

Coventry Development Plan 2016

Appendix 1

Housing Trajectory

(At April 2016)

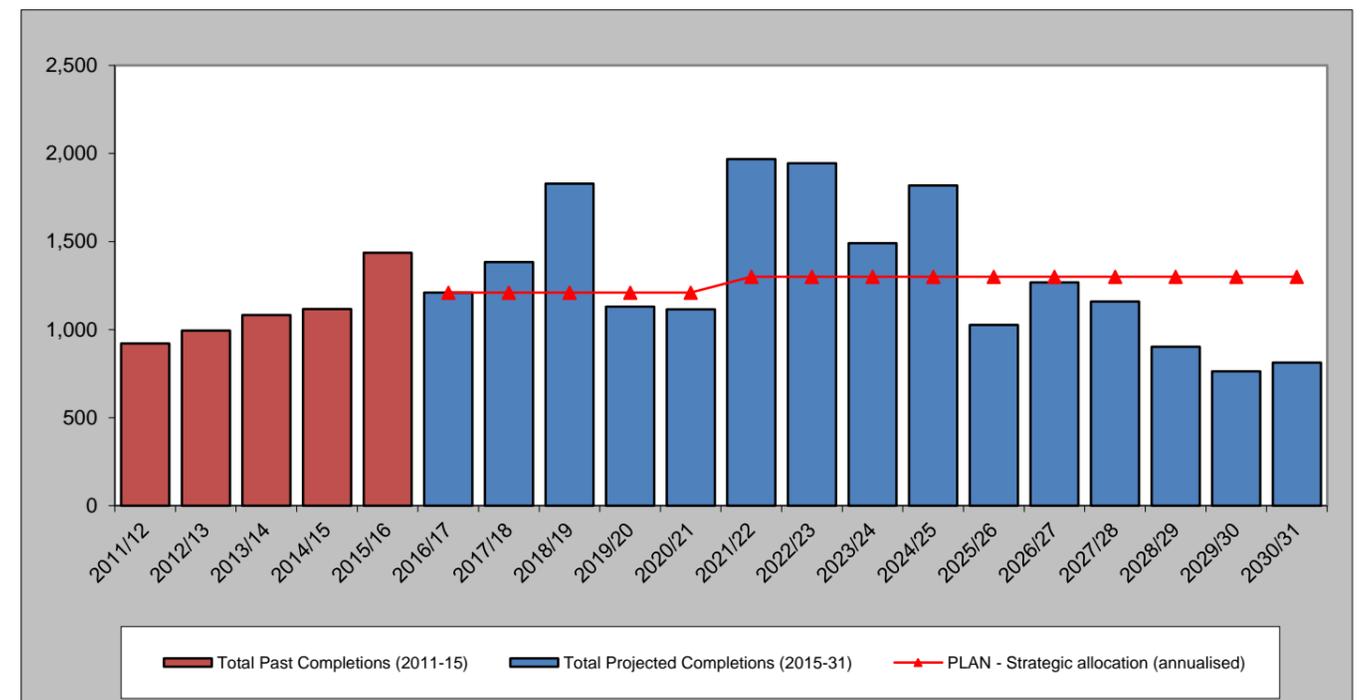
draft Local Plan stepped trajectory	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Past Completions (Gross New Build)	778	1,023	942	1,092	1,092	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,927
Past Completions (Net Conversions)	180	50	156	118	374	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	878
Projections for Areas of Identified Supply																					
Sites With Planning Permission	-	-	-	-	-	345	1,233	1,420	598	435	449	373	358	218	71	100	100	100	100	0	5,900
Sites Under Construction	-	-	-	-	-	866	79	0	0	0	0	0	0	0	0	0	0	0	0	0	945
SHLAA Sites	-	-	-	-	-	0	72	219	157	275	240	336	153	582	106	268	228	127	93	202	3,058
Proposed Site Allocations (Local Plan)	-	-	-	-	-	0	0	190	375	405	1,100	1,085	895	950	815	765	660	610	535	535	8,920
Proposed Site Allocations (City Centre)	-	-	-	-	-	0	0	0	0	0	145	115	50	33	0	100	136	30	0	40	649
Small Site Windfall Allowance	-	-	-	-	-	-	-	-	-	-	35	35	35	35	35	35	35	35	35	35	350
Demolitions																					
Past Demolitions 2011-2015	37	79	15	94	30	All projected figures are net so no specific demolitions figures are incorporated for future delivery.															255
Totals and Assessment																					
Total Past Completions (2011-15)	921	994	1,083	1,116	1,436																5,550
Total Projected Completions (2015-31)						1,211	1,384	1,829	1,130	1,115	1,969	1,944	1,491	1,818	1,027	1,268	1,159	902	763	812	19,822
Total Cumulative Completions (2015-31)						1,211	2,595	4,424	5,554	6,669	8,638	10,582	12,073	13,891	14,918	16,186	17,345	18,247	19,010	19,822	25,372
PLAN - Strategic allocation (annualised)						1,210	1,210	1,210	1,210	1,210	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	19,050
PLAN - Strategic allocation (cumulative)						1,210	2,420	3,630	4,840	6,050	7,350	8,650	9,950	11,250	12,550	13,850	15,150	16,450	17,750	19,050	19,050
MONITOR - Number of dwellings above or below cumulative allocation						1	175	794	714	619	1,288	1,932	2,123	2,641	2,368	2,336	2,195	1,797	1,260	772	772
MANAGE - Annual requirement taking account of past and projected completions						1,372	1,371	1,330	1,350	1,376	1,302	1,210	1,163	1,032	1,033	955	853	803	40	-772	-

draft Local Plan stepped trajectory	Total	Annual
2011-2016	5,100	1,020
2016-2031	19,500	1,300
Total	24,600	-

Total Target (2011-2031)	24,600	
Total Completions 2011-2016	5,550	
Total remaining requirement (2016-2031)	19,050	
Outstanding Shortfall from past completions (2011-2016)	-450	
Amount of past shortfall included within 1st 3x5 year timeframe (-450/3)	-150	-30/year
Amended 5 year Total Requirement (2016-2021) Liverpool	6,350	1,270
Amended 5 year Total Requirement (2021-2026) Liverpool	6,350	1,270
Amended 5 year Total Requirement (2026-2031) Liverpool	6,350	1,270

Amended 5 year Total Requirement (2016-2021) Sedgefield	6,050	1,210
Amended 5 year Total Requirement (2021-2026) Sedgefield	6,500	1,300
Amended 5 year Total Requirement (2026-2031) Sedgefield	6,500	1,300

Joint SHMA - Capacity Scenario	Liverpool	Sedgefield
Total 5 Year Supply	6,669	6,669
Total 5 Year Requirement	6,350	6,050
Requirement Annualised	1,270	1,210
Number of Years Supply	5.25	5.51
Supply as a % of requirement	105%	110%



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Appendix 2

Marketing Guidance to Support Policies JE3 and CO2

Developer Marketing Standards – Policy JE2

Where a sites or premises owner is applying to the Council for change of use from employment to an alternative use, they have to prove there is a lack of demand for that site or premises.

This table itemises the various marketing tools that should typically be used to market the interest.

Should these tools fail to identify potential purchasers or occupiers then it may be considered that there is a lack of employment demand for the site or premises in question.

Marketing Tool	Individual building (premises)	Small Site (< 1ha)	Mid-Range Site (1-10ha)	Larger Site (>10ha)
On-site Marketing Board in prominent position				
Targeted site promotion with Local Property Agents / Developers / Investors				
Targeted site promotion with Regional Property Agents / Developers / Investors				
Targeted site promotion with National Property Agents / Developers / Investors				
Liaise with CWLEP and the Councils Inward Investment Team				
Produce Marketing Particulars				
Promotion on appropriate marketing website				
Marketing Period (months)	6	6	9	12

Developer Marketing Standards – Policy CO2

Where a sites or premises owner is applying to the Council for change of use from a Social, Community or Leisure use to an alternative use (outside of the scope of chapter 6 of the Local Plan), they will need to demonstrate that there is a lack of demand for that site or premises.

This table itemises the various marketing tools that should typically be used to market the interest.

Should these tools fail to identify potential purchasers or occupiers then it may be considered that there is a lack of demand/need for the site or premises in question.

Marketing Tool	Premises	Vacant Land
On-site Marketing Board in prominent position		
Targeted site promotion with Local Property Agents / Developers / Investors		
Liaise with CWLEP and the Councils Inward Investment Team		
Promotion on appropriate marketing website		
Marketing Period (months)	3	3

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Appendix 3

Ancient Woodlands

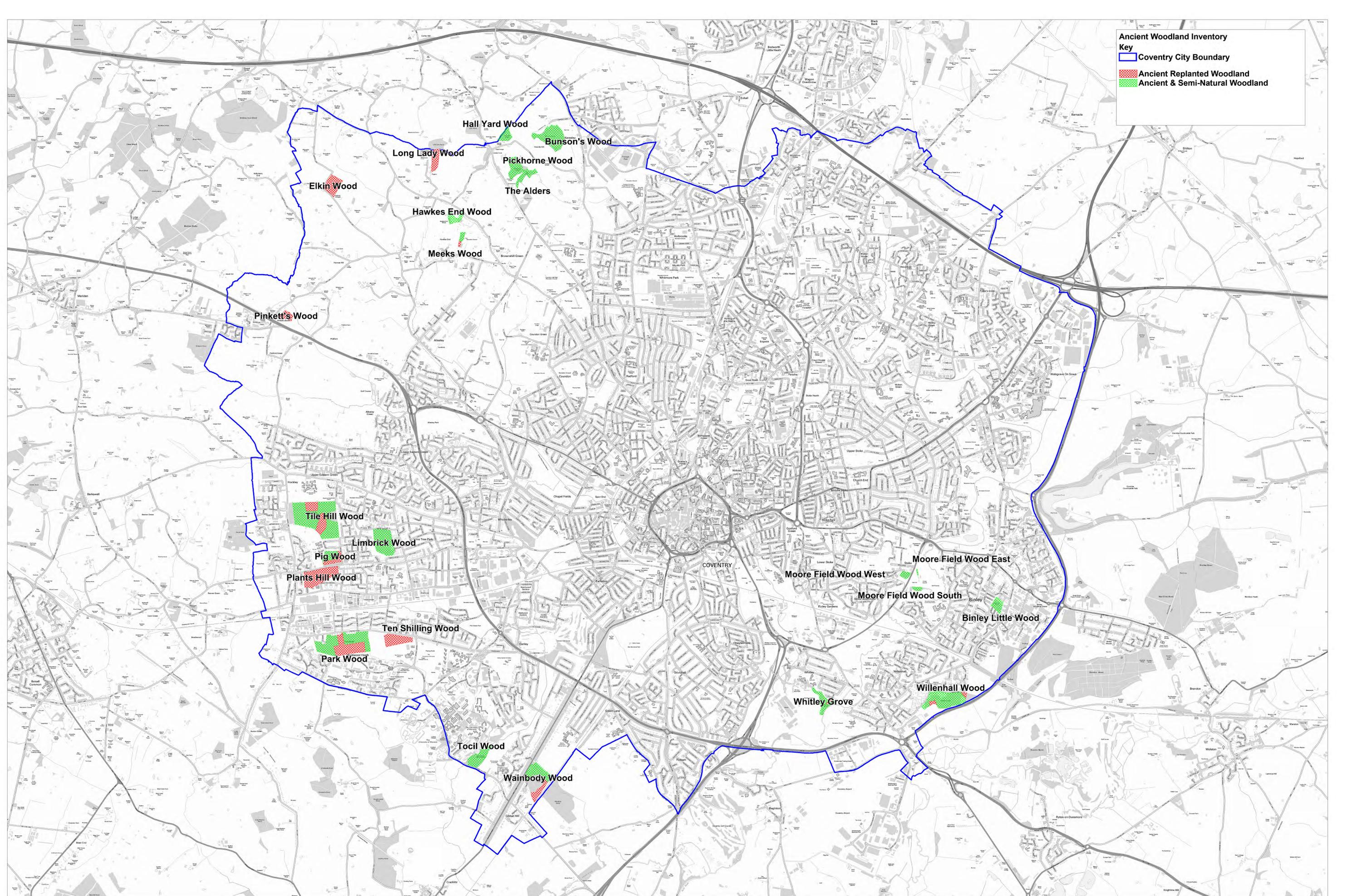
Inset Map

The minimum area identified for listing ancient woodlands is 2 Hectares (Ha).

Ancient Woodland Inventory

Key

-  Coventry City Boundary
-  Ancient Replanted Woodland
-  Ancient & Semi-Natural Woodland



Coventry Ancient Woodland Inventory



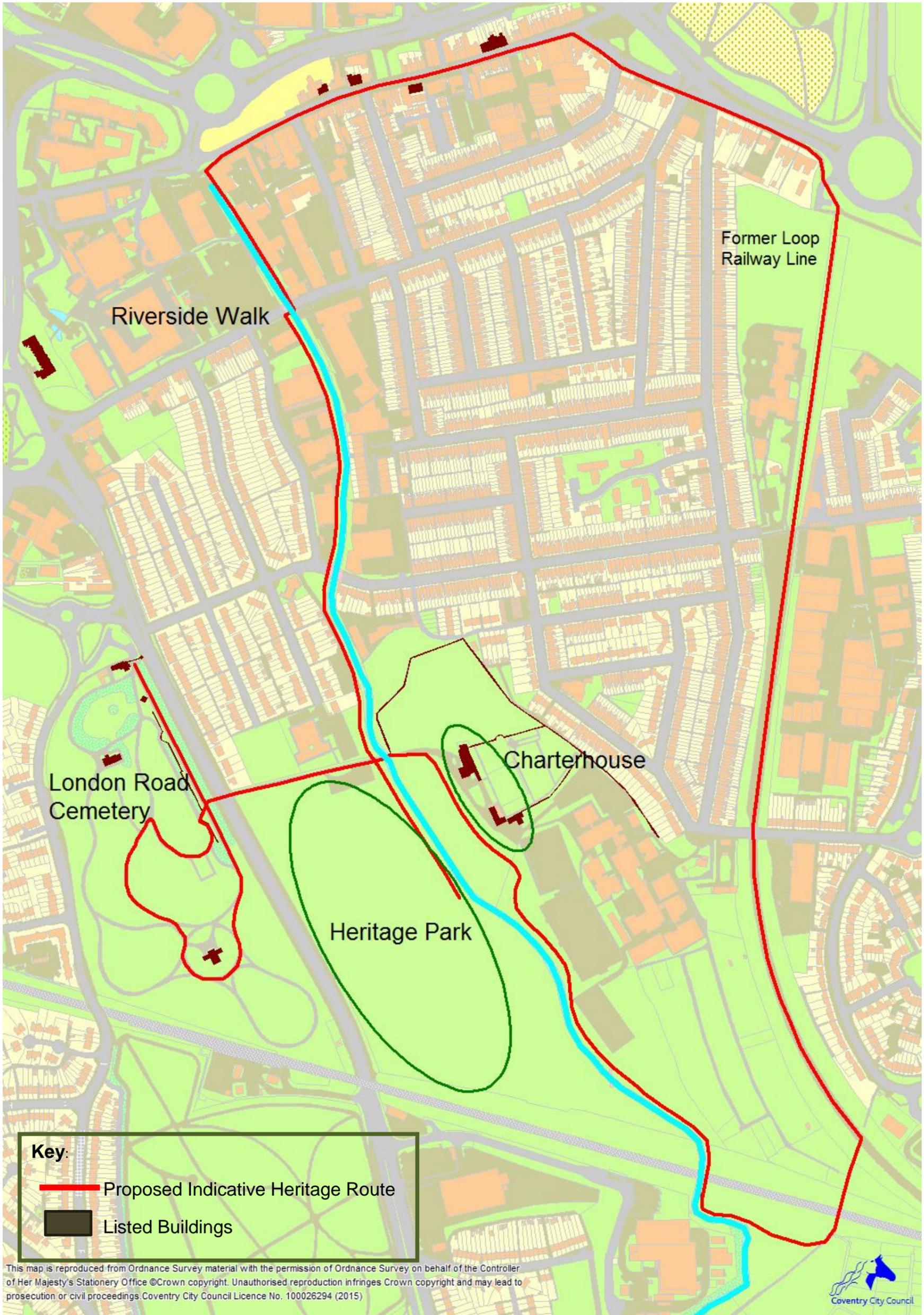
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Appendix 4

Heritage Park and Connectivity Route

Inset Map



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Appendix 5

Car and Cycle Parking Standards for New Development

1. Introduction

- 1.1 This appendix sets out standards for levels of car and cycle parking associated with new development in Coventry. The standards include requirements for electric car charging points and the provision of parking for people with disabilities.
- 1.2 These standards should be applied in combination with the main policies set out in the Coventry Development Plan, and specifically policy Acc 3 which deals with car parking. The City Centre Area Action Plan also contains policies relating to the provision of public car parking in the City Centre.

