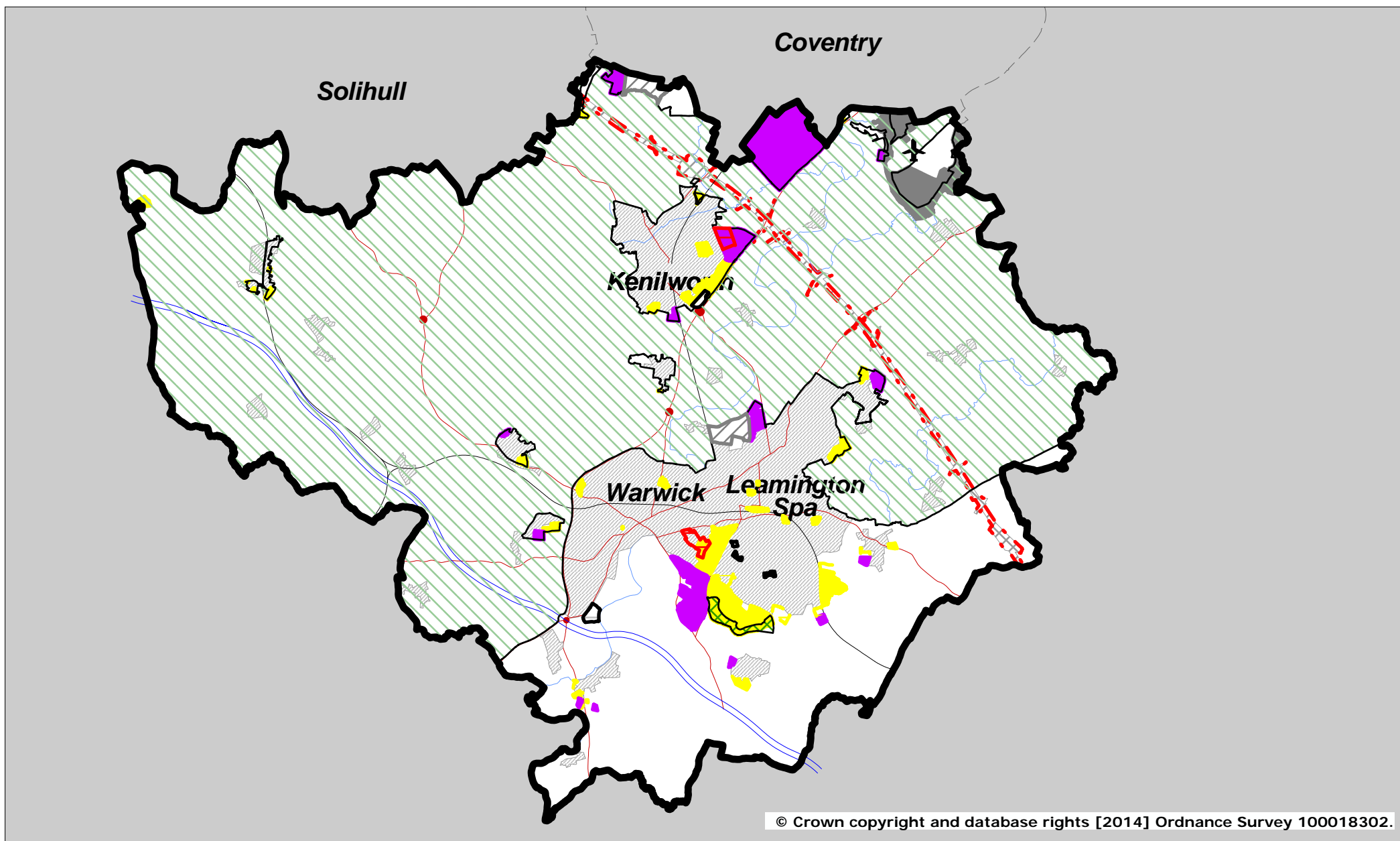
Map 21: Hatton Park

Map 29: Kingswood

Map 35: Westwood Heath

Map 36: King's Hill

NB: All other maps remain unchanged



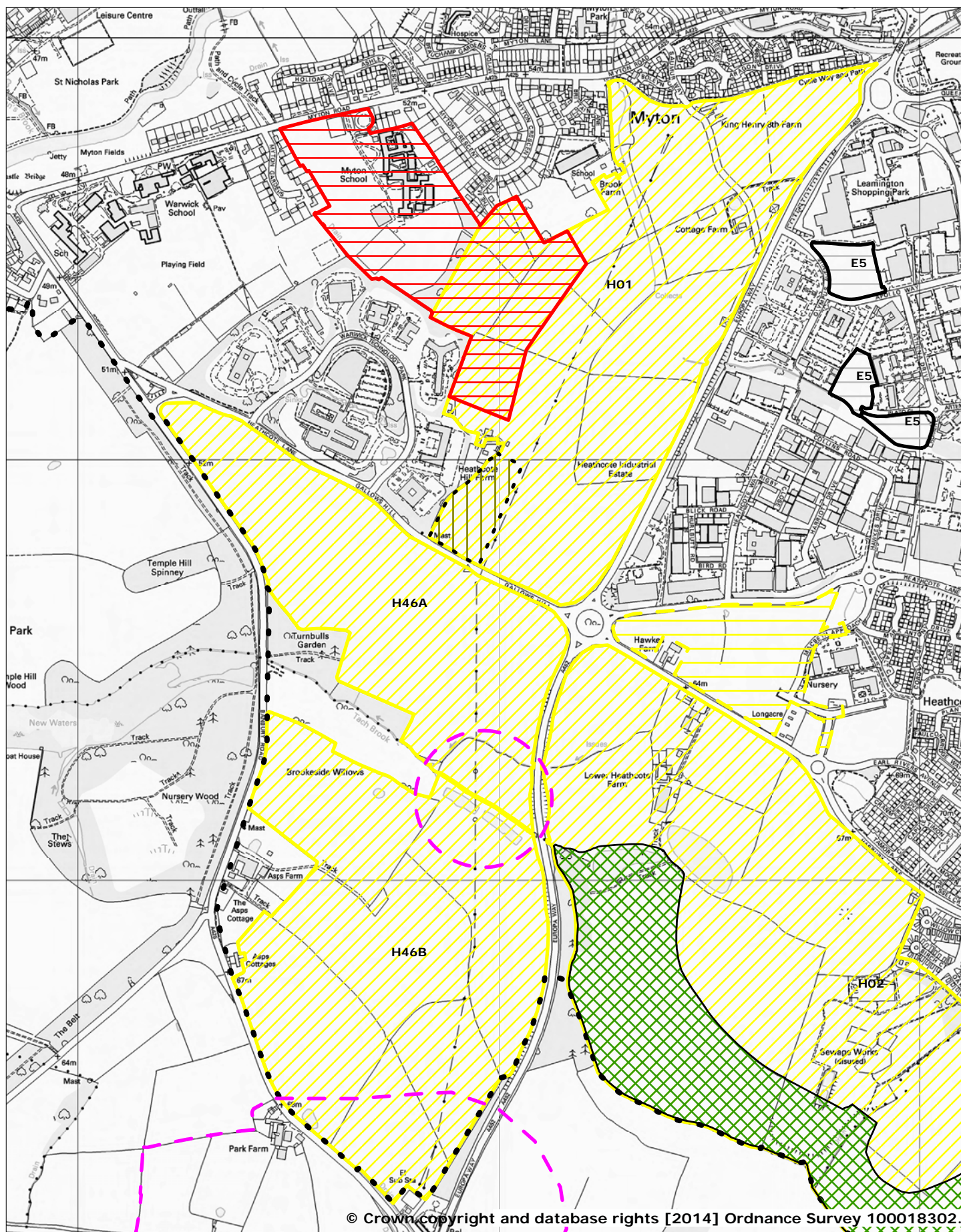
Key

- | | | | |
|---|--|-----------------------------------|--|
| HS2 Safeguarding Directions (July 2013) | Default Map | WDLP - Housing Allocations (DS11) | WDLP - Major Housing Commitments (DS7) |
| Areas of Surface Interest | | Publication Draft | |
| Limits of Safeguarding Direction | | Proposed Modifications 2016 | |
| WDLP - Employment Allocations (DS9) | WDLP - Sub Regional Employment Allocation (DS16) | WDLP - Green Belt (DS19) | WDLP - Safeguarded Land (DSNEW2) |
| WDLP - Major Education Allocations (DS12) | WDLP - Tachbrook Country Park (DS13) | | |

Key Diagram - Proposed
Modifications 2016

Local Plan
Policies
Map





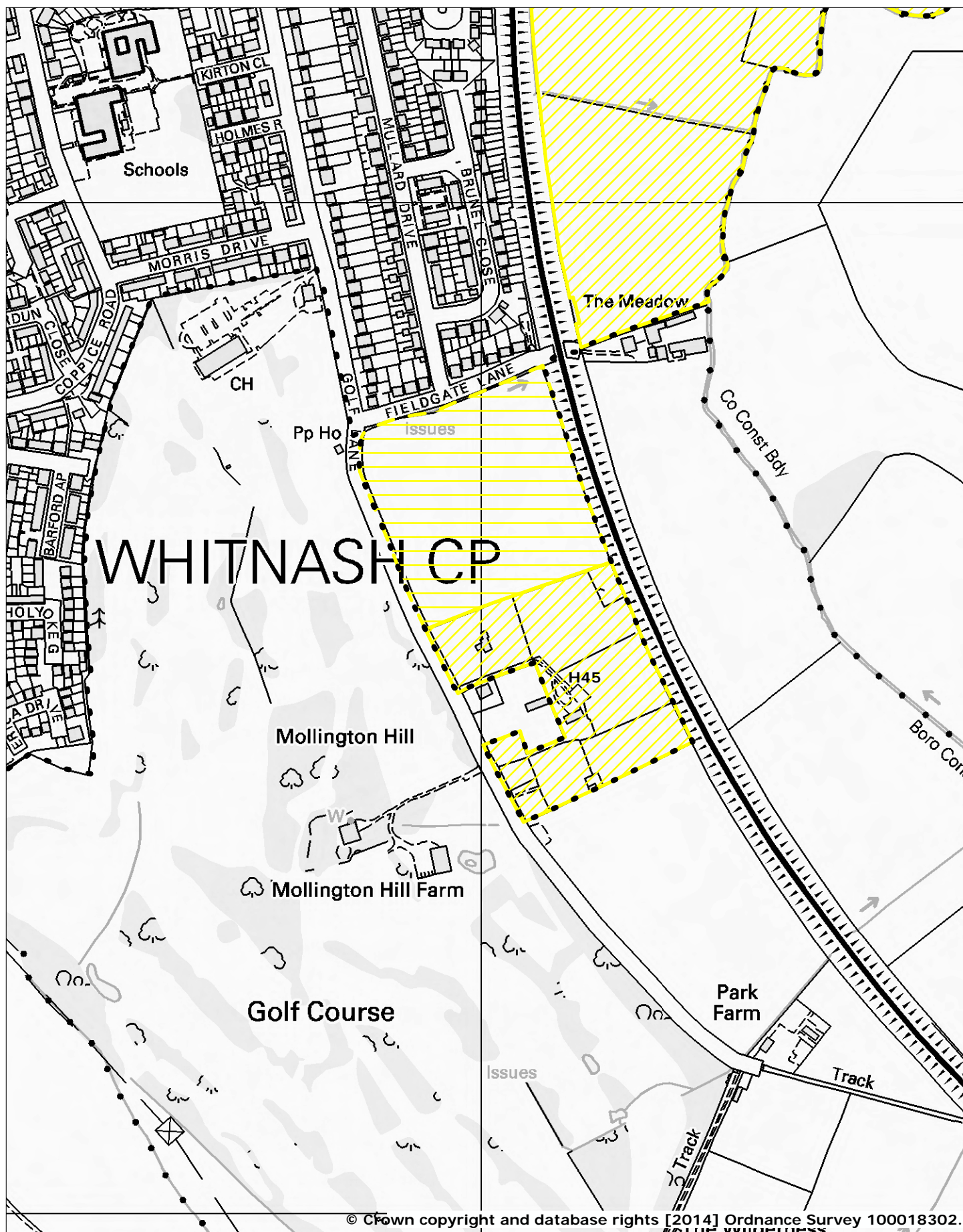
Key

- | | |
|---|--|
| WDLP - Housing Allocations (DS11) | WDLP - Major Housing Commitments (DS7) |
| Site Ref_1 | |
| WDLP - Urban Area Boundary | WDLP - Tachbrook Country Park (DS13) |
| WDLP - Park and Ride Area of Search (TR5) | WDLP - Community Hub (DS14) |
| WDLP - Major Education Allocations (DS12) | WDLP - Employment Allocations (DS9) |
| Site Ref. | |

2. Leamington,
Warwick and Whitnash
- Europa Way Extract
(Proposed Mod. 2016)

**Local Plan
Policies
Map**





Key

WDLP - Housing Allocations (DS11)

Site Ref

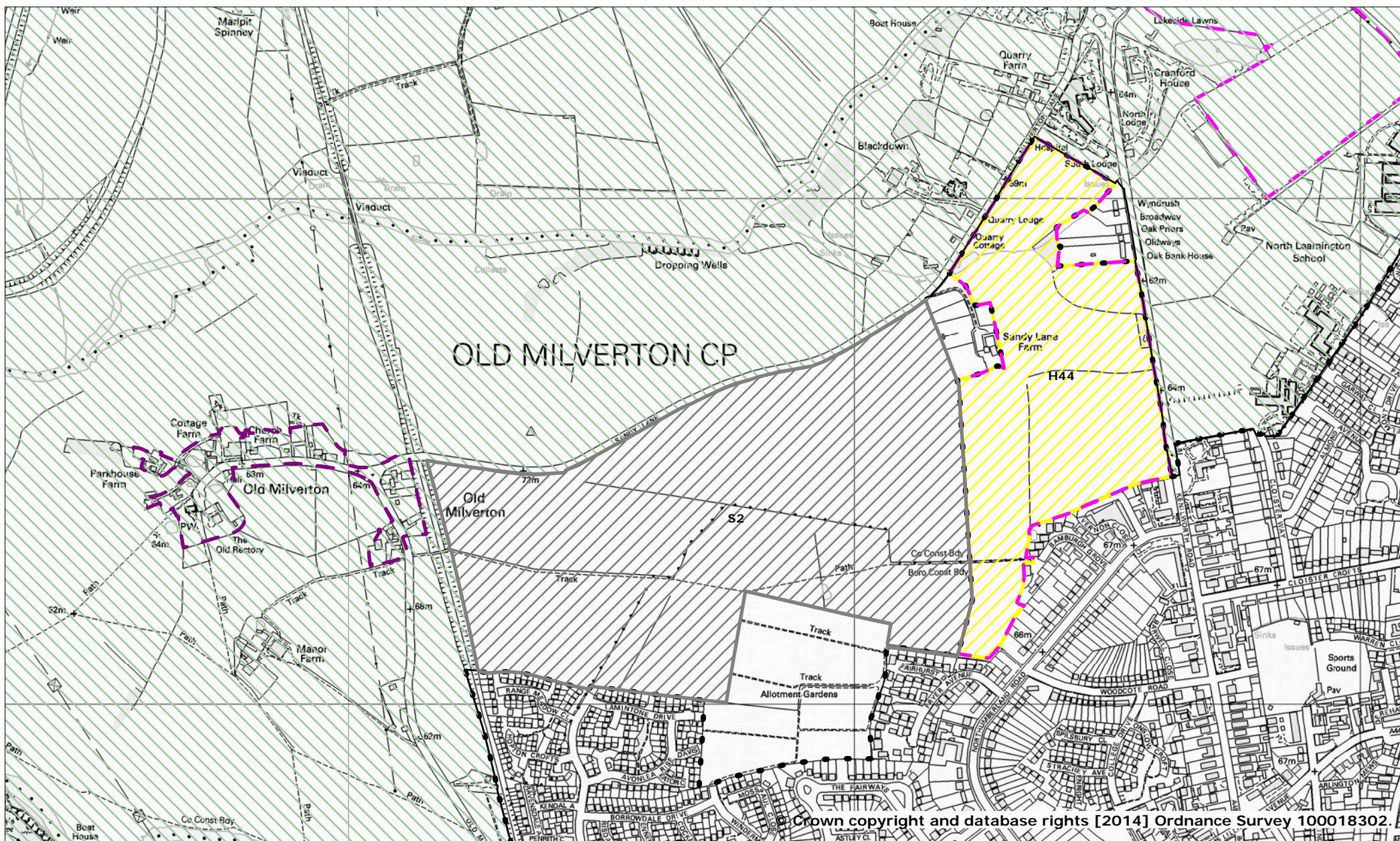
WDLP - Major Housing Commitments (DS7)

WDLP - Urban Area Boundary

2. Leamington,
Warwick and Whitnash
- Golf Lane Extract
(Proposed Mod. 2016)

**Local Plan
Policies
Map**





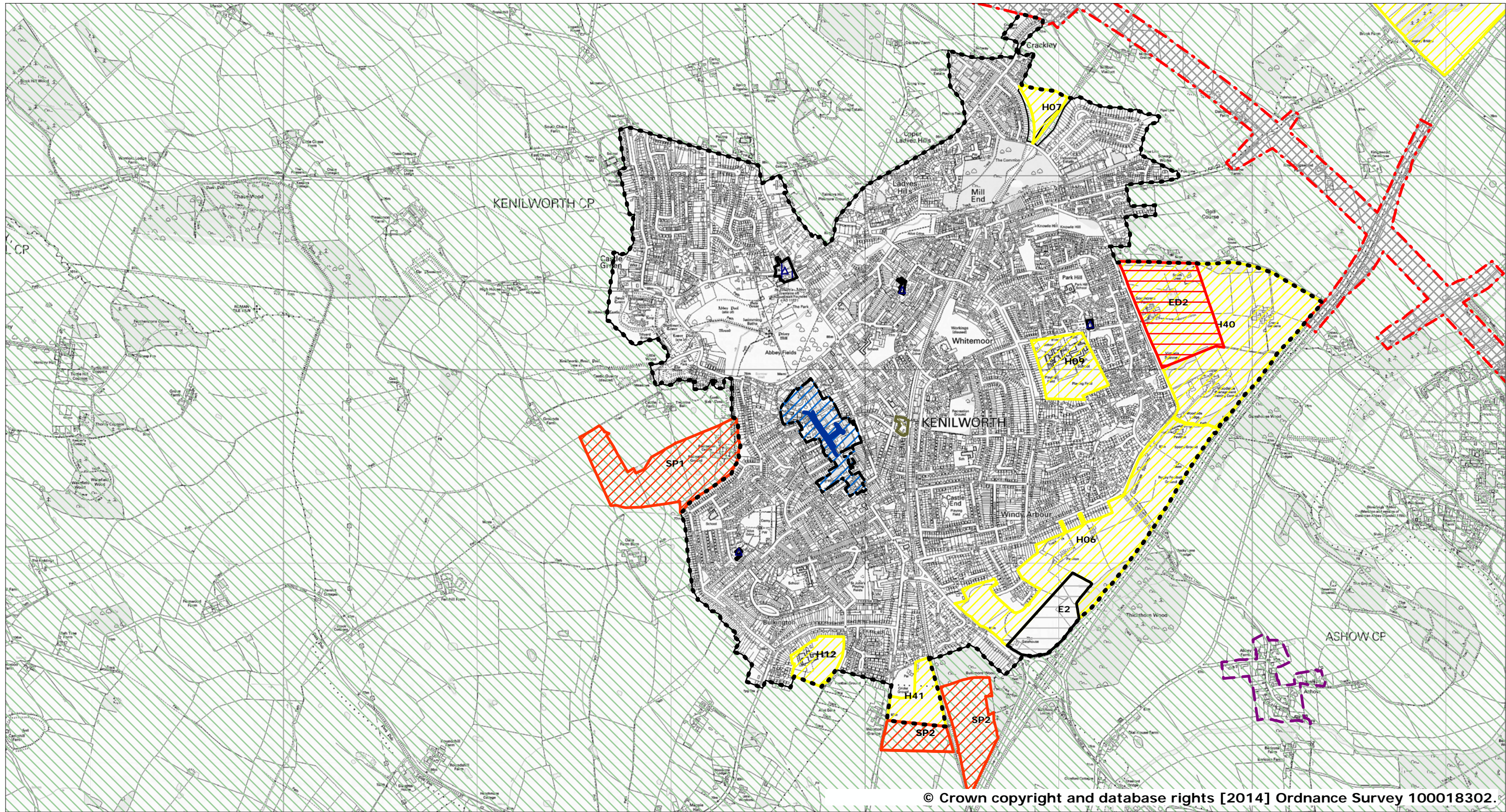
Key

- WDLP - Housing Allocations (DS11)
- Site Ref
- WDLP - Urban Area Boundary
- WDLP - Park and Ride Area of Search (TR5)
- WDLP - Green Belt (DS19)
- WDLP - Safeguarded Land (DSNEW2)
- Site Ref.
- WDLP - Infill Village Boundaries

2. Leamington, Warwick and
Whitnash - Milverton Extract
(Proposed Mod. 2016)

**Local Plan
Policies
Map**



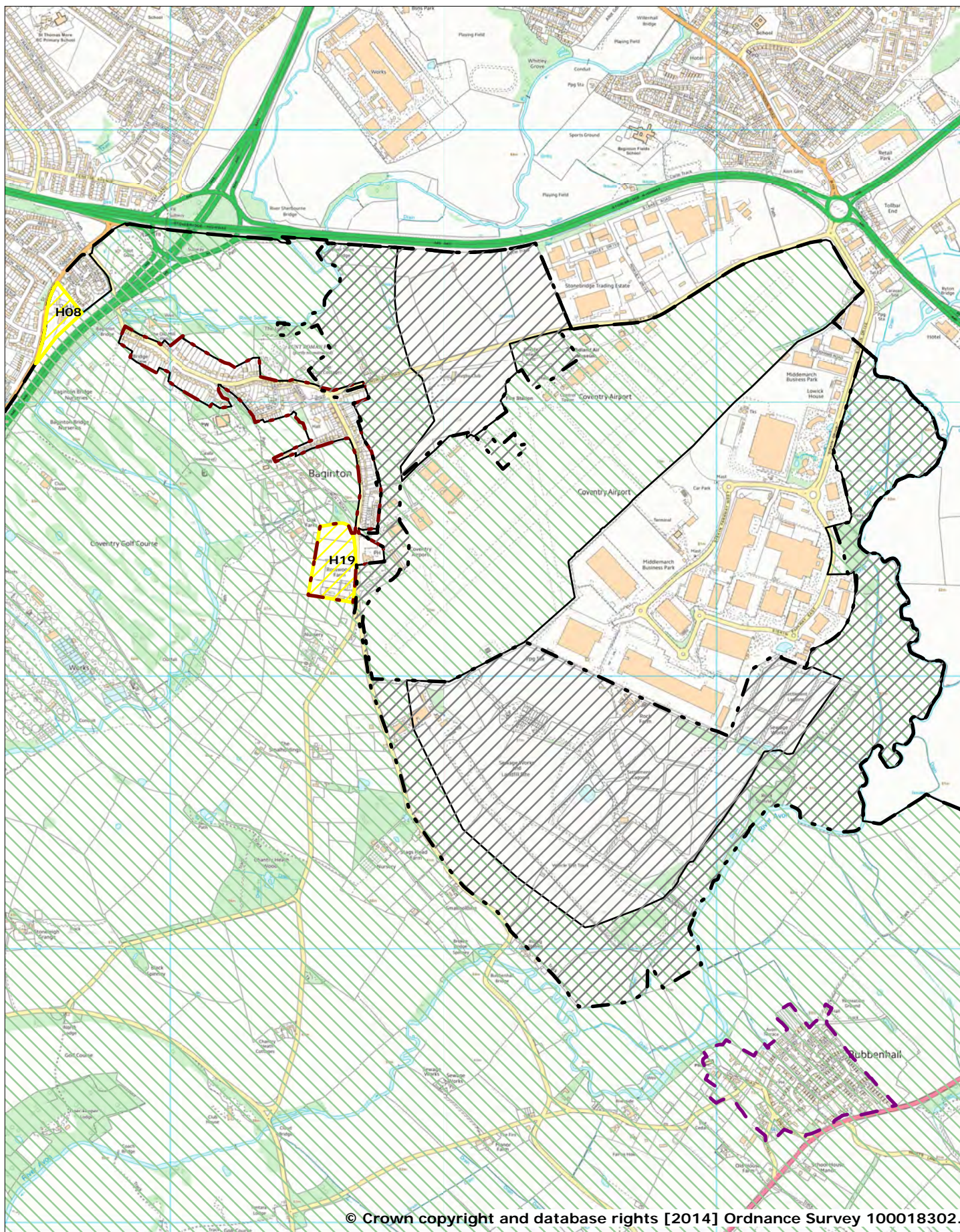


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Key







- | | | | | |
|-----------------------------------|--|--|--|---|
| WDLP - Green Belt (DS19) | WDLP - Housing Allocations (DS11) Site Ref | WDLP - Employment Allocations (DS9) Site Ref | WDLP - Major Education Allocations (DS12) Site Ref | WDLP - Infill Village Boundaries |
| WDLP - Retail Area (TC2) | WDLP - Primary Retail Frontages (TC6) | WDLP - Local Shopping Centres (TC17) | WDLP - Kenilworth Railway Station (TR5) | HS2 Safeguarding Directions (July 2013) |
| WDLP - Town Centre Boundary (TC1) | WDLP - Outdoor Sport (DSNEW4) Site Ref | WDLP - Urban Area Boundary | Areas of Surface Interest | Limits of Safeguarding Direction |

5. Kenilworth (Proposed Mod. 2016)



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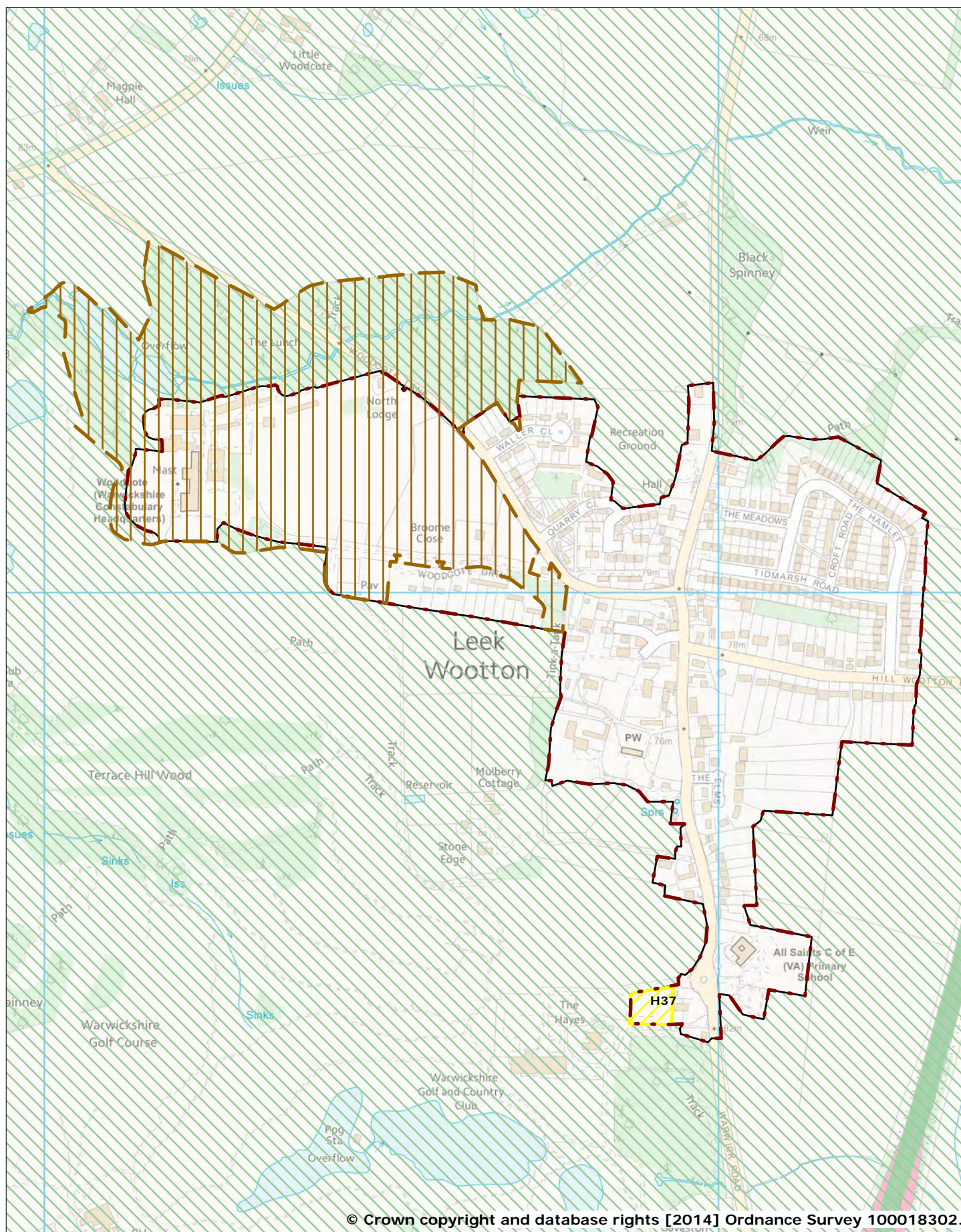
Key

-  WDLP - Green Belt (DS19)  Warwick District Council Boundary
- WDLP - Housing Allocations (DS11)  WDLP - Growth Village Envelopes (H10)
-  Site Ref
-  WDLP - Infill Village Boundaries
-  WDLP - Sub Regional Employment Allocation (DS16)

8. Baginton,
Bubbenhall and
Coventry Airport
(Proposed Mod. 2016)

**Local Plan
Policies
Map**





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Key

- WDLP - Green Belt (DS19)
 WDLP - Housing Allocations (DS11)
- WDLP - Growth Village Envelopes (H10)
 WDLP - Former Police HQ (DSNEW3)
- Site Ref

12. Leek Wootton (Proposed Mod. 2016)

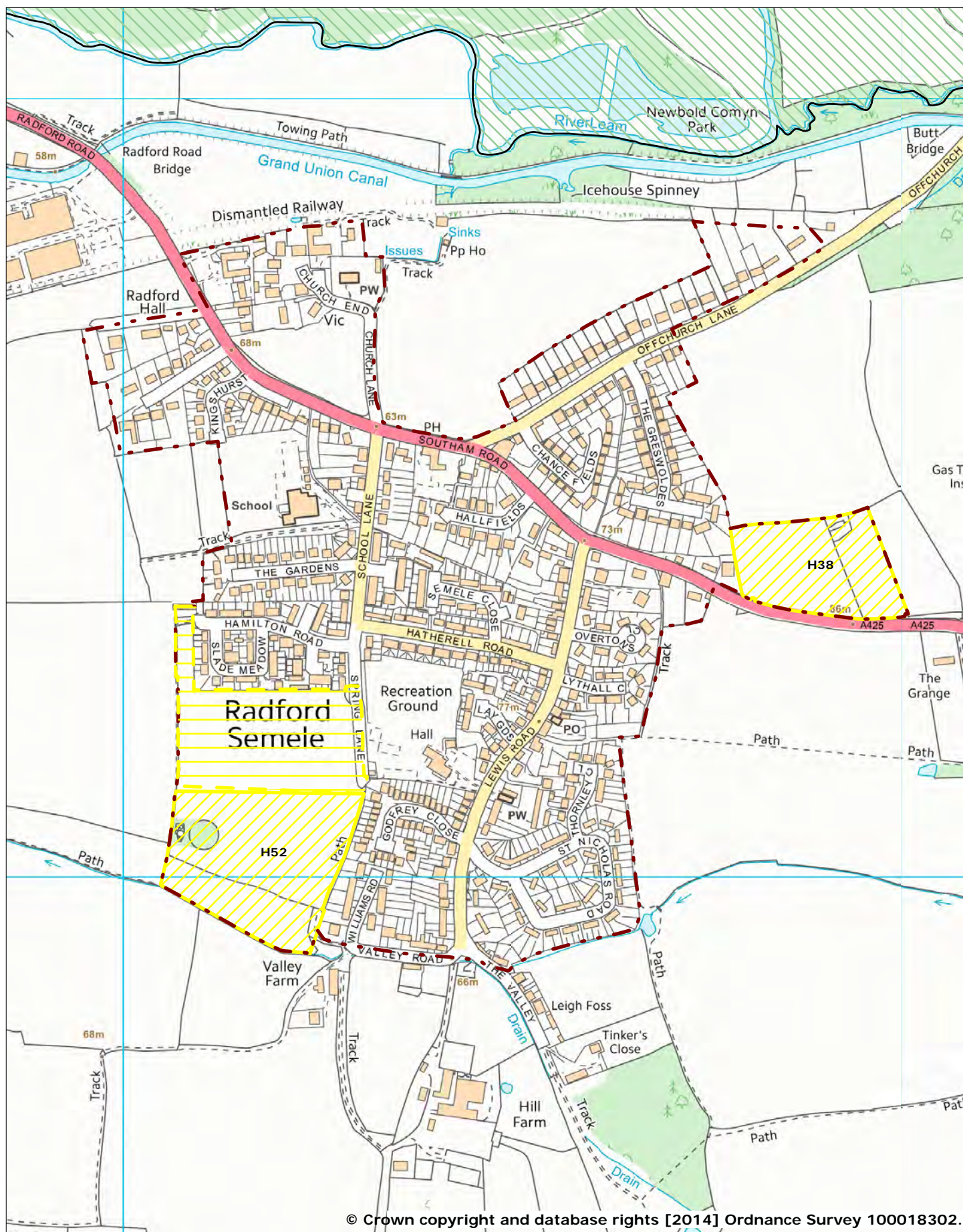
**Local Plan
Policies
Map**





Local Plan Policies Map





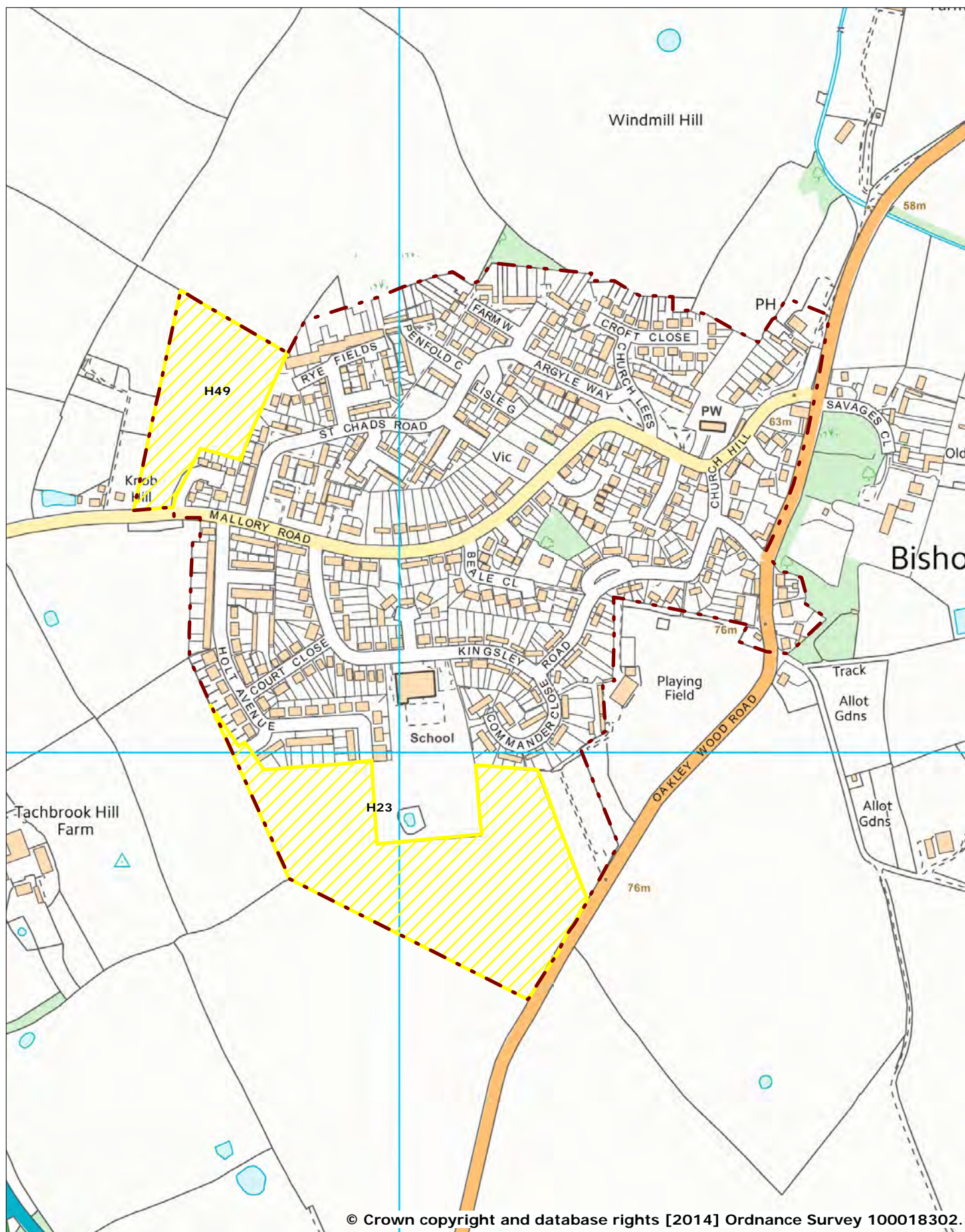
Key

- WDLP - Green Belt (DS19)
- WDLP - Housing Allocations (DS11)
- Site Ref
- WDLP - Growth Village Envelopes (H10)
- WDLP - Major Housing Commitments (DS7)