Relevant Local and National Car Parking Policy

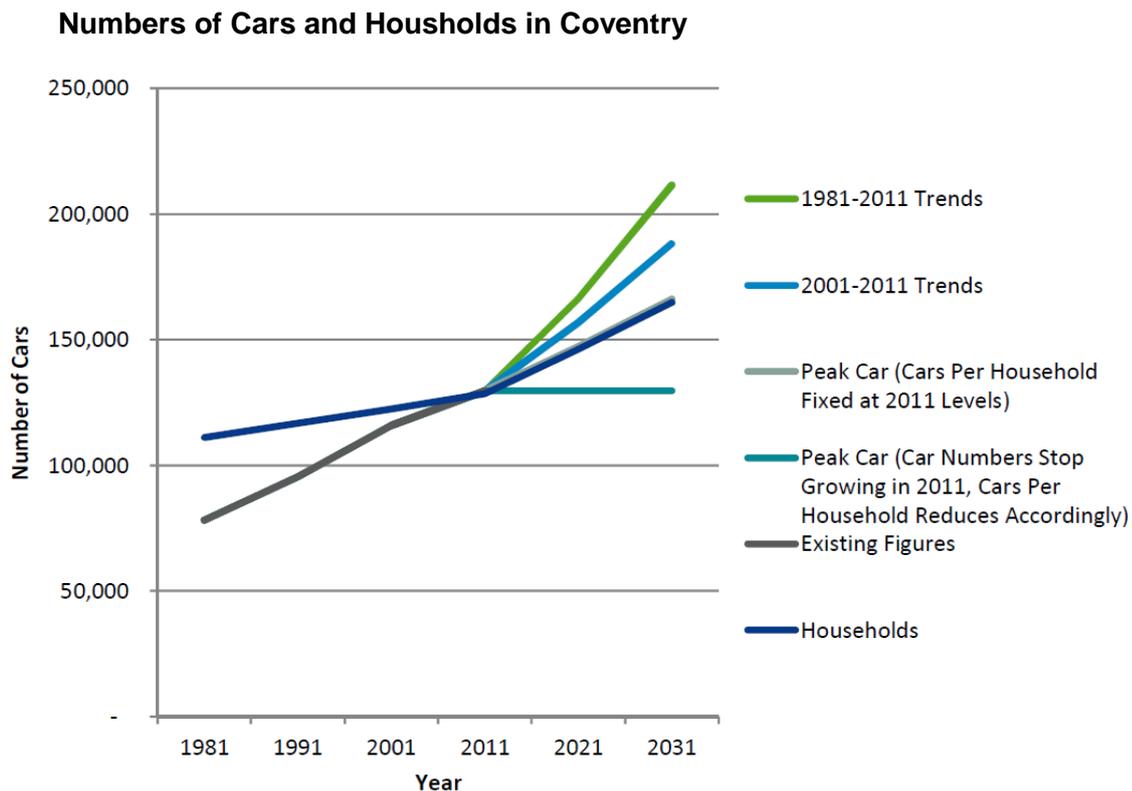
- 1.3 The National Planning Policy Framework (NPPF) (2012) sets out the Government's approach to car parking standards stating that in setting local standards, local planning authorities should take into account:
 - the accessibility of a site
 - the type and mix of the proposed development
 - the availability of and opportunities for public transport
 - local car ownership levels
 - an overall need to reduce the use of high-emission vehicles
- 1.4 In March 2015 the government provided additional detail on the NPPF parking policy which stated that, "Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network".
- 1.5 There is very clear evidence locally that the under provision of car parking can be attributed to road safety and congestion issues in numerous areas across the city. Most notably, inadequate levels of car parking have been shown to cause unacceptable levels of on-street parking causing obstructions to other road users including refuse and emergency vehicles. A review of the current parking situation is outlined in more detail below.
- 1.6 It has been determined that the provision of car parking standards is required locally to address those issues whilst also providing additional guidance to developers to help maintain appropriate and consistent levels of car parking across the city and with surrounding areas.

Background

- 1.7 Coventry is a compact highly accessible city with a well-developed and maintained road network. The density, type and accessibility of housing varies greatly across the city, but typically Coventry is made up of large areas of terraced and semi-detached housing, in many cases with little or no off-street car parking. In more suburban lower density areas of the city, levels of car ownership levels are typically higher, but even with an increased availability of off-street parking, levels of on-street parking frequently remain high.
- 1.8 Patterns of commercial development over the past twenty years have seen an increase in out of town businesses and retail sites. In some cases there has been an overspill of car parking into local residential areas necessitating the introduction of residents parking zones. This overspill effect is also an issue in residential areas located around the periphery of the city centre. It is considered that the application of appropriate levels of car parking and the completion of a ring of residents parking zones around the edge of the city centre alongside a continued programme of promoting sustainable travel modes will help to address this.
- 1.9 The City Council has undertaken a review of current car parking issues to inform the formulation of these standards. The review considered:
- The existing parking situation in a variety of areas across the city in terms of on-street parking, and associated highway safety and traffic management issues
 - The effectiveness and impact of recent car parking provision on new development
 - Car parking standards adopted by other local authorities including those with comparable characteristics to Coventry and those in the locality
 - Other relevant planning and transportation policies related to car parking
 - Car ownership levels and usage levels in different parts of the City
 - The availability of public transport
- 1.10 The review has shown that the provision of inadequate levels of car parking, most notably in residential areas, has increased occurrences of inappropriate and obstructive informal on-street car parking. This indicates that restricting levels of car parking does not necessarily have a material impact on reducing levels of car ownership. The location and design of car parking also appears to have an impact on its usage and occurrences of on-street parking.
- 1.11 The increase in on-street parking has caused a variety of issues including:
- Blocked access routes for emergency, refuse and delivery vehicles
 - Blocked footways preventing access for pedestrians
 - Reduced visibility for all road users at junctions and for pedestrians crossing the road
 - Negative impacts from parking on the overall visual appearance of the street scene
- 1.12 Over recent years, the typical standard applied has been to restrict parking to two spaces per dwelling, not necessarily linked to the number of bedrooms. There is also evidence which indicates that a high proportion of garages, counted as part of the total parking provision, are frequently used for general storage rather than for parking vehicles.

Accessibility and Car Ownership

1.13 The City Council continues to promote a number of positive initiatives to encourage an uptake in walking, cycling and public transport usage. There is also evidence that overall levels of vehicular mileage in the city have reduced slightly over recent years. Despite this, over the past 30 years levels of car ownership in Coventry have continued to increase. Projecting this forward, it is expected that this trend will continue in line with an increase in the number of households.



Approach of these Standards

1.14 As outlined above, the availability of car parking can have a major impact on local traffic management and safety issues. It is therefore essential to try and get the balance right of ensuring that adequate levels are provided to manage inappropriate parking without providing excessive levels which dominate the built environment and overtly encourage car use.

1.15 The Local Plan includes policies setting out a balanced approach to supporting the movement needs of local residents and businesses in a growing city. Those policies recognise the role of the car in supporting connectivity to areas in and around Coventry, but also actively encourage sustainable and active modes of travel to help address traffic congestion, air quality and health issues.

1.16 The quality and accessibility of public transport, walking and cycling routes to key services can influence how people travel, for example, people living in or near the city centre are less likely to be reliant on car use, hence there will be a reduced need for car parking compared to less

accessible areas of the city. The City Council is also exploring options for the introduction of car clubs, with a focus on the City centre, which support more efficient and flexible models of car ownership.

1.17 2011 census information clearly shows a wide variance in levels of car ownership in different parts of the city.

<u>City Centre</u>		<u>Ward in the South of the City</u>	
0 cars or vans in household	69.1%	0 cars or vans in household	7.8%
1 car or van in household	24.6%	1 car or van in household	35.3%
2 cars or vans in household	5.2%	2 cars or vans in household	43.2%
3 cars or vans in household	0.9%	3 cars or vans in household	10.2%
4+ cars or vans in household	0.2%	4+ cars or vans in household	3.5%

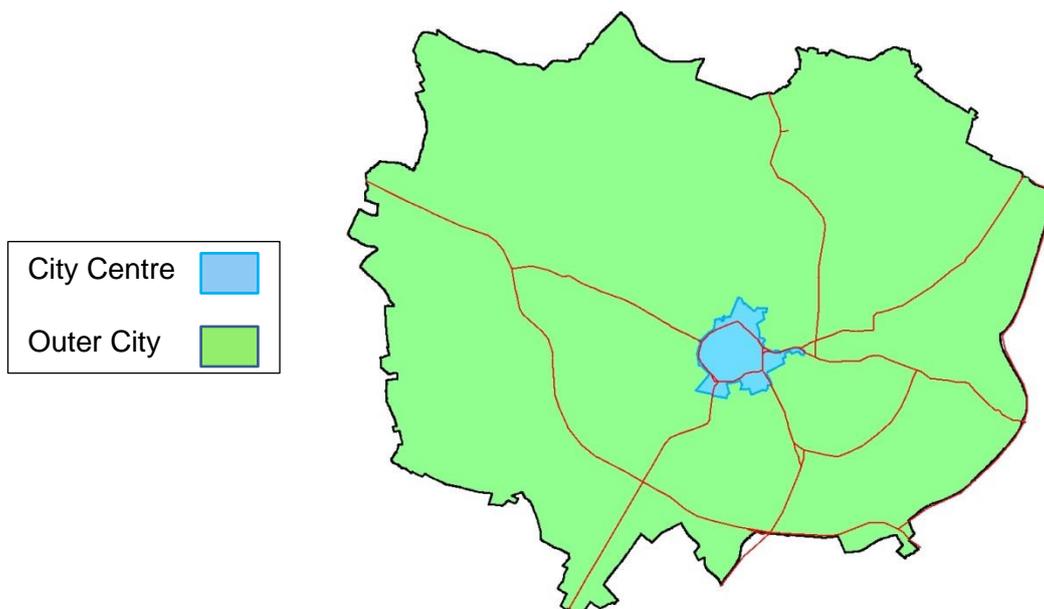
1.18 Recognising the variances in car ownership and accessibility across the city, the standards set out in this document are based on two distinct zones:

1) **City Centre** (all sites within the defined City Centre)

The level of car parking permitted for applications within the City Centre will be determined on a site by site basis on the merits of the application and criteria in the NPPF, as set out in para 1.3 above.

2) **Outer City** (all other areas within the city boundary)

The level of car parking permitted for applications in the Outer City will be determined on the basis of the standards set out in table 1 below.



- 1.19 The car parking standards in this document should be considered as a maximum. However it is recognised that in exceptional circumstances there may be occasions when it could be appropriate to have a lower or higher level of parking depending on the specific details of the application. In all cases, any departures from the parking standards should be fully and appropriately justified with detailed supporting evidence. In most cases this should be included within the associated Transport Statement or Assessments which should include:
- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas
 - Consideration of likely trip generation and parking accumulations for the proposed development with supporting evidence
 - Details of how the parking will be managed and how that will mitigate any under or over-provision
- 1.20 This is not considered to be an exhaustive list, and there may be other factors associated with the specific characteristics of each site which may need to be considered. In all cases, where an applicant is considering a departure from the standards, the Council encourages early pre-application discussions.
- 1.21 Where a reduction in parking could lead to a transfer of parking into other locations, appropriate financial contributions may also be required for the introduction or expansion of Residents Parking Zones.

2. Car Parking Standards

- 2.1 The standards set out in Table 1 below show the detailed car parking standards expected for each type of land use. These should be treated as maximum standards and applied in accordance with the supporting guidance notes provided below.
- 2.2 Care should be taken to ensure that parking is well designed, easily accessible and is sympathetic to the surrounding environment, particularly in residential areas. Unallocated parking spaces required for visitor parking in residential areas should be seamlessly integrated into the public realm to reduce the visual impact, and be suitably located so that they do not cause obstructions to the highway.

Car Parking in the City Centre

- 2.3 The level of privately allocated car parking for applications within the City Centre will be determined on a site by site basis on the merits of the application and criteria in the NPPF.
- 2.4 The provision of private car parking will not generally be promoted within City centre as it is highly accessible by a range of transport modes and there is already an adequate supply of publically available car parking. However it is recognised that in some cases a small allocation may be appropriate. The justification of any provision should be set out in the accompanying Transport Assessment or Statement as appropriate. In cases where private car parking is provided, opportunities should be sought to provide parking as part of the building, underground, or as a multi storey arrangement to maximise the density of development.
- 2.5 The promotion of Travel Plans (where required) will be expected to support the promotion of demand management measures including public transport, walking and cycling and the encouragement of communal car facilities such publically available car parking and car clubs. This helps to reduce the impact of car parking on the local environment and increase the overall density of development in the city centre. For residential developments in the city centre, it is recommended that the purchase of long-term car parking passes for public car parks is promoted through the relevant Travel Plan.

Parking for Electric Vehicles

- 2.6 As set out in policy Acc 3, the City Council is supportive of an uptake in low emission and electric vehicles. In order to ensure that all new developments are equipped with the necessary infrastructure, new developments will be expected to include, where practical, appropriate provision for electric car charging points. Electric vehicle parking should be counted as part of the total parking provision, and bays should be clearly marked.
- 2.7 5% of all new parking spaces should include provision for electric car charging points. In cases where the provision of this allocation is demonstrated to be impractical, 5% of spaces should have the capacity to easily retrofit recharging points. This should include the provision of ducting to accommodate a suitable power supply which facilitates high speed recharging.
- 2.8 For larger developments, details of how electric vehicle charging will be allocated, located and managed should, where applicable, be included within the relevant Transport Assessments or

Transport Statement. The management of the charging points, including the mechanism/procedure for charging, will be the responsibility of the developer/occupier.

- 2.9 In cases where charging points, including infrastructure to enable retrofitting, cannot be provided within the development site, developer contributions may be sought to enable those facilities to be suitably provided in other locations including public car parks or on-street parking spaces.
- 2.10 The West Midlands Good Practice Air Quality Planning Guidance (2014) provides details on a recommended technical specification for electric charging points and should therefore be referred to in conjunction with these standards.

Parking for People with Disabilities

- 2.11 In accordance with the City Council's objectives to promote equality, accessibility and to be an Age Friendly City, new developments must incorporate provision for blue badge holders. New developments, excluding individual dwellings with private off street parking, will be expected to allocate 5% of the total parking provision for blue badge holders. These spaces should be appropriately designed to meet the requirements of people with reduced mobility in accordance with good practice such as the Department for Transport's Inclusive Mobility (2005).

Parking for Goods Vehicles

- 2.12 In accordance with Local Plan Policy Acc 7 appropriate off-street parking, loading/unloading, waiting and turning areas should be provided for HGV's to prevent obstructions to the highway causing delays and road safety issues. Each application will be assessed on its own merits.
- 2.13 It will be necessary to demonstrate in the application and through Transport Statements / Transport Assessments how goods vehicles will be managed as part of the proposed development, particularly in areas where the presence of HGV's has the potential to cause traffic management and road safety issues.

Drop-Off and Loading Areas

- 2.14 Parking for coaches to set passengers down and pick them up will be considered appropriate and necessary for certain uses and developments, most notably those which are leisure related. However, this requirement will be unique to each site and therefore will be considered on a case by case basis.
- 2.15 For class D1 education establishments, appropriate provision for safe drop-off facilities should be considered to discourage inappropriate on-street parking. The level of provision will be determined on the merits of the application and the characteristics of the site and surrounding area.

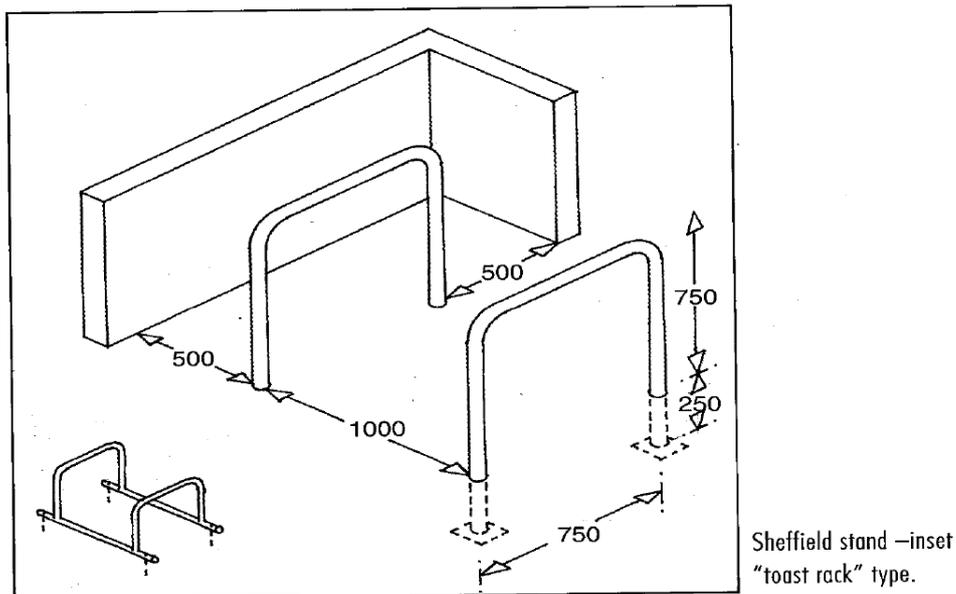
3. Cycle Parking Standards

- 3.1 Fear of theft or damage to the cycle is often cited as a major deterrent to cycling. Well-planned and secure cycle parking is therefore an essential element in increasing the level of cycle use. The provision of cycle parking must be considered early in the planning and design process.
- 3.2 The standards in table 1 apply to all areas in the city, and specify different requirements for staff, residents, pupils/students and customers or visitors. This is because staff, residents and pupils/students require cycle parking that is more secure for long-stay use whereas customers or visitors will usually be parking for a shorter period.
- 3.3 It should usually be possible to provide cycle parking spaces within the development site. In cases where this is not possible, a commuted sum (secured through a legal agreement) may be required by the City Council which will be used to provide appropriate cycle parking facilities off-site.
- 3.4 To increase the attraction of commuting by cycle, it is important to provide facilities for cyclists at their destinations. These facilities should include changing areas, storage areas for personal items and space to dry wet clothing and showers.
- 3.5 For large developments, or in exceptional circumstances, the cycle parking allocation can be open to negotiation. In these cases the applicant will be required to provide justification regarding the level of expected provision bearing in mind the characteristics of the development site and the nature of the proposed development. The phasing of provision may be appropriate in some instances.

Design Details

- 3.6 To discourage theft or vandalism, cycle parking should be secure, well lit, clearly signed and situated in prominent, accessible and convenient locations that benefit from casual surveillance by passers-by and more formal surveillance by staff or CCTV. It should also be located within a short distance of the main entrance(s) to the building(s).
- 3.7 The use of 'Sheffield' stands is recommended as a minimum and is especially suitable for customer or visitor parking. The 'Sheffield' stand is a single 50mm diameter tube with two right angle bends and provides for two cycles. A detailed specification is shown at Figure 1 below.
- 3.8 At any site where 10 or more spaces are provided, they should be covered, well-lit and clearly signed. The detailed design and lighting of these facilities must have regard to the locality and setting of the proposed development.

Figure 1: Sheffield Stand design specification (copyright Institution for Highways and Transportation)



3.9 Cycle parking equipment which only holds one wheel of a bicycle e.g. 'butterfly' clips or concrete slots will not be acceptable. They provide inadequate security and can damage the wheels of a bicycle.

3.10 For long-stay parking for residents, staff and pupils/students, more secure provision will be expected. This should be in the form of cycle lockers, a locked compound with Sheffield Stands provided that they are under cover or Sheffield Stands located within an area that is already secure (access restricted to staff or similar). Design specifications for cycle lockers and locked compounds are shown in Figures 2 and 3.

Figure 2: Cycle Lockers Design Specification

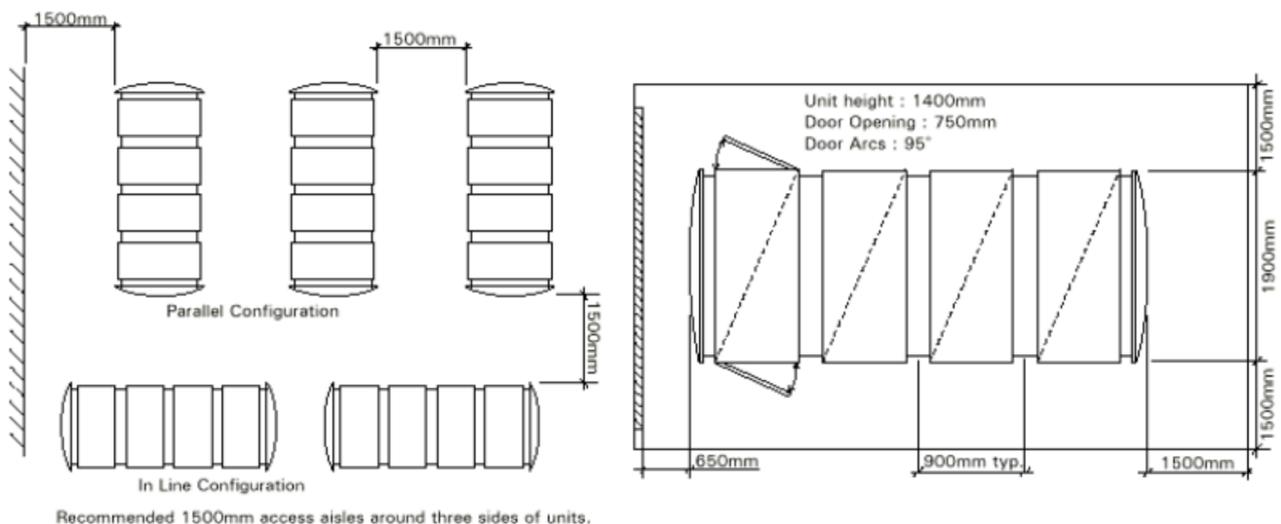
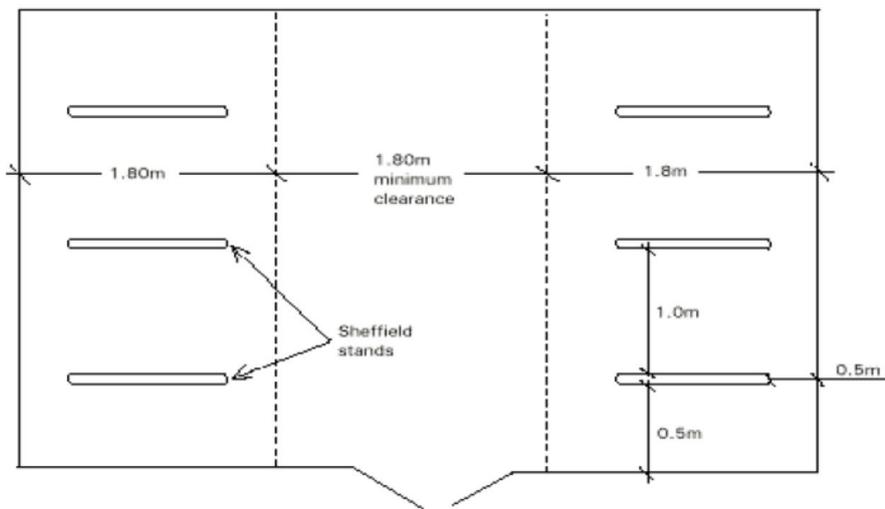


Figure 3 Locked Compound Design



Notes for Table 1

Car Parking Standards

1. All standards should be calculated on external gross floor space (m²) unless otherwise stated.
2. In order for garages in residential developments to qualify as part of the parking provision they must be a minimum of 3m x 6m internally.
3. Unallocated visitor car parking for C3 residential dwellings should be provided in the form of appropriately marked publically available spaces. In cases where this is provided as part of the highway, spaces must be seamlessly integrated into the public realm to reduce the visual impact, and be suitably located so that they do not cause obstructions to other highway users.
4. FTE means Full Time Equivalent.
5. Where it is calculated that part of a space is required, this should be rounded up.
6. Provision should be allocated for Blue Badge holders, in accordance with para 2.11 above.
7. Provision should be allocated for electric car charging in accordance with paras 2.6 to 2.10 above.
8. 5% of the total car parking provision should be allocated for people with disabilities / blue badge holders.
9. Parking spaces for people with disabilities should be at least 3.6 metres wide and 6.0 metres long. This is equivalent to 2.4m x 4.8m, with an additional 1.2 metres at the side and end of the bay.

Cycle Parking Standards

10. A Sheffield type stand (see Figure 2 below) is capable of allowing two bicycles to be parked if correctly installed (2 spaces).
11. In most residential developments, the use of suitably sized garages or sheds will be acceptable as cycle storage provision. A method of securing the cycle to a solid wall is encouraged.
12. For flats, maisonettes and managed schemes, secure communal space(s) should be provided on the ground floor or in a basement area provided that ramped access is available.
13. FTE means Full Time Equivalent.
14. All standards should be calculated on external gross floor (m²) space unless otherwise stated.

Table 1 - Car and Cycle Parking Standards

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
A1 - Shops (m²) Food	1 per 25 m ²	Under 2500 m² 1 per 200 m ² for customers 1 per 400 m ² for staff Minimum of 2 spaces
		Over 2500 m² 1 per 400 for customers 1 per 600 m ² for staff
A1 - Shops (m²) Non-food	1 per 35 m ²	1 per 400 m ² for customers 1 per 400 m ² for staff Minimum of 2 spaces
A2 - Financial and Professional Services	1 per 30 m ²	1 per 400 m ² for customers 1 per 400 m ² for staff A minimum of 2 spaces
A3 - Restaurants and Cafes (dining area m²) A4 - Drinking Establishments (bar area m²) A5 - Hot Food Takeaways (public area m²)	1 per /10 m ²	1 per 10 staff members (FTE) 1 per 200 m ² for customers Minimum of 2 spaces

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
B1- Business/Research & Development	1 per 45 m ²	1 per 400 m ² for staff 1 per 400 m ² for visitors Minimum of 2 spaces
B1/B2 - Light or General Industrial	1 per 60 m ²	Under 4000 m² 1 per 400 m ² for staff 1 per 750 m ² for visitors Minimum of 2 spaces
		Over 4000 m² 1 per 500 m ² for staff 1 per 1000 m ² for visitors
B8 - Storage and Distribution	1 per 100 m ²	Under 4000 m² 1 per 400 m ² for staff 1 per 750 m ² for visitors A minimum of 2 spaces
		Over 4000 m² 1 per 500 m ² for staff 1 per 1000 m ² for visitors

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
C1- Hotels	1 per 2 bedrooms + parking provision for any A3 and D2 uses	1 per 10 staff members (FTE) 1 per 8 bedrooms for customers Minimum of 2 spaces
C2 - Residential Institutions Care & Nursing Homes	1 per 4 bed spaces + 1 per 2 staff members (FTE)	1 per 10 staff members (FTE) 1 per 8 bedrooms for visitors Minimum of 2 spaces
C2 - Hospital	1 per 2 staff members (FTE) + and 1 per 2 bed spaces	1 per 10 staff members (FTE) 1 per 20 beds for visitors Minimum of 2 spaces
C2A - Secure Residential Institutions	Parking provision will be considered on a site by site basis.	
Student Accommodation (Halls of Residence) & Residential Schools/Colleges	1 per 4 bedrooms	1 per 4 bedrooms for students 1 per 20 bedrooms for visitors (See note 12 above)
C3- Residential Dwellings (per unit) 1 bedroom house/flat	1 per dwelling + 1 unallocated space per 5 dwellings for visitors (See note 3 above)	1 per dwelling (See notes 11&12 above)
C3- Residential Dwellings (per unit) 2 bedroom house/flat	2 per dwelling + 1 unallocated space per 10 dwellings for visitors (See note 3 above)	1 per dwelling (See notes 11&12 above)
C3- Residential Dwellings (per unit) 3 or more bedroom house/flat	2 per dwelling + 1 unallocated space per 5 dwellings for visitors (See note 3 above)	2 per dwelling (See notes 11&12 above)
C4- Houses in Multiple Occupancy (HiMOs)	0.75 per bedroom	1 per 3 bedrooms (See notes 11&12 above)

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
D1- Medical or Health Services (Non Residential)	Parking provision will be considered on a site by site basis.	1 per 6 staff members (FTE) 0.5 per treatment room for visitors Minimum of 2 spaces
D1- Creche, Nursery	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE), 1 per 15 children for visitors Minimum of 2 spaces
D1- Education Establishment Primary schools	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE) and 1 per 500 students for visitors 1 per 5 students for student use.
Secondary Schools	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE) and 1 per 500 students for visitors 1 per 5 students for student use.
Further / higher education (Colleges and Universities)	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE) and 1 per 500 students for visitors 1 per 5 students for student use
D1 - Art Gallery/ Museum/ Library/ Public Hall	1 per 30 m ²	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
D1 - Place of Worship	1 per 10m ²	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
D2 - Assembly and Leisure Cinema	1 per 8 seats	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
Gym/ Fitness Centre	1 per 15 m ² public areas	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
Sports Hall	1 per 20 m ² public areas	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
Concert / Bingo Hall	1 per 8 seats	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
Sui Generis	Parking provision will be considered on a site by site basis.	