15. Radford Semele
(Proposed Mod. 2016)

**Local Plan
Policies
Map**





Key

WDLP - Housing Allocations (DS11)

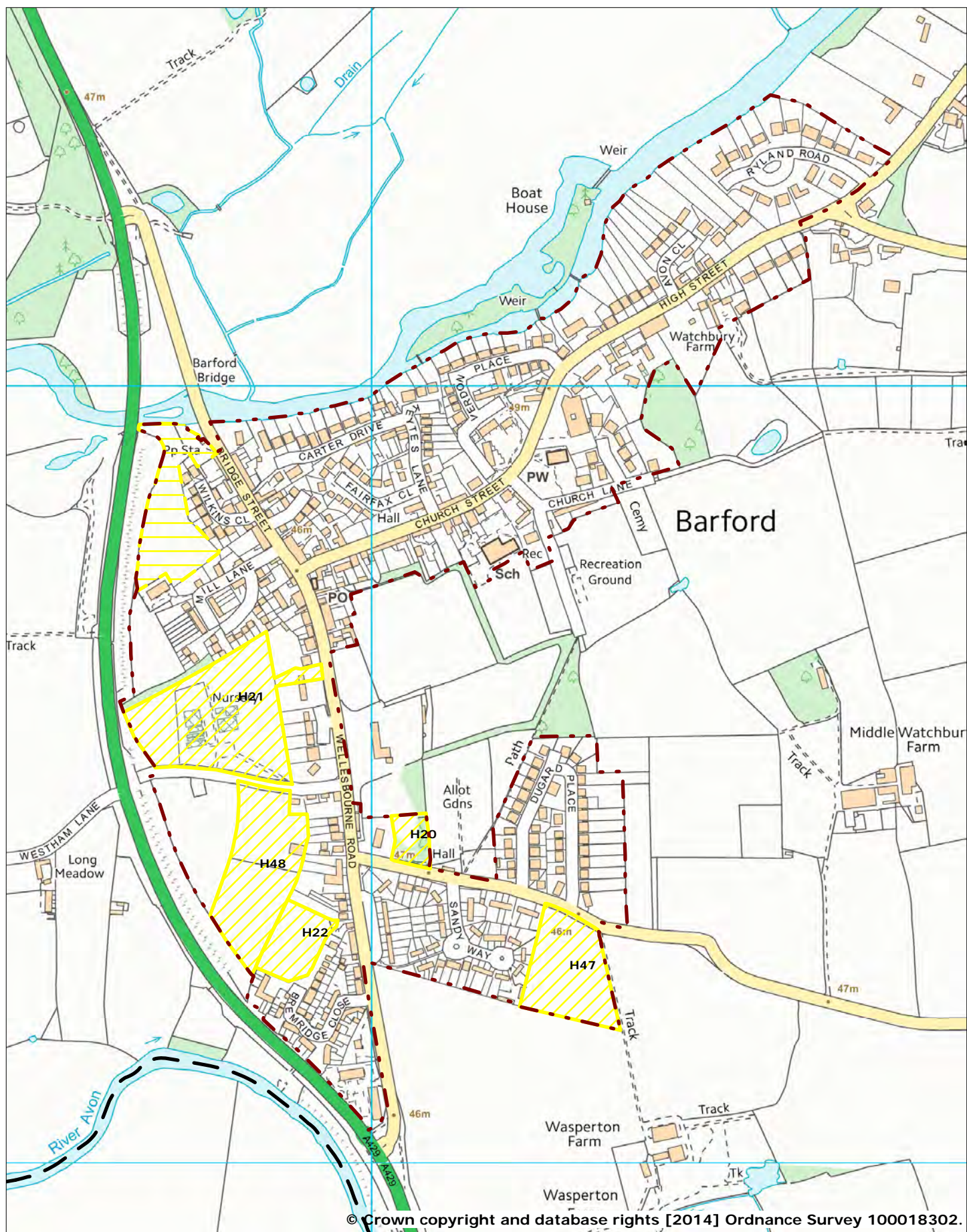
Site Ref

WDLP - Growth Village Envelopes (H10)






16. Bishops Tachbrook
(Proposed Mod. 2016)

Local Plan
Policies
Map





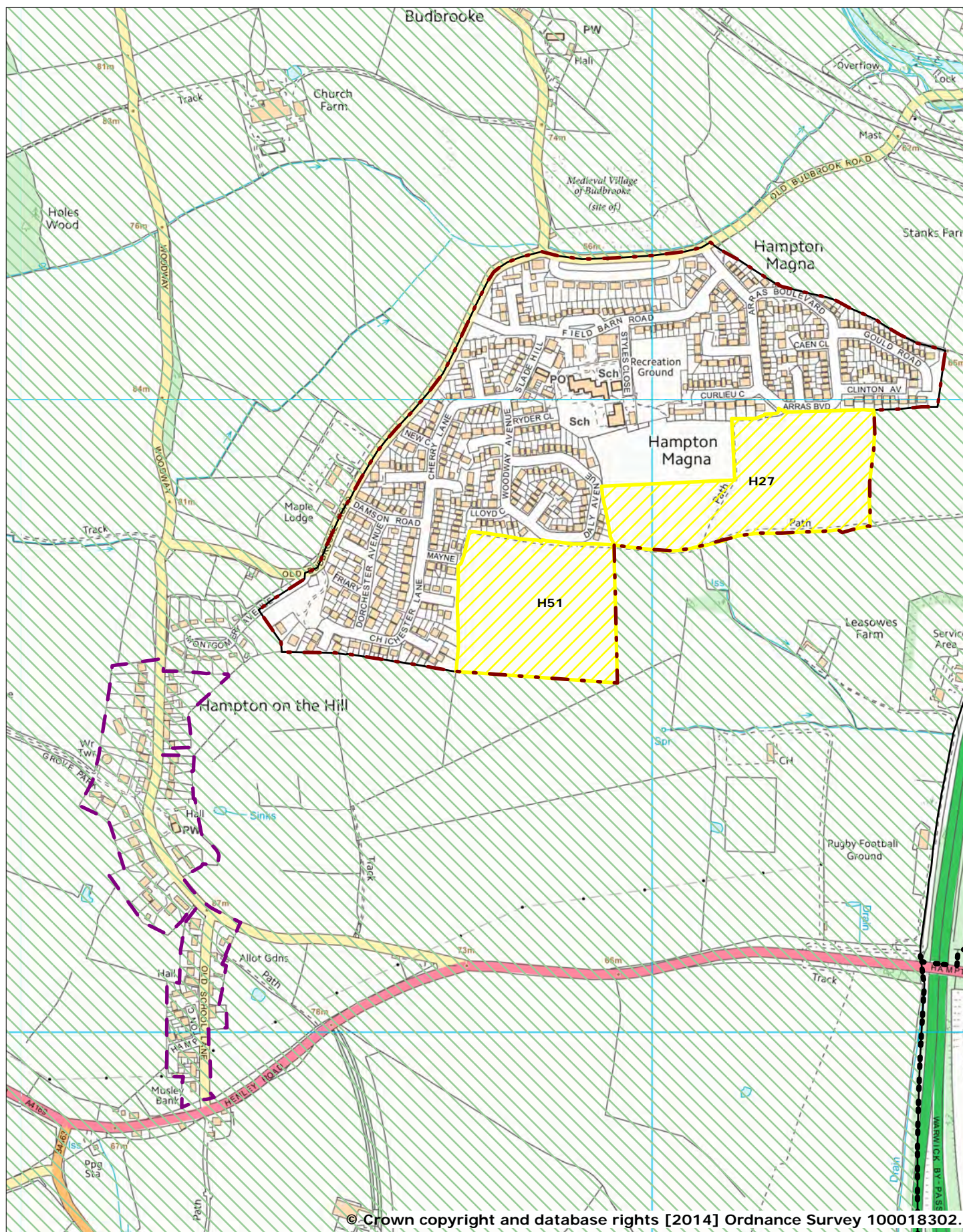
Key

-  Warwick District Council Boundary
-  WDLP - Housing Allocations (DS11)
-  Site Ref
-  WDLP - Major Housing Commitments (DS7)
-  WDLP - Growth Village Envelopes (H10)

18. Barford (Proposed Mod. 2016)

Local Plan
Policies
Map





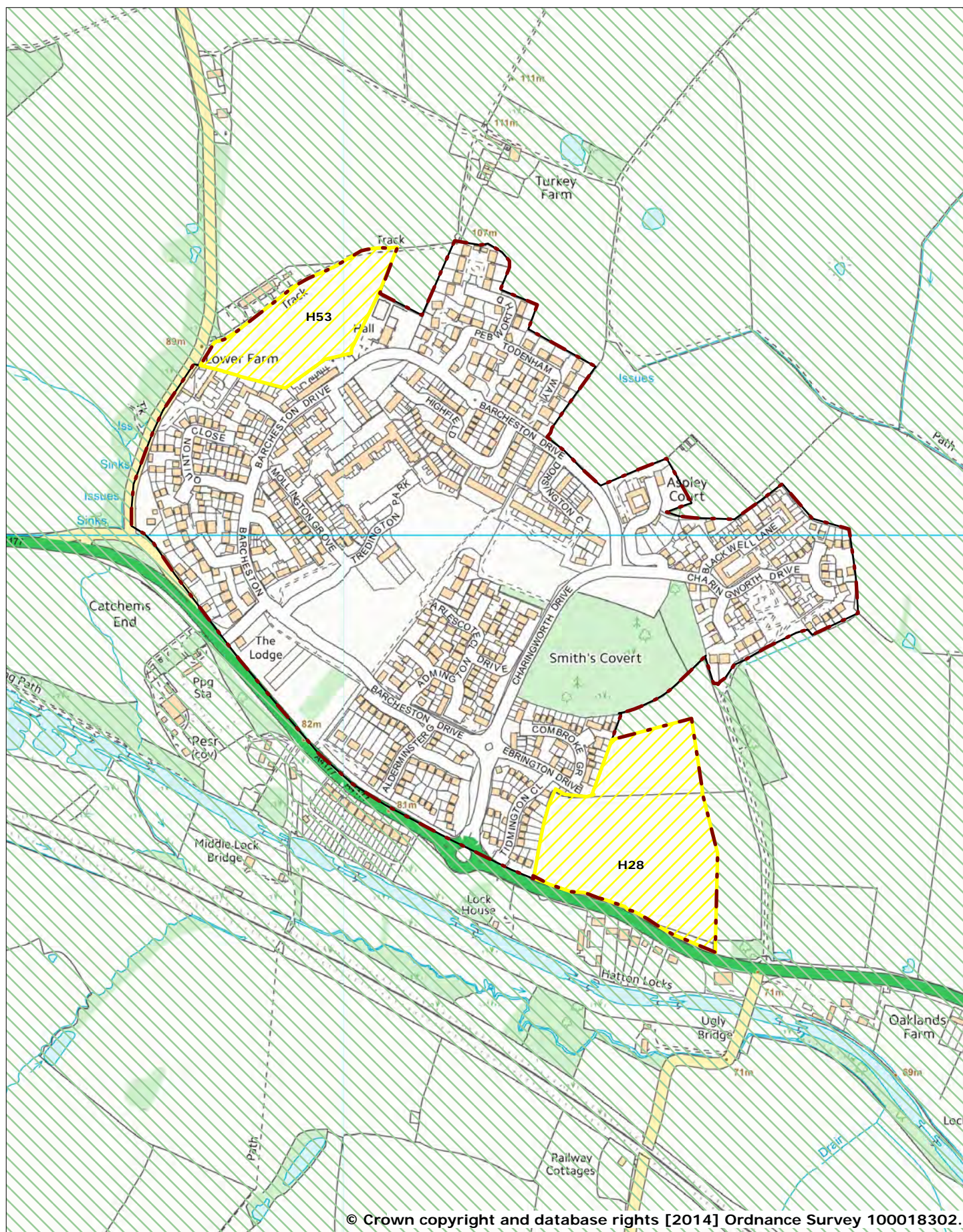
Key

- WDLP - Green Belt (DS19)
- WDLP - Housing Allocations (DS11)
- Site Ref
- WDLP - Infill Village Boundaries
- WDLP - Growth Village Envelopes (H10)





20. Hampton Magna and Hampton on the Hill (Proposed Mod. 2016)

Local Plan Policies Map





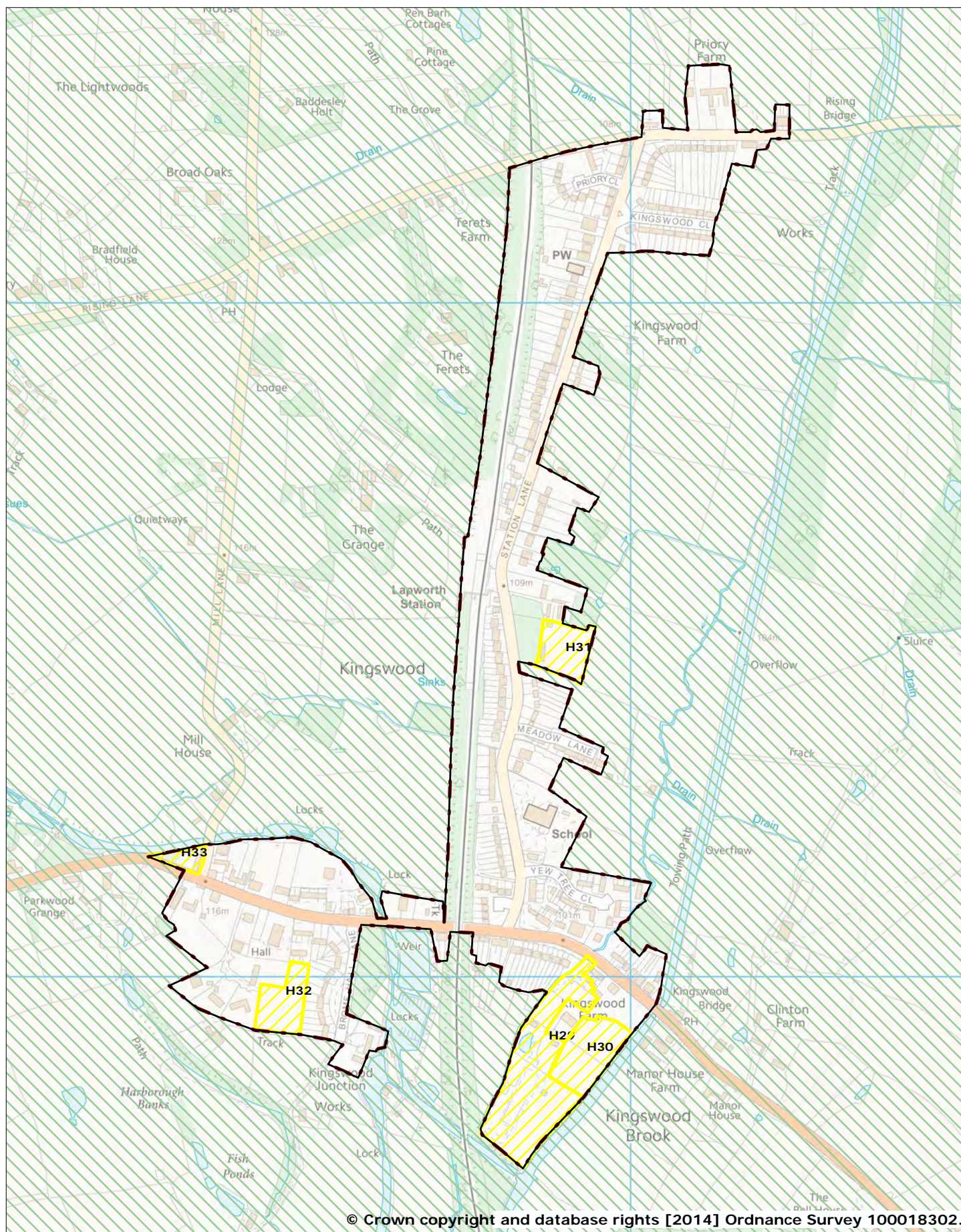
Key

-  WDLP - Green Belt (DS19)
-  WDLP - Housing Allocations (DS11)
-  Site Ref
-  WDLP - Growth Village Envelopes (H10)

21. Hatton Park
(Proposed Mod. 2016)

**Local Plan
Policies
Map**





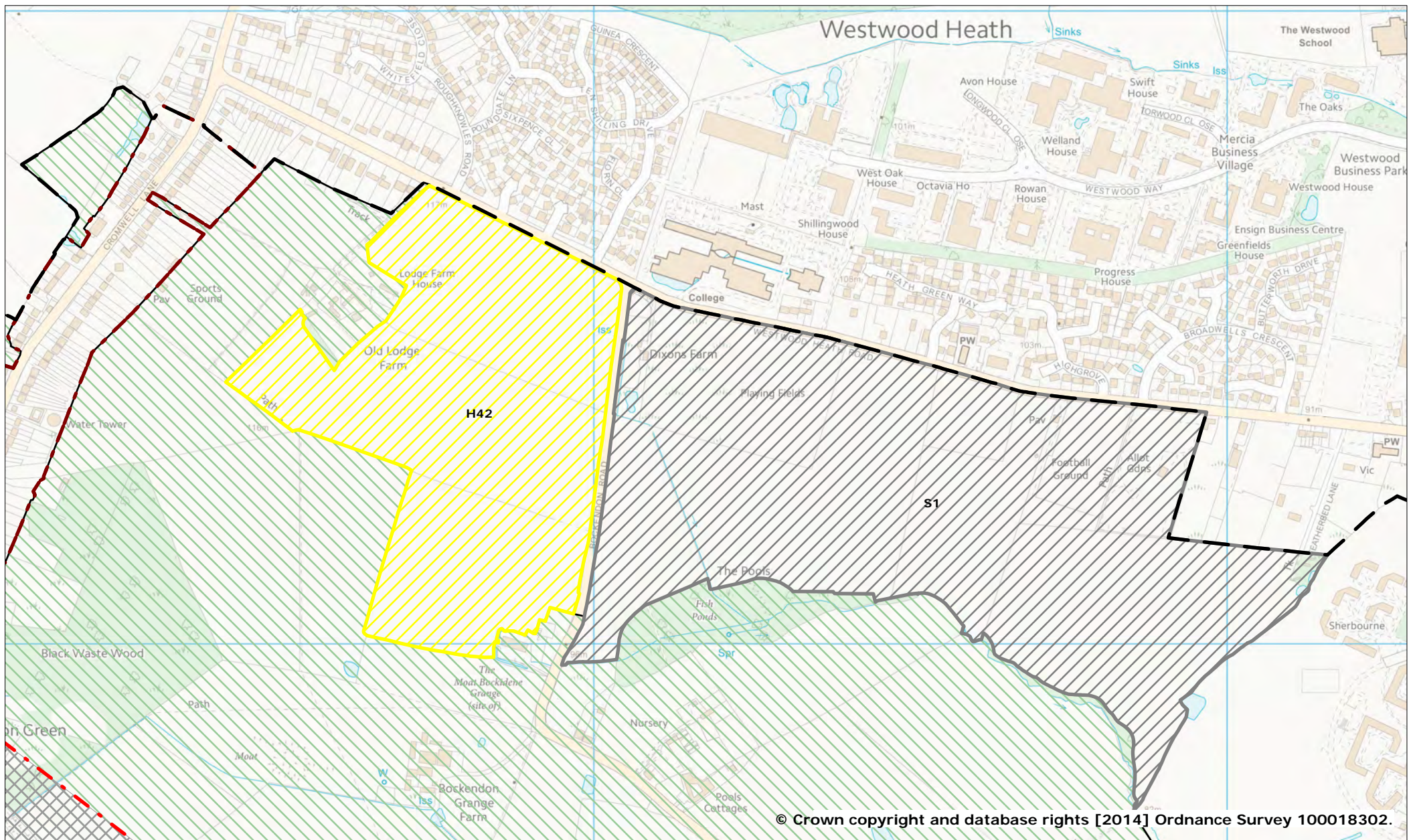
Key

- WDLP - Housing Allocations (DS11)
- Site Ref
- WDLP - Growth Village Envelopes (H10)
- WDLP - Green Belt (DS19)

29. Kingswood
(Proposed Mod. 2016)

Local Plan
Policies
Map





Key

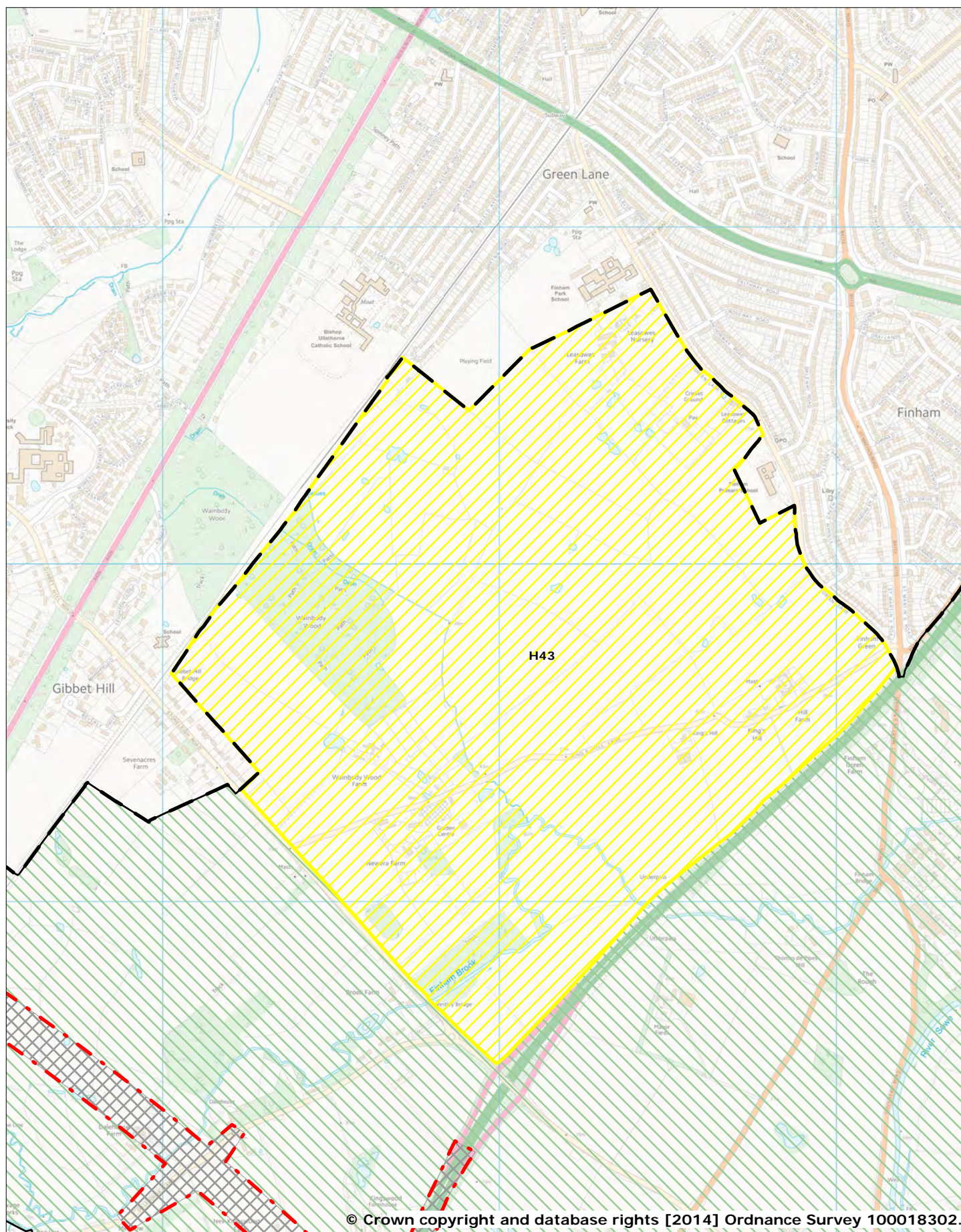
- WDLP - Green Belt (DS19)
- WDLP - Safeguarded Land (DSNEW2)
- WDLP - Housing Allocations (DS11)
- WDLP - Growth Village Envelopes (H10)
- Site Ref.
- Site Ref.

- HS2 Safeguarding Directions (July 2013)
- Areas of Surface Interest
- Limits of Safeguarding Direction
- Warwick District Council Boundary

35. Westwood Heath
(Proposed Mod. 2016)

Local Plan
Policies
Map





Key

WDLP - Green Belt (DS19)

WDLP - Housing Allocations (DS11)

Site Ref

HS2 Safeguarding Directions (July 2013)

Areas of Surface Interest

Limits of Safeguarding Direction

36. King's Hill
(Proposed Mod. 2016)

**Local Plan
Policies
Map**



Table of Proposed Modifications to the Publication Draft Local Plan (part 2)

February 2016

Introduction

The proposed modifications to the Publication Draft shown in the table below were prepared in February 2016 to address emerging issues such as new government policy or updated evidence. The modifications do not seek to directly address the issues of soundness identified by the Inspector in his letter of 1st June. Instead they are proposed for completeness in anticipation of these areas being examined.

The proposed modifications are based on the text of the Publication Draft Local Plan published in April 2014 as amended by the Focused Consultation published in October 2014.

Subject to the agreement of the Local Plan Inspector to these modifications, any that are substantive in nature will form part of a future consultation following Examination hearings and prior to finalising and adopting the Local Plan.

Note: In the table below,

new text is shown as follows: where this has been

existing text to be retained is shown as follows: which are assessed as being

existing text to be deleted is shown as follows:

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
Development Strategy				
Policy H7 Providing the Homes the District Needs				
Mod 28	96	Policy H7	<p>Amend Policy H7 to add an additional paragraph to read</p> <p>H7 Meeting the Accommodation Needs of Gypsies and Travellers</p> <p>The Council will produce a Development Plan Document (DPD) that will allocate sufficient land on sustainable sites to meet the permanent accommodation needs of its Gypsy and Traveller community, satisfying an identified need for 31 pitches over the Plan Period (25 of which should be within the first 5 years). In preparing the DPD, the Council may require the proposed strategic housing allocations, set out in Policy DS15, to provide land for gypsy and traveller accommodation. Monitoring of such sites will inform future requirements.</p> <p>The Council will support Warwickshire County Council in its proposal to provide emergency stopping places in the County, to assist in meeting the transit needs of the whole of Warwickshire. However the DPD will ensure that the District's transit need of 6 – 8 pitches will be met by providing a transit site. This will be addressed by considering planning applications against the criteria in Policy H8 and/or by bringing further sites forward in line with this Policy.</p> <p>The Council may require the proposed strategic housing allocations, set out in Policy DS15, to provide land for gypsy and traveller accommodation, in the event that monitoring shows a shortfall in pitches available to meet need during the plan period.</p>	To ensure the long term needs of Gypsies and Travellers are met
Mod 29	96	4.67 to 4.70	<p>Amend paras 4.67 to 4.70 to read as follows:</p> <p>4.67 The Gypsy & Traveller Accommodation Assessment (GTAA), (November 2013)</p>	To reflect proposed changes to Policy H7

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>defined this Council's permanent need as 31 pitches over a 15 year period. The figure has since been updated (October 2015) to coincide with the Local Plan period and although the required number of pitches is unchanged, it is now required over the Local Plan period rather than 15 years as previously published. Because the Council has no current provision and therefore a historic under-provision, 25 of those pitches must be found within the first five years,</p> <p>4.68 In addition, the GTAA found a need for 6-8 transit pitches over the same time period. The Council has been closely involved with Warwickshire County Council (WCC) with regard to the provision of such pitches and the County Council has committed to the provision of emergency stopping places to help serve the transit need, however as these are likely to be too few to serve the whole of the County need, this Council will allocate land for a transit site to meet its own need.</p> <p>4.69 Government advice suggests that a site size of between 5 and 15 pitches is the most appropriate in order to ensure successful management of the site. The Council will need to allocate sites at the upper end of this limit to reflect the lack of suitable, sustainable, available and deliverable land. Moreover, having exhausted all possible potential sites outside the green belt, the Council considers that exceptional circumstances now exist that demonstrate the need to consider releasing land currently in the green belt for this use.</p> <p>4.70 In order to ensure that any unfulfilled current need and future need is met, it may become necessary to include new Gypsy and Traveller provision within the larger strategic housing sites allocated in the Local Plan. Monitoring and updating the need assessment will provide the evidence for this requirement. The Council has already made considerable progress towards the production of the Development Plan Document and this will be submitted to the Secretary of</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			State soon after the Examination into this Plan	
New Policy: Custom and Self-build Housing Provision				
Mod 30	New	Policy H New1	<p>Insert new policy H New1</p> <p>Custom and Self-build Housing Provision</p> <p>To support the delivery of self- and custom build housing in Warwick District that meets the needs of local communities, sites providing more than 100 dwellings will allocate at least 5% of the dwellings for sale as self- build, custom-build or self-finish opportunities, through the provision of serviced and accessible plots of land. Unless otherwise specified, the self- and custom build plots in these circumstances will form part of the market housing allocation.</p> <p>In exceptional circumstances, the Council may accept contributions of equivalent value in lieu of on-site delivery. This may include serviced land for an equivalent number of custom and self-build plots in another suitable, sustainable location. In such cases, the developer will be required to demonstrate why on-site delivery is not practical.</p> <p>Where it can be robustly demonstrated that the provision of on-site plots is unviable or cannot be achieved for some other reason and the developer is unable to make off-site provision, the Council will waive the requirement and will accept a financial contribution in lieu.</p> <p>Where clear and robust evidence can be provided to demonstrate that plots have been made available and marketed appropriately for at least 2 years and have not sold, they may either remain on the open market as self- / custom build / self-finish opportunities or be built out by the developer.</p> <p>Proposals for custom and self-build housing in other parts of the district will be approved in suitable, sustainable locations (such as brownfield sites, growth villages and appropriate locations within infill villages) subject to compliance with all other</p>	To address the emphasis put on custom and self-build in the emerging Housing and Planning Bill

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<p>relevant policies of this plan.</p> <p>Where appropriate, sites within certain settlements may be identified for self- and / or custom build in a neighbourhood plan; the neighbourhood plan may also provide necessary guidance through a locally derived design code. Such sites should accord with all other relevant policy requirements in the Local Plan and national policy, including green belt and historic and environmental designations.</p>	
Mod 31	New	Para 4.New1	<p>Explanation for Policy H New1</p> <p>4.New1 National policy identifies that local authorities should plan for a mix of housing, including for people who wish to build their own home. In March 2015, the government enacted legislation (Self-build and Custom Housebuilding Act 2015) that places a requirement on local councils to maintain a register of people seeking to acquire land to build a home themselves. The government is keen to promote the self- and custom build housing sector as a means of increasing the general housing supply and encouraging the construction of sustainable, environmentally sensitive and more affordable properties.</p> <p>4.New2 In the case of Warwick District, the Council is keen to support increased delivery to promote greater diversity in the local housing stock, the use of innovative design and the provision of more affordable and sustainable construction. It has set up a register of people interested in building their own homes; preliminary information indicates that most people are looking for individual plots for detached houses or bungalows with three to four bedrooms. Most people currently on the list are applying broad locational criteria, with sites within a 10 – 20 mile radius of Warwick, Leamington and Kenilworth as the preferred target. Some of the reasons people cite for wanting to build their own homes are: -</p>	To support policy H New1

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			<ul style="list-style-type: none"> • closer to family / personal links to area • ability to stipulate higher build quality and specification • higher environmental performance / lower running costs • eco-friendly design and materials • sense of community • individual / bespoke home to meet personal needs • ability to specify locations <p>4.New3 To help sustain this process this policy encourages landowners and developers to offer a range of plots and development opportunities to the custom and self-build market. This will assist both in the provision of a range of opportunities on larger development sites and in the identification of suitable smaller scale opportunities. In some cases, neighbourhood plans may be a suitable vehicle to help identify and promote suitable and sustainable small-scale self / custom build, especially where people want to maintain personal and social links to a particular local area. Registered Providers and other social housing promoters can also help to deliver group self-build schemes in appropriate areas, whereby people who cannot currently afford to enter the housing market can contribute “sweat equity”, in the form of physical labour on site, towards the purchase of a more affordable dwelling.</p> <p>4.New4 It may be that an element of commuted funding could be used to purchase and service plots in suitable areas as a means of offering opportunities to local people. The Council will generally control access to custom / self-build housing schemes by establishing and maintaining a Register of Interest of those who wish to become custom builders and meet the relevant legislative criteria.</p> <p>4.New5 Plots on larger development sites that have been made available and marketed appropriately for at least two years, but which have not sold, may</p>	

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
			either remain on the open market as self-build or be built out by the developer. Self- or custom build development subject to planning permission will need to be built out within three years of the sale of the plot.	
Mod 32	159	Policy NE4	<p>Amend policy NE4 Landscape to add an additional clause j</p> <p>New development will be permitted which positively contributes to landscape character. Development proposals will be required to demonstrate that they:–</p> <p>...j) minimise the loss of the best and most versatile agricultural land.</p>	To address increasing pressures on the best and most versatile agricultural land as a result of increasing development allocations
Mod 33	160	Policy NE5	<p>Amend Policy NE5 Protection of Natural Resources (Clause d) as follows</p> <p>...</p> <p>d) minimise loss of the best and most versatile agricultural land unless the benefits of the proposal outweigh the need to protect the land for agricultural purposes;</p>	To address increasing pressures on the best and most versatile agricultural land as a result of increasing development allocations
Mod 34	161	5.198	<p>5.198 ...This need is increasing due to the anticipated reduction in the ability of countries continuing to export food to the UK due to increased flooding, erosion or drought. A number of housing allocations have been identified on agricultural land, with the result that the remaining resource is considered to be of increasing importance and vulnerability. Development affecting the best and most versatile agricultural land will not be permitted unless there is an overriding demonstrable need for the development and it can be shown that development of lower grade land would have overriding adverse sustainability impacts, such as on biodiversity, natural resources, landscape character or conservation of heritage assets or in an unsustainable location.</p>	To address increasing pressures on the best and most versatile agricultural land as a result of increasing development allocations
Mod	Policies	Policies Map	Amend the Kingswood Growth Villages Envelope (see Policy H10) to the South of Old	To address drafting error that was

Ref	Publication Draft Local Plan Page number	Paragraph Number	Proposed Modification	Reason
xx	Map 29	29	Warwick Road as shown on revised Policies Map 29	overlooked following representations received in 2014



Warwick District Council

Local Development Scheme
February 2016



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This Local Development Scheme (LDS) is a project plan for the Council providing the programme for updating its planning policy documents, creating new documents, and outlining the main stages in their production, including opportunities for public involvement. The LDS also identifies the existing planning policies used for determining planning applications. The Council has formally approved this document.