**Coventry Development Plan 2016
Appendix 6**

**Replacement of Coventry
Development Plan
Saved Policies by Local Plan**

Coventry Development Plan List of Saved Policies

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
Overall Strategy			
OS 1	The Objectives And Outcomes Of The Plan	Policy DS1: Overall Development Needs	Policy CC3: Building Design Policy CC6: Public Realm Policy DE1: Ensuring High Quality Design
OS 2	Strategic Regeneration Sites	Policy DS2: The Duty to Cooperate	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
OS 3	Local Area Regeneration	Policy DS3: Sustainable Development Policy	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
OS 4	Creating A More Sustainable City	Policy HWB1: Health Impact Assessments (HIA) Policy DS3: Sustainable Development Policy	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
OS 5	Achieving A High Quality City	Policy DS3: Sustainable Development Policy	Policy CC3: Building Design Policy CC6: Public Realm Policy DE1: Ensuring High Quality Design
OS 6	Change Of Land Use	Policy DS1: Overall Development Needs Policy DS3: Sustainable Development Policy	
OS 7	Mixed Land Use	Policy DS1: Overall Development Needs Policy DS3: Sustainable Development Policy	
OS 8	Equal Opportunity	Policy DS1: Overall Development Needs Policy DS3: Sustainable Development Policy	

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
OS 9	Access By Disabled People	Policy DS1: Overall Development Needs Policy DS3: Sustainable Development Policy	
OS 10	Planning Obligations	Policy DS1: Overall Development Needs Policy DS3: Sustainable Development Policy	
Environmental Management			
EM 2	Air Quality	Policy EM6: Air Quality	
EM 3	Water Resources and Quality	Policy EM4: Flood Risk Management	
EM 4	Flood Risk and Development	Policy EM4: Flood Risk Management Policy EM5: Sustainable Drainage Systems (SuDS)	
EM 5	Pollution Protection Strategy	Policy EM1: Planning for Climate Change Adaptation	
EM 6	Contaminated Land	Policy EM1: Planning for Climate Change Adaptation	
EM 7	Hazardous Installations And Nearby Development	Policy EM1: Planning for Climate Change Adaptation	
EM 8	Light Pollution	Policy EM1: Planning for Climate Change Adaptation	
EM 9	Waste Strategy	Policy EM7: Waste Management	
EM 10	Re-use and Recycling	Policy EM7: Waste Management	
EM 11	Materials Recycling Facilities	Policy EM7: Waste Management	
EM 12	Composting	Policy EM7: Waste Management	
EM 13	Landfill	Policy EM7: Waste Management	
Housing			
H 1	People and their Housing Needs	Policy H1: Housing Land Requirements Policy H7: Gypsy and Traveller Accommodation	
H 2	Balancing New and Existing Housing	Policy H5: Managing Existing Housing Stock Policy H10: Student Accommodation	

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
H 3	The Improvement of the Housing Stock	Policy H4: Securing a Mix of Housing	
H 4	Residential Extensions	Policy H5: Managing Existing Housing Stock	
H 5	Conversion from Non-residential to Residential use	Policy H5: Managing Existing Housing Stock	
H 6	Conversion to Multiple Occupation	Policy H11: Homes in Multiple Occupation (HiMO's)	
H 8	Principal Housing Sites	Policy H2: Housing Allocations	
H 9	Windfall Additions to Housing Land Supply	Policy H3: Provision of New Housing	
H 10	Affordable Housing	Policy H6: Affordable Housing	
H 11	Housing for People with Special Needs	Policy H8: Care Homes, Supported Housing, Nursing Homes and Older Persons accommodation	
H 12	Design and Density of Housing Development	Policy H9: Residential Density	Policy CC3: Building Design Policy CC6: Public Realm Policy DE1: Ensuring High Quality Design
H 13	Care Homes and Nursing Homes	Policy H8: Care Homes, Supported Housing, Nursing Homes and Older Persons accommodation	
Economy and Employment			
E 1	Overall Economy And Employment Strategy	Policy JE1: Overall Economy and Employment Strategy	
E 2	Consolidating and Strengthening the City's Existing Economic Base	Policy JE1: Overall Economy and Employment Strategy	
E 3	Diversification of the Local Economy	Policy JE1: Overall Economy and Employment Strategy	
E 4	Hotels, Conference and Training Accommodation	Policy JE6: Tourism/Visitor Related Development	
E 5	Office Development	Policy JE4: Location of Office	

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
		Development	
E 6	Principal Employment Sites	Policy JE2: Provision of Employment Land and Premises	
E 7	Site Reserved for Expansion of Jaguar/Ford	Policy H2: Housing Allocations	
E 8	Redevelopment of Existing Employment Sites	Policy JE3: Non-Employment Uses on Employment Land	
E 9	Windfall Additions to Employment Land Supply	Policy JE1: Overall Economy and Employment Strategy	
E 10	Accessibility to Job Opportunities	Policy JE7: Accessibility to Employment Opportunities	
E 11	Employment and Training Initiatives to Assist the Priority Areas	Policy JE7: Accessibility to Employment Opportunities	
E 12	Warehousing Development	Policy JE5: Location of R&D, Industrial and Storage/Distribution Development	
E 13	General Industrial Development (B2) in Residential Areas.	Policy JE5: Location of R&D, Industrial and storage/Distribution Development	
Shopping			
S 1	Shopping Strategy	Policy R1: Delivering Retail Growth Policy R2: Coventry City Centre Development Strategy	
S 2	Major District Centres	Policy R3: The Network of Centres	
S 3	Foleshill Gasworks Major District Centre	Policy R3: The Network of Centres	
S 4	District Centres	Policy R3: The Network of Centres	
S 5	Local Centres	Policy R3: The Network of Centres	
S 6	Ground Floor Units In Defined Centres	Policy R5: Retail Frontages Ground Floor Units in defined centres	

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
S 9	Local Shops	Policy R3: The Network of Centres Policy R4: Out of Centre Proposals	
S 10	Catering Outlets	Policy R6: Restaurants, bars and Hot Food Takeaways	
S 11	Edge-Of-Centre And Out-Of-Centre Retailing	Policy R4: Out of Centre Proposals	
Access and Movement			
AM 1	An Integrated, Accessible And Sustainable Transport Strategy	Policy AC1: Accessible Transport Network Policy AC3: Demand Management	
AM 2	Public Transport	Policy AC5: Bus and Rapid Transit	
AM 3	Bus Provision In Major New Developments	Policy AC5: Bus and Rapid Transit	
AM 4	Bus Priority Measures	Policy AC5: Bus and Rapid Transit	
AM 5	Bus Park And Ride	Policy AC5: Bus and Rapid Transit	
AM 6	Hackney Carriage Ranks	Policy AC1: Accessible Transport Network	
AM 7	Rail Services	Policy AC6: Rail	
AM 8	Improving Pedestrian Routes	Policy AC4: Walking and Cycling Policy DE1: Ensuring High Quality Design	Policy CC6: Public Realm Policy CC3: Building Design
AM 9	Pedestrians In New Developments	Policy AC4: Walking and Cycling	
AM 10	Traffic Calming	Policy AC3: Demand Management	
AM 11	Improving Cycling Facilities	Policy AC4: Walking and Cycling	
AM 12	Cycling In New Developments	Policy AC4: Walking and Cycling	
AM 13	Cycle Routes	Policy AC4: Walking and Cycling	
AM 14	Roads	Policy AC2: Road Network	
AM 15	Highway Authority Road Schemes	Policy AC2: Road Network	
AM 16	Other Road Schemes	Policy AC2: Road Network	

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
AM 19	Off-Street Car Parking Areas	Policy AC3: Demand Management	
AM 20	Road Freight	Policy Ac7: Freight	
AM 22	Road Safety In New Developments	Policy Ac1: Accessible Transport Network	
Built Environment			
BE 1	Overall Built Environment Strategy	Policy DE1: Ensuring High Quality Design	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
BE 2	The Principles Of Urban Design	Policy DE1: Ensuring High Quality Design	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
BE 4	Road Corridors	Policy DE1: Ensuring High Quality Design	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
BE 5	The Canal Corridor	Policy DE1: Ensuring High Quality Design	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
BE 6	The West Coast Main Line Railway Corridor	Policy AC6: Rail	
BE 7	Gateways	Policy DE1: Ensuring High Quality Design	Policy DE1: Ensuring High Quality Design
BE 8	Conservation Areas	Policy HE1: Conservation Areas Policy HE2: Conservation and Heritage Assets Policy HE3: Heritage Park Charterhouse	
BE 9	Development In Conservation Areas	Policy HE2: Conservation and Heritage Assets	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
BE 10	The Retention Of Buildings In Conservation Areas	Policy HE2: Conservation and Heritage Assets	Policy CC3: Building Design
BE 11	Alteration Or Extension Of Listed Buildings	Policy HE2: Conservation and Heritage Assets	

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
BE 12	Changes Of Use To Listed Buildings	Policy HE2: Conservation and Heritage Assets	
BE 13	Demolition Of Listed Buildings	Policy HE2: Conservation and Heritage Assets	
BE 14	Locally Listed Buildings	Policy HE2: Conservation and Heritage Assets	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
BE 15	Archaeological Sites	Policy HE2: Conservation and Heritage Assets	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
BE 16	Telecommunications	Policy C2: Telecommunications Policy C1: Broadband and mobile internet	
BE 17	Outdoor Advertisements	Policy DE1: Ensuring High Quality Design	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
BE 18	Public Art	Policy DE1: Ensuring High Quality Design	Policy CC3: Building Design Policy CC4: Public Art Policy DE1: Ensuring High Quality Design
BE 19	Lighting	Policy DE1: Ensuring High Quality Design	Policy CC3: Building Design Policy CC5: Lighting Policy DE1: Ensuring High Quality Design
BE 20	Landscape Design And Development	Policy DE1: Ensuring High Quality Design	Policy CC3: Building Design Policy DE1: Ensuring High Quality Design
BE 21	Safety And Security	Policy DE1: Ensuring High Quality Design	Policy DE1: Ensuring High Quality Design
Green Environment			
GE 1	Green Environment Strategy	Policy GB1: Green Belt and Local Urban Green Space	

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
		Policy GE1: Green Infrastructure	
GE 2	Green Space Enhancement Sites	Policy GE1: Green Infrastructure	
GE 3	Green Space Corridors	Policy GB1: Green Belt and Local Urban Green Space	
GE 4	Protection of Outdoor Sports Facilities	Policy GE2: Green Space	
GE 5	Protection of Allotment Gardens	Policy GE2: Green Space	
GE 6	Control over Development in the Green Belt	Policy GB1: Green Belt and Local Urban Green Space Policy GB2: Reserved Land in the Green Belt	
GE 7	Industrial or Commercial Buildings in the Green Belt	Policy GB1: Green Belt and Local Urban Green Space Policy GE1: Green Infrastructure	
GE 8	Control over Development in Urban Green Space	Policy GE2: Green Space	
GE 9	Green Space Provision in New Housing Developments outside the City Centre	Policy GB1: Green Belt and Local Urban Green Space Policy GE1: Green Infrastructure	
GE 10	Proposals for New Outdoor Sport or Recreation Facilities in Urban Green Space	Policy GE2: Green Space	
GE 11	Protection of Sites of Special Scientific Interest, Local Nature Reserves and Coventry Nature Conservation Sites	Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation	

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
GE 12	Protection of Other Sites of Nature Conservation Value	Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation	
GE13	Species Protection	Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation	
GE 14	Protection of Landscape Features	Policy GE2: Green Space Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation	
GE 15	Designing New Development to Accommodate Wildlife	Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation	
Social, Community and Leisure			
SCL 1	Social, Community, Leisure And Indoor Sports Facilities	Policy CO1: New or improved social community and leisure premises Policy CO2: Re-Use of or Redevelopment of Facilities	
SCL 2	Large Social, Community, Leisure And Indoor Sports Facilities	Policy CO1: New or improved social community and leisure premises Policy CO2: Re-Use of or Redevelopment of Facilities	
SCL 3	Small Social, Community, Leisure And Indoor Sports Facilities	Policy CO1: New or improved social community and leisure premises Policy CO2: Re-Use of or Redevelopment	

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
		of Facilities	
SCL 6	Educational Facilities	Policy CO1: New or improved social community and leisure premises Policy CO2: Re-Use of or Redevelopment of Facilities	
SCL 7	Schools and Colleges of Further Education	Policy CO1: New or improved social community and leisure premises Policy CO2: Re-Use of or Redevelopment of Facilities	
SCL 8	Coventry University	Policy CO1: New or improved social community and leisure premises Policy CO2: Re-Use of or Redevelopment of Facilities	
SCL 9	University of Warwick	Policy CO1: New or improved social community and leisure premises Policy CO2: Re-Use of or Redevelopment of Facilities	
SCL 10	Health And Social Care	Policy CO1: New or improved social community and leisure premises Policy CO2: Re-Use of or Redevelopment of Facilities	
SCL 12	Local Health And Social Care Facilities	Policy CO1: New or improved social community and leisure premises Policy CO2: Re-Use of or Redevelopment of Facilities	
SCL 14	Re-Use Or Redevelopment Of Facilities	Policy CO2: Re-Use of or Redevelopment of Facilities	
City Centre			
CC 1	City Centre Strategy	Policy R2: Coventry City Centre Development Strategy	Policy CC1: Coventry City Centre Development Strategy
CC 2	A Vibrant And Entertaining Market Place	Policy R2: Coventry City Centre Development Strategy	Policy CC11: Accessibility

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
CC 3	A Living Heart	Policy R2: Coventry City Centre Development Strategy	Policy CC6: Public Realm Policy CC3: Building Design
CC 4	New Housing Sites	Policy R2: Coventry City Centre Development Strategy Policy H5: Managing Existing Housing Stock Policy H9: Residential Density Policy H10: Student Accommodation	
CC 5	Sites and Areas with a Substantial Housing Element	Policy R2: Coventry City Centre Development Strategy Policy H5: Managing Existing Housing Stock Policy H9: Residential Density Policy H10: Student Accommodation	
CC 6	Warm and Welcoming Public Spaces	Policy R2: Coventry City Centre Development Strategy Policy DE1: Ensuring High Quality Design	Policy CC6: Public Realm Policy CC3: Building Design Policy CC8: Green and Blue Infrastructure Policy CC10: Environmental Management Policy CC11: Accessibility
CC 7	Major Environmental Improvement Schemes	Policy R2: Coventry City Centre Development Strategy Policy DE1: Ensuring High Quality Design	Policy CC6: Public Realm Policy CC3: Building Design Policy CC9: Drainage & Flood Risk Policy CC10: Environmental Management Policy CC11: Accessibility
CC 8	Accessible to All	Policy R2: Coventry City Centre Development Strategy	Policy CC6: Public Realm Policy CC3: Building Design Policy CC11: Accessibility

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
CC 10	Public Car Parking	Policy R2: Coventry City Centre Development Strategy	Policy CC11: Accessibility
CC 11	Sparkling through Good Quality Design and Management	Policy R2: Coventry City Centre Development Strategy Policy DE1: Ensuring High Quality Design	Policy CC7: Tall Buildings Policy CC9: Drainage & Flood Risk Policy CC10: Environmental Management Policy CC11: Accessibility
CC 12	Distinctive Areas	Policy R2: Coventry City Centre Development Strategy	Policy CC2: Enhancement of Heritage Assets Policy CC10: Environmental Management Policy CC3: Building Design
CC 13	The Central Shopping Area	Policy R2: Coventry City Centre Development Strategy	Policy CC11: Accessibility Policy CC18: The Primary Shopping Area
CC 15	Smithford Way Redevelopment	Policy R2: Coventry City Centre Development Strategy	Policy CC19: Primary Shopping Area regeneration South
CC 16	Barracks Redevelopment	Policy R2: Coventry City Centre Development Strategy	Policy CC19: Primary Shopping Area regeneration South
CC 18	The West End Area	Policy R2: Coventry City Centre Development Strategy	Policy CC10: Environmental Management
CC 21	The Southside Area	Policy R2: Coventry City Centre Development Strategy	Policy CC26: The Warwick Row Area
CC 23	The Queens Road/Butts Area	Policy R2: Coventry City Centre – Development Strategy	Policy CC17: Leisure and Entertainment Area
CC 24	Queens Road/Butts Area – Social, Community and Leisure	Policy R2: Coventry City Centre Development Strategy	Policy CC17: Leisure and Entertainment Area
CC 25	The Station Area	Policy R2: Coventry City Centre Development Strategy	Policy CC26: The Warwick Row Area Policy CC12:

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
			The Business Area- Friargate
CC 26	Station Area Sites	Policy R2: Coventry City Centre Development Strategy	Policy CC12: The Business Area-Friargate Policy CC26: The Warwick Row Area
CC 27	The Parkside Area	Policy R2: Coventry City Centre Development Strategy	Policy CC23: Technology Park Area - Parkside
CC 30	The Coventry University Area	Policy R2: Coventry City Centre Development Strategy	Policy CC24: University and Enterprise Area
CC 33	The Cathedral Area	Policy R2: Coventry City Centre Development Strategy	Policy CC2: Enhancement of Heritage Assets Policy CC8: Green and Blue Infrastructure Policy CC10: Environmental Management Policy CC13: Cathedrals and Cultural area. Policy CC14: The Civic Area Policy CC21: Cathedral Lanes
CC 34	The Phoenix Area	Policy R2: Coventry City Centre Development Strategy	Policy CC10: Environmental Management Policy CC20: Primary Shopping Area regeneration North.
CC 38	Phoenix 3	Policy R2: Coventry City Centre Development Strategy	Policy CC10: Environmental Management
CC 39	Pool Meadow	Policy R2: Coventry City Centre Development Strategy	Policy CC9: Drainage & Flood Risk Policy CC10: Environmental Management Policy CC16: Health and

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
			Education Area Swanswell
CC 40	The Ring Road Area	Policy R2: Coventry City Centre Development Strategy	Policy CC10: Environmental Management Policy CC6: Public Realm Policy CC3: Building Design Policy CC11: Accessibility
CC 41	Subways	Policy R2: Coventry City Centre Development Strategy	Policy CC10: Environmental Management Policy CC6: Public Realm Policy CC3: Building Design Policy CC11: Accessibility
CC 42	Bridges	Policy R2: Coventry City Centre Development Strategy	Policy CC10: Environmental Management Policy CC6: Public Realm Policy CC3: Building Design Policy CC11: Accessibility
CC 43	"At-grade" Crossings	Policy R2: Coventry City Centre Development Strategy	Policy CC10: Environmental Management Policy CC6: Public Realm Policy CC3: Building Design Policy CC11: Accessibility
CC 44	The Swanswell Area	Policy R2: Coventry City Centre Development Strategy	Policy CC8: Green and Blue Infrastructure Policy CC9: Drainage & Flood Risk Policy CC16: Health and Education Area Swanswell
CC 45	The Coventry and Warwickshire Hospital Site	Policy R2: Coventry City Centre Development Strategy	Policy CC10: Environmental Management Policy CC16: Health and Education Area

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
			Swanswell

Supplementary Planning Guidance / Documents

Supplementary Planning Documents (SPD) will form part of the new Coventry Local Plan, expanding or adding detail to policies in this and subsequent documents, or to a saved policy from the existing Development Plan. Supplementary Planning Guidance (SPG) is no longer produced but can still be relevant as a material consideration if related to a new or “saved” policy. Over the course of the plan period all SPG will be replaced by appropriate SPD.

Supplementary Planning Guidance listed in the CDP but now relating to Local Plan Policies
Extending Your Home, A Design Guide
Houses in Multiple Occupation – Development Control Guidelines
Canal Corridor Study
Stoke Green Conservation Area Control Plan Chapelfields Conservation Area Control Plan Kenilworth Road Control Plan Spon Street Townscape Scheme – Control Policy for Signs and Advertisement Displays Security Shutters and Grilles
Affordable Housing
Extending Your Home A Design Guide
Design Guidance for New Residential Development
Design Guidelines for Development in Coventry’s Ancient Arden
Spon End and Naul’s Mill Area of Local Distinctiveness
Urban Design Guidance
Baginton Fields Development Brief (1997)

Delivering a More Sustainable City

The following SPG's and Development Briefs identified in Appendix 1 of the 2001 CPD are not being carried forward by this Local Plan. As such they are now deleted.

Care Homes for the Elderly and Homes for the Mentally Handicapped	Superseded
Planning Guidelines for Outdoor Poster Advertising in the city	Superseded
Planning Policy for the Location of Satellite Antennae	Superseded
University of Warwick Development Plan	Superseded
Allesley Annex Development Brief (1995)	Spent
Westwood Heath Phase 1 Development Brief (1996)	Spent
Radford Green Development Brief (1996)	Spent
Ivy Farm Lane Sites Development Brief (1997)	Spent
John Shelton School Development Brief (1997)	Spent
Mount Nod School Development Brief (1998)	Spent
Stoke Heath School Development Brief (1998)	Spent

**Coventry Development Plan 2016
Appendix 7**

**Infrastructure Delivery Plan (IDP)
at March 2017**

Introduction

This Infrastructure Delivery Plan provides an initial overview of the infrastructure required to support the growth identified through Coventry's Local Plan and City Centre AAP. It also highlights the details that are currently available and important to the costing and delivery of such infrastructure. It has been prepared in consultation with infrastructure providers to ensure that the Plans not only enable new homes and employment premises, but that developments are properly supported by high quality physical, social and green infrastructure, which allows these new places to function as thriving communities and locations for successful business.

The IDP is a 'living document' which will evolve as more information becomes available through detailed planning applications, funding discussions and monitoring. The IDP should be read in conjunction with the Local Plan and City Centre AAP policies, which set out a positive approach to supporting development across Coventry.

The following sections will provide an overview of infrastructure requirements identified at this time and will be supported by detailed tables which provide guide costs and links to specific development(s). These sections build upon the information contained within Chapter 13 of the Local Plan.

Highways, Public Transport and Supporting Accessibility

Transportation infrastructure is the largest area of infrastructure needed in terms of scale and cost. The transport modelling that has supported the Local Plan has identified a range of schemes that will be essential to the delivery of new homes and jobs across Coventry. Prime examples include the creation of a new grade separated junction to support access to the Eastern Green SUE and a new link road with wider highway improvements to support the Keresley SUE. This will help to create a significantly enhanced transport corridor between the southern end of Coundon Wedge Drive and Junction 3 of the M6. In addition, a new grade separated junction will be created on the A46 near Walsgrave Hill Farm to support new development access and secure a blue light access to the city's hospital. These later 2 schemes in particular represent clear commitments to using infrastructure to unlock growth not just for Coventry but jointly with Nuneaton and Bedworth and Rugby Borough Councils respectively. This is a prime example of on-going commitment to the DtC between neighbouring Councils, the County Council and Highways England. Further to highway improvements however, there will also be substantial development in the city's rail services supported by the city centre Station Masterplan and NUCKLE projects. A new bus interchange will be developed at Friargate whilst continued growth of the city's cycle network will be supported. The delivery of new transport infrastructure will be brought forward in partnership with Highways England and Warwickshire County Council where appropriate. This will be further supported and underpinned by £247 million of investment through the Strategic Transport Package, which forms part of a wider transport investment fund and HS2/UKC connectivity programme of £620m over the next 15 years.

Water Supply and Sewerage Capacity

The Coventry Water Cycle Study (2015) identifies that there is capacity to support growth across Coventry, but the water environment and water services infrastructure cannot support all of the development in the proposed allocations until further investigations and upgrades have been completed. There are some areas such as the City Centre, where growth is largely unconstrained by the water environment but others, such as the SUE's, which have some level of constraint and will require on-going collaborative working between the Council, Environment Agency and Severn Trent Water to resolve.

Water Supply: Water resources used to supply drinking water to the North West of the city are under pressure, and whilst Severn Trent is able to undertake system improvements to augment resources and reduce leakage, managing demand remains a core part of the solution. Therefore, new build developments should conform to at least the basic levels of water efficiency. It is important that development is carefully phased to ensure the integrity of supply.

Waste Water and Sewerage: Overall there is sufficient capacity at existing wastewater and treatment facilities to accommodate growth provided locational phasing requirements are considered.

Flood Risk: Overall there is capacity to accommodate growth and the risk of fluvial or watercourse flooding is either low, or can be mitigated. Although surface water flooding is widespread and would be present at many development sites, careful planning and implementation can mitigate the issues through the use of natural attenuation and infiltration methods. Sustainable Drainage Systems and the use of multipurpose green spaces will be a key element in supporting sustainable drainage and reducing the risk of flooding. Detailed flood risk assessments will be required to support planning applications where appropriate

Utilities – Energy Supply

Energy supply covers infrastructure associated with the provision of electricity and gas. The infrastructure ranges from transmission and distribution networks to localised energy generation.

The energy providers who operate transmission and distribution within the city are National Grid and Western Power Distribution. National Grid is responsible for the provision of gas and Western Power is responsible for the provision of electricity.

National Grid have indicated that gas supplies will remain adequate for the level of growth set out in the plan. Western Power Distribution indicate that a number of enhancements will be required throughout the city to ensure a robust provision of electricity supply. Developers will need to engage with Western Power to ensure the timely provision and incorporation of such facilities to ensure appropriate and adequate power supply. The Council will continue to liaise with Western Power to ensure future growth plans and the IDP is kept up to date. Of particular importance will be the provision of new sub-stations to support the larger development proposals. Examples

include Friargate, the 2 SUE's, further growth at the University of Warwick and Whitley Business Park.

Fuel Poverty

Fuel poverty is a significant issue in Coventry with 15.9% of households classed as fuel poor in 2013 (latest statistics from Department of Energy and Climate Change), equivalent to 20,759 homes. Although in some areas, the figure is much higher at 43%. The average across England is 10.4% meaning Coventry has the sixth highest level of fuel poverty of all English local authorities. Fuel poverty levels in privately owned and privately rented homes are much higher than levels in the social housing sector as a result of investment by Housing Associations to satisfy the Decent Homes standard. In Coventry there are a high proportion of poorly insulated solid wall properties as a result of the extensive inter-war housing developments. This has left the city with a structural challenge where over half of homes are of solid wall construction and difficult to insulate. On average it costs around £9k to provide solid wall insulation to a mid-terrace home and £14k for a semi-detached home. Experience of areas where widespread external wall insulation schemes were carried out under previous funding initiatives, shows that such schemes bring consequential visual and quality of life improvements to an area. Economies of scale, when refitting a large number of homes, can be significant and highlight the importance of area based schemes. In addition, it is expected that the ability to offer a proportion of the funding required to carry out insulation measures will allow other funding to be matched into any future scheme.

Investment to improve the energy efficiency of fuel poor homes would reduce the pressure on the energy distribution networks which, as already highlighted, will come under increasing demand as new developments are built within the city. In addition, local air quality levels will improve as less gas is burnt through a combination of better insulated homes requiring less heating, and inefficient boilers being replaced. It is estimated that other factors being equal, retrofitting the most poorly insulated 2,500 homes over the twenty years of the Local Plan would reduce fuel poverty levels to be broadly similar to the English average, and comply with the Government's target within the fuel poverty strategy for all fuel poor homes to achieve an Energy Performance Certificate rating of C or above by 2030.

Health

NHS England and NHS Coventry and Rugby Clinical Commissioning Group (CCG) are responsible for the commissioning of health care services for the population of the city. Working in partnership with the Council, the NHS is identifying areas of the city that will require investment to support the proposed level of population growth. This will ensure that all local people have adequate access to health care facilities in order to further support the public health agenda. Funding and investment may take two forms over the course of the plan period: the possible development of existing primary care premises that are suitable for expansion, and/or exploring options for new premises in areas of significant growth.

Current evidence suggests that the creation of new facilities may be required in the Keresley and Eastern Green areas to ensure enhanced service provision within these SUE's, whilst Foleshill has been identified as a priority area for the provision of a new

primary care development for a number of years. Plans are on-going for the potential delivery of a new facility within Foleshill over the course of the plan period.

Evidence has also identified a need to look at existing services to the east of the city near to Walsgrave Hill Farm and in the west of the city at Allesley. This could take the form of expansion or re-configuration of existing built premises to make more efficient use of existing facilities. The preferred locations for new and existing facilities will be in defined centres which are easily accessible and can provide a sustainable and efficient facility linked to other local services. Where existing facilities are outside of designated centres but still serve a defined local community, their expansion and reconfiguration will continue to be supported subject to conforming to other policies in the Local Plan.

On-going work by NHS England and NHS Coventry and Rugby CCG will identify the scale of expansion and final costs required to deliver these services. This will also help to inform any future infrastructure requirements to support mental health services and ambulance facilities across the city and surrounding area.

The City Council are also working very closely with colleagues at University Hospital Coventry and Warwick. The Local Plan is supportive in principle of expanding facilities at the hospital to help meet growing demand and land is available at the site of the hospital to facilitate this. The proposed secondary/blue light access and additional parking facilities will also be supported through development at Walsgrave Hill Farm and the remodelling of the A46 junction at Clifford Bridge. Details of the hospital's future expansion plans will be supported through the development of the Council's CIL and as part of monitoring this IDP.

Education

The local authority is responsible for ensuring there are sufficient pupil places throughout the city across all key stages. Where new development generates a direct need for new school places, the DfE anticipates that the Council will seek planning obligations, either through Section 106 or CIL.

Since 2008, the city has carried out expansions at over 30 of the city's primary schools, with over 7,000 primary places having been created. At 2015, city wide primary place provision is considered adequate, although this fluctuates at a more local level: area by area and school by school there are some local shortfalls and some overprovision. This is expected to create some localised pressures as a result of new development. In terms of secondary education, there is a projected shortfall in places of 16 forms of entry (FE). This equates to 2,400 places (not including sixth form) by 2025 and a building programme of approximately £48m. This is set against a current DfE funding programme of zero for Coventry up to 2018. The need for new secondary provision across Coventry is widely spread, however the majority of the city can accommodate existing pressures through expansion opportunities. Given existing growth constraints at existing schools and planned growth within the North West of the city however, a new secondary school will be required as part of the new planned development.

The growth of the city has also seen the increase in the numbers of pupils requiring Special Educational Needs (SEN) provision. The Council has a strategy of, wherever

possible, providing purpose built accommodation. At present, new provision exists for one primary and one secondary school. Another replacement and enlarged primary school is planned, and then further new provision at secondary level is also required. Contributions, ideally through the CIL, would be sought for the expansion of provision.

The Local Plan proposals for new homes will generate additional pupils, working with an initial guide of 1 FE per 1,000 new homes. Development proposals will require further secondary as well as primary places. The timing and progress of the developments are critical, remembering that schools need to be ready for the pupils in advance of them arriving.

The largest housing development proposals:

- *Keresley*: 3,100 homes, and further housing at Brown's Lane. At primary level, at least another 3FE will be required. This could comprise a new 2FE primary school (land and buildings) plus an extension to an existing local school. At secondary level, a further 3FE will be generated from the new housing plus an existing need for another 5FE in that region of the city. This would create a need for a new secondary school totalling 8FE. In addition to a proportionate capital funding contribution, land will also need to be provided within the developable area of Keresley SUE to support the new school.
- *Eastern Green*: 2,250 homes. At primary level, a new 2FE primary school will be required alongside additional capital funding to support the potential expansion of an existing primary school within the local area. There is a local shortfall of primary places forecast for the existing demand. A new school site has been reserved at Bannerbrook through a previous S106 agreement and the Council are looking to develop this as a 2FE within the next couple of years. Subject to timing, a contribution would be sought from the Cromwell Lane 240 home development towards this new school. At secondary level, sufficient capacity is forecast to exist at present.
- *Walsgrave Hill Farm*: 900 homes. The closest school is Pearl Hyde which is a 1.5FE primary school. This school was considered for expansion in 2014 but the decision was deferred as the business case was not strong enough at that time. A replacement and expansion, of the existing school as a 2FE may be one solution.

Other potential development sites are outlined in the IDP.

Communities

The demand and need for social, community and leisure facilities is likely to grow significantly over the course of the plan period. In order to achieve adequate provision, new or expanded facilities will be required to meet the needs of the city's population. Where appropriate, new development will help to fund the expansion and improved quality of existing facilities within local communities, at the same time as having regards to the Council's most up to date Green Space Standards and Sports and Leisure Strategies. This will also help meet the needs generated by the residents and/or workforce associated with new development.

Community services such as libraries and community centres will continue to be considered in the context of multi-agency service provision where possible. Future

collaborative working with a range of partners including charitable trusts, the Council and voluntary organisations will be fundamental to ensure the continued provision of a range of community facilities and services.

Work is commencing on a new cultural strategy for the city, centred on the Council Plan objectives to bring the city centre to life and promote the city as a visitor destination and centre for arts and culture; sports and leisure; music and events. This strategy will reflect key capital aspirations and an analysis of priorities to support growth in leisure tourism. It will also support Coventry's bid to become the UK City of Culture in 2021.