The key priorities for the Council over the next three years are as follows:-

Document	Comment
Local Plan	The Local Plan sets out the vision, strategic objectives and delivery strategy for meeting development requirements up to 2029.
Community Infrastructure Levy Scheme	Sets out the circumstances and rates for applying CIL charges on development
Gypsy and Traveller Site Allocations	Identifies sites to provide for housing needs of Gypsy and Traveller Community
Leamington Town Centre Area Action Plan	The Area Action Plan sets out the planning framework for Leamington Town Centre, including identifying the distribution of uses, specific site allocations, and policies to preserve or enhance the area.
Canalside DPD	The Canalside DPD will see the canals reach their full potential and provide for leisure pursuits, regeneration of disused and underused areas adjacent to the Grand Union Canal.
Proposals Map	The proposals map illustrates the policies and allocations set out in each of the development plan documents.

1. Introduction

A) What is a Local Development Scheme?

1.1 This Local Development Scheme (LDS) has been prepared to give the local community and all interested parties information on:

- the **current planning policies** that are being used for deciding applications within Warwick District; and,
- the **programme for reviewing these policies**.

1.2 The Council is required to produce a LDS under the terms of the Planning & Compulsory Purchase Act 2004. The LDS is a three-year programme of work and is reviewed regularly.

- 1.3 The Government is committed to seeing LDS's implemented and in particular to ensure the milestones set out are achieved. The Council will ensure that these targets are met through good project management and annual monitoring.

B) Warwick District's Local Development Scheme

- 1.4 Development Services within the Council has prepared this LDS. The overall project manager is the Head of Development Services. Day to day management of the LDS will be by the Development Policy Manager. In producing this LDS, the Council is committed to the following:

- **to make the LDS as clear as possible to understand; and,**
- **to publish the LDS on the Council's web site.**

- 1.5 To help readers use this LDS, the next section gives an outline of the structure of the LDS and explains briefly some of the terms used in the document.

2. Understanding the Local Development Scheme

- 2.1 The Local Development Scheme is divided into the following sections.

Section	Explanation
Current Planning Policy Documents	This provides an overview of the current planning policy documents that cover Warwick District. It also gives guidance on the status of documents prepared by other planning authorities.
Supporting Statement	This section provides further background information, including how the Council proposes to monitor policy documents and what the political processes will be for them to be ratified formally. This section will include a diagram showing how the various elements relate to one another.
Appendix 1: Schedule of proposed LDDs	This table provides an overview of all the Local Development Documents that the Council proposes to prepare over the next three years of the LDS.
Appendix 2: Programme Management	This table provides more details on the timetable that the Council intends to follow as it prepares the Local Development Documents outlined in Appendix 1. It sets broad targets for the preparation of each document, and indicates when the Council will be consulting on them.
Appendix 3: Profile of each LDD	This section examines each of the Local Development Documents outlined in Appendix 1 and provides more information on their role and scope, and the stages they will be expecting to follow.
Appendix 4: Relationship between LDDs	This shows the relationship between the Local Development Documents described within this LDS in diagrammatic form.

Section	Explanation
Appendix 5: List of “saved” Local Plan policies	This lists all policies from the Warwick District Local Plan 1996 -2011 “saved” for use by the Council in taking planning decisions until they are replaced.
Appendix 6: List of “retained” SPG	This lists all existing supplementary planning guidance adopted by the Council that it proposes to continue to apply for the foreseeable future.

- 2.2 In order to help readers understand the terminology, the key terms used within this LDS are set out below. Further guidance on these can be found in the “*Plan-making Manual*” on the Planning Advisory Service website at www.pas.gov.uk/planmakingmanual.

Document	Abbr.	Definition
Local Plan 1996 - 2011	LP	The development plan for Warwick District adopted by the Council in 2007.
Local Development Framework	LDF	A portfolio of all policy documents and therefore all planning policies applying within the District. It will also include the LDS and AMR.
Local Development Document	LDD	The collective name given to all DPD's, SPD's and the SCI. The role of LDDs is to set out the planning policies for the District.
Development Plan Document	DPD	These are documents that have been subject to independent examination and which, together with the RSS (see below) form the development plan for the local area.
Supplementary Planning Document	SPD	These documents provide supplementary information on specific policies in DPDs. They have not been subject to independent examination and do not have development plan status.
Local Development Scheme	LDS	The project plan for the preparation of LDDs. Warwickshire County Council will also produce a Minerals and Waste Development Scheme.
Statement of Community Involvement	SCI	A statement setting out the standards which local authorities will achieve in involving local communities in producing LDDs and consulting on planning applications.
Structure Plan	SP	The previous strategic plan for Warwickshire prepared by Warwickshire County Council. This has been replaced in part by the RSS and the forthcoming new Local Plan.
Regional Spatial Strategy	RSS	The regional plan setting out planning policies for the West Midlands. This is a statutory plan and will form the basis for preparing LDDs.
National Planning Policy Framework	NPPF	The Government's single statement and approach to planning, Local Planning Documents should be in conformity with the NPPF. The NPPF is currently in draft a final published version is likely to be in place by April 2012.
Annual Monitoring Report	AMR	The report prepared by the Council to assess the implementation of the LDS and the extent to which the planning policies are being implemented.
Planning & Compulsory Purchase Act	"the Act"	This is the Act of Parliament which brought in the new planning system and many of the above new documents in 2004.

3. Existing Planning Policy Documents & Proposed Local Development Documents

- 3.1 This section provides an overview of the planning documents that cover Warwick District at the present time, including those prepared by other planning authorities.

A) Adopted Plans

- 3.2 The [Warwickshire Waste Core Strategy](#) was adopted by Warwickshire County Council in 2013. This is part of the Waste Development Framework and replaces the saved policies in the former Warwickshire Waste Local Plan (1999).

B) Saved Plans

- 3.3 “Saved” plans are those prepared under previous legislation but which are permitted to retain their previous status. There are a number that affect Warwick District.
- 3.4 The **Minerals Local Plan** for Warwickshire was adopted by Warwickshire County Council in 1995. This document was “saved” until September 2007. As of 27th September 2007, all of the policies in the Local Plan expired, except for the following which the former Government Office for the West Midlands specifically directed could be saved for a longer period:-

Minerals Local Plan

<i>Policy no.</i>	<i>Policy name</i>
M1	Areas of search and Preferred Areas
M4	Sand and gravel extraction in the context of landbanks
M5	Sterilisation of mineral reserves
M6	Considerations and constraints affecting mineral extraction
M7	Mitigation and planning conditions/agreements
M9	Restoration of mineral workings
M10	Monitoring of mineral sites

- 3.5 Warwickshire County Council has prepared a Minerals and Waste Development Scheme¹ that will outline the programme for replacing these documents with LDDs. Any DPDs prepared as part of this process will be part of Warwick District Council's development plan (see above for Waste Core Strategy).
- 3.6 The Council adopted the **Warwick District Local Plan 1996-2011** in September 2007. As of 20th September 2010, all of the policies in the Local Plan expired, except for those set out in **Appendix 5**, which the former Government Office for the West Midlands specifically directed could be saved for a longer period.

¹ WCC Minerals & Waste Development Scheme: <https://www.warwickshire.gov.uk/mwds>

C) Supplementary Planning Guidance

- 3.7 The Council has approved a number of supplementary planning guidance documents (SPG) over the past few years. It is not possible under the Planning & Compulsory Purchase Act 2004 to transfer SPG automatically into SPD. However, where it can be demonstrated that SPG is linked to “saved” policies under the terms of the new legislation and has gone through processes equivalent to those specified for SPD, then it has status as a material consideration. There are a number of existing SPG documents which the Council wishes to treat this way, and these are identified in **Appendix 6**.

D) The Local Development Framework

3.8 The following documents make up the [Council's LDF](#).

<i>Document</i>	<i>Status</i>
Development Plan Documents	
<ul style="list-style-type: none">• Local Plan• Gypsy and Traveller Site Allocations• Leamington Town Centre Area Action Plan• Proposals Map	See appendices 2 and 3 of this LDS
Local Development Scheme	This document
Statement of Community Involvement	Adopted January 2016
Annual Monitoring Report	See section (F) below.
Supplementary Planning Documents	
<ul style="list-style-type: none">• Vehicle Parking Standards• Affordable Housing• Sustainable Buildings• Open Space	<p>Adopted November 2007</p> <p>Adopted December 2007</p> <p>Adopted December 2008</p> <p>Adopted July 2009</p>

E) Local Development Documents

3.9 The majority of the remainder of this LDS considers in more detail the new LDDs that the Council proposes to prepare. **Appendix 1** provides an overview of these. **Appendix 2** is a chart that provides overview of the timetable for preparing these LDDs. **Appendix 3** is a more detailed project plan for each one.

F) Annual Monitoring Report

3.10 The Council is required to monitor both the implementation of the LDS and the extent to which its planning policies are being implemented. For the purposes of this report, the policies of the adopted Warwick District Local Plan (1996-2011) are monitored.

3.11 The latest AMR was produced in February 2014. A copy can be found on the Council's [website](#). It should be noted that the AMR is not an LDD and therefore is not included within the appendices that follow. The AMR will however, be included within the LDF.

4. Supporting Statement

A) Warwick District

- 4.1 Situated in the heart of south Warwickshire, Warwick District covers an area of 282 sq. km. At its heart lie the historic towns of Royal Leamington Spa, Warwick and Kenilworth. Each of these towns has a rich history exemplified by a wide range of historic buildings. The district includes a smaller fourth town, Whitnash, immediately to the south of Leamington. The remainder of the district is rural, within which lie a number of small villages, but also major institutions including Stoneleigh Park and the University of Warwick.
- 4.2 The district has a reputation as a desirable place to live, work and visit based upon a number of factors, not least its high quality environment. The district today contains over 2,000 listed buildings, and has 29 designated conservation areas (covering 4% of the district). These include the town centres of Warwick and Leamington that have a particular focus of fine buildings. Approximately 80% of the district's rural area lies within the Green Belt and this has focused development into the four towns. Warwick district has experienced considerable growth in recent years and now has a population of 137,648 (2011 census), a growth of 18.1% since 1991.

B) The relationship between the various LDDs

- 4.3 The relationship between the various documents that make up the development plan is set out in the diagram in **Appendix 4**. At the present time, the key constituent parts of the development plan are the remaining "saved" policies of the Warwick District Local Plan 1996-2011 (see Appendix 5). The various Supplementary Planning Documents identified within this LDS are in conformity with all relevant documents.
- 4.5 The Statement of Community Involvement takes account of the minimum standards set out in Government regulations with additional community involvement tailored to the needs of Warwick District. All LDDs will need to be prepared in accordance with the adopted SCI.

C) Monitoring the LDS

- 4.6 The Council is required to monitor existing plans and progress on plans being prepared on a regular basis. It does so through the production of an Annual Monitoring Report (AMR). The scope and timetable of this are set out in paragraph 3.12 above.

D) The evidence base for the Local Development Framework

- 4.7 The work of preparing LDDs will be underpinned by a number of pieces of existing and proposed technical work. These include:

- **Sustainability Appraisal.** The Council is mindful of the requirements of the Directive from the European Union for the preparation of Strategic Environmental Assessments (Directive 2001/42/EC) which came into effect in July 2004. The Council will ensure that all future DPDs identified by this LDS will also be accompanied by a Sustainability Appraisal.
- **Warwick District Sustainable Community Strategy.** This has been prepared by the Warwick District Local Strategic Partnership.
- **Housing and Employment monitoring.** This is carried out on an annual basis and will be reported as part of the annual monitoring report. The statistics on the completion of affordable housing and housing on brownfield sites are also published by the Council as performance indicators.
- **Strategic Housing Land Availability Assessment.** This supports the Local Plan in identifying suitable land for housing in accordance with government guidance.
- **Town Centre Studies.** This supports the Local Plan and builds on previous work undertaken to inform the Local Plan.
- **Habitat Biodiversity Audit.** This is an ongoing project, funded by District Councils across Warwickshire together with those in Solihull and Coventry, to identify, understand and map the various wildlife habitats within the county. The work is carried out by the Warwickshire Wildlife Trust and has informed both the adopted and emerging Local Plans.
- **Open Space Audit.** An audit of all open space and an assessment of need has been undertaken by the Council in compliance with PPG17 (now superseded by the NPPF). The SPD on open space (see Appendix 3 (3)) used this evidence.
- **Strategic Flood Risk Assessment.** This is a requirement of the National Planning Policy Framework and the Council has undertaken this to inform its new Local Plan.
- **Employment Land Review.** This is a review of existing employment land supply to inform employment land policy and allocations in the Local Plan.
- **Strategic Housing Market Assessment.** This is a robust and credible assessment of housing need and demand across the Warwick District housing market area.

E) Political Management of the Local Development Framework

4.8 The Council's decision making arrangements are as follows.

Document	To include	To be approved by
All Development Planning Documents	Local Plan and all other DPDs that are subject to full public examination as required by the Act.	Full Council following a recommendation by Executive.
Statement of Community Involvement		Executive
Local Development Scheme		Executive
Supplementary Planning Documents	Supplementary guidance, development briefs and other documents identified in this and future LDSs as SPD.	Executive
Annual Monitoring Report		Executive

F) Delivering the Local Development Scheme – What could go wrong?

- 4.10 There will always be a level of uncertainty associated with a document such as the Local Development Scheme. It is legitimate to ask how reasonable and achievable are the targets set out, and what issues may affect the overall delivery of the LDS.
- 4.11 As part of preparing this LDS, the Council has carried out a Risk Assessment of the projects contained in this document, and has identified a number of areas of risk.
1. **Level of public engagement.** An assumption has been made of the amount of time that will need to be allocated to public and stakeholder involvement. Whilst this has been based on past experience, it cannot accurately predict how many people will wish to engage with the council on a particular project.
 2. **Capacity of the Planning Inspectorate (PINS).** We have made assumptions on the ability of PINS to service the requirements from this LDS.
 3. **Staff turnover.** There is a degree of flexibility within the LDS to allow for staff to be re-deployed to meet key targets.
 4. **Additional unforeseen pressures on staff time.** These can never be predicted in advance; however the Council is committed to using its resources to help plug any gaps brought about by such unforeseen pressures.
 5. **Additional resource requirements.** Most of the resources required for LDD's within this LDS can be met through Council budgets.
 6. **Changing national context.** The planning system has recently gone through significant change and further changes are proposed. This may create risks around interpreting guidance correctly and ensuring compliance with legislation is maintained.

G) Contact details

- 4.12 For more information about any of the matters raised in this Local Development Scheme please contact:-

Policy & Projects Team,
Development Services
Warwick District Council
PO Box 2178, Riverside House
Milverton Hill,
Royal Leamington Spa
CV32 5QH
Tel: 01926 456504
Email: ldf@warwickdc.gov.uk

- 4.15 This document, together with all other Local Development Documents produced by Warwick District Council will be made available on the [Council's website](#).

APPENDIX 1: Schedule of proposed Local Development Documents

Document Title	Status	Role and contents	Coverage	Chain Of Conformity	Dates for pre-submission consultation	Dates of further public participation	Date For Submission to Secretary of State	Proposed date for adoption
1. Local Plan	Development Plan Document	Sets out vision, strategic objectives, site allocations and policies	District-wide	General conformity with NPPF. All other LDDs will be in conformity with Local Plan.	Oct 2010 July 2012 July 2013	N/A	February 2015	March 2017
2. Community Infrastructure Levy	Charging Schedule	Sets out the circumstances and rates for applying CIL charges on development	District-wide	Conformity with Local Plan	March – April 2015	N/A	May 2016	March 2017
3. Gypsy and Traveller Site Allocation Plan	Development Plan Document	Identifies sites to provide for housing needs of Gypsy and Traveller Community	District-wide	Conformity with National Planning Policy for Gypsies and Travellers and with the Local Plan	July 2013 Feb/March 2014 Nov/Dec 2014		January 2017	June 2017
4. Leamington Town Centre Area Action Plan	Development Plan Document	Sets out the planning framework for Leamington Town Centre.	Leamington Town Centre	Conformity with Local Plan	October 2016	February 2017	December 2017	September 2018

Document Title	Status	Role and contents	Coverage	Chain Of Conformity	Dates for pre-submission consultation	Dates of further public participation	Date For Submission to Secretary of State	Proposed date for adoption
5. Canalside Development Plan	Development Plan Document	Identify areas for regeneration and areas for protection and to set out a framework for development	The District's canal network and immediate environs	Conformity with Local Plan	September 2017	March 2018	March 2019	December 2019
6. Proposals Map	Development Plan document	Presents allocations and designations in other DPDs.	District-wide	N/A	The Proposals Map DPD will be maintained and updated when each relevant DPD is adopted.			

APPENDIX 2: Programme Management of Local Development Documents

Year	2014				2015				2016				2017				2018				2019			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
1. Local Plan		P			S								A											
2. Community Infrastructure Levy					P					S			A											
3. Gypsy and Traveller Site Allocations Plan											P		S	A										
4. Leamington Town AAP													P			S			A					
5. Canalside DPD																P					S			A
6. Proposals Map					S								A	A				A						A

Key

Quarters

1 = January – March

2 = April – June

3 = July – September

4 = October – December

DPD Pre-production work

DPD Production

DPD Post Publication



P = Publication

S = Submission

A = Adoption

Appendix 3: Profiles of each Local Development Document

1. Local Plan

Overview

Role & Subject	Sets out the circumstances and rates for applying CIL charges on development
Coverage	District-wide
Status	Development Plan Document
Conformity	With the National Planning Policy Framework and the Local Plan

Timetable

Stage	Dates
Early stakeholder engagement and evidence gathering	October 2010 – January 2011
Consultation phase: Issues and Options	March 2011 – July 2011
Consultation phase: Preferred Options	June 2012
Consultation phase: Revised Development Strategy	June 2013
Consultation phase: Village Housing Options and Settlement Boundaries	December 2013
Date of publication of draft Local Plan	April 2014
Date of submission of draft Local Plan to Secretary of State	February 2015
Examination in Public Hearing	July 2016
Receipt of Inspector's report	October 2016
Estimated date for adoption	March 2017

Arrangements for Production

Organisational Lead	Head of Development Services
Political Management arrangements	As a DPD, all key reports during the preparation stage of the Local Plan will need to be approved by the Executive. The publication draft will be approved by Full Council in accordance with the Statement of Community Involvement. Political responsibility will rest with the Deputy Leader.
Internal Resources	The Policy team under the direction of the Development Policy Manager.
External Resources	Consultants may need to be brought in to advise on matters as appropriate.
External Stakeholder Resources	Expertise from the local strategic partnership, town and parish councils, local community, infrastructure and delivery agencies, and the development industry.
External Community & Stakeholder Involvement	In accordance with SCI, having regard to the regulations.
Monitoring and Review	Through the Annual Monitoring Report.

2. Community Infrastructure Levy Charging Schedule

Overview

Role & Subject	Sets out the circumstances and rates for applying CIL charges on development.
Coverage	District-wide
Status	Development Plan Document
Conformity	With the National Planning Policy Framework.

Timetable

Stage

Dates

Early stakeholder engagement and evidence gathering	To May 2013
Consultation phase: Preliminary Draft Charging Schedule	June 2013
Date of publication of draft Charging Schedule	February 2015
Date of submission of draft Charging Schedule to Secretary of State	May 2016
Examination in Public Hearing	September 2016
Receipt of Inspector's report	November 2016
Estimated date for adoption	March 2017

Arrangements for Production

Organisational Lead	Head of Development Services
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Political Management arrangements	As a DPD, all key reports during the preparation stage of the CIL Charging Schedule will need to be approved by the Executive. The publication draft Charging Schedule will be approved by Full Council in accordance with the Statement of Community Involvement.
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Political responsibility will rest with the Deputy Leader.

Internal Resources	The Policy team under the direction of the Development Policy Manager.
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External Resources	Consultants may need to be brought in to advise on matters as appropriate.
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External Stakeholder Resources	Expertise from the local strategic partnership, town and parish councils, local community, infrastructure and delivery agencies, and the development industry.
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External Community & Stakeholder Involvement	In accordance with SCI, having regard to the regulations.
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Monitoring and Review	Through the Annual Monitoring Report.
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3. Gypsy and Traveller Site Allocations Development Plan

Overview

Role & Subject	Identifies sites to provide for the housing needs of Gypsy and Traveller Community
Coverage	District-wide
Status	Development Plan Document
Conformity	Conformity with National Planning Policy for Gypsies and Travellers and with the Local Plan

Timetable

Stage	Dates
Early stakeholder engagement and evidence gathering	To February 2013
Consultation phase: Initial site options	June 2013
Consultation Phase: Preferred Site Options	February 2014
Date of publication of publication draft	November 2016
Date of submission to Secretary of State	January 2017
Examination in Public Hearing	March 2017
Receipt of Inspector's report	May 2017
Estimated date for adoption	June 2017

Arrangements for Production

Organisational Lead	Head of Development Services
Political Management arrangements	<p>As a DPD, all key reports during the preparation stage of the DPD will need to be approved by the Executive. The publication draft will be approved by Full Council in accordance with the Statement of Community Involvement.</p> <p>Political responsibility will rest with the Deputy Leader.</p>
Internal Resources	The Policy team under the direction of the Development Policy Manager.
External Resources	Consultants may need to be brought in to advise on matters as appropriate.
External Stakeholder Resources	Expertise from the local strategic partnership, town and parish councils, local community, infrastructure and delivery agencies, and the development industry.
External Community & Stakeholder Involvement	In accordance with SCI, having regard to the regulations.
Monitoring and Review	Through the Annual Monitoring Report.

4. Leamington Town Centre Area Action Plan

Overview

Role & Subject	The Area Action Plan sets out the planning framework for Leamington Town Centre, including identifying the distribution of uses, specific site allocations, and policies to preserve or enhance the area.
Coverage	Leamington Town Centre
Status	Development Plan Document
Conformity	National Planning Policy Framework, and Local Plan.

Timetable

Stage	Dates
Early stakeholder and community engagement and evidence gathering	Winter 2013/14
Consultation Phase: Issues & Options	October 2016
Consultation Phase: Preferred Options	February 2017
Date of publication of Area Action Plan	September 2017
Date of submission of Area Action Plan to Secretary of State	December 2017
Hearing	March 2018
Receipt of Inspector's report	Summer 2018
Estimated date for adoption	Autumn 2018

Arrangements for Production

Organisational Lead	Head of Development Services for WDC;
Political Management arrangements	As a DPD, the Area Action Plan will be approved by Executive/Full Council of WDC in accordance with the Statement of Community Involvement. Political responsibility will rest with the Development Portfolio Holder
Internal Resources	The Planning Policy team under the direction of the Development Policy Manager with assistance from officers from Economic Development. There will however be a joint team approach with WCC. WCC officers across a range of services will input into the plan.
External Resources	Consultants may need to be brought in to advise as appropriate.
External Stakeholder Resources	Expertise from the local strategic partnership, town centre steering group, other representative and interest groups, local community, infrastructure and delivery agencies, and the development industry.
External Community & Stakeholder Involvement	In accordance with SCI, having regard to the amended regulations.
Monitoring and Review	Through the Annual Monitoring Report.

5. Canalside DPD

Overview

Role & Subject	The Canalside DPD will see the canals reach their full potential, identifying areas for regeneration, particularly for employment, housing, tourism, and cultural uses. It will seek to conserve the rich historic heritage of the canal with the District.
Coverage	Areas adjacent to the Grand Union Canal within the Warwick District. The DPD will focus primarily on the canal within the urban area of Warwick and Leamington but will also encompass rural sections of the canal where there are opportunities for regeneration or where there is a need to conserve canalside heritage assets.
Status	Development Plan Document
Conformity	National Planning Policy Framework, and Local Plan.

Timetable

Stage	Dates
Early stakeholder and community engagement and evidence gathering	Spring / Summer 2017
Consultation Phase: Issues & Options	September 2017
Consultation Phase: Preferred Options	March 2018
Date of publication of Area Action Plan	September 2018
Date of submission of Area Action Plan to Secretary of State	March 2019
Hearing	June 2019
Receipt of Inspector's report	October 2019
Estimated date for adoption	December 2019

Arrangements for Production

Organisational Lead	Head of Development Services for WDC;
Political Management arrangements	<p>The DPD will be approved by Executive/Full Council of WDC in accordance with the Statement of Community Involvement.</p> <p>Political responsibility will rest with the Development Portfolio Holder</p>
Internal Resources	The Planning Policy team under the direction of the Development Policy Manager with assistance from officers from Economic Development and Conservation. There will however be a joint team approach with WCC. WCC officers across a range of services will input into the plan.
External Resources	Consultants may need to be brought in to advise as appropriate.
External Stakeholder Resources	Expertise from the local strategic partnership, town centre steering group, other representative and interest groups, local community, infrastructure and delivery agencies, and the development industry.
External Community & Stakeholder Involvement	In accordance with SCI, having regard to the amended regulations.
Monitoring and Review	Through the Annual Monitoring Report.

6. Proposals Map

Overview

Role & Subject	The proposals map illustrates the policies and allocations set out in each of the development plan documents.
Coverage	District-wide
Status	Development Plan Document (DPD)
Conformity	With all adopted DPDs.

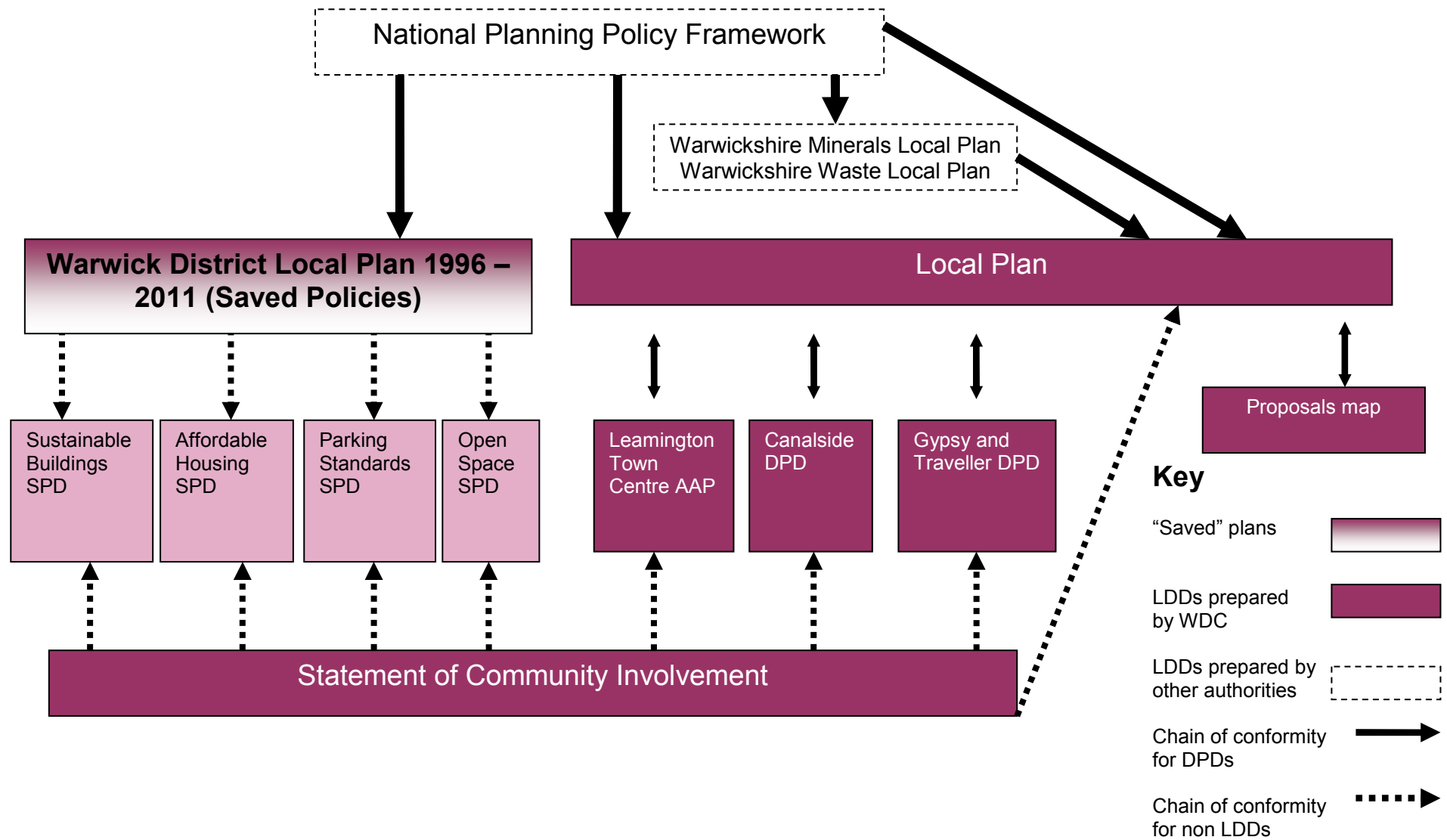
Timetable

As the proposals map is revised alongside the preparation of each DPD, its timetable for preparation will be the same as the relevant DPD. It should be noted that the proposals map will also illustrate policies/ allocations/safeguarding areas from the Minerals and Waste DPDs produced by Warwickshire County Council.

Arrangements for Production

Organisational Lead	See Relevant DPD.
Political Management arrangements	See Relevant DPD.
Internal Resources	See Relevant DPD.
External Resources	See Relevant DPD.
External Stakeholder Resources	See Relevant DPD.
External Community & Stakeholder Involvement	See Relevant DPD.
Monitoring and Review	See Relevant DPD.

Appendix 4: Relationship between the Local Development Documents and other Development Plan documents



Appendix 5: List of “saved” policies: Warwick District Local Plan 1996 – 2011

Policy Number	Policy Name
DP1	Design and Layout
DP2	Amenity
DP3	Natural and Historic Environment and Landscape
DP4	Archaeology
DP5	Density
DP6	Access
DP7	Traffic Generation
DP8	Parking
DP9	Pollution Control
DP11	Drainage
DP12	Energy Efficiency
DP13	Renewable Energy Developments
DP14	Crime Prevention
DP15	Accessibility and Inclusion
SC1	Securing a Greater Choice of Housing
SC2	Protecting Employment Land and Buildings
SC3	Supporting Public Transport Interchanges
SC4	Supporting Cycle and Pedestrian Facilities
SC8	Protecting Community Facilities
SC9	Telecommunications
SC11	Affordable Housing
SC12	Sustainable Transport Improvements
SC13	Open Space and Recreation Improvements
SC14	Community Facilities
SC15	Public Art
UAP1	Directing New Housing
UAP2	Directing New Employment Development
UAP3	Directing New Retail Development
UAP4	Protecting Local Shopping Centres
UAP5	Protecting Local Shops

Policy Number	Policy Name
UAP6	Motor Vehicle Sales
TCP1	Protecting and Enhancing the Town Centres
TCP2	Directing Retail Development
TCP3	Providing for Shopping Growth within Leamington Town Centre
TCP4	Primary Retail Frontages
TCP5	Secondary Retail Frontages
TCP6	Café Quarters
TCP7	Opportunities Sites in Old Town, Leamington Spa
TCP8	Warwick Town Centre Mixed Use Area
TCP9	Protecting Employment Land and Buildings
TCP10	Protecting the Residential Role of Town Centres
TCP11	Protecting Residential Uses on Upper Floors
TCP12	Upper Floors within Town Centres
TCP13	Design of Shopfronts
RAP1	Directing New Housing
RAP2	Extensions to Dwellings
RAP3	Replacement Dwellings
RAP4	Providing Rural Affordable Housing
RAP6	Directing New Employment
RAP7	Converting Rural Buildings
RAP8	Replacement of Rural Buildings
RAP9	Farm Diversification
RAP10	Safeguarding Rural Roads
RAP11	Rural Shops and Services
RAP12	Farm Shops
RAP13	Directing New Outdoor Leisure and Recreation Development
RAP14	Golf Facilities
RAP15	Camping and Caravanning Sites
RAP16	Directing New Visitor Accommodation
DAP2	Protecting the Areas of Restraint
DAP3	Protecting Nature Conservation and Geology
DAP4	Protection of Listed Buildings

Policy Number	Policy Name
DAP5	Changes of Use of Listed Buildings
DAP6	Upper Floors within Listed Buildings and Conservation Areas
DAP7	Restoration of Listed Buildings
DAP8	Protection of Conservation Areas
DAP9	Unlisted Buildings in Conservation Areas
DAP10	Control of Advertisement Hoardings
DAP11	Protecting Historic Parks and Gardens
DAP12	Protecting Safeguarded Areas
SSP1	Employment Allocations
SSP2	Major Developed Sites in the Green Belt
SSP3	Stoneleigh Park
SSP4	Safeguarding Land for Kenilworth Railway Station
SSP5	Safeguarding Land for Warwick and Leamington Park and Ride
SSP7	Coventry Airport
SSP8	Hatton Country World

The Council has produced a number of supplementary planning guidance documents (SPG) over the past few years. Although many are development briefs for particular sites that have now been completed, many are still extant. It is not possible under the new planning legislation to transfer SPG automatically into SPD, however, where SPG is linked to “saved” local plan policies and has gone through processes equivalent to those specified for SPD, then it has status as a material consideration in the determination of planning applications. The equivalent processes under the old planning system are as follows:

- The SPG was prepared fully in accordance with policies in the local plan that was adopted at the time, namely the Warwick District Local Plan (1989-2001) or the Warwick District Local Plan (1996 – 2011); and,
- The SPG was approved by the Council after a period of public consultation.