Sports and Green Space

There are numerous parks and open spaces across the city which will continue to be maintained by the Council and partner organisations including community groups who have a significant contribution to make in their local community. Funding for new or significantly enhanced parks and open spaces will be sought from a variety of sources, mainly; developer contributions, grant funding or lottery bids. Costing will be continually reviewed through the IDP.

The Coventry Sports Strategy 2014 – 2024 includes vision aims to provide a range of high quality sporting opportunities and to provide a range of modern, accessible and high quality sports facilities. The strategy is underpinned by a range of documents including, the Coventry Playing Pitch Strategy, Aquatic Strategy and Indoor Facilities Strategy. As part of these strategies, development has already commenced on a new sports and leisure facility in the city center whilst a new swimming pool opened at the AT7 center in 2015. Permission has also been granted for a new 50m pool at the Alan Higgs center along with wider development and enhancements linked to the new training facility for Wasps Rugby Club.

The Local Plan has identified two sites for replacement sports pitches which will be delivered to facilitate new developments at Whitley and Canley. In addition the regeneration of Whitmore Park will see the existing private sports pitches released and safeguarded for public use, whilst other developments in Eastern Green, Foleshill, Longford and Henley will help create new publicly accessible green spaces to the benefit of local communities.

The proposed SUE's are also expected to make significant contributions towards green infrastructure, especially along the existing brook corridors and around the ancient woodlands. Such quality based enhancements will also be realised through the new Heritage Park proposed around Charterhouse, the London Road Cemetery and the old Coventry loop line. In the future these areas are expected to become Local Green Space designations to reflect their status as new and improved infrastructure and support their importance to new communities within the city. In a similar context, the proposed development at Cromwell Lane will also make provisions for a new woodland feature along the western boundary, which will replicate Ancient Arden landscape principles.

Emergency Services

There are 4 Fire Stations and 3 Police Stations located within the urban area. Both services have a central presence within the city centre with satellite facilities to the southeast and northeast. This includes the city centre fire station at Abbots Lane which is currently being redeveloped and enhanced. There is a fire station located in Canley to the southwest and a non-public facing police station. Initial evidence suggests fire station provision will be adequate to serve an increased population. However, on-going consultation will be required through the CIL to identify longer term funding requirements to provide an adequate service. Contributions will therefore be sought from developers where appropriate. Consultation will continue with the Police Authority to identify specific sites and areas for service expansion following the completion of the West Midlands Police Estates Review (2015).

Waste

The predominant residual municipal waste treatment method within Coventry is Energy from Waste (EfW). The facility is due for replacement in the medium term with an anticipated replacement by 2020. This is expected to act as a trigger for the delivery of land identified for the expansion of this service. On-going assessment of the needs and costs of both domestic and commercial refuse collection will continue to be assessed in detail to support the monitoring of the IDP. The supply of new domestic waste storage and disposal facilities will be required for all new properties, and will be funded through a combination of council tax and, where viable, developer contributions.

City Centre Infrastructure

In recent years there has been significant investment in city centre public realm improvements which have complemented the substantial investments in job creation and urban regeneration. Likewise, more people are now living in the city centre following delivery of new homes over the last 10 years. Coventry University also continues to grow, not only in terms of its student numbers, but also its national and global reputation and the size and quality of its campus.

The City Centre AAP makes provisions for significant levels of new homes, retail floor space, office provision and leisure and tourism facilities. These generate specific needs in terms of supporting infrastructure, principally around highway and public transport improvements to support accessibility. The expansion of the railway station, enhanced routes and linkages throughout the city centre and further improvements to Ring Road junctions 1, 2, 4, 5 and 9 with enhanced crossing facilities at the Canal Basin and Whitefriars Street all contribute to meeting this challenge. They will also support further public realm improvements and new green infrastructure, with specific focuses around Greyfriars Green and Swanswell Pool, along with opportunities explored to deculvert parts of the River Sherbourne. The need for a new primary school is identified and in part is actively being delivered around the former hospital site and as part of the Sidney Stringer Academy. This will form part of £150m City Centre Funding Package secured as part of the West Midlands Combined Authority Devolution Deal.

The city centre is also undergoing significant transformation in terms of its signage with new interactive vehicle and pedestrian signs providing direction to car parks and key places of interest. The city centre will also become a hotspot for free public Wi-Fi and will see a roll out of 4G technologies. The compact nature of the city centre means a wide range of developments can all benefit from on-going infrastructure enhancements. As such, contributions to support city centre infrastructure will be sought from all new developments where appropriate, and in accordance with the CIL regulations.

To support wider city centre regeneration the Council have also agreed a targeted investment strategy to reinvigorate its car parking facilities with new multi-story car parks at Salt Lane, New Union Street and the city centre Railway Station. This will be complimented by the city centre station Masterplan and related rail investments alongside a new public transport interchange facility at Friargate.

Cross Boundary Infrastructure Considerations

As part of meeting the city's redistributed housing and employment needs, proposals are emerging for the delivery of new homes and employment land adjacent or in close proximity to the city's administrative boundary. As such, infrastructure provisions are expected to be linked on a cross boundary basis and require joint working, delivery and monitoring (this will be supported by Policy DS2).

Although in planning terms these schemes sit outside of the city's administrative remit, it is important to highlight them within the city's IDP to ensure continued consideration and working through the DTC insofar as it relates to strategic cross boundary infrastructure. This principally relates to 3 Local Authority areas: Rugby, Warwick and Nuneaton and Bedworth.

Warwick District: significant proposals are made for infrastructure upgrades associated with the Whitely South and wider Gateway employment sites. These are reflected in Policy DS4(B) and primarily relate to major highway and green infrastructure projects. Further schemes are evolving to support the delivery of the Kings Hill and Westwood Heath sustainable urban extensions including new highway upgrades at the A46 Junction 2 and Stoneleigh Road. There will also be a new railway station at Kenilworth, opening in December 2017 which could generate significant benefits for commuter travel as well as a new station and park and ride facility at Kings Hill.

Rugby Borough: There are a range of proposals relating to highway improvements on the A46 corridor including the new grade separation proposals at Binley and Clifford Bridge. This reflects the positioning of the boundary in this location. There are further highway upgrades expected along the A45/M45 corridor including around the continued redevelopment of Pro-Logis Park, Ryton. Investment in the University Hospital is also identified which reflects the shared CCG across Coventry and Rugby.

Nuneaton and Bedworth Borough: Highway upgrades are proposed along the A444 corridor between Coventry and Nuneaton to improve capacity, which could include the grade separation of the A444 at the M6 Junction 3. Further proposals along the NUCKLE corridor will also see an upgrade of Bedworth station to improve regularity of

service. This could also have further benefits for commuter travel and air quality along the A444 corridor.

It is also important to note that the majority of highway proposals will involve the support and joint working of Warwickshire County Council as the relevant highways authority and where appropriate Highways England.

Infrastructure Prioritisation

Although all infrastructure is considered important to the delivery of the Plans and ensuring Coventry remains a sustainable city, in the context of national guidance all proposals need to be prioritised and linked to the delivery of development. This is with a view to helping inform national and regional funding streams as well as investment strategies for external partners such as Severn Trent, NHS England and Highways England.

Category of Prioritisation	
1	Essential Infrastructure – this highlights requirements which are considered essential and necessary to support the sustainable delivery of identified developments.
2	Important Infrastructure – this highlights requirements which are important to support sustainable development across Coventry but which may not be directly associated with known developments or schemes which are essential to the successful delivery of the Local Plan or AAP.
3	Desirable Infrastructure – this highlights requirements which would support the sustainable delivery of new development and which would help respond positively to policy aspirations and objectives. Although some may be associated with specific developments they are not essential to the successful delivery of such schemes and are often more general in nature.
4	This highlights schemes that are already fully funded and underway or where funding is committed to secure their delivery.

These categories have been identified for the purposes of the IDP and for ease of reference. Infrastructure requirements could change categories as the IDP is reviewed and further evidence is gathered and/or planning applications are progressed. This reflects the live nature of the IDP. The identification of an item in any given category should not therefore be seen in all cases as a suggestion that an item should or should not be funded by developer contributions (Section 106 and/or CIL).

PHYSICAL INFRASTRUCTURE - Environmental and Services Infrastructure

<u>Site Name/Location</u>	<u>Required Infrastructure</u>	<u>Infrastructure Priority</u>	<u>Reason for Infrastructure Delivery</u>	<u>Funding and Delivery Partners</u>	<u>Cost of Infrastructure</u>	<u>Timescale</u>
Utilities						
City wide	Extension of low carbon district energy network.	3	To support new district energy networks across the city, support sustainable energy generation and reduce CO2 emissions.	Working in partnership with Coventry District Energy Company, and utilising developer contributions.	Presently unknown.	Across Development Plan Period (2016-2031).
North / North East corner of the City covering proposed developments at Grange Farm; Sutton Stop, Whitmore Park and Elms Farm.	Local District Energy Centres - Dedicated 'Combined Heat and Power' energy centre to serve both new and existing residential properties as well as new/planned and existing businesses.	3	To support new district energy networks across the city, support sustainable energy generation and reduce CO2 emissions.	Through various funding sources including; ERDF, HNDU (part of DfECC) and private investors.	Part of a wider £50m package of measures.	To be confirmed - currently at outline planning stage.
South and South East of the city covering development schemes at Allard Way; Walsgrave Hill Farm and Whitley	Local District Energy Centres - Dedicated 'Combined Heat and Power' energy centre to serve both new and existing residential properties as well as new/planned and existing businesses.	3	To support new district energy networks across the city, support sustainable energy generation and reduce CO2 emissions.	Through various funding sources including; ERDF, HNDU (part of DfECC) and private investors.	Part of a wider £50m package of measures.	To be confirmed - currently at outline planning stage.

South West corner of the city covering development schemes at Cromwell Lane; Canley, and Mitchell Avenue	Local District Energy Centres - Dedicated 'Combined Heat and Power' energy centre to serve both new and existing residential properties as well as new/planned and existing businesses.	3	To support new district energy networks across the city, support sustainable energy generation and reduce CO2 emissions.	Through various funding sources including; ERDF, HNDU (part of DfECC) and private investors.	Part of a wider £50m package of measures.	To be confirmed - currently at outline planning stage.
Keresley SUE with Browns Lane sites	Local District Energy Centres - Dedicated 'Combined Heat and Power' energy centre to serve both new and existing residential properties as well as new/planned and existing businesses.	3	To support new district energy networks across the city, support sustainable energy generation and reduce CO2 emissions.	Through various funding sources including; ERDF, HNDU (part of DfECC) and private investors.	Part of a wider £50m package of measures.	To be confirmed - currently at outline planning stage.
Easter Green SUE	Local District Energy Centres - Dedicated 'Combined Heat and Power' energy centre to serve both new and existing residential properties as well as new/planned and existing businesses.	3	To support new district energy networks across the city, support sustainable energy generation and reduce CO2 emissions.	Through various funding sources including; ERDF, HNDU (part of DfECC) and private investors.	Part of a wider £50m package of measures.	To be confirmed - currently at outline planning stage.
Whitley	Refurbish and expand the energy from Waste Plant at Whitley.	2	Refurbishment and expansion of existing incinerator to support the city's continued waste management programme.	Partnership between CCC and SMBC.	Presently unknown.	By 2020.
Coventry City Centre	Extension of Coventry Heatline District Energy Network.	3	Expansion of the existing Heatline network in Coventry in order to connect the wider City Centre to the system, support sustainable energy generation and reduce CO2 emissions.	Charging through CIL, in addition to funding from various sources which include; HNDU (part of DfECC), CDES, CU, NHS, CCC, private developers and existing businesses.	Between £3-4million for pipe network.	To be confirmed - currently at outline planning stage.

Walsgrave Hill Farm	Small-scale hydro-electricity generation.	3	Dedicated CHPEC's to serve existing and new residential properties, new, planned and existing businesses, hospital, retail premises and schools. Will also support sustainable energy generation and reduce CO2 emissions.	Charging through CIL, in addition to funding from various sources which include; HNDU (part of DfECC), CCC, NG (feed in tariff) and private investors.	Approximately £0.5m.	Linked to phased delivery of site.
Allard Way (formerly Whitley Pumping Station)	Small-scale hydro-electricity generation.	3	Dedicated CHPEC's to serve existing and new residential properties, new, planned and existing businesses, hospital, retail premises and schools. Will also support sustainable energy generation and reduce CO2 emissions.	Charging through CIL, in addition to funding from various sources which include; HNDU (part of DfECC), CCC, NG (feed in tariff) and private investors.	Approximately £0.5m.	Linked to phased delivery of site.
Whitley Business Park	Upgrade to power supply network from Hearsall Common to Whitley Business Park.	4	To provide power supply upgrade to Whitley Business Park and support jobs creation and economic growth.	Funding is already secured through partnership with Weston Power and private investment.	Not disclosed.	By 2021.
City wide	Electricity/Gas/Telecommunications.	4	To support city wide power supplies. Ensuring electricity, gas and telecommunication supply to new developments.	Working in partnership with utility and telecommunication companies, and utilising developer contributions and CIL charging.	Presently unknown.	Across Development Plan Period (2016-2031).

City wide	Improved broadband and telephone lines supplies to new developments.	4	Deliver continued upgrading of city wide high speed and ultra-fast broadband and 4g wireless technology.	Through developer contributions/CIL, broadband providers and in partnership with sub-regional broadband projects.	Presently unknown.	Across Development Plan Period (2016-2031).
Coventry City Centre	Free 4G Wi-Fi across the City Centre.	4	Provision of 4G Wi-Fi across the City Centre for public use that comes at no cost to the user.	Through private sector investment in partnership with CCC, LGD and RGF.	Presently unknown.	Across Development Plan Period (2016-2031).
Water and Flood Mitigation						
City wide	General Water Supply.	4	Work with STW to ensure water supply to new developments is identified within their investment programme. This will ensure adequate provision is made for new developments.	Charging through the CIL, in addition to developer contributions and funding from EA and STW.	Presently unknown.	Across Development Plan Period (2016-2031).
City wide	Waste Water & Sewage Facilities.	4	Work with STW to ensure waste water and sewage can be adequately dealt with and is identified within their investment programme. This will ensure new developments are adequately managed and supported.	Charging through the CIL, in addition to developer contributions and funding from EA and STW.	Presently unknown.	Across Development Plan Period (2016-2031).

City wide	Flood Prevention programme.	1	Prevent/mitigate potential issues in the future, and resolve existing issues. To ensure all homes, business and public spaces are free from flood risk.	Charging through the CIL, in addition to developer contributions and funding from EA and STW.	To resolve existing issues will cost approximately between £4million and £5million.	Across Development Plan Period (2016-2031).
Gypsy and Traveller site at Siskin Drive	Management and where appropriate, upgrading of flood alleviation bund.	1	To prevent flood risk to the site and support on-going maintenance of flood barrier.	Initial funding has already been secured and the bund created. Funding for on-going maintenance is to be reflected within appropriate budgets. Partnership approach with HCA and EA.	Presently unknown.	Across Development Plan Period (2016-2031).
Stoke Aldermore	Upgrade to water supply provision and pipe network.	4	Improvement to overall water distribution, aided by The removal of Pressure Reducing Valve.	Funding sourced from both EA and STW.	Presently unknown.	Medium Term (3-5 years).
Environmental Management						
City wide	Provision and implementation of new air quality monitoring stations.	2	To widen city wide monitoring of air quality, especially around areas of new development such as the SUE's. Will ensure future air quality monitoring is undertaken in the most appropriate locations allowing long term assessment new development impacts.	Through developer contributions/CIL and grant/CCC investment programme.	multi-pollutant site including purpose-built enclosure - £50-80k per station	To be delivered throughout the Plan period (2016-2031).