The following SPG documents remain extant and the Council wishes these to have the status as “material considerations” under the new planning system.

Title	Year of Adoption
Non Site Specific Supplementary Planning Guidance	
Design Advice on Shopfronts (Kenilworth)	2008
Residential Design Guide	2008
Development Control Guidance: Achieving a Mix of Housing	2008
The 45 Degree Guideline	2005
Distance Separation	2003
Agricultural Buildings and Conversion	2002
Design Advice on Shopfronts and Advertisements (Warwick)	2002
Design Advice on Shopfronts and Advertisements (Leamington)	2002
Warwickshire Landscape Guidelines	1994
Shopfront Security	1993
Site Specific Supplementary Planning Guidance	
Barford Village Design Statement	2009
Planning and Development Brief for the Station Area, Leamington Spa	2008
Development Brief for the Court Street Site Leamington	2003
Tournament Fields, Warwick – Employment Land Development Brief	2003
Bread & Meat Close, Warwick Development Brief	2002
Heathcote Home Farm Employment Land Development Brief	2001

Title	Year of Adoption
Saltisford, Warwick Planning Brief	2001
Binswood Hall, Leamington Spa Development Brief	2000
1 Warwick New Road, Leamington Planning & Design Brief	2000
South West Warwick: Framework Brief	2000
South West Warwick – Brief for Developers	2000
Hatton Country World Brief	2000
Brief for North Neighbourhood-Heathcote Home Farm	1999
Central Hospital, Hatton - Second Design Brief	1999
Development Principles for Wise Street Area	1999
Development Principles for Court Street/Tachbrook Road	1999
Urban Coding Exercise - High St/Clemens St/Tachbrook Road	1999
Framework Brief: Heathcote Home Farm	1999
Stoneleigh Deer Park Design Brief	1999
Brief for North Neighbourhood-Heathcote Home Farm	1997
St Joseph's School, Kenilworth Planning Brief	1997
South Sydenham Planning Brief	1997
Framework Brief: Heathcote Home Farm	1996

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
New and Amended Housing Allocations						
New Sites on the Edge of Coventry These sites allow the expansion of City's Urban area in sustainable locations. They help to meet the housing needs of the City. They also offer opportunities for infrastructure improvements. There are no suitable alternatives outside the Green Belt that could meet housing needs in a way that is consistent with the Local Plan's Strategy.						
C06; C26	H43	Kings Hill	269 ha Significant constraints, especially eastern part of site and woodland. Significant infrastructure requirements 40-45% developable area at 35dph = 3750 to 4250 dwellings Delivery assessment indicates 1800 before 2029	1800	Open Space (including allotments, playing fields, play facilities); Primary School(s); Health Centre; Local centre and community facilities; land for new train station; cycleways; bus facilities	Site has capacity for up to 4000 dwellings. However a reasonable delivery trajectory suggests that only around 1800 can be delivered by 2029. The remainder will be brought forward beyond the Plan period. The site will require substantial transport improvements including to the Stoneleigh junction on the A46. The site will also be required to support expansion of secondary education either through provision on site or in existing schools – the exact nature of this is dependent on a final position regarding capacity in Coventry's schools. It may be necessary (in the context of the site delivering a total of 4000 dwellings beyond the plan period) that land should be reserved and consideration given

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
						for a new 'all-through' primary/ secondary school with further regard to the provision of Special Education Needs places.
C02; C05; C13	H42	Westwood Heath (East of Bockendon Road)	<p>36 ha</p> <p>Some constraints and infrastructure requirements</p> <p>50% developable area at 35dph</p> <p>Total capacity approx. 600 dwellings</p> <p>Capacity capped at 425 due to constraints imposed by strategic transport network</p>	425	Open Space (including allotments, playing fields, play facilities); Health Centre; Local centre and community facilities will be quantified in the context of the development of this allocation and the wider area over the long term; cycleways; bus facilities	<p>Site capacity is limited by the highways network in the area. WCC Strategic Transport study suggests no more than 425 dwellings can be delivered here without the need for a major highway scheme. Adjacent area therefore safeguarded for use beyond the current plan.</p> <p>Even so, the site will require transport improvements including to the Stoneleigh junction on the A46.</p> <p>Current indications outline potential that secondary school places are available in the Coventry catchment area. There will be a requirement for primary school places that may provide the opportunity to rationalise existing small schools in the locality (further investigations will be required to establish the exact strategy).</p> <p>Health infrastructure requirements will be assessed as part of ongoing discussions with the Warwickshire and Coventry / Rugby CCGs</p>

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
Sub total				2225		

New sites edge of Kenilworth

These sites further support expansion of Kenilworth which is tightly constrained by Green Belt thereby providing for Local Housing needs. They provide sustainable locations with good links to employment and services within Coventry. They offer opportunities for infrastructure improvements. There are no suitable alternatives outside the Green Belt that could meet housing needs in a way that is consistent with the Local Plan's Strategy.

K17; K18; K19	H40	East of Kenilworth (Crewe Lane, Southcrest Farm and Woodside Training Centre)	<p>Excluding land required for secondary school, 36.5ha</p> <p>Significant constraints (roman settlement, A46)</p> <p>50% developable area at 35dph</p> <p>640 dwellings</p>	640	Open Space (including allotments, playing fields, play facilities); cycleways; bus facilities. Includes site for new Secondary School at Southcrest Farm (may include additional primary school via an 'all through' provision. Community facilities including local retail centre.	<p>Woodside Training centre to be retained, site capacity limited by proximity to A46 and roman Settlement. Land for Secondary School to be provided at Southcrest Farm (4.16ha) Primary School provision off site at Thickthorn</p> <p>Strategic highway improvements related to the Kenilworth Road corridor.</p> <p>Sites need to be developed in a comprehensive way and require a shared access from Glasshouse Lane</p>
K25	H41	East of Warwick Road, Kenilworth	<p>5.8ha</p> <p>A sensitive design approach and minimisation of impact on Cricket Club and of noise from railway. Few infrastructure requirements.</p> <p>50% developable area at 35dph</p> <p>100 dwellings</p>	100	Open Space; Play facilities.	<p>Development can potentially open up land for sporting uses which will be allocated on adjacent land</p> <p>School place capacity planning will be linked to the Southcrest Farm/ wider Kenilworth area solution.</p>

Sub Total				740		
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New sites on the edge of Leamington, Warwick and Whitnash

Sites to the north of the towns provide sustainable locations with good links to employment and services within

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
Coventry at the same time as being able to draw on and support infrastructure within the towns. They offer opportunities for infrastructure improvements. For sites which require Green Belt releases, there are no suitable alternatives outside the Green Belt that could contribute to housing needs in a way that is consistent with the Local Plan's Strategy. Distributing some development to north of the towns improves diversity of distribution and helps delivery, including 5 year land supply.						
L03, L07	H44	North of Milverton	<p>75 ha</p> <p>Some constraints and infrastructure requirements</p> <p>50% developable area at 35dph</p> <p>1313 dwellings</p>	250	<p>Potential for land for Park and Ride</p> <p>Potential for small area of employment land (up to 4ha)</p> <p>Open Space (including improvement/extension of allotments, playing fields, play facilities); cycleways; bus facilities. Community facilities. Potential for new train station; primary school. Provision for land for medical centre (or contribution towards improvement of existing)</p>	<p>Site has substantial further capacity (around 900 dwellings, if it assumed 4ha of employment land and P&R). However this is not required within the existing Plan. The remainder of the site is therefore safeguarded for use beyond the current plan</p> <p>Remainder of site Secondary School contributions (expansion of North Leamington School)</p> <p>Dualling of A452; improvements to Thickthorn A46 junction.</p>
L55 and L56	H45	Hazelmere and Little Acre, Whitnash	<p>3.3ha</p> <p>Limited constraints; some infrastructure requirements</p> <p>67% developable area at 35dph</p> <p>77 dwellings</p>	75	Open space.	School place planning will be within the south Leamington wider area provisions.
	H46A	Gallows Hill	<p>36ha</p> <p>Landscape/heritage</p>	630	Open space / play areas, allotments.	Financial contribution to south of Warwick /

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
			<p>ge constraints ; some infrastructure requirements</p> <p>450 with planning permission; remainder with capacity for up to 180 taking account of constraints</p>			<p>Leamington pedestrian links</p> <p>Contributing to bus services</p> <p>Contribution to Europa Way Corridor highway improvements.</p> <p>Contribution to primary school provision at Grove Farm</p> <p>Contribution to secondary school provision.</p> <p>Contribution to acute / hospital healthcare</p> <p>Contribution to Warwick Gates medical centre enhancements</p> <p>Contribution to indoor / outdoor sports pitches /facilities.</p> <p>Contribution to police infrastructure requirements</p>
	H46B	The Asps	Has planning permission for 900 dwellings	900	<p>500 space park and ride facility.</p> <p>Reserves land for a primary school (1.1 acres) plus funding package.</p> <p>Neighbourhood Police Office at the Asps to be</p>	<p>Significant financial package towards secondary school / post 16 and special educational needs /requirements.</p> <p>Significant finance package to enhance / provide acute / hospital health facilities.</p>

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
					provided. Sports pitches and open space/ play provision on –site. Local Centre/ community facilities.	Contribution from the Asps development for expansion / enhancements to local GP Practice (Warwick Gates Clinic) Public rights of way enhancements within a 1.5 mile radius of the Asps development
Sub Total				1855		
New or extended sites in or adjacent to Villages Sites adjacent to growth villages offer sustainable locations in line with the Council’s spatial strategy which can not only contribute to the District’s overall housing need but can also support valuable facilities and services in rural areas and can help meet specific local housing needs. Where these sites are in the Green Belt exceptional circumstances need to be understood in the context of a lack of suitable sustainable sites outside the Green Belt and relate to the importance of local housing needs, the need to provide a balanced mix of locations to meet the District’s housing needs and the importance of supporting local services. Further, because these sites offer unique locations and are generally of a scale and nature that are relatively straightforward to deliver, they will play an important role in supporting the 5 year housing land supply on adoption of the Local Plan.						
C20 (1.8ha) and C32 (2.18ha)	H19 extended	Rosswood Farm, Baginton	4ha (total) Limited constraints and infrastructure requirements Need to ensure development aligns with character of low density surrounding. 67% developable area at 30dph 80 dwellings (35 allocated)	45 additional		School place planning catered for within the wider Kenilworth solution (Southcrest Farm).
R083	H47	Land south of Wasperton Lane,	1.3 ha Few constraints or infrastructure	30		Primary school capacity currently being expanded at Barford primary school.

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
		Barford	requirements 67% developable area at 35dph 30 dwellings			Secondary places are an issue for schools in Stratford District as it is in their catchment / priority area.
R085	H48	Land south of Westham Lane, Barford	1.8ha Will require noise mitigation, which will restrict capacity 67% developable area at 35dph 45 dwellings	45		Primary school capacity currently being expanded at Barford primary school. Secondary places are an issue for schools in Stratford District as it is in their catchment / priority area.
R022	H49	Land at Seven Acre Close, Bishops Tachbrook	2.4ha Some constraints (landscape). Limited infrastructure requirements 67% developable area at 35dph 56 dwellings Capacity capped at 30 due to landscape constraints	30		School place planning to form part of wider (Southern sites / Leamington) school planning.
R090	H24	Nursery Site, Burton Green	3.74ha Some constraints (landscape), but infrastructure requirements reduced – village hall proposed elsewhere. 67% developable area at 35dph	30 additional		School place planning catered for within the wider Kenilworth solution (Southcrest Farm).

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
			88 dwellings (60 allocated)			
L17	H50	Land east of Cubbington	<p>11.76ha</p> <p>Significant constraints (landscape; flooding requiring SUDS), meaning development limited</p> <p>Assume 4ha, 67% developable area at 35dph</p> <p>94 dwellings</p>	95	<p>Open space, play facilities.</p> <p>Probable requirement for specific Sustainable Urban drainage solution as part of detailed considerations.</p>	<p>Primary place capacity will be rationalised within local schools.</p> <p>Secondary places as part of extensions to North Leamington school.</p>
R097	H51	Land south of Lloyd Close, Hampton Magna	<p>5 ha</p> <p>Limited constraints and infrastructure requirements</p> <p>67% developable area at 35dph</p> <p>117 dwellings</p>	115	Open space, play facilities.	Primary school places to be provided by enhancements to Budbrooke School.
R074	H27	Arras Boulevard, Hampton Magna	<p>6.45 ha</p> <p>Some infrastructure requirements</p> <p>67% developable area at 35dph</p> <p>150 dwellings (100 already allocated)</p> <p>Additional capacity capped at 30 dwellings to reflect Neighbourhood Plan</p>	30 additional		Primary school places to be provided by enhancements to Budbrooke School.

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
R038	H28 extended	North of Birmingham Road, Hatton Park	<p>7.8 ha in total</p> <p>Significant constraints (landscape and ecology restricting development to north and east of site.</p> <p>However potential to extend site by an additional 1.15ha over and above the 4ha allocated in Draft Plan to give a total of just over 5ha.</p> <p>67% developable area at 35 dph</p> <p>120 dwellings in total (80 allocated)</p>	40 additional		Primary school places to be provided by enhancements to Budbrooke School.
R187	H53	Land at Brownley Green Lane, Hatton Park	<p>2.45ha</p> <p>67% developable area at 35 dph</p> <p>56 dwellings</p>	55	Open space , play facilities	Primary school places to be provided by enhancements to Budbrooke School.
R108 and R109	H29/H30	Meadow House and Kingswood Farm, Kingswood	<p>3.57ha</p> <p>Significant landscape and flooding constraints. SUDS to be provided, limiting developable area to less than 1.5ha.</p> <p>67% developable area at 35 dph</p>	10		Kingswood Primary school has capacity due to previous expansion.

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
			10 dwellings additional (20 allocated)			
R189	DS NEW 3	Woodcote House, Former Police HQ, Leek Wootton	26ha in total This site includes a listed building and its former grounds. Development needs to be brought forward in a way that enhances the heritage assets. Formulaic density calculations don't apply. Emerging masterplan indicates capacity for 100-125 dwellings	115	Open space, play facilities.	Secondary School place planning will form part of the Kenilworth area solution (Southcrest farm). Primary school places may require a dialogue regarding admission criteria relating to the existing primary school at Leek Wootton.
R180	H52	Land at Spring Lane, Radford Semele	3.5ha Some constraints (landscape) and infrastructure requirements 67% developable area at 35dph 82 dwellings Capacity capped at 60 dwellings to reflect the capacity of Radford Semele Primary School	60		Site capped at 60 dwellings to reflect the capacity of Radford Semele Primary School Secondary school places to be provided by the south Leamington school planning solution.
Sub Total				700		
Increased capacity of existing sites						
These sites have already been allocated for development within the submitted Draft Local Plan. However they offer potential additional capacity within the allocated land						
L39	H03	Whitnash East	33.5ha	200 additional	Open Space (including	Secondary school places will be provided as part

SHLAA Ref	Local Plan Ref	Site Name	Density/Delivery Assumptions	No. of Dwellings within Plan Period (estimated)	Potential On-site Infrastructure Requirements	Potential Off-site Infrastructure and other Issues
			<p>Significant constraints (landscape, ecology) and infrastructure requirements. Landscape report recommends excluding southern portion of site amounting to approx. 5ha. This reduces site area to 28.5ha.</p> <p>50% developable area at 35dph</p> <p>499 dwellings</p> <p>(300 dwellings already allocated)</p>		<p>allotments, playing fields, play facilities); cycleways.</p> <p>Land should be reserved as a contingency for the location of a Primary School although it may be that primary solutions involving existing schools could prove sufficient capacity.</p>	of the wider south Leamington solution being formulated in conjunction with the 'southern sites'
W44	H02 (pt)	South of Harbury Lane	<p>Area for additional housing – 6ha part of larger site that has planning permission for 785 dwellings).</p> <p>Significant infrastructure requirements (open space)</p> <p>50% developable area at 35dph</p> <p>105 dwellings</p>	105 additional	Open Space (including allotments, playing fields, play facilities); cycleways.	Secondary and primary school places will be provided as part of the wider south Leamington solution being formulated in conjunction with the 'southern sites'.
Sub Total				305		

Draft Infrastructure Delivery Plan

February 2016

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1. Introduction

Purpose and Background

- 1.1. This Infrastructure Delivery Plan (IDP) sets out the Infrastructure requirements to support the proposals in the Draft Local Plan through until 2029. It has been prepared in consultation with infrastructure providers to ensure that the plan not only provides new homes and employment, but that developments are properly supported by high quality infrastructure which allows these new places to function as thriving communities and locations for successful businesses.
- 1.2. The IDP is a 'living document' which will evolve as more information becomes available through detailed planning applications, funding discussions and infrastructure costs re-profiling. The IDP should be read in conjunction with the Local Plan policies, which sets out a positive approach to supporting development across the District.
- 1.3. This edition of the IDP builds upon the work first published in December 2015, and includes the following updates:
 - A greater spatial analysis of transport infrastructure, better linking highways, public transport, cycling and pedestrian infrastructure requirements to key development areas;
 - A refinement of cost profiles and financial details, and
 - New content clarifying the position with regards to s.106 contributions and potential Community Infrastructure Levy (CIL) projects.

This update of the IDP (February 2016), introduces a further refresh of infrastructure requirements that are associated with additional housing numbers / sites being identified by the Council for inclusion in the Local Plan. The identification of the additional development is essential to enable the Local Plan examination to resume to a successful conclusion. The additional housing numbers will provide certainty for meeting Warwick District's agreed proportion of the unmet need of Coventry City Council and also enhance supply in Warwick District which was previously envisaged to come forward from windfall sources.

It should be noted that new issues identified as a consequence of the revised development strategy (including the addition of the Asps and Gallows Hill sites) have been itemised / quantified , however the overall infrastructure totals have not been adjusted. These will be refreshed accurately throughout the document before the intended forthcoming consultation / re-submission of the Plan to the Inspector.

- 1.4 CIL information has been drawn from this document to produce an accompanying Draft Regulation 123 List. The Regulation 123 list sets out the infrastructure that the Council intends to be funded through CIL.
- 1.5 Over recent months, a number of major planning applications have been approved which are in line with the Council's Submission Draft Local Plan. These have involved, through Section 106 agreements, substantial contributions to the infrastructure set out in the Delivery Schedule below. Therefore this update to the IDP also deals with the reality of major live project delivery and implementation issues. We are now moving from project planning to the early stages of project implementation.

Key Elements of the IDP

- 1.6 The table in section 5 of this Infrastructure Delivery Plan showing the Delivery Schedule sets out a number of the most important elements relating to infrastructure requirements, costs and funding. However the full delivery schedule is a more complex spreadsheet showing phasing, organisational involvement and more details of costs and funding. This more complete information will be published on the Council's website. It includes a number of key elements that have been established as follows:
 - 1.6.1 Infrastructure Requirements: the infrastructure requirements have been established through an examination of demographic and household growth trends and their impact on specific infrastructure. This has provided an understanding of the extent to which current capacity needs to be increased. Once that has been understood, the most appropriate way of delivering the increased capacity has been established.
 - 1.6.2 Phased Infrastructure Delivery: Consideration has been given as to when different types of infrastructure are required across the plan period. It is informed by the examination of housing growth and the delivery schedules associated with major growth projects.
 - 1.6.3 Cost profiling: the IDP involves the continual updating and reassessing of infrastructure cost profiles as projects often move through a process from outline costs to fine-tuned detailed project costs and then actual tendered values for project implementation.

- 1.6.4 Project Funding: it is recognised that infrastructure projects can potentially consists of a rich variety of funding streams. Work is progressing on clarifying potential funding partners and the possible scale of contributions, which varies from project to project. It is important that whatever public and other funding and resources are available for new infrastructure that this is planned and delivered in a co-ordinated and efficient manner. The IDP will be instrumental in helping to achieve more co-ordination between public agencies and thereby drive greater efficiencies in delivering infrastructure.
- 1.6.5 Providing Transparency: the IDP establishes the basic framework for the Regulation 123 List which sets out what the Council intends to fund in whole or part through CIL payments. In doing so this also provides a degree of clarification about the future modified content of s.106 agreements. It should be noted that all infrastructure not included within the Council's published Regulation 123 list can only be funded via s.106 agreements (which are subject to rigorous statutory tests) and other sources of funding.
- 1.7 As the IDP continues to develop, the Council is collecting and building a considerable database of detailed costs calculations, infrastructure modelling data, and development forecasting material. It is not always in a readable or understandable format. However, as the IDP continues to develop it is intended to publish (subject to confidential financial information restrictions) further information on this data as technical appendices to future revisions of this document.

2. Plan Making, Economic Viability and Funding

Making Deliverable Plans

- 2.1 It is clear that the National Planning Policy Framework (NPPF) places significant emphasis upon Local Plans meeting the objectively assessed needs for their area, and are deliverable and realistic. Work by the cross-industry Local Housing Delivery Group ⁽¹⁾ suggest that there are at least nine variables to consider as part of the economic viability of a local plan, which Warwick District Council considers underpin an effective IDP.
- 2.2 Figure 1 summarises the key economic viability considerations. In addition to policy, stakeholder, community and infrastructure provider aspirations, there are clear economic viability matters linked to better understanding the costs and availability of land, finance, development costs and developer's return on investment. These types of considerations sit behind the work on the IDP and are also to be found in the Council's commissioned work on CIL viability testing ⁽²⁾. They also highlight the complexity of issues involved in considering the viability and delivery of the Local Plan. The IDP is part of this complex picture and is essentially an evolving live project plan which seeks to balance a clear approach to infrastructure delivery with an understanding of the economics of development.

References:

Ref (1) 'Viability Testing Local Plans: Advice for planning practitioners' Local Housing Delivery Group
Chaired by Sir John Harman, June 2012

Ref (2) 'Community Infrastructure Levy – Viability Assessment – Update Addendum Report' BNP Paribas Real Estate, November 2014 and 'Community Infrastructure Study: Final Report' BNP Paribas Real Estate, June 2013.

Figure 1: Economic Viability



(Figure adapted from 'Viability Testing Local Plans: Advice for planning practitioners' Local Housing Delivery Group Chaired by Sir John Harman, June 2012)

The Right Infrastructure at the Right Time

- 2.3 In the past it has sometimes proved difficult to deliver the infrastructure at the time it is needed. With this in mind the Council is currently exploring different delivery models which increase the prospect of the public sector having access to the resources to enable greater control over the timing of delivery. In particular, an infrastructure enabling fund is being considered to provide funds which can support infrastructure providers in timely delivery. As part of this, the potential for using prudential borrowing powers to forward fund some infrastructure is being considered. This would seek to enable some infrastructure to be put in place in advance of the development.
- 2.4 At present more work needs to be carried out on this to ensure the Council is not taking an unreasonable financial risk in pursuing such an approach.
- 2.5 The Council has also employed a Major Sites Monitoring Officer who has responsibility for ensuring developer contributions are paid and for liaising with infrastructure providers to ensure these contributions are used to deliver priorities in a timely manner.

Infrastructure Funding

- 2.6 Not all the infrastructure projects listed in the IDP will be fully funded through developer obligations associated with new development. If this was the case, it would seriously put at risk the viability of the plan. While some infrastructure projects will be funded 100% from current / forecast contributions and allocated resources, other types of infrastructure may require a complex mix of funding streams. In the infrastructure schedules to the IDP, some initial work has been undertaken on:
- splitting funds between s.106 and CIL (this will help inform the CIL 123 Regulation List setting out what projects the Council intends to seek CIL funding to deliver);
 - setting out some headline information about potential funding partners, and
 - estimating some funding income headlines.
- This information should clearly not be read as commitments by potential funding partners to make contributions and work in this area will continue evolve as infrastructure projects are worked up.
- 2.7 The sources of funding described in the Delivery Schedule will continue to evolve. Some of the sources indicated, such as the 'Single Local Growth Fund' are the subject of funding bids and are still to be analysed. Other funding sources are potential sources, but further work is required to establish whether this potential can be fulfilled. The table detailed below sets out a broad framework to potential infrastructure funding opportunities. It is not an exhaustive list of funding opportunities, but further information on this aspect of the IDP will be developed as part of programmed updates to the plan.

Table 1: Funding Opportunities

Public Sector Innovation	Central Government and Public Bodies
<p>Tax Increment Funding (TIF) - TIF involves re-investing a proportion of future business rates from an area back into infrastructure and related development.</p> <p>Multi-use public buildings and cross public sector working – practical examples could involve multi-purpose buildings say delivering council contact services, healthcare and social care services.</p> <p>Core Public Sector Funding – reshaping existing resources and budgets with public sector partners to deliver shared outcomes.</p> <p>Supplementary business rates – local authorities can place a supplement on the business rate and to retain the proceeds for investment in the economic development of an area.</p> <p>Prudential borrowing - A local authority can utilise powers under the Prudential Code to borrow to finance the infrastructure or development needs of a</p>	<p>New Homes Bonus - The Government has committed to providing a 'bonus' for new homes by match funding the additional council tax raised for new homes and empty properties brought back into use, for a period of six years.</p> <p>Single Local Growth Fund - new 'single pot' of funding that the Local Enterprise Partnership (LEP) areas can effectively bid into on a competitive basis with other LEPs for economic priorities.</p> <p>Green Investment Bank - created by the UK Government, (and the sole Shareholder), to back green projects on commercial terms and mobilise other private sector capital.</p> <p>DfT funding through Local Transport Plan- DfT provides funding to local transport authorities in England to help them develop their local transport services and improve and maintain their infrastructure.</p> <p>Local Sustainable Transport Fund - local transport authorities can bid for funds to bring forward packages of sustainable travel</p>

<p>particular site.</p> <p>Joint ventures and public/ private delivery vehicles – partnership approaches to delivering infrastructure, services and projects</p>	<p>measures.</p> <p>Sport England - provides services and funding to sport in England.</p> <p>Arts Council England - supports a range of activities across the arts, museums and libraries</p> <p>Infrastructure Partners and Government Departments – Highways Agency, Environment Agency, DEFRA</p>
<p>Grant Funding and Charities</p> <p>Big Lottery Fund - money goes to community groups and projects that improve health, education and the environment.</p> <p>Heritage Lottery Fund - supports projects across the UK aimed at helping people explore, enjoy and protect the heritage they care about.</p> <p>Charitable Organisations and Grant Funders – examples include Sustrans, various trusts and foundations.</p>	<p>Private Finance</p> <p>Crowdfunding – generally internet funded projects where money is raised by contributions from a large number of people.</p> <p>Private donations – including those sourced through fundraising campaigns.</p>

3 Infrastructure Delivery

Responsibility for Delivery

- 3.1 The responsibility for delivering infrastructure lies first and foremost with the infrastructure providers. These organisations need to adapt their provision to support a growing population. However, the approach is inevitably a complex one requiring input from a range of organisations, including the District Council (in providing housing and population growth data, in agreeing section 106 contributions, providing CIL monies etc.). This requires a careful partnership and project management approach involving providers, funders and developers. To support this, the Council will be developing a clear and transparent process for ensuring developer contributions (whether through Section 106 or CIL) reach the infrastructure providers and for holding the infrastructure providers to account for timely and effective delivery. As the Local Plan moves from the preparation phase to the delivery phase, so will the resources to ensure effective delivery.

Timely Delivery

- 3.2 It is important that the Council and its partners in infrastructure delivery, work together to increase the prospect that infrastructure will be provided in advance of,

or alongside, new housing rather than in the years following the occupancy of new housing. This is important to enable new communities to become established and integrated quickly and to ensure that the impacts of growth on the District's existing communities are minimised.

- 3.3 However, accessing sufficient funding in a timely way to deliver early infrastructure provision remains a significant challenge and there are significant elements of the planning and public finance systems which make this hard to do. The District Council is continuing to work with its partners to explore possibilities to address this, including using prudential borrowing, accessing central government grants or loans or sharing risks by working with other local organisations. In this way it is hoped that a delivery fund can be established in advance of the receipt of developer contributions and this in turn can better enable the upfront delivery of key elements of the infrastructure requirements.

Progress to date

- 3.4 During 2013 and 2015, the Council has approved over 3,950 dwellings on sites proposed for allocation within the Publication Draft Local Plan. The vast majority of these have been in the areas to the south of Warwick and Leamington. Each of the applications have been accompanied by agreements to contribute significantly to infrastructure costs and in this way the implementation of the IDP is already in progress. For example, some of the contributions agreed include:
- Tach Brook Country Park: over £2 m plus the majority of the land required
 - Education: over £28 million
 - GP Surgeries: over £2 million
 - Transport (including buses): £15.5 million
 - Hospital: over £5 million
 - Indoor sports: nearly £2.7m

Spatial Focus

- 3.5 The proposed allocations within the Publication Draft are focused across a number of different parts of the District. In preparing the Delivery Schedule, careful consideration has been given to the cumulative requirements of development across sites which are clustered within a particular area. This has enabled contributions to be focused on mitigating impacts within each area. Examples of this include:
- Transport: Studies have been undertaken to specifically explore the cumulative impacts on the transport system that the development sites in the area to the south of Warwick and Leamington will have. This has enabled contributions to be made towards the Europa Way corridor, the Banbury Road Corridor, the motorway and some town centre schemes, as well as sustainable modes of transport and bus provision.
 - A further study has looked at the cross boundary impacts of major development proposals intended in Stratford District. This work has apportioned some of the cost of improvements needed to the network in Warwick District to those developments in Stratford .

- Education: a coordinated approach to the provision of education across the area to the south of Warwick and Leamington has been established including expansion to two secondary schools and provision of four new primary schools. This has formed the basis of education contributions from development across that area.
- Education: a coordinated approach to education in Kenilworth is being developed, including a new primary school, expansion of an existing primary school and the development of a new secondary school and 6th Form.
- GP Services: NHS England has considered the impact of each development sites on GP services. This has given rise to a set of proposals to expand a number of targeted practices, at the same time as providing a new medical centre to the south of Warwick and Leamington. This work is currently being re-assessed by the CCG given that they are now the organisation that is responsible for GP services.

3.6 A spatial approach is particularly important for transport to show how different development sites and different modes of transport can be integrated in to a coordinated package for key transport corridors. This corridor approach is set out in Appendix A to the IDP. Like other aspects of the IDP, this is also work in progress, but it does show how different modes of transport can be coordinated to maximise the effectiveness of the whole the system and within specific areas. This will form the basis for further work on detailed design and delivery of transport schemes in the coming months and years.

Types of Infrastructure

- 3.7 Physical Infrastructure: Physical infrastructure describes the hard pieces of infrastructure that are needed for many activities that enable communities to function such as roads, pipes, wires and telecommunications infrastructure.
- 3.7.1 Transport makes up the most significant element of this in terms of costs. Transport infrastructure is predominantly delivered by Warwickshire County Council although other providers also have a role to play such as the Highways Agency, Network Rail, the District Council (in providing parking), Stagecoach and Sustrans. The County Council have played a leading role in researching and planning this element of the IDP and will continue to play a lead role in implementation.
- 3.7.2 A number of organisations (such as Severn Trent Water and National Grid) are involved with the provision of utilities. Much of this involves the on-site provision of pipes and wires, although investment is also required to in the wider network capacity.
- 3.7.3 Waste Disposal Infrastructure is provided by Warwickshire County Council and its partners, including investment in the local Household Waste and Recycling facility

- 3.8 Social Infrastructure: Social Infrastructure describes the infrastructure required to enable communities to establish and thrive. It covers a range of infrastructure that enriches our lives such as schools, libraries, community centres and sports facilities. It also covers infrastructure that enables us to live our lives safely such as emergency services.
- 3.8.1 Education forms the most significant element of social infrastructure in terms of cost. Warwickshire County Council has responsibility for ensuring sufficient educational places are available to meet the needs of the growing population. However, they are dependent on a range of providers – most notably an increasing number of Academy Schools – for the actual delivery of services. The provision of education therefore requires a partnership approach between the County Council and the providers.
- 3.8.2 The structures to support the effective planning and provision of health infrastructure are complex. For hospital services, the predominant provider within the District is South Warwickshire Foundation Trust, which, amongst other things manages Warwick and Stratford Hospitals. They have developed an investment plan across the two hospitals to enable the growing population to be supported. GP Services are provided by a wide range of local practices. However, the planning for GP Services is now led by the Clinical Commissioning Group (CCG) .Previously this work was the responsibility of NHS England (property services). Given this change in responsibility we are currently asking the CCG if they would like to take the opportunity to revise / refresh the data that has previously been submitted. It is hoped that we will have the definitive position on primary healthcare requirements shortly.
- 3.8.3 Indoor Sports is provided by the District Council, though often in partnership with other organisations such as schools. The District Council has undertaken some research in to the future needs of the area and the investment requirements of existing facilities. Based on this the Council has developed an Indoor Sports Strategy which forms the basis for this element of the IDP.
- 3.8.4 Libraries are provided by Warwickshire County Council and the contributions set out in the IDP reflect the need for investment in stock and equipment to support the growing population. Other cultural services are provided by range providers, including the District Council, the County Council and the voluntary sector. Only in Kenilworth are improved cultural facilities proposed.
- 3.8.5 Emergency Services are provided by Warwickshire County Council (fire), the Ambulance Service and Warwickshire Police. Only the Police service has indicated a need for investment to support the growing population in the form neighbourhood offices, improved custody facilities and equipment.
- 3.8.6 The provision of community centres works best where there is input from the community. At this stage therefore work has been undertaken to set aside land for community facilities, but until new communities become established, no work will be undertaken regarding the planning and structure of these facilities.

- 3.9 Green Infrastructure: Green Infrastructure describes the open spaces and natural environment that are needed to provide areas for biodiversity, recreation and quiet enjoyment. This includes country parks, urban parks, and playing pitches.
- 3.9.1 Country Parks can be provided by a range of organisations, depending on their role and format. The IDP proposes a new Country Park to the south of Warwick which the District Council is leading on.
- 3.9.2 Most urban parks and open spaces are managed by the District Council. For new developments, it is a requirement that open space is provided on site by the developers. These are then handed over to the District Council for ongoing management. In addition to these local open spaces, the District includes a number of significant parks – termed “District and Destination Parks” (such as Abbey Fields, St Nicholas Park and Jephson Gardens). Population growth places additional pressure on these parks, and so investment in these is included within the IDP
- 3.9.3 Playing Pitches are important for health and wellbeing. The District Council is the main providers of playing pitches, although a significant proportion are run directly by sports clubs. Sport England provide advice on the quantum of facilities needed and based on this the District Council has developed a Playing Pitches Strategy that will inform future iterations of the IDP.

4 The Delivery Schedule

- 4.1 The table set out in section 5 below is a part of the Delivery Schedule. The full delivery schedule is a large and complex spreadsheet that will be kept up to date as working document. This schedule will evolve overtime for a variety of reasons:
- As new Section 106 agreements are signed, the funding elements will be updated
 - As new evidence of need emerges (such as updated demographic data) the requirements and costs will be updated
 - As infrastructure schemes are refined and costs become more detailed, the costs will be revised
 - As local priorities change, the timing and grading of schemes may be revised
 - As time moves on and schemes are delivered, so new schemes required for the period towards the end of the Plan Period will come more in to focus.

Requirements for later in the Plan Period

- 4.2 It is important, to demonstrate the deliverability of the Local Plan, that the infrastructure requirements for the first 5 years can be funded and preferably the requirement for the 5 years beyond that as well. Although some of the schemes and their costs need to be further refined and some of the alternative funding sources can only be assumptions at this stage, the IDP provides reasonable evidence that the Local Plan proposals can be supported by the provision of the infrastructure required up until 2025.

4.3 Beyond 2025, there are significant uncertainties about requirements costs and funding sources. For the period beyond 2025 things could change such as opportunities for alternative sources of funding; updated costs; the potential to review the CIL schedule if viability changes and, of course, the likelihood that the Local Plan will be reviewed before that date. In this context, although it is important to have an understanding of longer term infrastructure requirements, it is not possible or appropriate to pin down exact requirements, costs and funding sources for the whole plan period at this stage.

5 Schedule of schemes, costs and sources of funding

	Infra- structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
	PHYSICAL INFRASTRUCTURE									
	Transport: Sustainable Travel Infrastructure (Non Corridor specific)									
T1	Pedestrians: General	Crossing facilities should be provided where flows will justify such provision. Signage for important local facilities should be provided.	1		0					
T2	Cycling: General	Cycle infrastructure: crossing facilities should be provided where flows will justify such provision. Toucan crossings may be required on key cycle routes. Cycle signage should also be provided, particularly in terms of links to the National Cycle Network and important local facilities such as rail stations. Good quality cycle parking should be provided at local service centres, schools and open spaces/play areas within development sites.	1			0				* Cycleways subject of a County Council review with Sustrans to develop / identify projects to be delivered throughout the Local Plan period
T3	Cycling: completion of the existing cycle networks	Completion of the existing cycle networks within Warwick, Leamington Spa, Kenilworth and Whitnash - provision of "Missing Links" that will provide the shortest routes to key destinations (e.g. Use of Victoria Park to link to the Leamington Spa town centre with the proposed cycle infrastructure for Ford Foundry, linking Connect2 to Kenilworth town centre and linking Warwick town centre to the rail station). .Provision should include toucan/pedestrian	1	£2,000,000	£2,000,000			£2,000,000		* Cycleways subject of a County Council review with Sustrans to develop / identify projects to be delivered throughout the Local Plan period

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
		crossings to avoid severance.								
T4	Bus Infrastructure: General	In relation to bus stops, these should be well located in relation to the surrounding development (for example in terms of local service centres and schools), with a maximum walk distance of no more than 400m from any point within the development. In most cases bus stop poles with flags and timetable cases should be sufficient. At key stops, consideration should be given to providing a bus shelter. A commuted sum will be required for a period of five years to cover the maintenance costs of each shelter provided.	1		0					
T5	Bus Services: General	Financial contributions will be required towards the provision of improvements to bus services as part of all significant new development. This will generally take the form of either enhancements to existing bus services which fall within 400m walking distance of the site, or for larger sites the provision of new standalone bus services which deliver direct access to the development in question. Contributions will be sought for a minimum of five year period, net of fare box revenue. Alternatively, developers may wish to contract	1	£1,700,000	£1,700,000			£1,700,000		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		new or enhanced bus services directly with an operator rather than pay a contribution. Such requirements will be agreed as part of the planning process and conditioned accordingly. New or enhanced bus services should ideally provide a minimum of a 15 minute frequency serving the development between 0630 – 1900 from Monday to Saturday, with a 30 minute frequency in evenings and on Sundays								
T6	Smarter Choices	<p>Implementation of a range of behavioural measures such as workplace travel plans, sustainable transport packages for new residents, travel awareness campaigns, public transport information, car clubs and car sharing and teleworking, home working and home shopping.</p> <p>** Asps development will deliver £67,500 for travel packs</p> <p>Travel packs £32,000 from Gallows Hill</p>		£1,000,000	£1,000,000			£1,000,000		*Travel pack monies in S106 from Southern sites is £234,000 thus far
	Transport Infrastructure: A452 Europa Way Corridor									*Note- all factors within this Corridor to be subject to a WCC SEP bid for finance. In general some £13.2 million has been agreed via S106 Agreements for highways improvements- this can be utilised for carriageway / cycling measures as deemed necessary. A further £65,000 has been specifically identified for footpaths.
T7	Park and Ride	Provision of park and ride in the		£2,000,000	£2,000,000			£2,000,000		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
	South of Warwick Note , superseded by Asps obligation to provide a 500 space park and ride facility. To be delivered as a consequence of the Asps	vicinity of the Heathcote or Greys Mallory roundabouts on the A452 corridor. At the Heathcote Roundabout it would be serviced by existing and new bus services associated with development. At the Greys Mallory roundabout it would be serviced by the express service from JLR at Gaydon and supplemented by a bespoke service. The facility could also support private business shuttle services and serve as a schools drop and ride facility. Services would link to Warwick TC, Leamington Rail Station, Leamington TC, Leamington Retail Park and employment areas south of Warwick Obligation for a 500 car park and ride facility agreed within Asps site arrangements.								
Note t	Bus Priority Measures: Southern Park and Ride to Leamington / Warwick	<ul style="list-style-type: none"> • Bus loop detectors at the exit of the Park and Ride site and at the junction onto the Heathcote Farm development site distributor road; • Bus lane northbound along the Heathcote Farm development site distributor road as far as the junction of Gallows Hill/Heathcote Lane; • Bus gate at the junction of the Heathcote Farm development site distributor road with Gallows Hill/Heathcote Lane (to facilitate left and straight on bus movements); • Bus lane on the exit from the Land west of Europa Way development site northbound, with a bus gate to provide access onto the A452 Europa Way. Bus loop detectors for the reciprocal 		£750,000	£750,000			£750,000		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		<p>movement from the A452 Europa Way south into the Land west of Europa Way development;</p> <ul style="list-style-type: none"> • Bus lane northbound around the western edge of the Shires Retail Park roundabout, with corresponding southbound bus lane provided as part of the hamburger design through the centre of the roundabout; • Bus detector loops on each approach to the main access to the Ford Foundry development (Morrisons); • Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system; and • Bus detector loops on the approaches to all three main junctions on the Parade (Regent Street, Warwick Street and Clarendon Avenue). • Bus loop detector on the approach to Banbury Road from Gallows Hill/Heathcote Lane with associated bus lane; • Bus loop detectors on all approaches to the Banbury Road/Myton Road junction; and • Bus loop detectors at the junction of St Nicholas Church Street/Castle Hill. 								
T9	Pedestrians: South Warwick and Leamington	<p>Links from the south Warwick development sites to the following will be required:</p> <ul style="list-style-type: none"> • The schools on Myton Road; • Warwick Town Centre; • Warwick Technology Park; • The employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading 		£0		£0				*Also being developed through ongoing negotiations regarding detailed planning applications.

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		Estate and Heathcote Industrial Estate); • Shires Retail Park; • Former Ford Foundry site (Morrisons); • Leamington Spa Town Centre; • Leamington Spa Rail Station; and • Warwick Gates and Whitnash. £50,000 towards this from Gallows Hill obligation								
T10	Cycling: South Warwick and Leamington	Links from the south Warwick development sites to the following will be required: • The schools on Myton Road; • Warwick Town Centre; • Warwick Technology Park; • The employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate); • Shires Retail Park; • Former Ford Foundry site (Morrisons); • Leamington Spa Town Centre; • Leamington Spa Rail Station; and • Warwick Gates and Whitnash. Further testing as part of Demand Management Study		£1,000,000		£1,000,000		£1,000,000		*Finance for this issue can be utilised from transport contributions set out in S106 – some £13.2million thus far
T11	Bus Infrastructure: South Warwick and Leamington	In relation to bus stops, these should be well located in relation to the surrounding development (for example in terms of local service centres and schools), with a maximum walk distance of no more than 400m from any point within the development. In most cases bus stop poles with flags and timetable cases should be sufficient. At key stops,			0					

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
		consideration should be given to providing a bus shelter. A commuted sum will be required for a period of five years to cover the maintenance costs of each shelter provided.								
T12	Bus Services: South Warwick and Leamington	<p>The concentration of large scale development in the South Warwick/Leamington Spa area should facilitate the conditions required to support the introduction of a network of new and/or enhanced services that stand a reasonable chance of becoming commercially viable over time. This will include enhancing the existing Service 68 (Cubbington to Hatton Park via Leamington Spa and Warwick) and providing a new 20 minute frequency bus service serving the proposed major development in this area. These will deliver suitable links between the new development and Warwick/Leamington Spa town centres, as well as other key trip attractors such as nearby employment areas and Leamington Spa rail station.</p> <p>Note £462,652 to come from Gallows Hill development</p>		£1,700,000		£1,700,000		£1,700,000		*£2.088,088 secured by S106 Agreements thus far
T13	A452 Europa Way / Myton Road Roundabout	Provision of a signalised roundabout, with widened approaches and dedicated turning lane for Old Warwick Road w/b to Europa Way s/b movements.	1	£1,600,000		£1,600,000		£1,600,000		*S106 apportionment WDC £1,265,0000 SDC £110,000 (res) SDC £225,000 (emp)
T14	A452 Shires Retail Park Roundabout	Extensive reconfiguration into a signalised three arm junction with the Queensway and Tachbrook Park Road being combined into a	1	£1,250,000		£1,250,000		£1,250,000		*S106 apportionment WDC £1,000,000 SDC £150,000 (res) SDC £100,000 (emp)

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
		single entry arm prior to entering into the main junction and a link across the centre of the junction used to increase capacity for the north - south movement.								
T15	A452 Heathcote Roundabout	Widening of approaches and signalisation of at least four of the five entry arms of the junction.	1	£900,000		£900,000		£900,000		*S106 apportionment WDC £670,000 SDC £170,000 (res) SDC £60,000 (emp)
T16	Greys Mallory Roundabout	Provision of full signalisation of the junction, including a dedicated lane to better accommodate the A452 Banbury Rd to A452 Warwick bypass SB movement.	2	£500,000		£500,000		£500,000		*S106 apportionment WDC £300,000 SDC £105,000 (res) SDC £95,000 (emp)
T17	Europa Way Corridor – Part 1	Provision of dual carriageway along the entire length of the corridor between M40 J14 and the Heathcote roundabout on Europa Way. <i>Note £600,000 towards this project from Gallows Hill development</i>	1	£5,500,000		£5,500,000		£5,500,000		*S106 apportionment WDC £ 4,400,000 SDC £900,000 (res) SDC £250,000 (emp)
T18	Europa Way Corridor – Part 2	Provision of dual carriageway along the entire length of the corridor between the Heathcote roundabout and the Europa Way/Myton Road roundabout. <i>Note £1,035,000 from Gallows Hill development to this scheme</i>	1	£2,950,000		£2,950,000		£2,950,000		*S106 apportionment WDC £2,120,000 SDC £580,000 (res) SDC £250,000 (emp)
	Transport Infrastructure: A452 Leamington to Kenilworth Corridor									*Note- all factors within this Corridor to be subject to a WCC SEP bid for finance.
T19	Cycling: K2L cycle route	K2L cycle route between Kenilworth and Royal Leamington Spa		£1,000,000	£1,000,000			£1,000,000		
T20	Rail: NUCKLE 2 Kenilworth Station	Provide a new station at Kenilworth as a key part of the NUCKLE Phase 2 Heavy Rail Improvements		£11,300,000				£0	£11,300,000	*Note Dep't of Transport Funding - site cleared WCC aiming to deliver by Dec 2016
T21	Rail: NUCKLE 2 other aspects	Rail service improvements and associated infrastructure improvements between Coventry		£0				£0		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		and Leamington Spa with links through to Nuneaton (NUCKLE 1)								
T22	Park and Ride north of Leamington	An optimum location for a northern Park and Ride site would be between A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout. It is anticipated that the facility would be served by some or all of the existing bus services which currently use this corridor, thus delivering a highly attractive frequency of service for users. This would ideally be accompanied by bus priority measures along the route, particularly at key pinch points.		£2,000,000	£2,000,000			£2,000,000		
T23	Thickthorn Roundabout, Kenilworth	Provision of a signalised roundabout with widening of the approaches to the junction to 3 lanes, with 2 lanes retained on the bridges. Intrinsicly linked to the delivery of local housing and employment allocations as well as the wider impacts of growth across the District. <u>Dual carriageway links between A46 Thickthorn grade separated roundabout and Bericote signalised roundabout.</u> Possible dualling required south of Bericote dependent on housing options Provision of toucan crossings over slip roads to help contribute towards delivery of K2L cycle route. Bus priority measures at junction.	1	£1,250,000		£1,250,000		£1,250,000		*Now identified within the SEP, therefore a contribution from the SEP is likely.

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
T24	A452/Bericote Roundabout	Provision of a signalised roundabout on the A452 where it meets Bericote Road. The A452 s/b to Bericote Rd e/b movement is separated out from the junction at an early stage although the point at which the A452 meets Bericote Road is also signal controlled. Provision of toucan crossing over Bericote Road to contribute towards delivery of K2L cycle route. Bus priority measures at junction.	1	£1,250,000		£1,250,000		£1,250,000		*Now identified within the SEP, therefore a contribution from the SEP is likely.
	A45/ Kenilworth Road	Widening of the southern approach along with the optimisation of signals								
	A429 Kenilworth Road/ Stoneleigh Road/ Gibbet Hill Road	Widening and further capacity improvements								
	A452/Birches Lane (Kenilworth Gyratory)	Widening(including widened southern and western section of the gyratory and increase to 3 lanes On the A452westbound approach.								
	A452 east of Thickthorn Roundabout	Inclusion of A452 dual carriageway scheme								
T25	A452/B4113 Blackdown Roundabout	Provision of a four arm signalised cross-roads on the A452 where it meets the B4113 at Blackdown, replacing the existing roundabout. Provision of toucan crossing over B4113 to contribute towards delivery of K2L cycle route. Bus priority measures at junction.	1	£650,000		£650,000		£650,000		

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
	Kings Hill Lane - junctions at each end	Improvements to junctions at each end of Kings Hill Lane (Stoneleigh Road signalised and minor widening at Green Lane Junction).								
	Stoneleigh Road	New access junction to potential Kings Hill site via Stoneleigh Road, two new access junctions onto Green Lane for the Kings Hill site.								
	Delivery of up to 4000 dwellings at Kings Hill requires additional mitigation									
	A46/ Stoneleigh Road and Dalehouse Lane roundabout	Implementation of a scheme which utilises the existing bridge for the southern section of a new grade separated priority roundabout. Larger access junctions to the Kings Hill site via more significant junction arrangements. Widening to two lanes for majority of Stoneleigh Rd eastbound between Kings Hill Lane and Dalehouse Lane.								
	Transport Infrastructure: Warwick- Leamington-Lillington (via Emscote Road)									
T26	Emscote Road /Greville Road	Provision of signals to control the existing priority junction. Delivery of schemes T26 and T27 in unison safeguards functionality of the Emscote Road Corridor. Scheme will incorporate cycling facilities and contribute towards Warwick to Leamington cycle route (via Emscote Road / Warwick New Road)	1	£750,000	£750,000			£750,000		

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
T27	Princes Drive/ Warwick New Road	Reconfiguration of the existing roundabout to a signalised 3 arm priority junction. Delivery of schemes T26 and T27 in unison safeguards functionality of the Emscote Road Corridor. Cycle facilities will be incorporated into the scheme and contribute towards Warwick to Leamington cycle route (via Emscote Road / Warwick New Road)	1	£350,000	£350,000			£350,000		
T38	Bericote Road/ Stoneleigh Road	Widening of the existing roundabout to include two lanes on the circulatory and on all approaches.	2	£500,000	£500,000			£500,000		
T29	Kenilworth Road/Westhill Road	<u>Widening of the existing roundabout circulatory to two lanes along with all of the entry arms.</u>	2	£500,000	£500,000			£500,000		
	Lillington Avenue/ Lillington Road roundabout	Introduction of a segregated left turn from the A445 WB approach to, and general widening of, the Lillington Avenue / Lillington Road roundabout								
	Transport Infrastructure: Leamington South (including Tachbrook Road)									
T30	Bath Street/ Spencer Street / High Street / Lower Avenue	Introduction of one-way gyratory along Lower Avenue / Spencer Street and Bath Street with restricted movement along Old Warwick Road for eastbound traffic. Provision of signal control on at least three of the four entry points and inclusion of vehicle detection loops. Opportunities to improve cycle access to town centre and east-west cycle links will be sought.	1	£500,000	£500,000			£500,000		*Note- all factors within this Locality to be subject to a WCC SEP bid for finance.

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
T31	Adelaide Road/ Avenue Road	Provision of a signalised junction to replace the existing mini roundabout. Cycle facilities will be incorporated into the scheme as appropriate.	2	£350,000	£350,000			£350,000		*S106 apportionment WDC £290,000 SDC £40,000 (res) SDC £20,000 (emp)
T32	Dormer Place/Adelaide Road	Provision of a signalised junction to replace the existing priority junction. Opportunities to deliver improved east-west cycle links (Milverton Hill – Portland Place East – Dormer Place) will be sought as part of this scheme.	2	£350,000	£350,000			£350,000		*S106 apportionment WDC £245,000 SDC £35,000 (res) SDC £20,000 (emp)
	Princes Drive / Park Drive junction	Further optimisation required of the proposed signals and configuration of the Princes Drive / Park Drive junction.								
	Transport Infrastructure: Warwick Town Centre to Heathcote via Gallows Hill									
T33	Warwick Tech Park Roundabout	Provision of a standard two-lane approach roundabout on Gallows Hill/Heathcote Lane, to improve access and reduce congestion as vehicles attempt to enter and exit Warwick Technology Park. Potential to introduce bus lane and investigate introduction of High occupancy Vehicle Lane.	2	£600,000		£600,000		£600,000		*S106 apportionment WDC £525, 000 SDC £20,000 (res) SDC £55,000 (emp)
T34	Banbury Road, Warwick	Reduced two lane sections of the Banbury Road both around the Gallows Hill junction and south of the Gallows Hill/Myton Road junction.	1	£300,000		£300,000		£300,000		
T35	Myton Road /Banbury Road Roundabout	Provision of a signalised junction to replace the existing roundabout. Cycle facilities will be incorporated into the scheme and the need to facilitate access to/from existing Banbury Road/Myton Road cycle routes will be considered in the design.	1	£450,000		£450,000		£450,000		*S106 apportionment WDC £345,000 SDC £25,000 (res) SDC £80,000 (emp)

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
T36	Priory Road/ Smith Street/St Nicholas Church St	Provision of a signalised junction with the timings synchronised with the A445 Coten End/A429 Coventry Road signalised junction. The right turn from Smith Street to St Nicholas Church Street is retained	1	£300,000		£300,000		£300,000		*S106 apportionment WDC £260,000 SDC £30,000 (res) SDC £10,000 (emp)
T37	Castle Hill/St Nicholas Church Street/Banbury Road	Revised traffic managements at the junction of Castle Hill/St Nicholas Church Street/Banbury Road.	1	£650,000		£650,000		£650,000		*S106 apportionment WDC £535,000 SDC £82,500 (res) SDC £32,500 (emp)
T7	Park and Ride south of Warwick	See above under 'Transport Infrastructure: A452 Europa Way Corridor'.								
T8	Bus Priority Measures: Southern Park and Ride to Leamington / Warwick	See above under 'Transport Infrastructure: A452 Europa Way Corridor'.								
	Transport Infrastructure: Warwick Town Centre to Leamington (via Myton Road)									
T35	Myton Road / Banbury Road Roundabout	See above under 'Transport Infrastructure: Warwick Town Centre to Heathcote via Gallows Hill'.								
T9	Pedestrians: South Warwick and Leamington	See above under 'Transport Infrastructure: A452 Europa Way Corridor'.								
T10	Cyclists: South Warwick and Leamington	See above under 'Transport Infrastructure: A452 Europa Way Corridor'.								
	Transport Infrastructure: A429 Coventry Road, Warwick									
T38	A452 Spinney Hill Roundabout	Provision of widened approaches to the Spinney Hill junction on the A429 north of Warwick. Potential for bus priority for east-west movements across junction.	2	£450,000	£450,000			£450,000		

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
T39	Cycling: completion of the existing cycle networks	Extension of Coventry Road cycle facility from Primrose Hill to Warwick town centre (costs covered under T6 costs).								
	Transport Infrastructure: A425 Birmingham Road, Warwick									
T40	A46/A425/A4177 Birmingham Road 'Stanks Island'	Signalisation of the four entry arms to the junction with associated widening on each approach to the junction (but with the bridges retained to 2 lanes). The scheme also incorporates capacity improvements either side of the junction, particularly towards Warwick and associated cycle/pedestrian improvements between Wedgenock Lane and 'Stanks Island'	1	£3,400,000					£3,400,000	To be funded by the SEP
	Transport Infrastructure: A429 Stratford Road, Warwick									
T41	Cycling: completion of the existing cycle networks	Extension of Stratford Road cycle facility. Options to provide a cycle facility to bridge the missing link along Hampton Road will be investigated (costs covered under T6 costs).								
	Transport Infrastructure: Strategic corridor improvements									
T42	Motorway Traffic Management	Provision of Smart Motorways between J14 and J15 of the M40		£10,000,000	£10,000,000 £5,750,000 WDC			£10,000,000	Note £4,250,000 of this to come from SDC	*2.385,000 (res) SDC £1,865,000 (emp) Anticipate funding from Highways England as well that will reduce the above
T23	Thickthorn Roundabout, Kenilworth	See above under 'Transport Infrastructure: A452 Leamington to Kenilworth Corridor'.								
T40	A46/A425/A4177 Birmingham Road 'Stanks Island'	See above under 'Transport Infrastructure: A425 Birmingham Road, Warwick Corridor'.								*To be funded from SEP finance, project details being developed.

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
T17	Europa Way Corridor – Part 1	See above under ‘Transport Infrastructure: A452 Europa Way Corridor’.								
T18	Europa Way Corridor – Part 2	See above under ‘Transport Infrastructure: A452 Europa Way Corridor’.								
	Transport Infrastructure: Kenilworth Improvements									
T41	A452 St Johns Gyratory, Kenilworth	Signalisation of the four entry arms onto the junction. Additional engineering will be required to ensure that the development which lies in the centre of the gyratory can be accessed satisfactorily. Intrinsically linked to the delivery of local housing and employment allocations.	1	£300,000		£300,000		£300,000		
T19	Cycling: K2L cycle route	See above under: ‘Transport Infrastructure: A452 Leamington to Kenilworth Corridor’.								
T20	Rail: NUCKLE 2 Kenilworth Station	See above under: ‘Transport Infrastructure: A452 Leamington to Kenilworth Corridor’.								
T21	Rail: NUCKLE 2 other aspects	See above under: ‘Transport Infrastructure: A452 Leamington to Kenilworth Corridor’.								
T23	Thickthorn Roundabout, Kenilworth	See above under: ‘Transport Infrastructure: A452 Leamington to Kenilworth Corridor’.								
T3	Cycling: completion of the existing cycle networks	Extension of town cycle links and links from proposed Thickthorn development site to: <ul style="list-style-type: none"> Kenilworth School Rocky Lane (and potential onward connections to Stoneleigh Park) Leamington Road from Glasshouse Lane (via development site). 								

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
		Costs covered under T3 costs.								
	Transport Infrastructure: Sub-regional Employment Site									
T42	Transport Infrastructure Associated with Sub-regional employment site	These may vary depending on precise configuration of any proposal. The Coventry & Warwickshire Gateway planning application would deliver a range of highway improvements including the following:- <ul style="list-style-type: none">• New junction on A45 between Festival and Toll Bar islands including bridge over A45 to link site with Jaguar Whitley Business Park (Coventry)• New access road within the site to link the two zones (east of Baginton and south of Middlemarch Business Park).• New roads within the Jaguar Whitley Business Park (Coventry)• Improvements to capacity of Festival island (Coventry) and the A46/Stoneleigh Road junction• Enhancement to Stivichall bypass/London Road bypass junction• New roundabout at junction of Bubbenhall and Stoneleigh Roads.• New bus route with high quality infrastructure and frequent services between Coventry City Centre and site.• Extensive improvements to off-site footpaths and cycleway links.• Measures to restrict traffic from the site entering/exiting along Rowley Road/Bubbenhall Road.								
	Transport Infrastructure Total			£60,050,000	£24,200,000	£21,150,000		£45,350,000	£14,700,000	*Total transport finance from S106 thus far £15,619,840 – includes

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
										footpaths, highways / cycleways , travel packs and public buses.
	Telecommunications									
Te1	High Speed Broadband	Funding is already in place to achieve 95% coverage for high speed broadband in line with targets. No further infrastructure required								
	Utilities: Electric and Gas									
U1	High Voltage Electricity Transmission System	The existing transmission system will have the capacity to accommodate the additional demand								
U2	High Pressure Gas Transmission System	The existing transmission system will have the capacity to accommodate the additional demand								
	Utilities: Water and Sewage									
U3	Sewage and Water	Severn Trent Water's investment plans for drainage, sewerage and sewage treatment mean that the development proposals can be accommodated. This situation will be reviewed annually with Severn Trent Water								
	Utilities: Waste									
W1	Household Waste and Recycling	Redesign of existing household recycling facilities to accommodate population increase.	2	£576,326	£461,061			£461,061	£115,265	
	Waste: Sub Total			£576,326	£461,061	£0		£461,061	£115,265	
	SOCIAL INFRASTRUCTURE									

	Infra- structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
	Education: Primary Schools									*Note: Education contributions from S106 currently stand at £28 million. This is to be utilised for all types of school requirement.
E1a	New Primary Schools	Heathcote Primary School (1 x 2 form)	1	£3,849,415		£3,849,415		£3,849,415		*Land secured through S106 – WCC commencing implementation strategy.
E1b	New Primary Schools	Grove Farm Primary School (1 x 1 form) Note – Gallows Hill contribution of £1,693,350 to this primary school	1	£2,775,300		£2,775,300		£2,775,300		*Land secured / identified through S106
E1c	New Primary Schools	Myton / West of Europa Way (1 x 2 form)	1	£3,849,415		£3,849,415		£3,849,415		*Location to be adjacent Myton School details being developed through master planning arrangements
E1d	New Primary Schools	Whitnash East / South Sydenham (1x 1 form)	1	£2,775,300	£2,775,300			£2,775,300		
E1e	New Primary Schools	Thickthorn school (1x1 form) - located either on Thickthorn allocation or alternative option at Glasshouse Lane (Southcrest Farm). The expanding number of dwellings associated with further allocations in the Kenilworth area creates the need to consider the possibility of delivering a new all through primary / secondary facility at Southcrest Farm.	1	£2,775,300		£2,775,300		£2,775,300		*Details being developed through developer negotiations
E1f	New primary Schools	Kings Hill Allocation - new school located on allocation (based on 2000 dwellings) 1x 2 form entries.								

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278		Other	
		Note: needs to have possible expansion capability to 3 form entry)								
	New Primary Schools	North of Milverton. Primary school site capable of 2 form entry school necessary (probably opening as a one form entry school initially) – this will also serve the land at Kenilworth Road/ Stoneleigh Road / Blackdown allocation								
	New Primary Schools (Asps)	Asps' obligation reserves land for a primary school, one form entry plus pre-school; 1.1 acres and primary school funding package. £2,902,500								
E2a	Expansion of existing schools	Whitnash Primary School – 0.5 form entry additional capacity	1	£1,000,000		£1,000,000		£1,000,000		
E2b	Expansion of existing schools	A primary school in Kenilworth – 0.5 form entry additional capacity	1	£1,000,000		£1,000,000		£1,000,000		
E2c	Expansion of existing school	Development of additional capacity at Barford Primary School	1	£500,000		£480,420		£480,420	£19,580	*Delivered in 2015 by funding provided by WCC. – monies to be recovered from S106 contributions in due course.
	Expansion of existing school	Budbrooke to be expanded from 1.5 form entry to 2 form entry to cater for additional demand in respect of new allocations in the vicinity(Hampton Magna / Hatton Park)								

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding Other	Update/Amendments September 2015
					CIL	s.106	s.278			
E3	Village schools	No additional requirement. The provision of additional capacity as set out in E1, E2 and E3, combined with displacing children out of priority area means that the proposals for new development in villages can be met at the following schools: <ul style="list-style-type: none"> • Bishops Tachbrook • Cubbington • <u>Budbroke</u> • Lapworth • Radford Semele • Burton Green • All Saint's Leek Wootton 								
	Primary Schools - Sub Total			£18,524,730	£2,775,300	£15,729,850		£18,505,150	£19,580	
	Education: Secondary Schools									
E4	South of Warwick: Southern Sites	Partially rebuilt Myton School on area of land which overlaps with existing school site. Note: Asps contribution is now relevant to this matter:- £3,076,200 contribution towards the cost of expanding existing secondary schools , Further £647,100 towards post 16 educational requirements. Note Gallows Hill to contribute £1,914,300 towards secondary school accommodation at or adjacent to Myton School.	1	£32,000,000 £27,188,678		£16,000,000 £13,176,000		£16,000,000 £13,176,000	£16,000,000 estimated from land sales and EFA bid £14,400,000 0	*Additional Land secured through S106. Note project to be funded by a range of inputs – see report paras 12, 13

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
E5	Whitnash East	Expansion of Campion School	1	£8,150,000		£8,150,000		£8,150,000		
E6	Kenilworth	New secondary school and 6th form centre provided on land at Southcrest Farm. Potential to co-locate primary school on this site The expanding number of dwellings associated with further allocations in the Kenilworth further creates the need to consider the possibility of delivering a new 'all through' primary / secondary facility at Southcrest Farm.	1	£38,194,534		£9,600,000		£9,600,000	????	*Scheme being investigated – note significant contribution may come from land sales.
	Kings Hill Allocation	As site proceeds to 4000 dwelling capacity (beyond plan period /2000 threshold) land should be reserved to cover the possibility of a new 'all-through' primary / secondary school and Special Educational needs facilities.		????						
	North of Milverton / Blackdown / Stoneleigh Road allocations	Expansion of North Leamington School								
E7	Other Sites	Accommodated in existing / expanded schools ,this will require additional consideration regarding existing schools in relation to the Westwood Heath Allocation- capacity of schools in Coventry will be a consideration.	2		£2,500,000 Additional ???			£2,500,000		

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
	Secondary Schools Sub Total			£78,344,534	£2,500,000	£33,750,000		£36,250,000	£16,000,000	
	Education: 0-5 Provision									
E8	District-wide facilities	Contribution to improvement and expansion of existing facilities – details to be confirmed	2	£1,170,000	£1,170,000			£1,170,000		
	Asps	Preschool facility on site plus contribution of £408,600								
	Education: Special Educational Needs Provision									
E9	District-wide facilities	Contribution to improvement and expansion of existing facilities – details to be confirmed	1	£1,340,000	£1,340,000			£1,340,000		
	Asps	£168,300 towards SEN requirements								
	School Transport									
E10	Contribution to school transport			£1,868,776	£1,025,290	£843,486		£1,868,776		
	Education Other : Sub Total			£4,378,776	£3,535,290	£843,486		£4,378,776	£0	
	Health: Acute and Community Health Services									*£Total thus far from S106 for hospital provision -£5,059,996
H1	Warwick Hospital	First ward block at the Warwick Hospital site – the main provider of acute hospital services. (Subject to funding this project is targeted for completion for Summer 2015).	1	£12,000,000	£3,990,264	£4,009,736		£8,000,000 To be shared with SDC	£4,000,000 NHS	*Delivered. anticipated to open in December 2015 Costs to be shared with SDC
H2	Warwick Hospital	Additional outpatient, diagnostic, treatment and in-patient facilities, including hubs for community health care teams at Warwick and	2	£12,000,000	£4,000,000	£4,000,000		£8,000,000 To be shared with SDC	£4,000,000 NHS	*Costs to be shared with SDC

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		Stratford Hospitals - it is recognised that the first New Ward Block and Stratford Hospital projects will not fully meet the healthcare demand associated with the new population growth projections and we will require additional infrastructure to deliver future acute and community healthcare requirements on a sustainable basis								
H3	Stratford Hospital	A new hospital at our Stratford Hospital site including outpatient, diagnostic, treatment and inpatient facilities and a hub for community healthcare teams. (Target completion for Phase 1 by Autumn 2015). This is integral to enabling additional capacity at Warwick Hospital		£40,000,000	£0	£ 17,000,000 To be shared with SDC		£17,000,000 To be shared with SDC	£23,000,000 NHS	Development underway – anticipated completion 2017 Costs to be shared with SDC
		As a consequence of additional population expansion (recent uplift in housing figures), acute care services will continue to seek contributions from developments. The Health Trust proposes to meet these infrastructure requirements through development projects, including new wards, inpatient facilities, outpatient clinic suites, associated diagnostic and intervention facilities and								

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		<p>support service infrastructure at the Trust's hospital sites.</p> <p>Note £977,000 to go to acute healthcare from the Asps</p> <p>Gallows Hill will deliver £476,550 for acute healthcare provision</p>								
				£64,000,000	£7,990,264	£25,009,736		£33,000,000	£31,000,000	
	Health: GP Services									<p>*Total currently achieved through S106 £2,031,783</p> <p>Note CCG currently being asked to 'refresh' list of requirements if necessary</p>
	<p>It should be noted that due to a change in responsibilities in the health sector the District Council is currently discussing a review of primary healthcare requirements with the CCG. Necessary requirements may involve a combination of initiatives involving collaborative working between groups of surgeries to provide more effective services to the public as well as new ways of delivering services including greater use of IT. This may be combined with necessary physical enhancements to existing GP surgeries (where necessary / possible). Confirmation of the CCG's preferred strategy is envisaged before the Local Plan is re-submitted.</p>									
H4	Warwick: Southern Sites	A new 5 GP medical centre to be provided land at Myton/ West of Europa Way	1	£2,900,000		£1,658,787 £1,918,931		£1,658,787 £1,918,931	£981,069	<p>*Site being identified through detailed planning negotiations.</p> <p>S106 contribution currently £1,918,931</p> <p>Note a further £112,852 has been sought to fund additional works to the existing surgery at Warwick Gates</p>