City wide	Fuel poverty reduction measures including property insulation programme targeted at the 2,500 worst performing homes.	3	To help improve energy efficiency of homes, reduce energy usage for heating and bring the city in-line with the national average.	Through developer contributions/CIL and grant/CCC investment programme.	£9-14k per property.	To be delivered between 2017 and 2030.
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PHYSICAL INFRASTRUCTURE - Transport Infrastructure

<u>Site Name/Location</u>	<u>Required Infrastructure</u>	<u>Infrastructure Priority</u>	<u>Reason for Infrastructure Delivery</u>	<u>Funding and Delivery Partners</u>	<u>Cost of Infrastructure</u>	<u>Timescale</u>
General Provisions and Enhancements						
City wide	Package of measures to encourage sustainable transport, in particular; walking, cycling and reducing trip length. Measures include; cycle routes, cycle parking, Cycle Hire and Travel Planning. Based upon Cycle Coventry project, with an aim to expand the Coventry Strategic Cycle Network by connecting residential areas to employment sites.	2	To support access to new development sites and help constrain increases in vehicular traffic.	Through developer contributions and grant funding, in particular Section 106 and 278 agreements along with DfT grants.	Unknown at this time.	Across Development Plan Period (2016-2031).
City wide	Delivery of infrastructure to encourage and enable the recharging of vehicles.	3	Particular emphasis will be placed on charging infrastructure in public places, for example in car parks and on streets. This	Through developer contributions/CIL and DfT grants. Private provision will be provided using the PSPD.	£1,000 / charging point.	Across Development Plan Period (2016-2031).

			will maximise the usage of new charging stations and support increase in economic activity in a more sustainable way, by reducing the impact of traffic on air quality.			
City wide	Development of Car Club Network to support urban mobility and changing models of car ownership.	3	To help manage the expected increase in traffic and help reduce the impact of high levels of car ownership on the road.	Through developer contributions/CIL, DfT grants and any other appropriate grant funding.	Unknown at this time.	Across Development Plan Period (2016-2031).
Coventry City Centre	Variable Message Signage to direct drivers to available car parking spaces.	4	To provide real-time information to visitors using Coventry City Centre and direct vehicles to available car parking, restricted routes and local attractions.	Through grant contributions, in particular the ERDF. In addition to RGF and LGD.	£2.1 million.	Initial role out completed in 2016 – further maintenance and enhancements by 2021.
Coventry City Centre	Live, Interactive Wayfinding Totems.	4	To enable pedestrians and cyclists to navigate safely and efficiently around Coventry City Centre allowing pedestrians and cyclists to access street level mapping and local points of interest.	Through grant contributions, in particular the ERDF. In addition to RGF and LGD.	£380,000.	Initial role out completed in 2016 – further maintenance and enhancements by 2021.

City wide	More effective 'Public Transport Payment System'.	3	To reduce a major barrier to the use of public transport by making payments both cheaper and more efficient. This will improve connectivity and accessibility within journeys across public transport types, by upgrading current systems to a digital, smartcard based cashless approach which is accepted by all bus operators and rail. Ultimately encouraging public transport usage and modal shift.	Through private sector investment, in particular; Centro and other private bus/train operators and CCC's ITAL.	£5 million.	Initially by 2021 with on-going management and upgrades during the plan period.
City wide	Creation of multi-modal transport hubs across the wider transport network.	2	To provide a single point of access to a range of transport modes which will make modal share more attractive, and support access to jobs and services following increased demand created through new housing and employment development proposals. This will require the delivery of appropriate sites and infrastructure	Through grant funding contributions, particularly from the DfT and LSTF, in addition to developer contributions/CIL and Section 106 agreements.	£20 million.	Phased across Development Plan Period (2016-2031).

			required for transport hubs, which can be linked to the rail and RTN. Mainly by; expanding Coventry train station (additional platform, new entrance and footbridge).			
City wide	Rapid Transit Network.	2	To provide a sustainable solution to improving connectivity between both existing and proposed major investment sites including; Friargate, Ansty Park, Whitley, the University of Warwick and HS2/UK Central. Part of this will be achieved through investment in the development, and subsequent implementation of a VLR system.	Through developer contributions/Community Infrastructure Levy and Section 106 and 278 agreements. Along with private sector investment and Major Scheme grant funding opportunities / WMCA.	£30 million.	Phased across Development Plan Period (2016-2031).
City wide	Highway infrastructure improvements to deliver access to UK Central and HS2.	2	To develop and improve access to proposed HS2 terminus at UK Central. Proposed housing and economic development by Coventry City Council will instigate additional pressure on an already	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from CWLEP's 'Growth Deal' and WMCA.	Part of a wider £150 million fund.	2017-2026.

			overcapacity highway network. Improved connectivity between HS2/UK Central and the wider Coventry area will have substantial economic, agglomeration and business connectivity benefits. Its aim will be to establish a RTN to the east of Coventry, and improve the A45 on the west of Coventry. Highway improvements which link proposed significant housing and economic growth areas in the south of the city (including expansion at UoW) to UK Central.			
City wide	Construction/improvements to highway networks and establishing/improving public transport access to all major SUE sites.	2	To promote sustainable modes of travel at new large-scale developments, and connect these developments to the existing highway network in order to meet resident and business users' demands.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal'.	£50 million.	Medium to Long Term (3-5+ years).
Location Specific Schemes						
Coventry Central Railway	Improved capacity and frequency of trains at Coventry	1	To improve goods, service and	Through private sector investment, in particular	£101 million.	Phased across

Station and Friargate Area	train station to an increased number of destinations, namely in the East Midlands, Thames Valley and the North of England. To include new station concourse, new bay platform, improved pedestrian movement around Warwick Road, new bus interchange facility and new multi storey car park.		commuter connectivity between Coventry and its surrounding areas. This will support modal shift objectives.	DfT, NR, private rail franchises, RGF, and GD3.		Development Plan Period (2016-2031).
Kings Hill area / Stoneleigh Road	Additional railway station provided to serve proposed development.	2	To provide the necessary infrastructure for increased rail capacity and subsequently rail usage promoting modal shift.	Through private investment and national rail improvement programme.	£14 million.	2026-2031.
Binley and Willenhall area	Additional railway station to be provided to support aspirations of Neighbourhood Plan and link in with existing and planned residential and employment provisions in surrounding area.	2	To provide the necessary infrastructure for increased rail capacity and subsequently rail usage in order to support modal shift. This is likely to require the opening of HS2 first to generate capacity on WCML.	Through private investment and national rail improvement programme.	£14 million.	2026-2031.
Leamington Road/St. Martin's Road Roundabout and the B4101	Upgrade of road network in this area to increase highway capacity.	2	Part of a programme of measures to reduce delays at key junctions across the city. This will help to provide the necessary infrastructure to	Through developer contributions/CIL and Section 106 and 278 agreements. Combined with grant funding from the LSTF.	£1 million.	Short to Medium Term (1-5 years).

			maintain the corridor as a strategically important artery into Coventry and the city's residential and employment areas along with the wider, national road network.			
Grade Separation of A45/A46 at Tollbar End,	Grade separation of the A46 route as part of the expressway programme.	4	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	By 2017.
widening of A45 Tollbar to Stivichall	Widening of approach roads to toll Bar island as part of the works to that junction.	4	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	By 2017.
Grade separation of A46/A428 roundabout	Grade separation of the A46 route as part of the expressway programme.	4	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	By 2021.
Grade separation of A46/Sowe Valley Link Road at Clifford Bridge.	Grade separation of the A46 route as part of the expressway programme – including the secondary/blue light access to the hospital.	1	To improve traffic flow and congestion at particular 'pinch-points' across the city. This will also help deliver the secondary/blue light access to the hospital.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	By 2026.
extension of Active Traffic Management on M6 Junction 4 to Junction 2	Upgrade of the M6 to increase capacity between junctions 2 and 4.	1	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	2017-2019.

Whitley Business Park – A45	Construction of a new grade-separated junction onto the A45 Stonebridge Highway to serve the Whitley South site, the JLR Headquarters and Whitley Business Park development. This will include a bridge over the A45 between the Jaguar Whitley Business Park site and the proposed technology park.	1	To support the delivery of cross boundary development that straddles both Coventry and Warwick District. The new bridge will provide strategic access point into the new development site. To increase capacity and flow of the strategic highway network.	Through developer contributions/CIL and Section 106 and 278 agreements. Combined with grant funding from the LSTF.	Not fully disclosed.	By 2021.
Festival Island	Improvement of the A45/A46 Stivichall Interchange (Festival Island) through widening, the introduction of traffic signal control and rationalisation of the Leaf Lane and north-bound A444 exits (The northern section of the Festival Island is within Coventry).	1	To increase capacity and flow of the strategic highway network. To support sustainable access and egress from Whitley Business Park.	Through developer contributions/CIL and Section 106 and 278 agreements. Combined with grant funding from the LSTF.	Unknown at this stage.	By 2021.
Whitley Roundabout:	Improvement of the A444/A4082 Whitley Roundabout through better lane segregation, widening and the introduction of full traffic signal control.	1	To support enhanced traffic management around the Whitley roundabout, which will help respond to additional traffic at Whitley Business Park and potentially London road and Allard Way.	Through developer contributions/CIL and Section 106 and 278 agreements. Combined with grant funding from the LSTF.	Unknown at this stage.	By 2021.
Junction at Holbrook Way / A444	Improvements to highway infrastructure at particular junction and support sustainable highway solutions	2	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL and Section 106 agreements, in addition to LGF contributions and	£6.5 million.	Across Development Plan Period (2016-2031).

	as part of wider Whitmore Park development.			Section 278 Agreements.		
Opening up of Swallow Road to through traffic.	To support sustainable highway solutions as part of wider Whitmore Park development.	2	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL and Section 106 agreements.	Unknown but to be absorbed as part of development site road network.	Linked to phased delivery of site allocation.
North West Link Road	Improvements to highway infrastructure designed to improve capacity within the north west corner of the city. New route will connect Long Lane to Winding House Lane with associated junction improvements.	1	Construction of link road in the North Western sector of the city. Strategic upgrade from Coundon Wedge Drive/Long Lane to Winding House Lane. Will support the wider upgrade opportunities for the A444/M6 Junction 3. To improve vehicular capacity in the North West of the city and support the integration and traffic flow generated by the Keresley SUE.	Charging through CIL and Section 106 agreements. In addition to funding from ERDF.	£43 million.	Across Development Plan Period (2016-2031) to be completed by 2031.
Binley Road (A428) / Walsgrave corridor	Enhancements to radial routes to increase traffic flow and capacity. This will include targeted junction improvements as appropriate.	2	Busy urban radial corridors are already stressed and operating at capacity during peak-times. They provide both a local access and strategic feeder route function to the wider strategic network. New developments will place further pressure on these	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	By 2021.

			key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.			
Holyhead Road (A4114) corridor.	Enhancements to radial routes to increase traffic flow and capacity. This will include targeted junction improvements as appropriate.	2	Busy urban radial corridors are already stressed and operating at capacity during peak-times. They provide both a local access and strategic feeder route function to the wider strategic network. New developments will place further pressure on these key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	By 2021.
Allesley Old Road (B4106) / Spon End / Butts corridor	Enhancements to radial routes to increase traffic flow and capacity. This will include targeted junction improvements as appropriate.	2	Busy urban radial corridors are already stressed and operating at capacity during peak-times. They provide both a local access and strategic feeder route	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	By 2021.

			function to the wider strategic network. New developments will place further pressure on these key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.			
Radford Road (B4098) corridor.	Enhancements to radial routes to increase traffic flow and capacity. This will include targeted junction improvements as appropriate.	2	Busy urban radial corridors are already stressed and operating at capacity during peak-times. They provide both a local access and strategic feeder route function to the wider strategic network. New developments will place further pressure on these key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	Within the plan period (2016-2031).
Foleshill Road (B4119) corridor	Enhancements to radial routes to increase traffic flow and capacity. This will include	2	Busy urban radial corridors are already stressed and	Charging through CIL, Section 106 agreements and Section 278	Presently unknown.	Within the plan period (2016-2031).

	targeted junction improvements as appropriate.		operating at capacity during peak-times. They provide both a local access and strategic feeder route function to the wider strategic network. New developments will place further pressure on these key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.	agreements. In addition to contributions from LTP's.		
Cromwell Lane / Station Avenue / Banner Lane corridor	Enhancement to highway corridor to increase traffic flow and capacity. This will include targeted junction improvements as appropriate but most notably at Cromwell Lane / Westwood Heath Road; Cromwell Lane / Charter Avenue; Station Avenue / Duggins Lane; and Banner Lane / Broad Lane .	1	New developments (most notably at Eastern Green, Cromwell Lane and cross boundary at University of Warwick and Westwood Heath) will place further pressure on this area meaning mitigating infrastructure will be required. This will help to improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	By 2022.
Grange Road, Sutton Stop and	Enhancement to junctions to support new development	1	This will respond to the needs of new	Charging through CIL, Section 106 agreements	Presently unknown.	Linked to phasing of

Alderman's Green Lane junctions	proposals and alleviate existing pressures. This may involve the completion of a new link road between Grange Road and Alderman's Green Road which could help deliver improved public transport provision north of the M6 in this locality.		development proposals and mitigate existing pressures. It will improve traffic flow and public transport delivery to the area which will support modal shift and provide viable alternatives.	and Section 278 agreements. In addition to contributions from LTP's.		linked development at Grange Farm and Sutton Stop.
Tile Hill Station Park and Ride site	The increase of parking spaces at the park and ride site by adding a 'deck' over existing spaces.	1	To support sustainable transport modes and encourage modal shift.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's and WMCA devolution deal.	£7 million.	By 2021.
Ring Road Junction 1 - General improvements.	Ring Road junction enhancements and improved connectivity. To support better city centre access and improved routes and linkages.	1	To enhance traffic flow around the Ring Road and its junction with Foleshill Road. Any scheme is likely to be linked to improvements at Junction 9.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
Ring Road Junction 2 - Removal of slip roads and closure of junction to allow for the creation of new development plots.	To remove a difficult and under used junction and release developable plots within the city centre.	1	To create new developable land and improve the public realm in this location.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).

Ring Road Junction 4 - General junction improvements.	Ring Road junction enhancements and improved connectivity. To support better city centre access and improved routes and linkages.	1	To reduce the level of land take at this junction, improving the public realm and creating a quicker more efficient traffic flow.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
Ring Road Junction 5 - General junction improvements and new pedestrian crossing.	Ring Road junction enhancements and improved connectivity. To support better city centre access and improved routes and linkages.	1	To ensure better connectivity between the technology park and the wider city centre.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
Ring Road Junction 9 - General junction improvements, including crossing at the canal basin (grade separated or replacement bridge).	Ring Road junction enhancements and improved connectivity. To support better city centre access and improved routes and linkages.	1	To specifically improve the connectivity between the Cabal Basin and the wider city centre.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
Ring road crossing between Parkside and Whitefriars Street.	New pedestrian and cyclist crossing facilities linked to the expansion of the techno park and Friargate.	2	To ensure better connectivity between the technology park and the wider city centre.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).