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
	£342,000 to come from Asps development for the Warwick Gates GP clinic) £97,650 to Warwick Gates Medical Centre from Gallows Hill									
H5	Kenilworth	Expanded medical facilities to meet the needs of additional development.	1	£141,008		£126,907		£126,907	£14,101	
H6	Whitnash / Sydenham / Radford Semele	Expansion of existing medical centre - potentially Croft Medical Centre	1	£94,565		£72,649		£72,649	£21,916	
H7	Lillington / Cubbington	Extension to Cubbington Road Surgery	1	£40,581		£40,581		£40,581	£0	
H8	Urban Sites Linked			£398,765	£358,889			£358,889	£39,877	
	Health - GP Sub Total			£3,574,919	£358,889	£2,159,068		£2,517,957	£1,056,963	
	Indoor Sports Facilities: Sports Halls and Swimming Pools									*£2,714,647 identified in Southern sites S106's
ISF 2	Improvements to sports hall and swimming pools	Refurbishment and expansion of swimming pools, sports halls and gym facilities in Kenilworth, Leamington and Warwick. This is required partly as a result of population growth: • a deficit of 5 badminton courts in total • by 2022 swimming pools will be full. Therefore there is a need to modernise, increase the capacity of the		£15,000,000 £25,000,000	£2,068,673	£1,931,327		£4,000,000	£21,000,000	

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		swimming pools and improve the changing and circulation areas to improve the quality of the swimming pools. £374,000 to the above from Gallows Hill								
	Indoor Sports: Sub Total			£25,000,000	£2,068,673	£1,931,327		£4,000,000	£11,000,000	
	Cultural Facilities: Library Services									*£175,202 identified in Southern sites s106's
CU1	Contributions to Library Service	IT and stock purchases to support growth in population.	2	£93,553		£154,511		£154,511	£10,000	
	Cultural Facilities: Arts and Culture									
CU2	Kenilworth Public Service Centre and Community Theatre	Provide new public service centre along with a community theatre in line with the proposals consulted on for the Kenilworth Town Plan		£5,200,000		£4,200,000		£4,200,000	£1,000,000	
	Cultural Services: Sub Total			£5,293,553	£0	£4,354,511		£4,354,511	£1,010,000	
	Emergency Services									*£687,552 identified in Southern sites S106's for police infrastructure
ES1	Police: Custody Suite	12 additional cells needed	2	£504,000	£504,000			£504,000		
ES 2a	Police: Safer Neighbourhood Team Police Office	Additional offices at Europa Way	1	£450,951		£450,951		£450,951		
ES 2b	Police: Safer Neighbourhood Team Police Office	Additional office at Lower Heathcote Farm		£450,951		£450,951		£450,951		
ES 2c	Police: Safer Neighbourhood	Additional office at Thickthorn		£450,951		£450,951		£450,951		

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
	d Team Police Office									
	Asps:- Police: Safer Neighbourhood Team Police Office at the Asps Police infrastructure payment of £80,100 from Gallows Hill development.	Additional office at Asps plus £188,000 for fitting out etc								
ES3	Other police equipment and costs	A range of other "CIL Compliant" costs including vehicles, communications technology and surveillance equipment, training, uniform and personal equipment	2	£509,000	£509,000			£509,000		
ES4	Ambulance Service	The service has undertaken a recent premises review. They have no further requirements during the Plan Period	N/A	£0						
ES5	Leamington Fire Service Delivery Point	New facility to the south of Warwick/Leamington to provide a staffed facility to meet the changing demands of the Fire and Rescue Service.	1	£2,000,000				£0	£2,000,000	*Note: assumed not to be funded by developer contributions
ES6	Kenilworth Fire Service Delivery Point	New facility in accessible location (potentially close to Thickthorn roundabout) to meet the changing demands of the Fire and Rescue Service..	1	£2,000,000				£0	£2,000,000	*Note: assumed not to be funded by developer contributions
				£6,365,853	£1,013,000	£1,352,853		£2,365,853	£4,000,000	
	Community Facilities									

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
CF1	Warwick: Southern Sites Community Centre	New Community Centre, including 1 year start-up costs	1	£1,210,000	£960,000			£960,000	£250,000	
CF1	South of Harbury Lane Community Centre	New Community Centre, including 1 year start-up costs	2	£1,210,000	£1,210,000			£1,210,000		
CF2	Kenilworth: Thickthorn Community Centre	New Community Centre, including 1 year start-up costs	1	£1,210,000		£1,210,000		£1,210,000		
	Village Infrastructure									
V1	Village Infrastructure	The proposed housing allocations for the growth villages will require (over and above any educational requirements) associated infrastructure investments. For example this could include facilities for teenagers; sport and recreation facilities; improved community halls; allotments; nursery provision; local road improvements etc.								
				£3,630,000	£2,170,000	£1,210,000		£3,380,000	£250,000	
	GREEN INFRASTRUCTURE									
	Country parks and Strategic Green Infrastructure									
GI1	Tach Brook Country Park	62.5 hectare Country Park to north side of Tach Brook providing a separation and recreational space between Bishops Tachbrook and proposed new development	1	£2,300,000		£2,174,976		£2,174,976	£125,024	*£2,046,720 identified in Southern sites S106's- the majority of the land required Negotiations regarding

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		to the south of Harbury Lane. Include pedestrian and cycle access, links to wider countryside, and ecological areas. Costs include maintenance and management for 13 years.								Severn Trent land underway.
GI2	Kenilworth / Crackley Country Park	Country Park to the north of Kenilworth. Mitigation for HS2 proposals. Potential to link with future any proposals for University of Warwick. Include pedestrian and cycle access, links to wider countryside, and ecological areas. Costs include maintenance and management for 13 years	2	£2,800,000				£0	£2,800,000	
GI3	Arden Landscape Enhancement	Enhancements to Hay Wood, hedgerows, enhancement of historic parkland at Wroxall Abbey, improved access, new wetland and heathland habitats. Costs include maintenance and management for 13 years	2	£2,670,000	£2,400,651			£2,400,651	£269,349	
GI4	River Leam Tree Planting	New tree planting opportunities, enhancement of river environment, improved access. Will assist with flood alleviation. Costs include maintenance and management for 13 years	2	£4,630,000					£4,630,000	
GI5	Biodiversity Maintenance									
	Green Infrastructure: Sub Total			£12,400,000	£2,400,651	£2,174,976		£4,575,627	£7,824,373	
	Open Spaces									

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
GI6	Improvement s to Destination and District scale parks	Improvements to the District parks which have a key strategic role in the provision of open space in the District. This includes footpath improvements		£3,170,000	£2,853,000.0			£2,853,000.0	£317,000	*£730,994 set out in Southern sites S106's thus far
GI7	Open Space and Play Areas	Provision of open, play areas, allotments and other local green infrastructure in line with the Green Space Supplementary Planning Guidance. To be specified in planning applications	1	£2,000,000		£1,800,000		£1,800,000	£200,000	*Being specified in planning applications - £140,000 for play equipment in Southern sites S106'S thus far
GI8	Open Space Maintenance	Maintenance agreements to cover costs for 13 years.	1	£1,300,000		£1,300,000		£1,300,000		*Normally calculated at point the open space is adopted using formula x 13 years
GI9	Footpath connections	Enhance links in to countryside from new developments and beyond. To be specified in planning applications		£150,000	£83,257	£51,743		£135,000	£15,000	
	Public rights of way enhancement at the Asps	£13,320 for this within a 1.5 mile radius of the development								
	Playing Pitches									*£383,734 set out in Southern sites S106's for outdoor sports facilities thus far
GI 10	Football Pitches	Requirement for 5 additional full size pitches and 4 mini pitches across the District		£1,590,000	£1,162,938	£268,062		£1,431,000	£159,000	
GI 11	Cricket Pitches	Expansion of club infrastructure to increase adult cricket by 5 teams and 9 additional junior teams		£725,200	£652,680			£652,680	£72,520	
GI 12	Rugby Pitches	Expansion of club infrastructure to accommodate additional adult team, 3 additional junior teams and 3		£869,900	£782,910			£782,910	£86,990	

	Infra-structure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
		additional midi team								
GI 13	Hockey Pitches	Additional demand for hockey by 5 teams, which could be accommodated on existing stock. However, the stock of artificial grass pitches will need renewing during the plan period.		£601,700	£541,530			£541,530	£60,170	
	Asps:- 3 new sports pitches to be provided on site £25,650 to come from Gallows Hill for outdoor playing facilities pitches (resurfacing St Nicholas Park artificial pitch).									
	Open Spaces and Playing Pitches Sub Total			£10,406,800	£6,076,315	£3,419,805		£9,496,120	£910,680	
	Monitoring Fees									
M1	S106 and CIL Monitoring £11,000 from the Asps £11,000 from Gallows Hill	Resource to manage and monitor Section.106 and CIL for 10 years		£750,000		£750,000		£750,000		*£242,303 in Southern sites S106's thus far

	Infrast- ructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding	Update/Amendments September 2015
					CIL	s.106	s.278			
	Monitoring - Sub Heading			£750,000		£750,000		£750,000		
	TOTAL			£293,295,4 91	£55,549,443	£113,835,61 2		£16 9,38 5,05 5	£80,062,7 58	

IDP Appendix A: Transport Corridor Strategies

Warwick District Local Plan – Transport Proposals in Key Corridors

Introduction

The aim of this report is to bring together the findings from the Warwick District Strategic Transport Assessment and the work carried out by Atkins to develop an 'alternative approach' to transport in response to existing transport issues within the area and Local Plan growth proposals.

The structure of the report is focused on key travel corridors in Warwick and Leamington Spa. These corridors have been identified as the main corridors of movement in the towns and include journeys to/from the town centres and to/from the key employment and education locations. Proposals for Kenilworth are also set out.

The proposals are set out below for each of the main corridors/areas:

1. A452 Europa Way 'Sustainable Spine' Corridor
2. A452 Corridor (Leamington to Kenilworth)
3. Warwick - Leamington – Lillington (via Emscote Road)
4. Leamington South (including Tachbrook Road)
5. Warwick Town Centre to Heathcote via Gallows Hill
6. Warwick Town Centre to Leamington (via Myton Road)
7. A429 Coventry Road, Warwick
8. A425 Birmingham Road, Warwick
9. A429 Stratford Road, Warwick
10. Strategic Corridor Improvements
11. Kenilworth Improvements

Further feasibility and investigation will be carried out to determine the exact form of proposals. However all schemes identified are within land owned by WCC or developer owned land and are generally accepted mitigation strategies for transport.

1. A452 Europa Way 'Sustainable Spine' Corridor

The A452 Europa Way corridor is the key route from the M40 into Leamington Spa and Warwick and serves as a gateway to both towns. The proposed development sites located to the east and west of Europa Way will create a demand for the route to be used for local access to the town centre as well as a need to access employment and retail opportunities to the east of Europa Way.

The transport improvements proposed along the corridor will enable this key gateway to be transformed into a 'sustainable spine', improving opportunities to access Leamington Spa and Warwick by sustainable modes. Key elements include:

- increased highway capacity along the route from the M40 J14 to Europa Way / Myton Road roundabout offering the opportunity for dedicated bus lanes and for the investigation of High Occupancy Vehicle (HOV) lanes to be introduced along this route;
- a Park & Ride site at the southern end of the route in the vicinity of the A452 Heathcote roundabout. This would serve both Leamington and Warwick town centres using a combination of existing and enhanced bus services funded from the new development in this area. The intention is for the Leamington service to route via the distributor road of the new development, with bus priority measures provided on route to the town centre (via Leamington rail station);
- a segregated cycle route along Europa Way with a number of access points into the new housing development site to the west of Europa Way and to the Shires Retail Park and employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate);
- an internal and external network of pedestrian and cycle routes from the south Leamington development sites, improving connectivity from the site to Leamington and Warwick town centres and improving east–west cycle links across south Leamington and Warwick at crossing points along Europa Way (including a new pedestrian/cycle bridge linking the proposed Myton Garden development and existing National Cycle Network with the Shires Retail Park and improved onward cycle connections to Warwick Gates via Tachbrook Park Drive).

Further details of the transport proposals are included in Table 1 below. A plan with an overview of the proposals is included in Figure 1. Park and Ride proposals and cycle proposals in the corridor are included in Figures 2a, 2b and 3 respectively.

Table 1. A452 Europa Way ‘Sustainable Spine’ Corridor proposals

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> Europa Way from the M40 J14 to Europa Way / Myton Road roundabout – dualling (with scope to introduce dedicated bus lanes and investigation of use for High Occupancy Vehicle lanes) A452 Greys Mallory Roundabout – signalisation A452 Heathcote Roundabout - additional widening of approaches and signalisation of at least four of the five entry arms A452 Shires Retail Park Roundabout – signalisation of roundabout and introduction of a new link across the centre of the junction to increase the capacity of the north-south movement (including bus priority) A452 Europa Way/Myton Road Roundabout - signalised junction with all entry approaches widened (includes queue detector loops for buses) 	<ol style="list-style-type: none"> Segregated cycle route along Europa Way with a number of access points into the new housing development site to the west of Europa Way and to the Shires Retail Park and employment areas to east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate). An internal and external network of pedestrian and cycle routes from the south Leamington development sites. External links to the following will be required: <ul style="list-style-type: none"> The schools on Myton Road; Warwick Town Centre; Warwick Technology Park; The employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate); Shires Retail Park; Ford Foundry site (Morrisons); Leamington Spa Town Centre; Leamington Spa Rail Station; and Warwick Gates and Whitnash. <p>Where possible, these links should maximise use of the existing pedestrian/cycle network, in particular the facilities on Myton Road, Old Warwick Road, Queensway the Grand Union Canal towpath and the Banbury Road/Heathcote Lane/Gallows Hill route which serves Warwick Technology Park and Warwick Gates</p>
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> Southern Park & Ride facility in the vicinity of A452 Heathcote roundabout serving Leamington Spa and Warwick Bus priority measures to support the proposed southern Park and Ride facility towards Leamington Spa: <ul style="list-style-type: none"> Bus lane on Europa Way dualled section from junction with Harbury Lane to Shires Retail Park Roundabout; Bus loop detectors at the exit of the Park and Ride site onto Europa Way; Bus lane northbound along the Europa Way as far as the junction of Gallows Hill/Heathcote Lane; Bus priority along Gallows Hill at the junction of the Myton Gardens development site distributor road (to facilitate right and straight on bus movements); Bus lane on the exit from the Land west of Europa Way development site northbound, with a bus gate to provide access onto the A452 Europa Way. Bus loop detectors for the reciprocal movement from the A452 Europa Way south into the Land west of Europa Way development; Bus lane northbound around the western edge of the Shires Retail Park roundabout, with corresponding southbound bus lane provided as part of the hamburger design through the centre of the roundabout; Bus detector loops on each approach to the main access to the Ford Foundry development (Morrisons); Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system; and Bus detector loops on the approaches to all three main junctions on the Parade (Regent Street, Warwick Street and Clarendon Avenue) 	<ol style="list-style-type: none"> In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel. <p>Examples of such measures include:</p> <ul style="list-style-type: none"> Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); Sustainable Travel Packs for new residents; Personalised travel planning; Travel awareness campaigns; Public transport information and marketing; Car clubs; Car sharing schemes; and Teleworking, teleconferencing and home shopping.

Figure 1. Overview of Transport Proposals for A452 Europa Way 'Sustainable Spine' Corridor

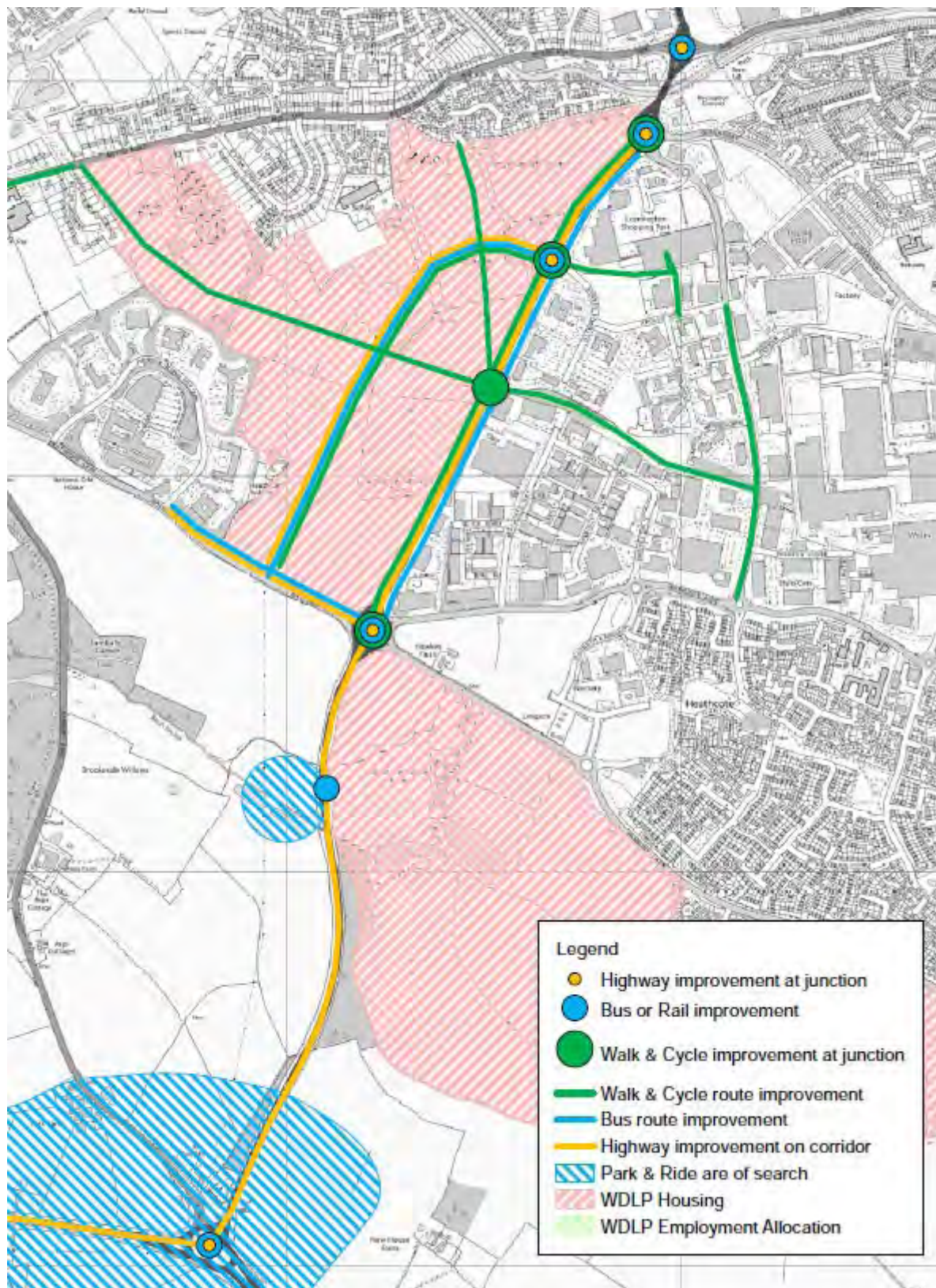


Figure 2a. Southern Park and Ride proposed route

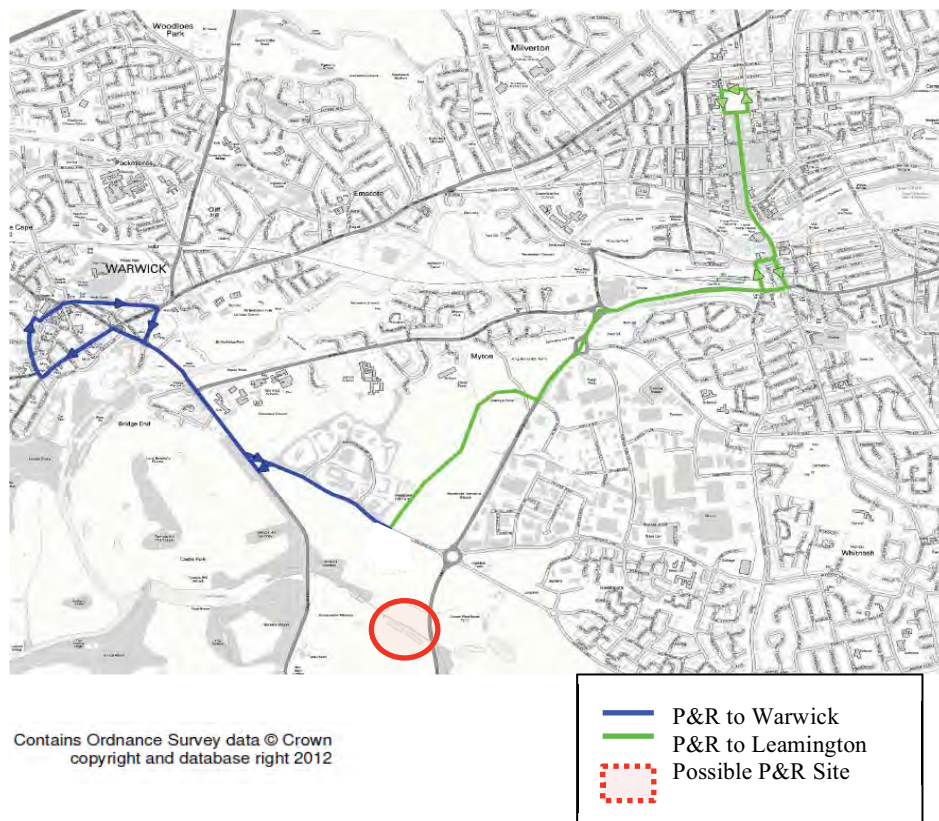


Figure 2b. Park and Ride Proposed Network Interventions

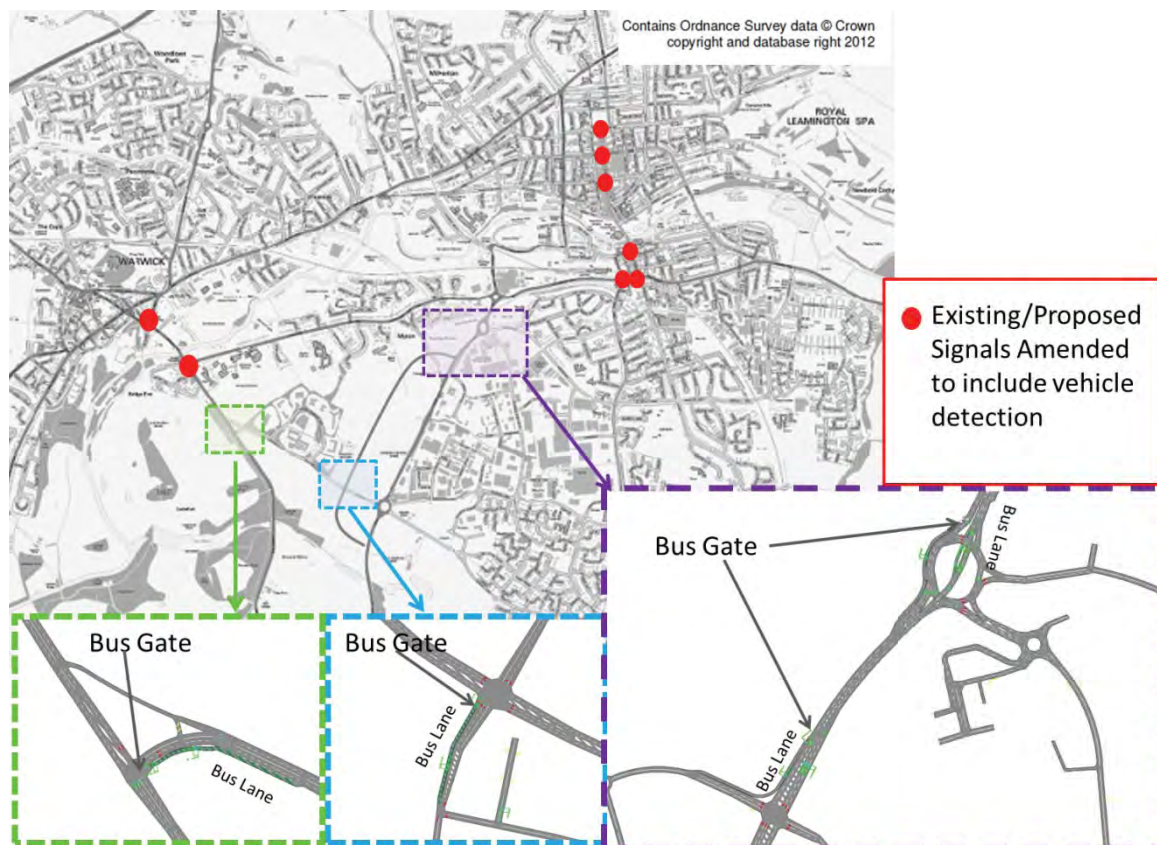
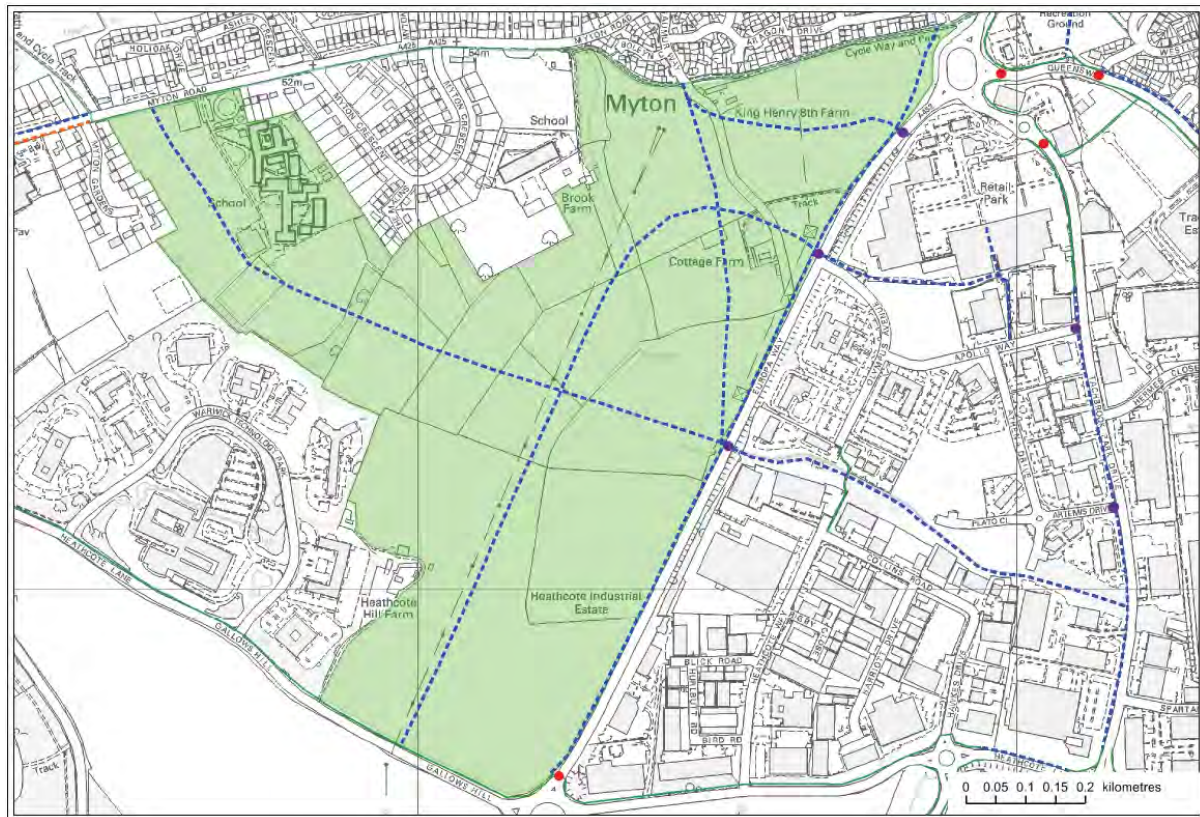


Figure 3. Cycle network (existing and proposed) for A452 Europa Way 'Sustainable Spine' Corridor



Key

- existing on-road
- existing off-road
- - - proposed on-road
- - - proposed off-road
- existing toucan crossing
- proposed toucan crossing / bridge
- Myton Gardens development area

2. A452 Corridor (Leamington to Kenilworth)

The A452 corridor to the north of Leamington is a key route from the A46 into Leamington Spa and Kenilworth, and serves as an important gateway to both towns. It also provides the only direct highway link between Kenilworth and Leamington Spa. As such, the corridor carries significant volumes of traffic throughout the day and particularly at peak times. Even with growth focussed to the south of Warwick/Leamington Spa, it is predicted that the A452 corridor north of Leamington will come under further pressure as a result of growth.

The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- a northern Park and Ride facility between the A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout. It is anticipated that the facility would be served by some or all of the existing regular bus services which currently use this corridor, thus delivering a highly attractive frequency of service for users. This would be accompanied by bus priority measures along the route, particularly at key pinch points.
- a continuous cycle link between Kenilworth and Leamington (K2L) and provision of local onward connections.
- a new railway station is due to open in Kenilworth town centre in December 2016. This will provide regular half hourly direct rail services between Kenilworth and Leamington Spa.

Table 2. A452 Corridor (Leamington to Kenilworth) proposals

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. A452 Blackdown Roundabout - four arm signalised cross-roads. 2. A452 Bericote Roundabout - signalised roundabout, with the A452 southbound to Bericote Road eastbound movement separated out from the junction at an early stage (although the point at which the A452 meets Bericote Road is also signal controlled). 3. A452 Thickthorn Roundabout – signalisation of four entry arms onto the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges. Recommended that the site access for the Thickthorn development is removed from the A452/A46 junction and repositioned to the North-West of the junction on the A452 Leamington Road between Thickthorn and St Johns. Dual carriageway links between the A46 Thickthorn grade separated signalised roundabout and Bericote signalised roundabout. 4. St Johns Gyratory, Kenilworth - Proposals for this junction are in line with earlier proposals i.e. signalisation of the four entry arms onto the junction. Additional engineering will be required to ensure that the existing development which is located in the centre of the gyratory can be accessed satisfactorily. 	<p>K2L cycle route between Kenilworth and Leamington Spa. This will include cycle routes at the following junctions:</p> <ol style="list-style-type: none"> 1. A452 Blackdown Roundabout - Provision of Toucan crossing over B4113 2. A452 Bericote Roundabout - Provision of Toucan crossing over Bericote Road to contribute towards development of proposed A452 Kenilworth to Leamington Spa cycle route 3. A452 Thickthorn Roundabout - Provision of Toucan crossings over slip roads 4. St Johns Gyratory, Kenilworth – cycle facilities incorporated into this scheme
Park & Ride / Bus priority / Rail	Behavioural change measures
<ol style="list-style-type: none"> 1. Park & Ride between the A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout. Facility served by some or all of the existing bus services which currently use this corridor, thus delivering a highly attractive frequency of service for users. This would be accompanied by bus priority measures along the route, particularly at key pinch points. 2. New rail station at Kenilworth with direct services between Kenilworth and Leamington Spa. 	<ol style="list-style-type: none"> 1. In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel. <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 4. Overview of Transport Proposals for A452 (Leamington to Kenilworth) Corridor

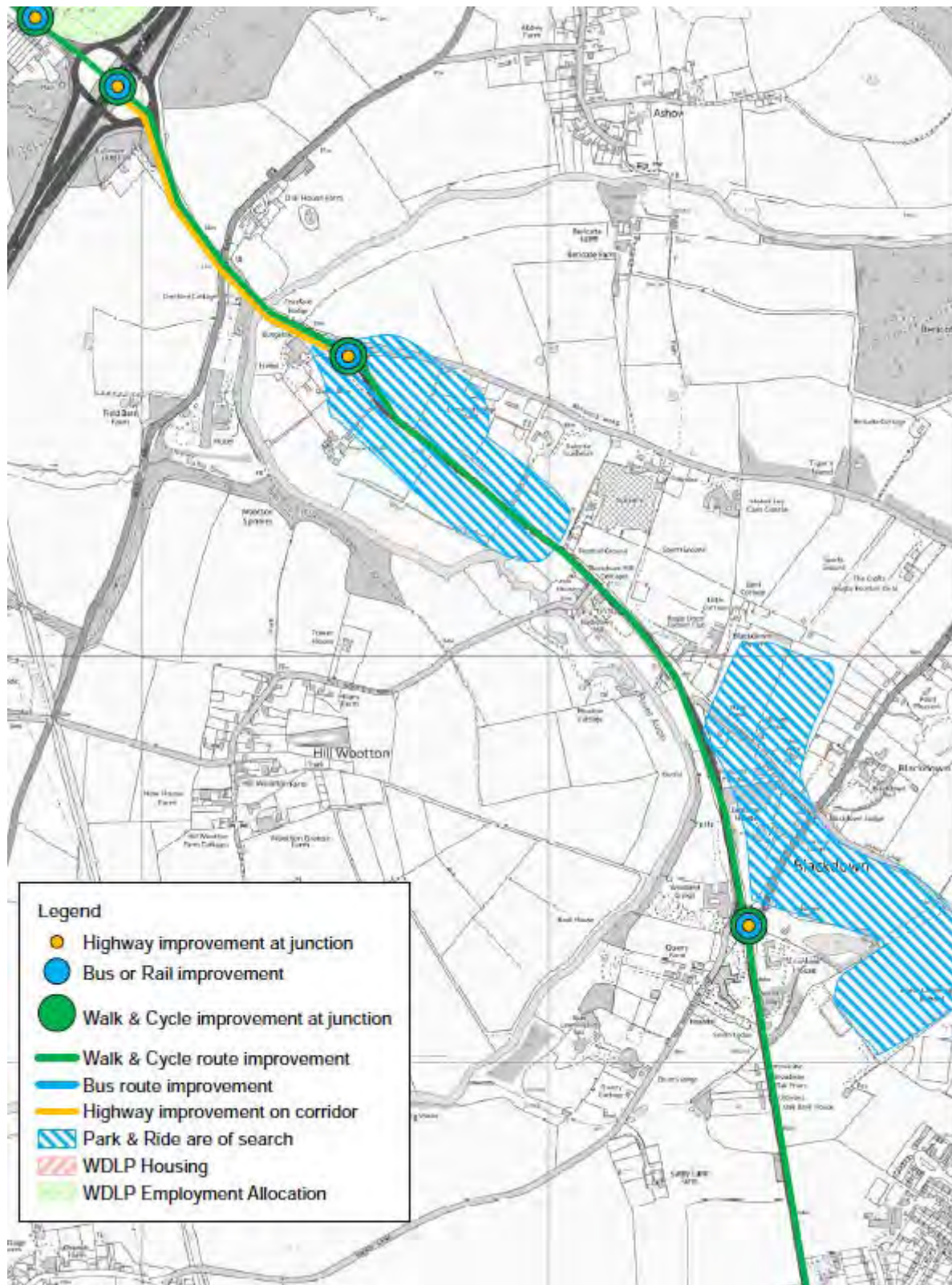
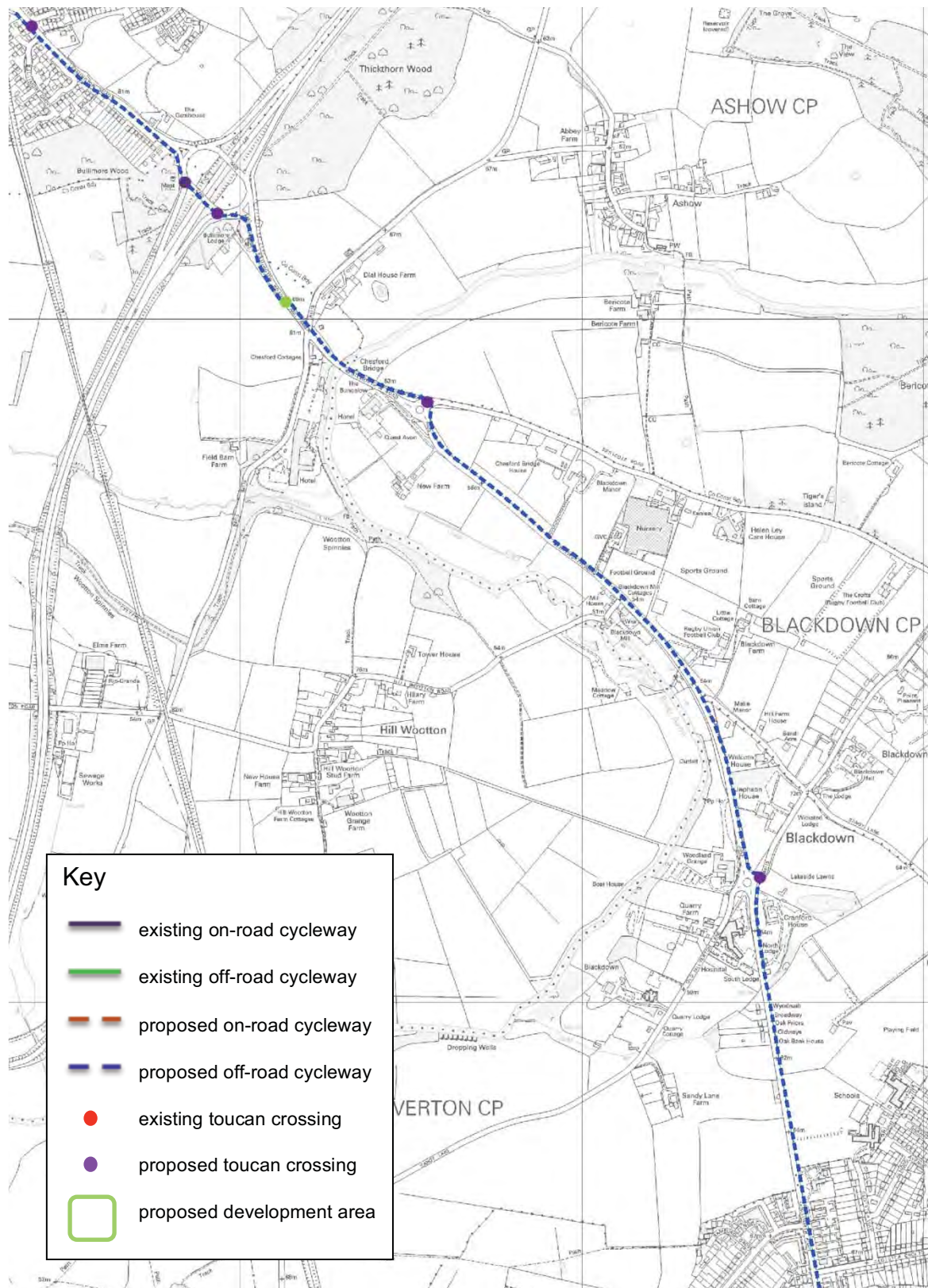


Figure 5. Cycle network (existing and proposed) for A452 (Leamington to Kenilworth) Corridor



3. Warwick - Leamington – Lillington (via Emscote Road)

The corridor between Warwick and Leamington Spa via A445 Emscote Road provides one of two direct links between the two towns (the other being A425 Myton Road). As well as demand for travel along the route to access the destinations in the towns at either end, the corridor is also a destination in itself with a combination of residential, commercial and education uses.

The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- Continuation of cycle provision to improve connections between Leamington and Warwick via Emscote Road
- Provision of bus priority measures along the route will be investigated, particularly at key pinch points
- highway and junction improvements, including widening of Portobello Bridge and signalisation of Princes Drive /Warwick New Road roundabout and Emscote Road/Greville Road junction

Table 3. Warwick – Leamington – Lillington (via Emscote Road)

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. Princes Drive / B4099 Warwick New Road - reconfiguration of the mini-roundabout to a signalised 3 arm priority junction. 2. A445 Rugby Road / B4099 Warwick New Road – signal upgrade, including improvements for cyclists 3. A445 Portobello Bridge – bridge replacement/widening 4. A445 Emscote Road/Greville Road - signalisation of the junction. From the south the entry has been widened and marked out as 3 lanes. A right turn filter into Bridge Street is provided whilst two lanes can travel NB across the junction and merge back into one lane just west of the bridge. Bridge Street and Greville Road are signalised and Bridge Street is vehicle actuated. From the north there are two lanes in both directions between the junction and the bridge, one lane facilitates the movement of traffic straight across the junction whilst the other acts as an extended right turn lane from Emscote Road to Greville Road. Towards the back of this lane a queue detector has been included to prevent right turning traffic from blocking back onto the bridge. 5. A445 Emscote Road / Tesco junction – investigate improvement of bus / cycle provision at the junction 	<ol style="list-style-type: none"> 1. Princes Drive/B4099 Warwick New Road - Replacement of the existing mini-roundabout with a signal controlled junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be incorporated into the scheme as appropriate and to contribute towards the development of the proposed Warwick – Leamington cycle route (via Emscote Rd / Warwick New Rd) and connection to the existing cycle facilities on Princes Drive south 2. A445 Rugby Road / B4099 Warwick New Road – signal upgrade, including improvements for cyclists 3. A445 Portobello Bridge – bridge replacement/widening incorporating on-carriageway cycle lanes in both directions and facilities for pedestrians 4. A445 Emscote Road / Greville Road - signalisation of this junction will improve safety for cyclists. The scheme will incorporate cycling facilities (Advanced Stop Lines) as appropriate and contribute towards the development of the proposed Warwick to Leamington cycle route (via Emscote Road / Warwick New Road). Pedestrian crossing facilities will be provided as part of the scheme. 5. A445 Emscote Road / Tesco junction – investigate improvement of bus / cycle provision at the junction (including access lane to cycle ASL) 6. St Nicholas Park / Myton Road / Myton Gardens / Europa Way – improved link from Emscote Road to south of Leamington via existing St Nicholas Park / Myton Road off-road cycle route with new onward connections to Shires Retail Park, Heathcote Industrial Estate and Warwick Gates via the new Myton Gardens development 7. Warwick Station Link – improved link between A445 Emscote Road and Warwick station via Broad Street, Guy's Cliffe Terrace and rear of Woodcote Road
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> 1. Investigate provision of bus priority measures along the route, particularly at key pinch points 	<ol style="list-style-type: none"> 1. In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel. <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 6. Overview of Transport Proposals for Warwick – Leamington – Lillington (via Emscote Road) Corridor

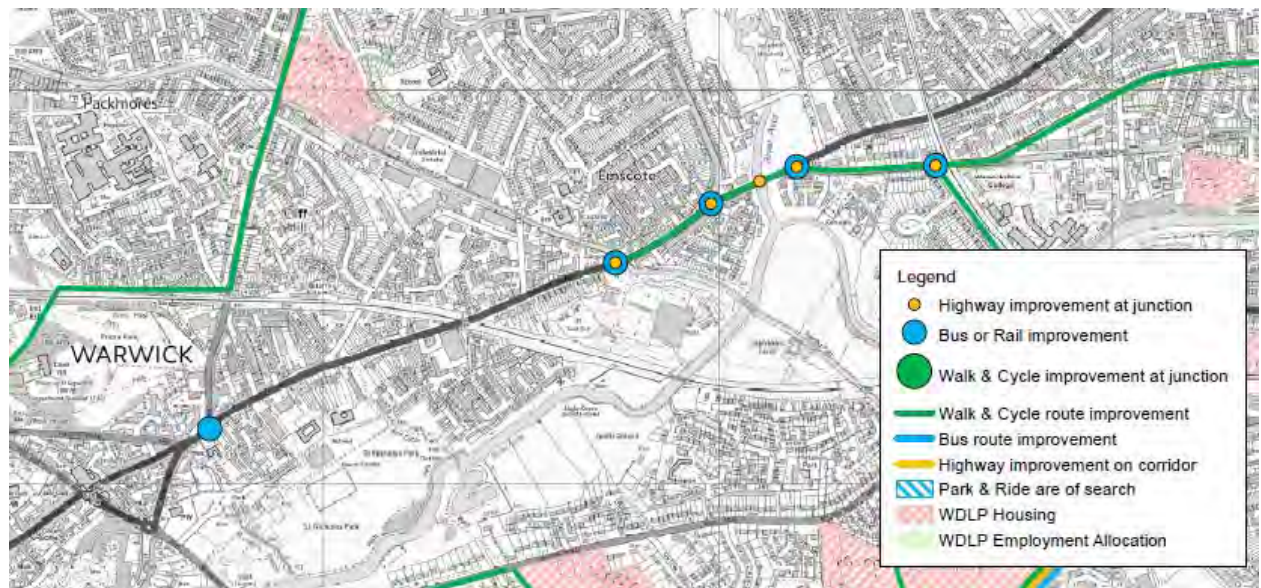
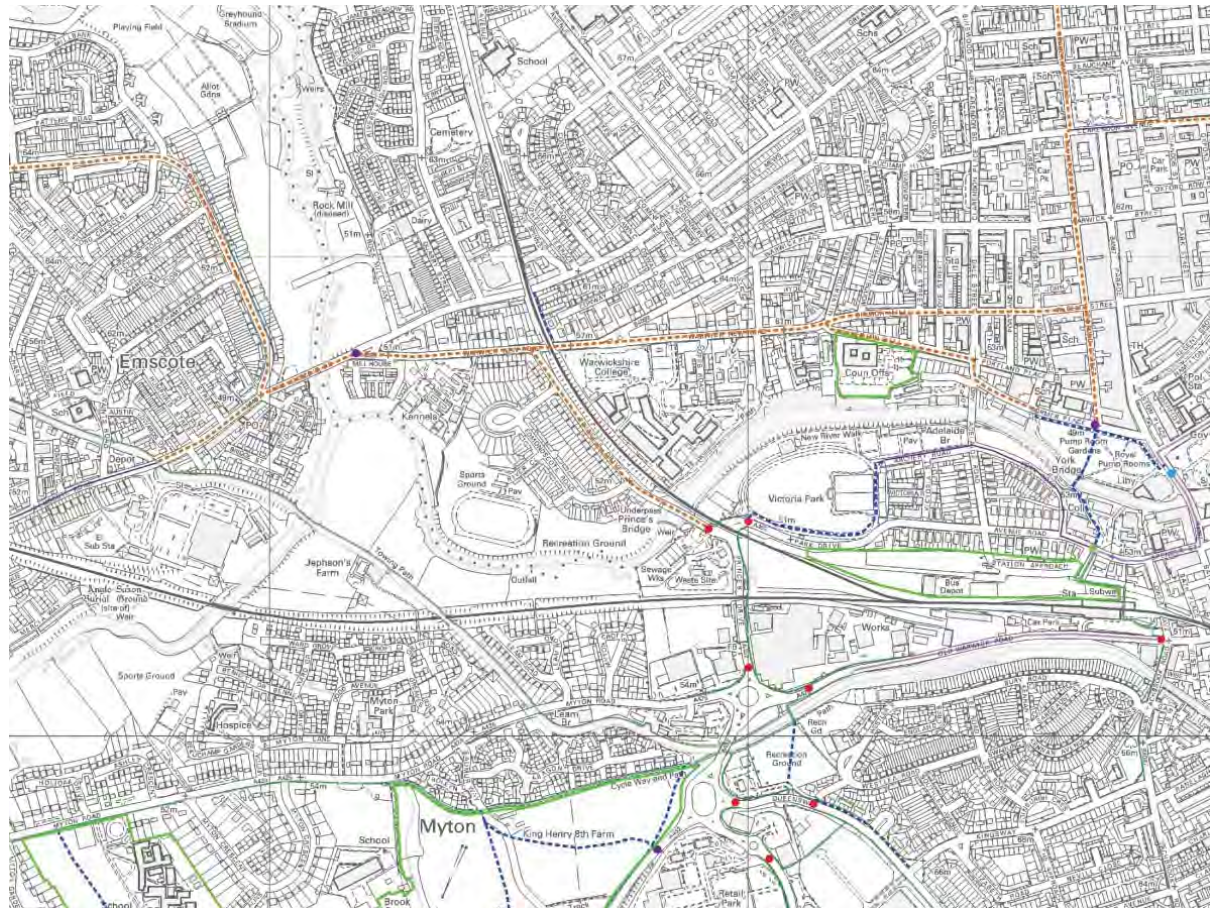









Figure 7. Cycle network (existing and proposed) for Warwick-Leamington-Lillington (via Emscote Road) Corridor



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

4. Leamington South (including Tachbrook Road)

Access to Leamington town centre from the Old Town area provides an important gateway from the south of the town. The route provides direct access to Leamington rail station as well as the commercial and retail facilities in this part of the town. The area around the railway bridge on High Street/Old Warwick Road is a designated Air Quality Management Area.

In the opposite direction, the corridor links the town centre and Old Town with numerous residential and commercial areas located adjacent to the Tachbrook Road. The Royal Leamington Spa Rehabilitation medical facility is also located on Heathcote Lane just off Tachbrook Road.

Table 4. Leamington South (including Tachbrook Road)

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> B4087 Bath Street/Spencer Street/High Street/Lower Avenue – introduction of a one-way gyratory along Lower Avenue /Spencer Street and Bath Street with restricted movement along Old Warwick Road for eastbound traffic. Introduction of signal control on at least three of the four entry points and inclusion of vehicle detection loops. A452 Adelaide Road/Avenue Road – provision of a signalised junction to replace the existing mini-roundabout A452 Adelaide Road/Dormer Place – provision of a signalised junction to replace the existing priority junction B4087 Tachbrook Road / Heathcote Lane - provision of a toucan / cycle facility on Tachbrook Road at junction with Heathcote Lane 	<ol style="list-style-type: none"> B4087 Bath Street/Spencer Street/High Street/Lower Avenue – Opportunity to reallocate road space to pedestrians and cyclists, particularly on Bath Street and High Street. The delivery of improved cycle access to the town centre from Tachbrook Road / Clemens Street will be sought. The opportunity to widen the footway / cycleway adjacent to the Toucan crossing on the south-west corner of Old Warwick Road / Tachbrook Road junction will also be sought A452 Adelaide Road/Avenue Road – Replacement of the mini-roundabout with signal controlled junction will improve safety for cyclists. Cycle facilities (Advance Stop Lines) will be incorporated into the scheme as appropriate. A452 Adelaide Road/Dormer Place – Provision of a signalised junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be included in the scheme as appropriate. Opportunities to deliver improved east-west links for cyclists (Milverton Hill – Portland Place East / Dormer Place) will be sought as part of this scheme. B4087 Tachbrook Road / Heathcote Lane – provision of a toucan / cycle facility on Tachbrook Road at junction with Heathcote Lane
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> B4087 Bath Street/Spencer Street/High Street/Lower Avenue - Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system A452 Adelaide Road/Avenue Road – provision of queue detector loops at signalised junction A452 Adelaide Road/Dormer Place – provision of queue detector loops at signalised junction 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 8. Overview of Transport Proposals for Leamington South (including Tachbrook Road Corridor)

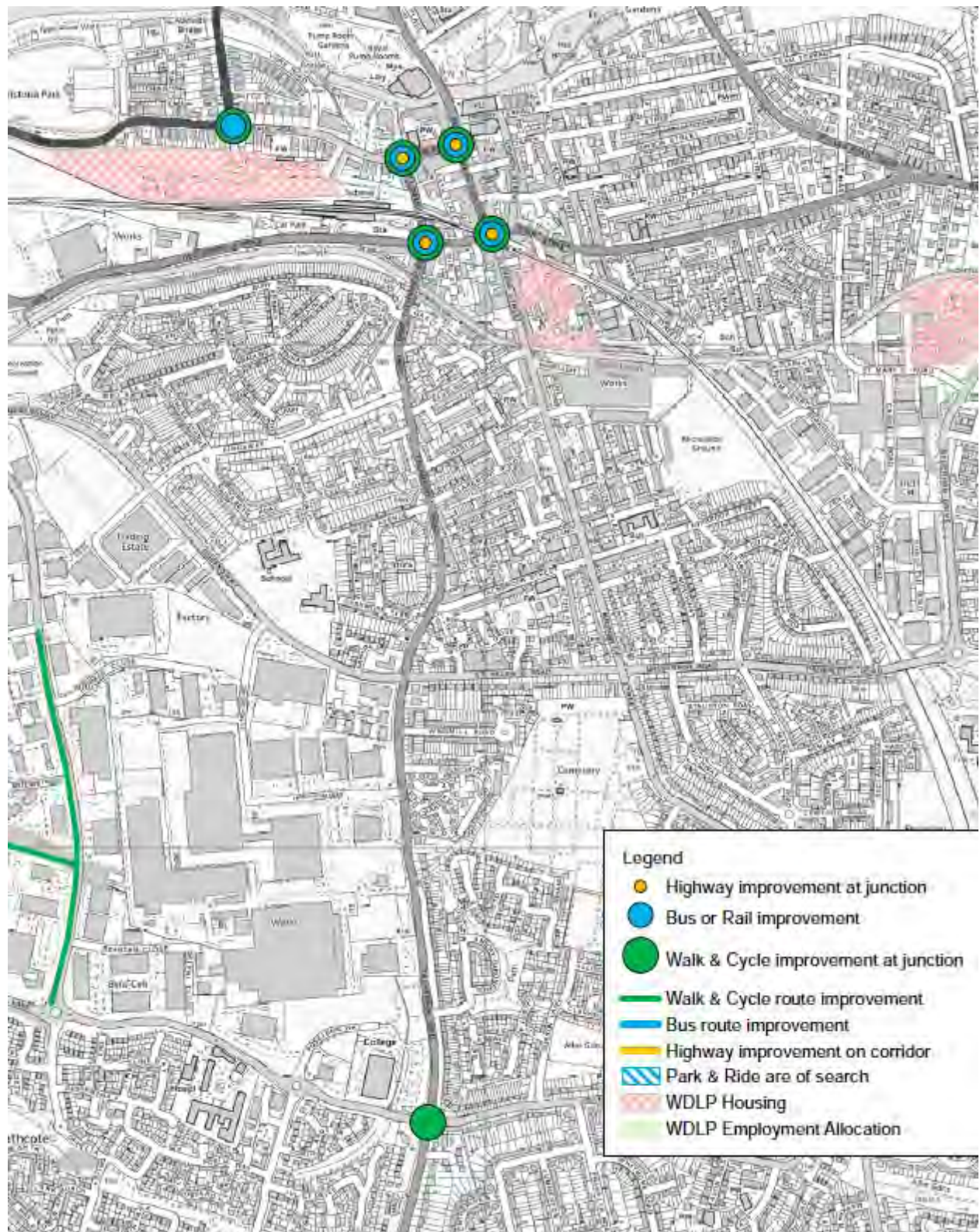
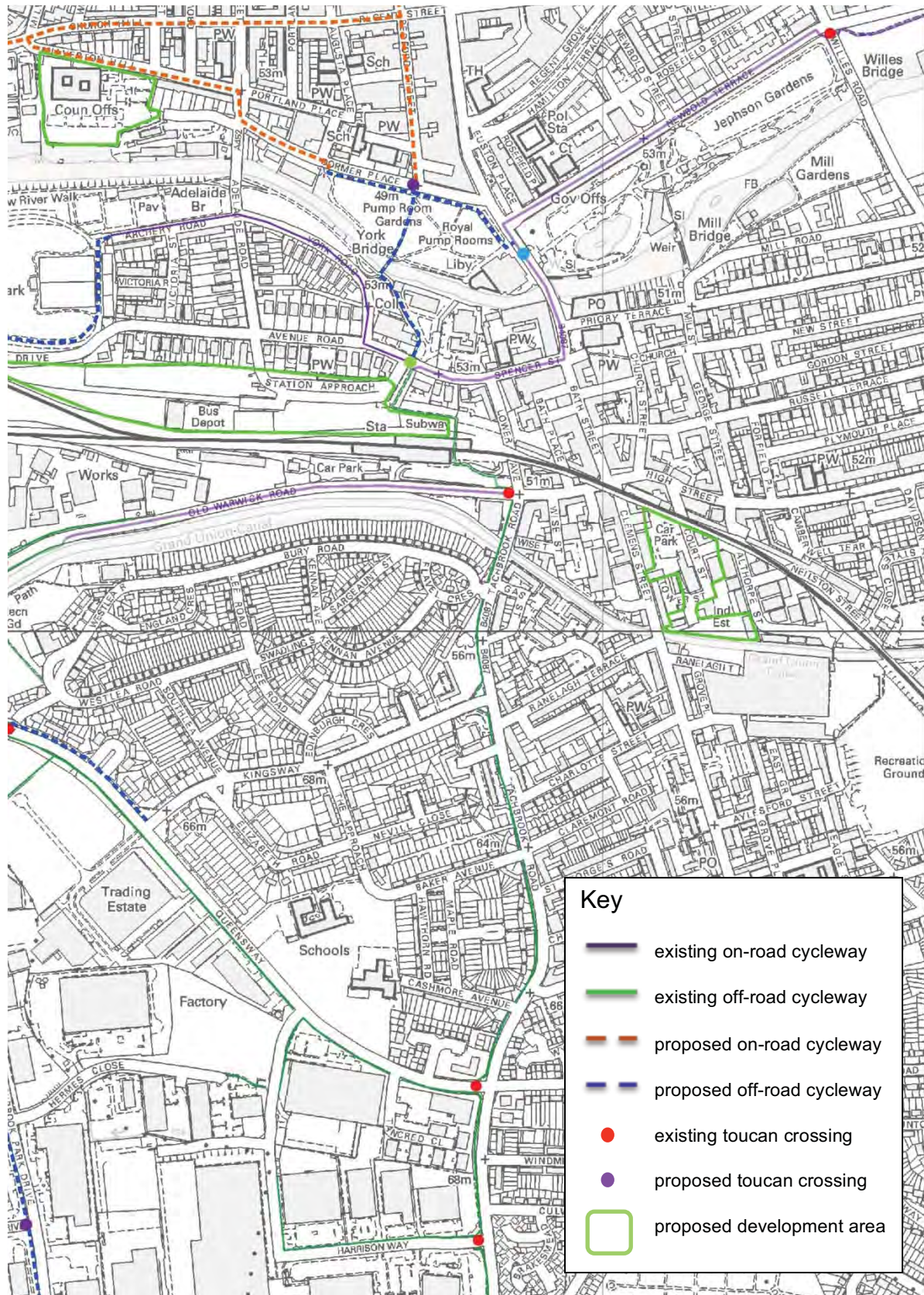


Figure 9. Cycle network (existing and proposed) for Leamington South (including Tachbrook Road) Corridor



5. Warwick Town Centre to Heathcote via Gallows Hill

The east-west corridor route from South Leamington into Warwick via C43 Harbury Lane and Gallows Hill/Heathcote Lane provides access to Warwick town centre as well as a number of key education, employment and residential areas on route, including:

- Warwick Gates residential area
- Heathcote Industrial Estate
- Warwick Technology Park
- Warwick School
- Myton School

The route carries significant volumes of traffic throughout the day and particularly at peak times. Growth to the south of Warwick/Leamington Spa will put the corridor under further pressure. The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- a Park & Ride facility in the vicinity of the A452 Heathcote roundabout. This would serve Warwick town centre (and Leamington Spa town centre) via Gallows Hill/Heathcote Lane using a combination of existing and enhanced bus services funded from the new development in this area. The possibility of Drop & Ride provision for Warwick School and Park & Stride provision for access to nearby employment sites (Warwick Technology Park and Heathcote Industrial Estate) will be investigated.
- highway improvements along Gallows Hill/Heathcote Lane and at the A425 Banbury Road / Myton Road roundabout offer the opportunity for dedicated bus lanes and bus priority measures to be introduced. An investigation into the provision of a High Occupancy Vehicle (HOV) lane on the approach to Warwick Tech Park will also be carried out.
- further improvements to cycle provision. The construction of a shared use off-road cycle link from Myton Road / Banbury Road roundabout to Heathcote has already improved conditions for cyclists along this section of the route, including toucan crossing facilities at the Gallows Hill / A452 Europa Way roundabout. Opportunities will be investigated to extend cycle provision along the route, including connections with Warwick town centre, the Myton Gardens development and an extension along Heathcote Lane to connect to Tachbrook Road.

Table 5. Warwick Town Centre to Heathcote via Gallows Hill

Junction / Highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – signalised junction. Northbound, two lanes have been introduced from the Gallows Hill/Heathcote Lane junction which merges into the right turn into Warwick School, a single lane is then in operation until approximately 100m south of the junction with Myton Road. Gallows Hill/Warwick Tech Park – dualled section along the section from Myton Gardens distributor road to south of Tech Park entrance (with scope to introduce bus lane and/or investigation of use for High Occupancy Vehicle lane). New roundabout at Western Entrance to Tech Park to improve accessibility to the site and reduce the propensity for vehicles waiting to turn into the Tech Park to exacerbate queuing and delay levels along the Gallows Hill corridor. Priory Rd to St Nicolas Church Street - movement has been restricted. 	<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – Replacement of roundabout with signal controlled junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be incorporated into scheme and the need to facilitate cycle access to / from existing Banbury Road / Myton Road cycle routes will be considered in the development of the design. Onward connections to the town centre will be investigated, including introduction of 20mph speed limit to aid on-carriageway cycling and improve conditions for pedestrians. Extension of cycle provision along Heathcote Lane to connect to Tachbrook Road.
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> Southern Park & Ride facility in the vicinity of A452 Heathcote roundabout serving Leamington Spa and Warwick Bus priority measures to support the proposed southern Park and Ride facility towards Warwick town centre: <ul style="list-style-type: none"> Bus loop detectors at the exit of the Park and Ride site onto Europa Way; Bus lane northbound along the Europa Way as far as the junction of Gallows Hill/Heathcote Lane; Bus priority along Gallows Hill at the junction of the Myton Gardens development site distributor road (to facilitate right and straight on bus movements); Bus loop detectors on all approaches to the Banbury Road/Myton Road junction; <p>Opportunities for bus priority in Warwick town centre will be explored in due course as part of the development of a traffic management scheme.</p> 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); Sustainable Travel Packs for new residents; Personalised travel planning; Travel awareness campaigns; Public transport information and marketing; Car clubs; Car sharing schemes; and Teleworking, teleconferencing and home shopping.

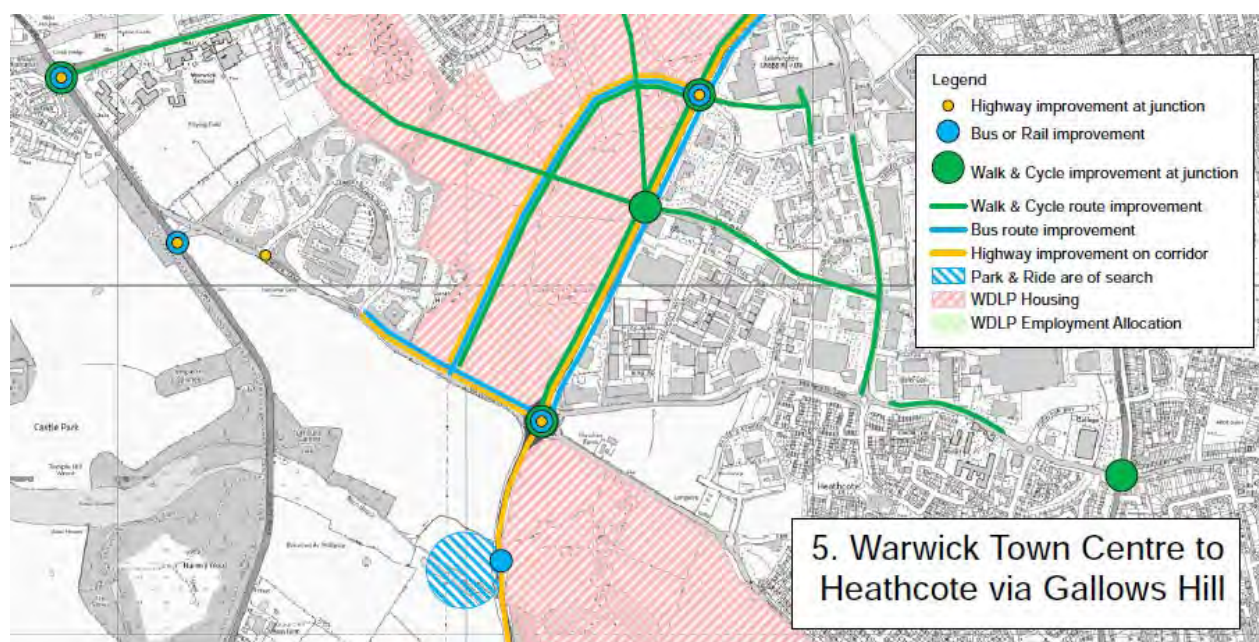
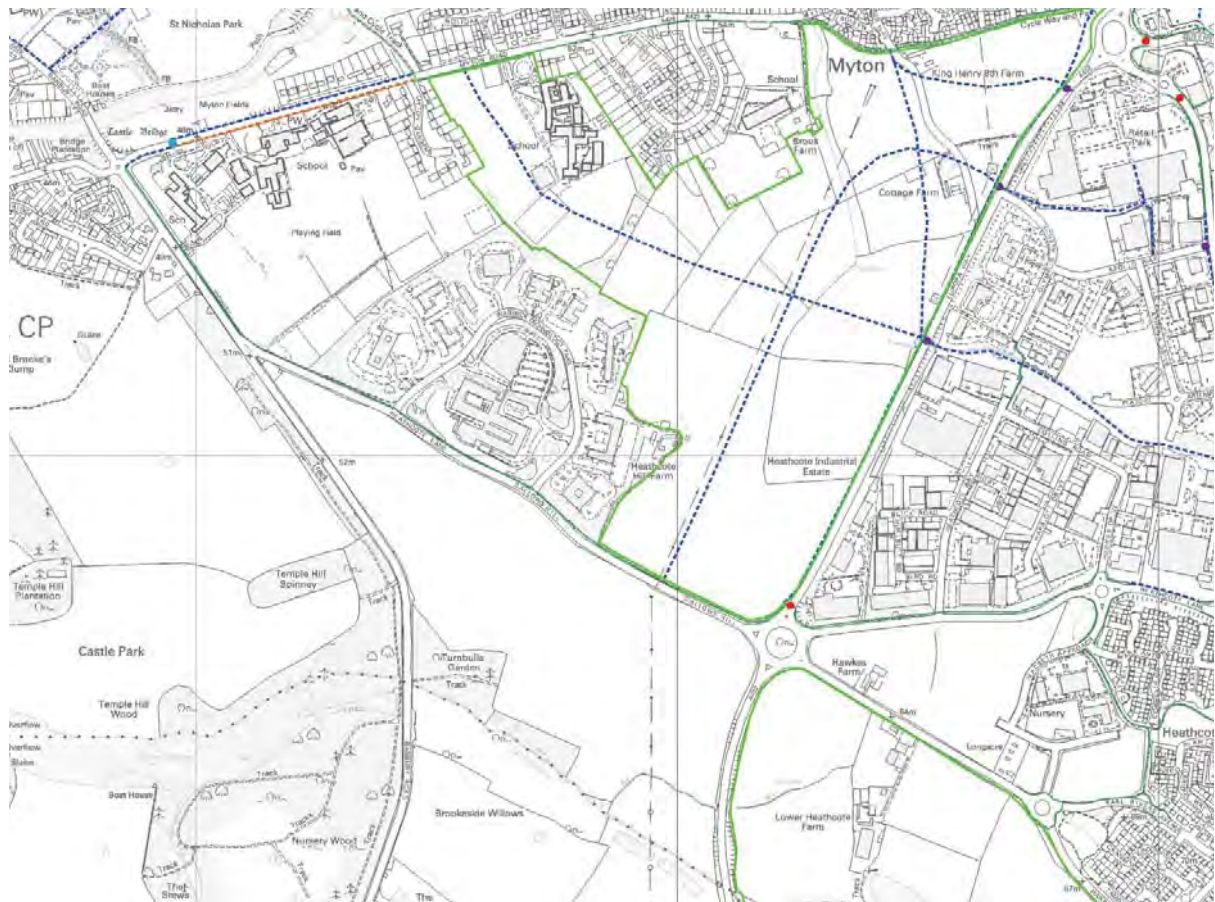







Figure 10. Overview of Transport Proposals for Warwick Town Centre to Heathcote via Gallows Hill

Figure 11. Cycle network (existing and proposed) for Warwick Town Centre to Heathcote via Gallows Hill Corridor



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

6. Warwick Town Centre to Leamington (via Myton Road)

The corridor between Warwick and Leamington Spa via A425 Myton Road provides one of two direct links between the two towns (the other being A445 Emscote Road). As well as demand for travel along the route to access the destinations in the towns at either end, the corridor is also a key destination in itself. Two schools are located along the Myton Road (Myton School and Warwick School) which generate significant volumes of traffic at peak times. The corridor also provides a key link to Warwick Technology Park which is located close to the western end of the corridor, to retail facilities at the eastern end as well as providing local access to residential areas along its entire length. Growth to the south of Warwick/Leamington Spa will put the corridor under further pressure.

The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- further improvements to cycle provision. This will provide both improved facilities along the length of Myton Road as well as improved connections from Myton Road (in the vicinity of Myton School) through the Myton Gardens development, across Europa Way to the Shires Retail Park, Warwick Gates and Heathcote.
- Improved access by bus using the southern Park & Ride service (including schools Drop & Ride), with bus priority from the Park& Ride facility into Warwick.