Social Infrastructure

<u>Site Name/Location</u>	<u>Required Infrastructure</u>	<u>Infrastructure Priority</u>	<u>Reason for Infrastructure Delivery</u>	<u>Funding and Delivery Partners</u>	<u>Cost of Infrastructure</u>	<u>Timescale</u>
General Provisions						
Coventry University and University of Warwick – campus locations.	Expansion of CU and UoW - Higher Education facilities.	1	To support university growth and economic development.	Partnership between CCC and both respective universities to allow for university investment/contributions.	Presently unknown.	Across Development Plan Period (2016-2031).
City wide emergency services including redevelopment of city centre fire station.	Management and regeneration of existing facilities providing new services where necessary and appropriate.	2	To support sustainable emergency service delivery across the city.	Partnership between CCC, Police Force, Fire Service and Ambulance Service, with contributions from NG.	New city centre fire station = £6.7m. Other costs unknown at this time.	Across Development Plan Period (2016-2031).
Community facilities, halls and libraries.	New community facilities as appropriate to support new developments and existing communities.	2	Appropriate levels of accessible provision to high quality community services/facilities. To help support and develop sustainable, inclusive and engaging communities.	Led by CCC with developer contributions and voluntary / community groups.	Presently unknown.	Across Development Plan Period (2016-2031).
Upgrade and extension of Lentons Lane cemetery.	Additional spaces and flood alleviation scheme.	4	New memorial services, site preparation and flood mitigation infrastructure to meet city wide demand for the next 25 years.	CCC.	At least £2 million.	By 2021.
City Centre Destination Sports and Leisure facility.	New sports and leisure centre at New Union Street	4	To provide a new and modern leisure destination within the city centre as part of the centres regeneration strategy and	Partnership between CCC, community providers and private providers.	£37 million.	2017-2019.

			support cultural and leisure facilities within the city centre.			
Alan Higgs Centre, Allard Way.	New 50m swimming pool.	4	To support city wide leisure facilities. To be provided as part of an expansion and regeneration of the wider Alan Higgs Centre.	CCC/Coventry Sports Trust and private investment.	£17 million.	2017-2020.
President Kennedy School swimming pool.	Refurbishment of existing facility.	2	To support local service provision and enhanced access to swimming facilities for local residents and school pupils.	CCC/Coventry Sports Trust/EFA/S106 and CIL.	£3 million.	To be confirmed.
Heath Infrastructure						
Expansion of existing health services at Walsgrave.	Expansion of existing health facilities.	2	To ensure accessibility to high quality health care facilities for both present residents of Coventry and those that will reside in new developments.	Charging through CIL, Section 106 agreements and Section 278 agreements. Funding from the NHS and Clinical Commissioning Groups.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
Expansion of existing health services at Allesley.	Expansion of existing health facilities.	2	To ensure accessibility to high quality health care facilities for both present residents of Coventry and those that will reside in new developments.	Charging through CIL, Section 106 agreements and Section 278 agreements. Funding from the NHS and Clinical Commissioning Groups.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
New health centre at Foleshill.	New health facilities.	4	To provide new high quality premises to support health provisions within the area.	Charging through CIL, Section 106 agreements and Section 278 agreements. Funding from the NHS and Clinical Commissioning Groups.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).

New health centre at Keresley SUE.	New health facilities.	1	To provide new high quality premises to support the needs of a new community.	Charging through CIL, Section 106 agreements and Section 278 agreements. Funding from the NHS and Clinical Commissioning Groups.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
New health centre at Eastern Green SUE.	New health facilities.	1	To provide new high quality premises to support the needs of a new community.	Charging through CIL, Section 106 agreements and Section 278 agreements. Funding from the NHS and Clinical Commissioning Groups.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
City wide.	Expansion of city's mental health support services.	2	Provisions could support machinery, premises and/or social support and care.	Charging through CIL, Section 106 agreements and Section 278 agreements. Funding from the NHS and Clinical Commissioning Groups.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
University hospital Coventry and Warwick.	Expansion of hospital services to respond to growing demand.	2	Provisions could support machinery, premises and/or social support and care.	Charging through CIL, Section 106 agreements and Section 278 agreements. Funding from the NHS and Clinical Commissioning Groups.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).

Education Infrastructure

Whitley Primary School; Hollyfast Nursery.	New nursery provision.	2	To meet an increase in local demand and need by providing appropriate levels of nursery places accessible to the local community which requires them.	Charging through the Community Infrastructure Levy, Section 106 agreements, and funding from developer contributions and CCC.	£750,000.	To be completed in 2017.
Keresley Grange Primary School.	Modify the existing primary school from 1.5 form entry to 2 form entry, with the possibility of further expansion to 3 form entry.	1	To provide additional primary school places to reflect population growth. To accommodate the increase in demand driven by allocated housing sites at Keresley and Browns Lane.	Charging through CIL, Section 106 agreements, and funding from EFA.	Approximately £1.5 million and.	Dependent on build rate and other school expansions in the vicinity.
New 2FE primary school at Keresley SUE.	To provide additional primary school places to reflect population growth, along with additional school places to meet potential increased demand.	1	To accommodate the increase in demand driven by allocated housing sites at Keresley and Browns Lane. To be delivered within the first phase of the Keresley development.	Charging through CIL, Section 106 agreements, and funding from EFA.	£3 million, plus site provision cost for new school.	Dependent on build rate and other school expansions in the vicinity.
New primary school at Eastern Green SUE.	Site for new primary school with supporting land provision. To be 2 FE primary school.	1	To accommodate the increase in demand driven by Eastern Green development.	Charging through CIL, Section 106 agreements, and funding from EFA.	£5 million for Eastern Green primary school plus land provision.	Dependent on build rate and other school expansions in the vicinity.

New primary school at Bannerbrook.	Site already secured, funding relates to the delivery of actual school buildings. To support a 2FE primary school.	2	To accommodate the increase in demand driven by recent developments in the area as well as new site proposals as Eastern Green and Cromwell Lane.	Charging through CIL, Section 106 agreements, and funding from EFA.	£5 million for Banner Brook Primary School, excluding the cost of site provision.	By 2019.
Expansion and refurbishment of Mount Nod Primary School.	To provide additional school places at Mount Nod Primary School.	2	To accommodate the increase in demand driven by recent developments in the area as well as new site proposals as Eastern Green and Cromwell Lane.	Charging through CIL, Section 106 agreements, and funding from EFA.	£1.5 million to increase Mount Nod Primary School Capacity.	Across Development Plan Period (2016-2031).
Little Heath Primary School.	Additional school places to meet potential increased demand. Additional places generated by converting school from 1 form entry to 2 form entry.	1	Acetate development of 400 homes generating the need for primary school places.	Charging through CIL, Section 106 agreements, and funding from EFA.	£2.2 million.	Funding to be given in instalments, but to be completed no later than 2018.

Pearl Hyde Primary School	Additional school places to meet potential increased demand. Redevelopment of existing site and increase from 1.5 form entry to 2 form entry. Alternatively rebuild the school as 3 form entry.	1	Walsgrave Hill Farm development of 900 homes generating the need for primary school places. Furthermore there are currently condition and suitability issues with the present buildings.	Charging through CIL, Section 106 agreements, and funding from EFA.	£8 million.	School expansion currently deferred with delivery linked to phasing of the development site.
Joseph Cash Primary School;	Provision of new primary school places. Additional places generated by converting school from 2 form entry to 3 form entry.	2	To meet increased demand in local catchment.	Charging through CIL, Section 106 agreements, and funding from EFA.	£1.25 million.	To be confirmed.
Whitmore Park Primary School	Provision of new primary school places. Additional places generated by converting school from 2 form entry to 3 form entry.	2	To meet increased demand in local catchment.	Charging through CIL, Section 106 agreements, and funding from EFA.	£1.25 million.	To be confirmed.
New primary school at New Century Park.	Provision of new primary school to meet increased demand. New 2FE primary school with supporting land.	1	To respond to increased demand as part of recent developments at New Stoke Village and New Century Park.	Charging through CIL, Section 106 agreements, and funding from EFA.	£5 million for New Century Park Primary School plus land provision.	To be completed by 2019.
Expansion of Caludon Castle school.	Additional school places to meet increased demand. Increase school to	1	Increased demand for primary school places in Coventry.	Charging through CIL, Section 106 agreements, and funding from EFA.	£3 million.	To be completed by 2019.

	3 form entry primary school.					
South East Area of secondary schools including- Whitley Academy; Ernesford Grange; Stoke Park.	Provision of additional school places, by extending schools or provision of entirely new school facility. New 1 form entry to be provided across this grouping.	1	To meet potential increased demand on London Road/Allard Way.	Charging through CIL, Section 106 agreements, and funding from EFA.	Approximately £550,000.	To be completed by 2021.
New Secondary School for North and West Coventry to provide additional spaces and respond to need. To be considered with the Keresley SUE.	Existing need for north west Coventry has been identified as 1 form entry required in 2017, 2018, 2019, and 2020. Increasing to 8 form entry by 2021.	1	To meet increased demand in local catchment.	Charging through CIL, Section 106 agreements, and funding from EFA.	North West Coventry - approximately £7.5 million, excluding the cost of site provision.	To be completed by 2021.
New Secondary School for South and East Coventry to provide additional spaces and respond to need.	Existing need for south east Coventry has been identified as 1 form entry in 2019 and 2020. Increasing to 3 form entry by 2021.	1	To meet increased demand in local catchment.	Charging through CIL, Section 106 agreements, and funding from EFA.	South East Coventry - approximately £12.5 million.	To be completed by 2021.

Foxford School.	To accommodate the increase in demand driven by developments at: Sutton Stop, Grange Farm, Former Acetate site, Elms Farm and Walsgrave Hill Farm.	1	Existing need will require additional 1 form entry.	Charging through CIL, Section 106 agreements, and funding from EFA.	Approximately £2.5 million. With an estimated £1.05 million from Section 106 agreements.	To be completed by 2022.
Central Area Secondary Provision – includes Barrs Hill School; Blue Coat School; Eden School; Sidney Stringer School.	To accommodate the increase in demand driven by Paragon Park and other central sites.	1	Existing need has been identified as 1 form entry required in 2017, 2020 and 2022. Increasing to a 2 form entry by 2025.	Charging through CIL, Section 106 agreements, and funding from EFA.	Approximately £12.5 million.	To be completed by 2025.
The former Alice Steven's site adjacent to Whitley Abbey Primary School.	Primary Broad Spectrum Special School.	4	To meet the needs of children with Special Educational Needs or Disabilities. Provisions forms part of school management programme to make more efficient use of resources and better deliver services.	Charging through CIL, Section 106 agreements, and funding from developer contributions.	Approximately £10 million.	To be completed by 2017.

Green and Blue Infrastructure

<u>Site Name/Location</u>	<u>Required Infrastructure</u>	<u>Infrastructure Priority</u>	<u>Reason for Infrastructure Delivery</u>	<u>Funding and Delivery Partners</u>	<u>Cost of Infrastructure</u>	<u>Timescale</u>
General Provisions						
City wide.	Parks.	2	Appropriate levels of accessible provision to quality park space. To support sustainable development and access to appropriate levels of green infrastructure.	Led by CCC with developer contributions.	Presently unknown.	Across Development Plan Period (2016-2031).
City wide.	Allotments.	2	Appropriate levels of accessible provision to high quality allotments. To support sustainable development and access to appropriate levels of green infrastructure.	Led by CCC in partnership with community providers and supported by developer contributions.	Presently unknown.	Across Development Plan Period (2016-2031).
City wide.	Natural Spaces.	2	Appropriate levels of accessible provision to high quality natural spaces. To support sustainable development and access to appropriate levels of green infrastructure.	Led by CCC with developer contributions.	Presently unknown.	Across Development Plan Period (2016-2031).
City wide.	Play Areas.	2	Appropriate levels of accessible provision to high quality play areas. To support sustainable development and access to appropriate levels of green infrastructure.	Led by CCC with developer contributions.	Presently unknown.	Across Development Plan Period (2016-2031).

Location Specific						
City Centre - River Sherbourne.	De-culverting the river, especially in the proximity of Fairfax Street.	3	To support the day lighting of the River Sherbourne within the city centre and promote environmental and economic benefits of this.	Charging through CIL and Section 106 agreements. In addition to funding contributions from; ERDF, CCC and private investors.	Approximately £40,000 per meter.	Across Development Plan Period (2016-2031).
Broad Lane/Banner Lane; Canley Brook; Upper Brookstray.	Flood alleviation measures.	4	Based on FCERM 6 year programme, review of recent flood events and the high-level identification of potential flood storage locations in the updated SFRA. Essential to ensure that flood risk is not increased in areas where future development/growth is proposed.	Funding sourced exclusively from EA.	Presently Unknown.	Short Term (1-2 years).
Lake View Park	Creation of targeted wetland area to promote environmental and flood alleviation improvements.	3	Promote environmental enhancements and support wider flood alleviation measures that creates wetlands and riverine restoration.	Funding sourced from both EA and WWT.	£30,000.	Across Development Plan Period (2016-2031).
Prior Deram Walk and the railway corridor, Canley.	Regeneration of local park and green corridor to the south of the railway.	2	Enhanced quality of provision will help offset loss of lower quality green spaces to support regeneration projects.	Led by CCC with developer contributions and voluntary groups.	Presently unknown.	Medium Term (3-5 years).
Swanswell Pool and Volgograd Place.	Extension of Swanswell Pool and refurbishment of Volgograd Place.	3	To promote high quality green and blue infrastructure in the city centre. Where possible and practical, the extension to Swanswell Pool and refurbishment of Volgograd Place will help enhance the city	Charging through CIL and Section 106 agreements. In addition to funding contributions from; ERDF, CCC and private investors.	Presently Unknown.	Across Development Plan Period (2016-2031).

			centre green and blue infrastructure offer.			
Heritage Park at Charterhouse, London Road Cemetery and Loop Line (Policy HE3 and Appendix 4).	Creation of new Heritage Park and pedestrian/cycle loop around the park and disused railway line.	1	To promote the city's heritage and create a park setting within the urban area. This will utilise green infrastructure and heritage to promote health and wellbeing and connectivity to the city centre.	Charging through CIL and Section 106 agreements. In addition to grant funding contributions (including HLF) and voluntary groups.	£11 million.	Medium Term (3-5 years).
Green/Blue Corridor through Keresley SUE.	Provision of high quality green and blue infrastructure corridor that runs from Burrow Hill Fort through Hounds Hill and along the route of the Hall Brook towards Watery Lane and the Pro-Logis countryside park.	1	To provide a high quality green and blue infrastructure offer as part of the new SUE and protect the most sensitive historic view corridors and setting of the Hill Fort Scheduled Monument and ancient woodlands. The corridor will funnel down between the 4 ancient woodlands and pick up the route of the Hall Brook as it sweeps towards the existing urban area and the wider Pro-Logis Country Park.	CIL and Section 106 agreements. In addition to grant funding contributions.	Presently Unknown.	Across Development Plan Period (2016-2031). To be developed in phases linked to the delivery of the SUE.
Green/Blue Corridor through Eastern Green SUE.	Provision of high quality green and blue infrastructure corridor that runs along the length of the Pickford Brook and its tributaries. It should also encompass the retained water pools on the existing golf course.	1	To provide a high quality green and blue infrastructure offer as part of the new SUE, providing a key active travel route from Allesley park out towards the wider Meriden Gap. This will also ensure the Pickford Brook and tributaries are retained as a key feature and asset within the development.	CIL and Section 106 agreements. In addition to grant funding contributions.	Presently Unknown.	Across Development Plan Period (2016-2031). To be developed in phases linked to the delivery of the SUE.

Windmill golf course – Part of Eastern Green SUE.	Replacement sporting facilities within the north west / western edge of the city.	2	To provide compensatory measures for the loss of the golf course. Replacement provision may not be aimed at golfing facilities but at more sport based provisions in general. This should reflect the council's sports and leisure strategies and respond to local needs.	CIL and Section 106 agreements. In addition to grant funding contributions.	Presently Unknown.	Across Development Plan Period (2016-2031). To be developed in phases linked to the delivery of the SUE.
Sutton Stop.	Provision of Country Park at site of former power station and delivered as part of allocation.	1	To support high quality green infrastructure provisions as part of new development – responding to the existing landscape and creating a visitor destination linked to the canal.	CIL and Section 106 agreements. In addition to grant funding contributions.	Presently Unknown.	Across Development Plan Period (2016-2031).
Coundon Wedge Drive.	Replacement sports pitches for education and community use.	1	Replacement facilities linked to loss of existing provisions as part of expansion of Whitley Business Park. Replacement provision will ensure no net loss of facilities.	CIL and Section 106 agreements.	Presently Unknown.	Linked to delivery of Whitley Business Park expansion.
Charter Avenue – former Alderman Harris school site.	