Table 6. Warwick Town Centre to Leamington (via Myton Road)

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – signalised junction. Northbound, two lanes have been introduced from the Gallows Hill junction which merges into the right turn into Warwick school, a single lane is then in operation until approximately 100m south of the Junction with Myton Road. A452 Europa Way/Myton Road Roundabout – signalised junction with all entry approaches widened (includes queue detector loops for buses) 	<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – Replacement of roundabout with signal controlled junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be incorporated into scheme and the need to facilitate cycle access to / from existing Banbury Road / Myton Road cycle routes will be considered in the development of the design. Onward connections to the town centre will be investigated, including introduction of 20mph speed limit to aid on-carriageway cycling. Extension of cycle facility along Myton Road between St Nicholas Park cycle entrance and Myton Road / Banbury Road junction. Improved cycle connections from the area to the Shires Retail Park, Warwick Gates and Heathcote via the Myton Gardens development.
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – signalised junction with bus loop detector loops on all approaches A452 Europa Way/Myton Road Roundabout – signalised junction with bus detector loops on each approach 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 12. Overview of Transport Proposals for Warwick Town Centre to Leamington (via Myton Road)

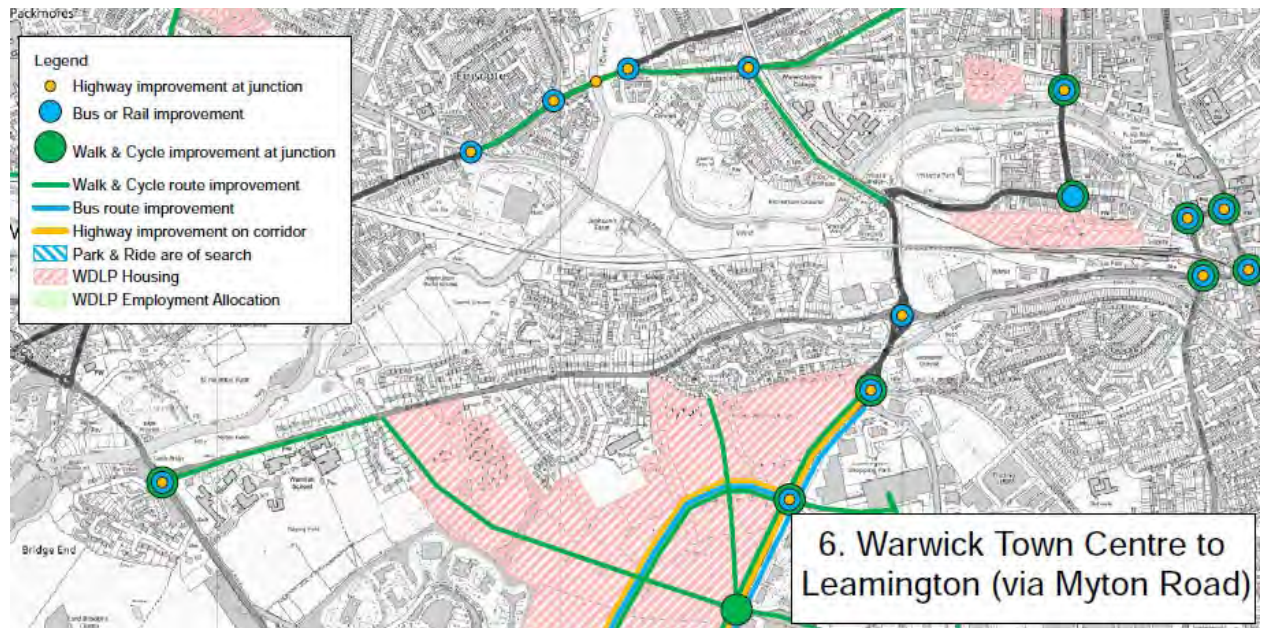









Figure 13. Cycle network (existing and proposed) for Warwick Town Centre to Leamington (via Myton Road)



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

7. A429 Coventry Road, Warwick

The A429 Coventry Road provides a key link from the A46 north of Warwick into Warwick town centre. Key transport improvements proposed along the corridor include:

- extension of Coventry Road cycle facility from Primrose Hill to Warwick town centre
- widening of all approaches at Spinney Hill roundabout, including potential for bus priority on approach of roundabout from Spinney Hill and Primrose Hill
- improved east-west cycle connections in vicinity of Spinney Hill roundabout

Table 7. A429 Coventry Road, Warwick

Junction / highway modifications	Walking and Cycle improvements
<p>1. A429/Spinney Hill Roundabout - widening of all approaches</p>	<p>1. A429 Spinney Hill Roundabout - Provision of a Toucan crossing over Primrose Hill to facilitate access to existing A429 Warwick to Leek Wootton cycleway. The conversion of the existing Pelican crossing south of the A429 roundabout to a Toucan and provision of a short cycle link to Spinney Hill across the adjoining area of open space will also be included.</p> <p>2. Extension of Coventry Road cycle facility from Primrose Hill to Warwick town centre (via Warwick station link). Improvements for cyclists will be sought at Cape Road junction.</p>
Park & Ride / Bus priority	Behavioural change measures
<p>1. A429/Spinney Hill Roundabout – potential for bus priority for east-west movements across junction</p>	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 14. Overview of Transport Proposals for A429 Coventry Road, Warwick

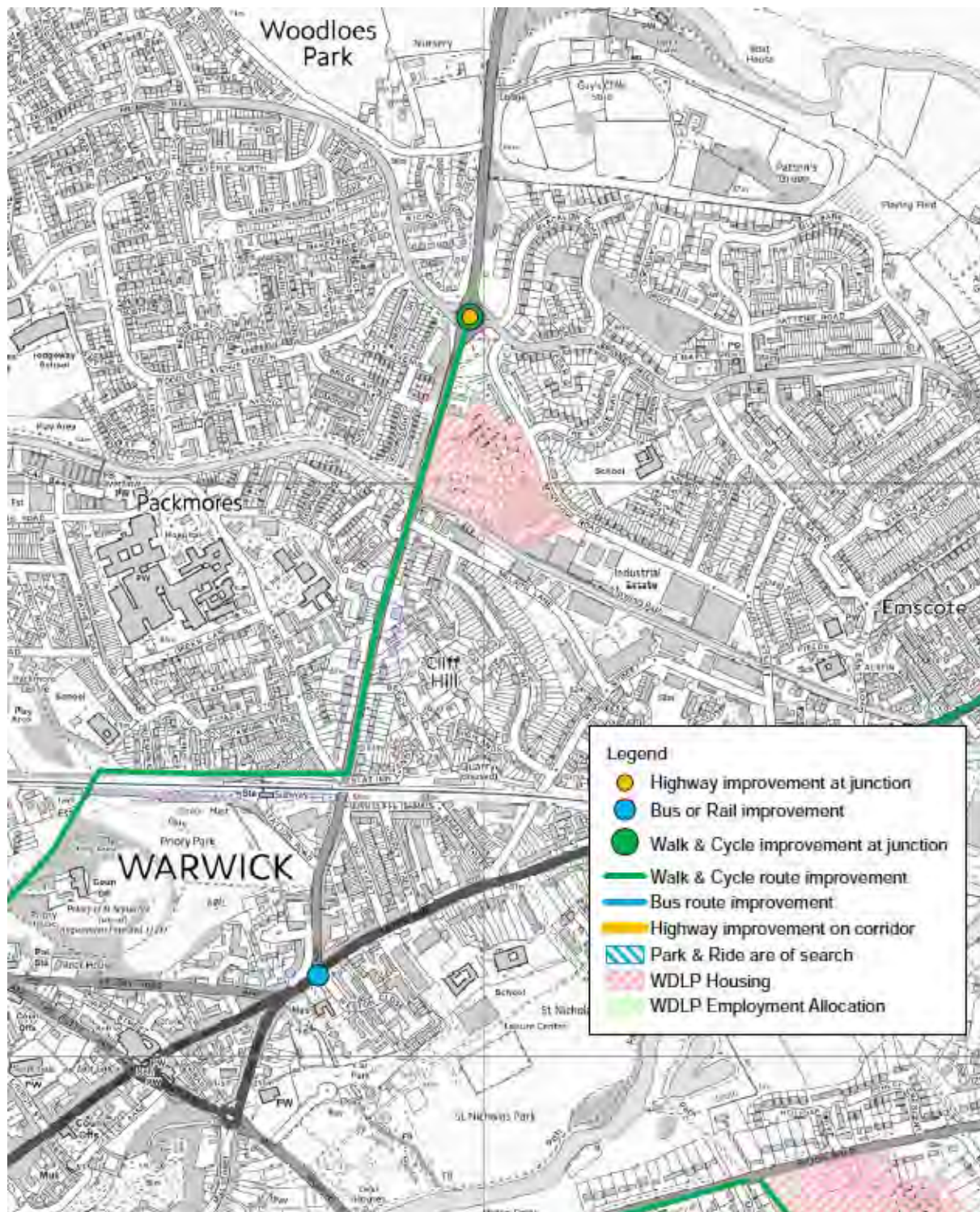
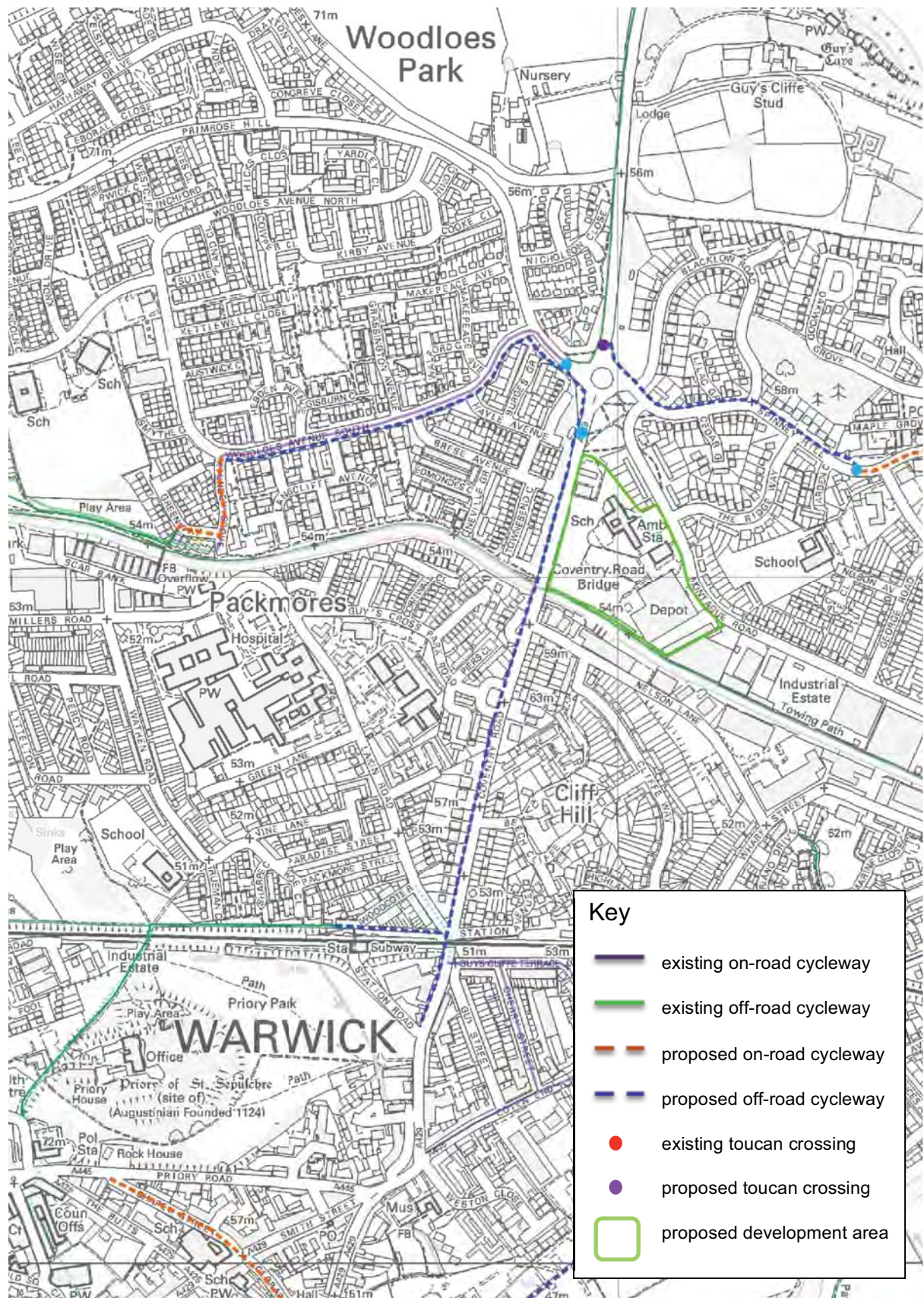


Figure 15. Cycle network (existing and proposed) for A429 Coventry Road, Warwick



8. A425 Birmingham Road, Warwick

The A425 Birmingham Road provides a key gateway from the A46 and A4177 west of Warwick into Warwick town centre. Access to employment sites at Opus 40 and along Wedgnock Lane are provided close to A46 / Birmingham Road junction.

Key transport improvements proposed along the corridor include:

- upgrade of A46/A425/A4177 'Stanks Island' and associated cycle/pedestrian improvements on the western end of Birmingham Road between Wedgnock Lane and Stanks Island
- investigation of possible Park & Ride facility in vicinity of A46/A425/A4177 junction and provision of a through bus link to the southern Park and Ride site via Warwick town centre

Table 8. A425 Birmingham Road, Warwick

Junction / highway modifications	Walking and Cycle improvements
1. A46/Birmingham Road 'Stanks Island' – upgrade of 'Stanks Island' and associated cycle/pedestrian improvements on the western end of Birmingham Road between Wedgnock Lane and 'Stanks Island'	1. A46/Birmingham Road 'Stanks Island' – Scheme will include cycle facilities to improve access across the major roundabout from the existing A4177 Hatton – Warwick cycle route. Scheme design will consider need to facilitate cycle access to Warwick Parkway, new residential / employment development on Opus 40 site, employment located on Wedgnock Lane and Warwick town centre.
Park & Ride / Bus priority	Behavioural change measures
1. Investigate possibility of Park & Ride facility in vicinity of A46/A425/A4177 junction	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 16. Overview of Transport Proposals for A425 Birmingham Road, Warwick

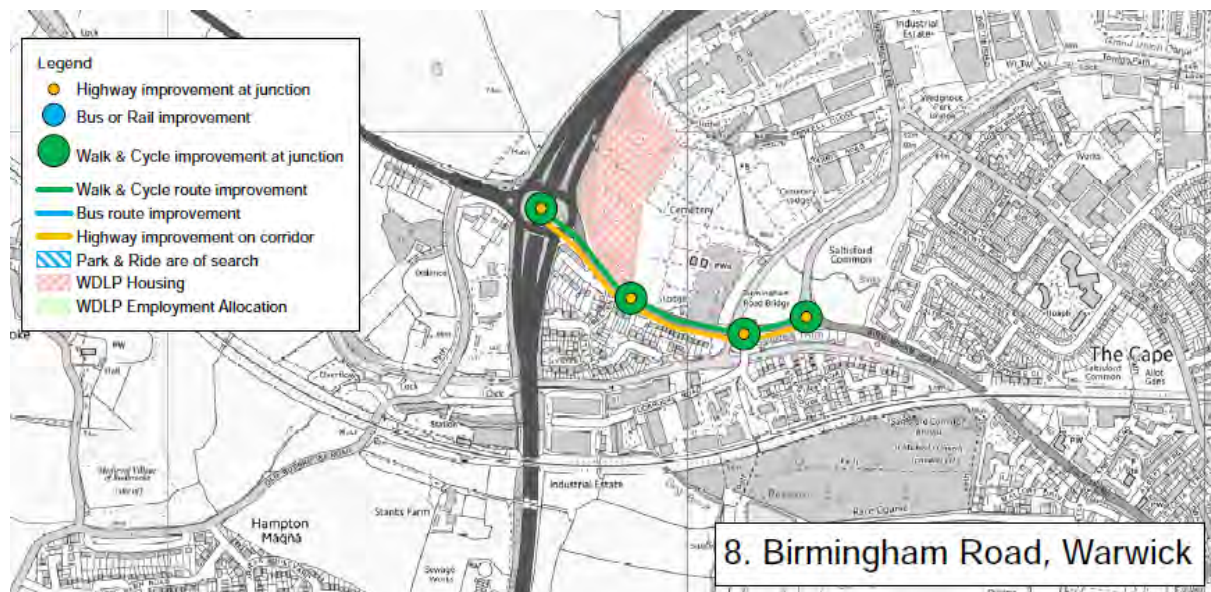
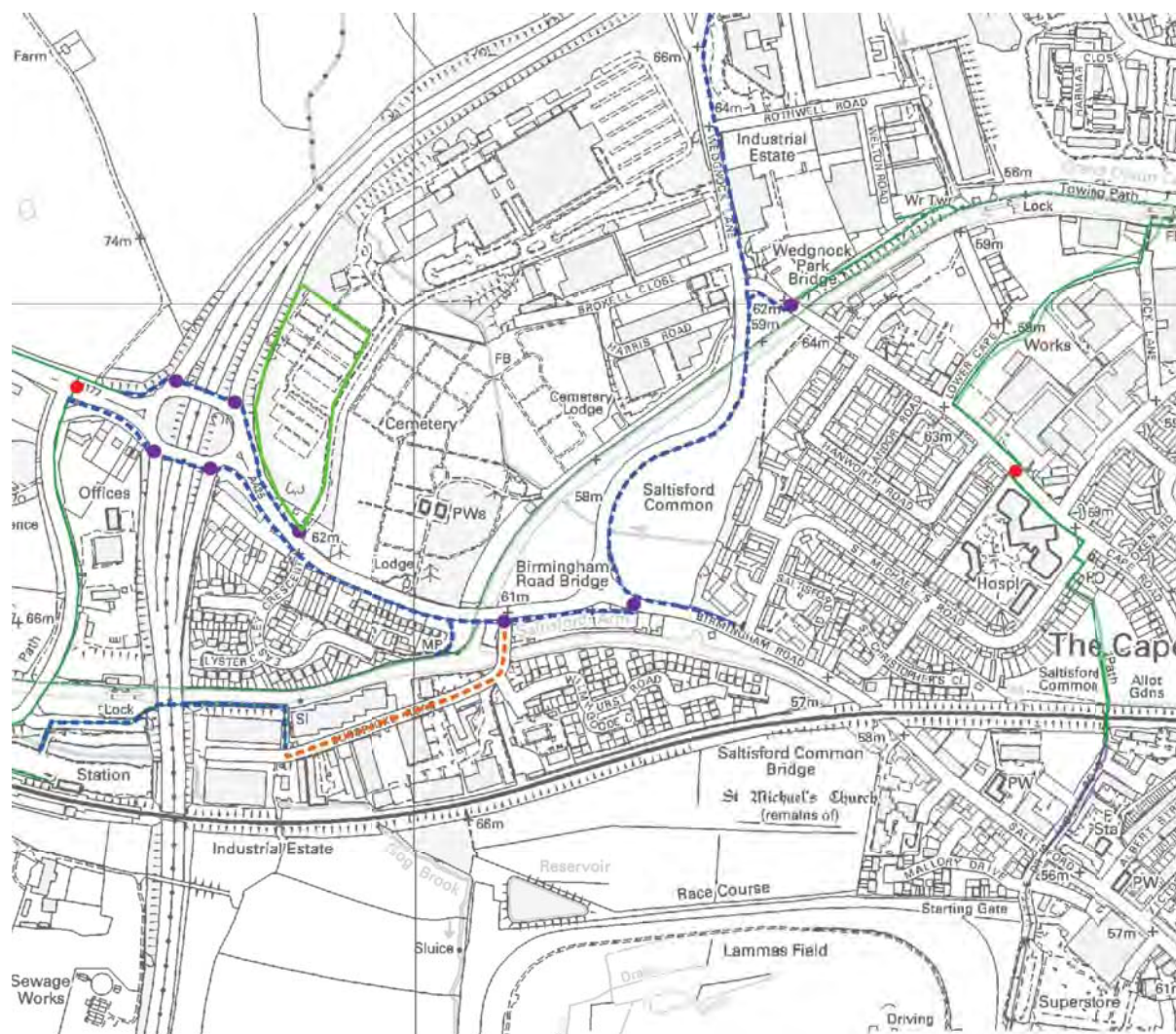









Figure 17. Cycle network (existing and proposed) for A425 Birmingham Road, Warwick



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

9. A429 Stratford Road, Warwick

The A429 Stratford Road corridor runs from M40 Junction 15 at Longbridge to West Gate in Warwick town centre. The road provides a direct route to the town centre and is the signed route to Warwick Castle car park for visitors. Also accessed off Stratford Road are the South West Warwick housing and employment developments, Aylesford School and the Shakespeare Avenue housing area.

Key transport improvements proposed along the corridor include:

- Stratford Road cycleway - extension of Stratford Road cycle facility from South West Warwick housing and employment development to Warwick town centre

Table 9. A429 Stratford Road, Warwick

Junction / highway modifications	Walking and Cycle improvements
See 'Walking and Cycle improvements'	<ol style="list-style-type: none"> 1. Stratford Road cycleway - Extension of Stratford Road cycle facility from South West Warwick housing and employment development to Warwick town centre 2. Completion of North West Warwick to Aylesford School cycle scheme 'missing link' - Options to provide a cycle facility to bridge the missing link along Hampton Road will be investigated 3. Pedestrian crossing near Shakespeare Avenue
Park & Ride / Bus priority	Behavioural change measures
Opportunity for tourist trips to Castle to switch to Park & Ride rather than use on site car parking facility accessed from A429 Stratford Road	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 18. Overview of Transport Proposals for A429 Stratford Road, Warwick

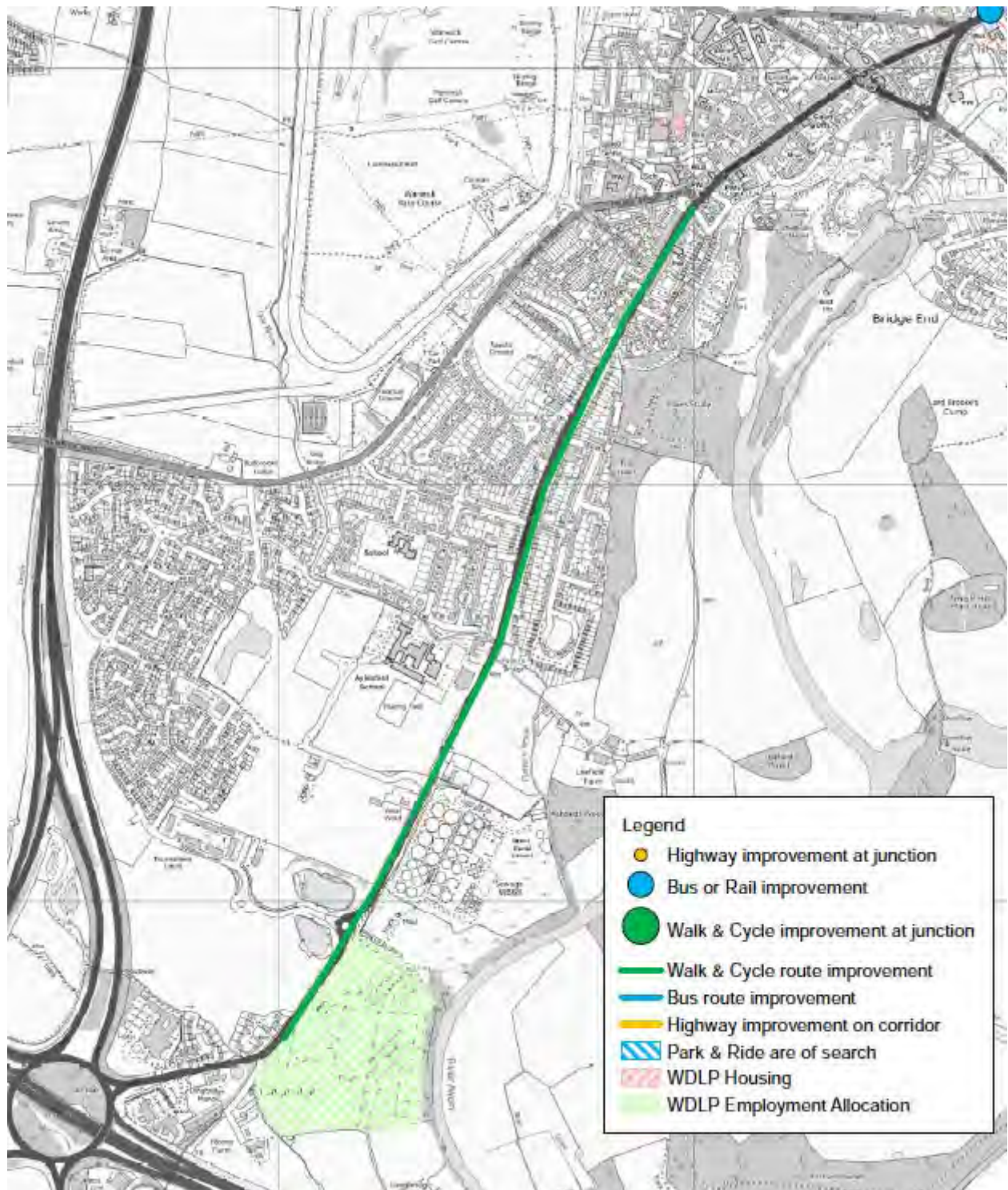
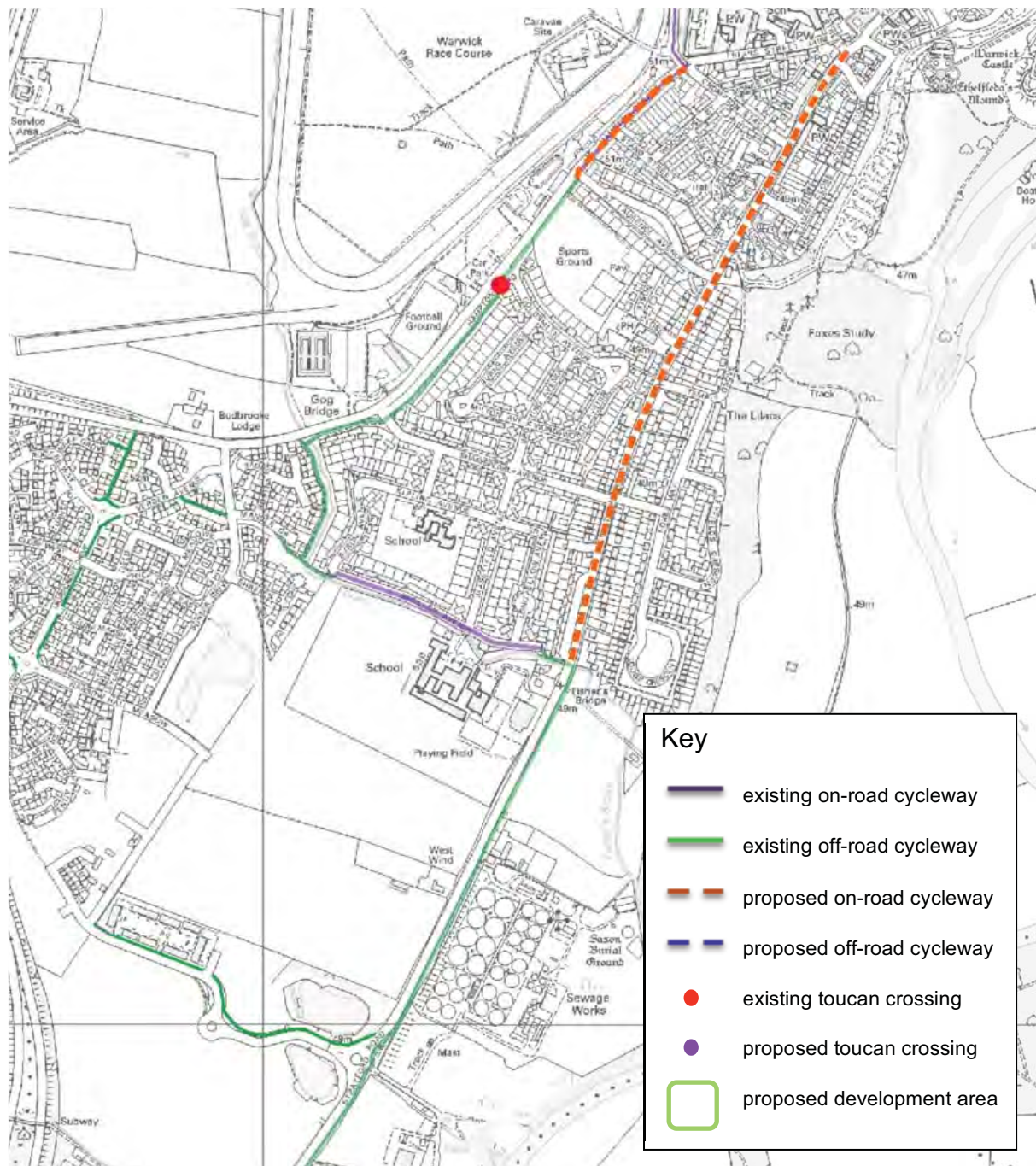


Figure 19. Cycle network (existing and proposed) for A429 Stratford Road, Warwick



10. Strategic corridor improvements

The A46 / M40 corridor to the west and south of the Warwick and Leamington urban areas provides a key route for people accessing the town from these areas. Recent improvements have included:

- Longbridge Island upgrade and grade separation of A46 at M40 at junction 15
- M40 Junction 14 and associated improvements on the A452 Europa Way, in order to improve safety and reduce congestion on the M40 between junctions 15 and 14

Further junction improvements along A46 / M40 corridor will ensure that the route continues to fulfil its role as part of the Strategic Road Network (SRN) as well as facilitating local access to the towns. The future upgrades will help to encourage access to the south of Leamington and Warwick to use this corridor rather than routing through the town centres.

Table 10. Strategic corridor improvements

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. A46/Birmingham Road 'Stanks Island' – upgrade of 'Stanks Island' (and associated cycle/pedestrian improvements) 2. A46/A452 Thickthorn Roundabout - signalisation of four entry arms onto the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges. 3. M40 Capacity Enhancements 4. A452 Europa Way capacity enhancements – to encourage routing via M40 for access to destinations in south Leamington and Warwick 	N/A
Park & Ride / Bus priority	Behavioural change measures
N/A	N/A

11. Kenilworth improvements

There is a strong net outflow from Kenilworth for travel to work journeys to the neighbouring towns of Leamington Spa and Warwick and the West Midlands Metropolitan area, particularly Coventry and Solihull. These journeys are predominantly made by car, with 69% of travel to work journeys made by Single Occupancy Vehicles (Census 2011).

Improving the options to travel by sustainable modes for external trips is a key focus of future transport proposals. In recent years cycle links have been improved to Coventry via Warwick University. Further proposals include:

- K2L – providing a continuous cycle link between Kenilworth and Leamington (K2L) and provision of local onward connections in both towns
- opening of a rail station in Kenilworth in December 2016. This will provide a regular hourly direct rail service from Kenilworth to Leamington Spa and Coventry, with onward connections to Birmingham, London and the Thames Valley.
- a northern Park and Ride facility between the A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout, providing regular bus services to Leamington Spa and the possibility of onward connections to the proposed southern Park and Ride.

Improvements will also be sought to improve sustainable links for internal movements within Kenilworth. This will include:

- Improved connections through the Thickthorn development site from Leamington Road to Glasshouse Lane
- Links from Thickthorn development site to Kenilworth School
- Links to Rocky Lane and potential onward connection to Stoneleigh Park
- Completion of NCN route through Kenilworth with provision of a cycle route through Abbey Fields

Table 11. Kenilworth improvements

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> A452 Thickthorn Roundabout – signalisation of four entry arms onto the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges St Johns Gyratory, Kenilworth - signalisation of the four entry arms onto the junction. Additional engineering will be required to ensure that the existing development which is located in the centre of the gyratory can be accessed satisfactorily 	<ol style="list-style-type: none"> K2L cycle route Cycle link - Connection from Leamington Road to Glasshouse Lane via Thickthorn development site Links from Thickthorn development site to Kenilworth school Links to Rocky Lane and potential onward connection to Stoneleigh Park Completion of NCN route through Kenilworth through Abbey Fields
Park & Ride / Bus priority / Rail	Behavioural change measures
<ol style="list-style-type: none"> New rail station at Kenilworth with direct services between Kenilworth and Leamington Spa 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 20. Overview of Transport Proposals for Kenilworth

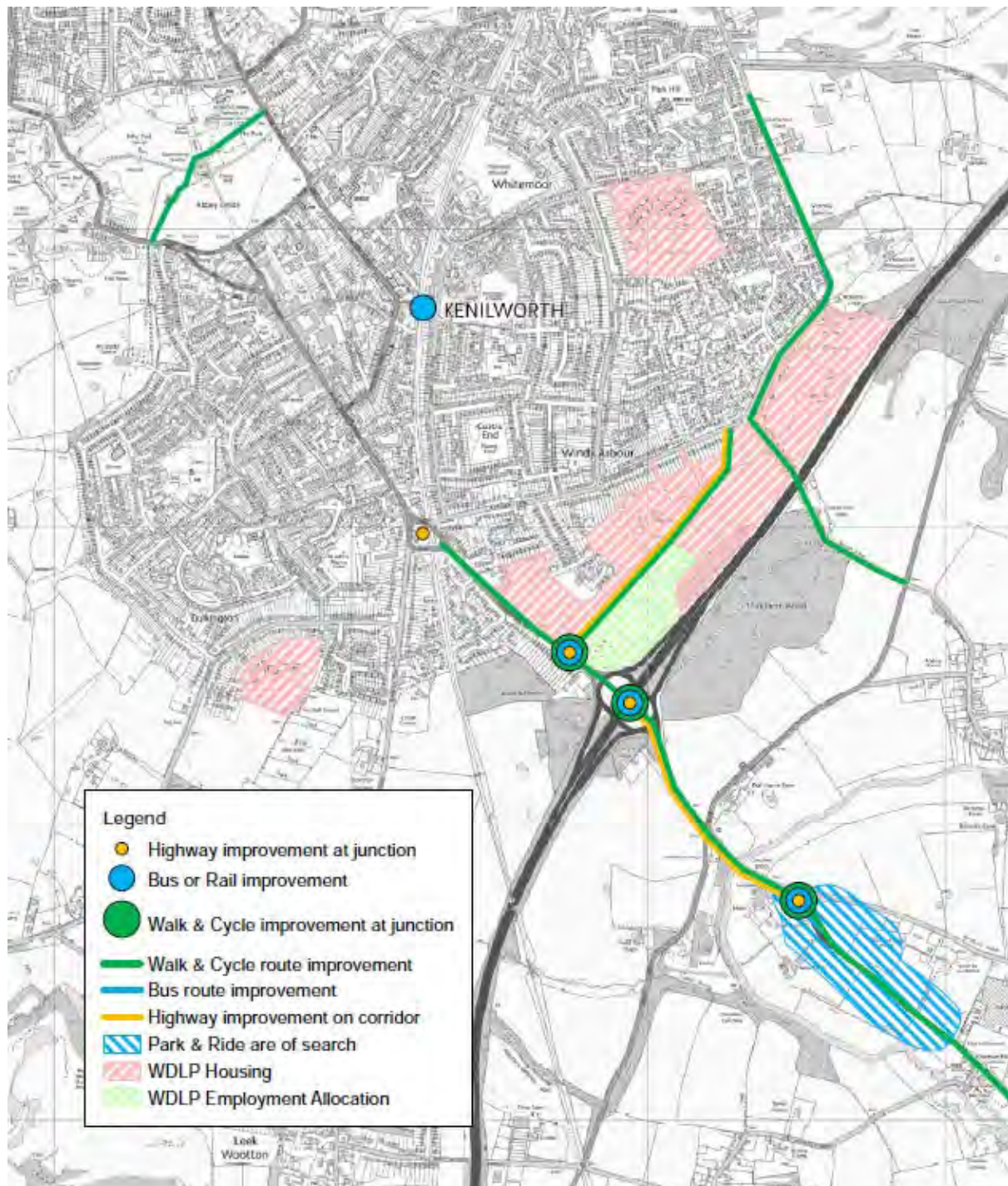


Figure 21. Cycle network (existing and proposed) for Kenilworth

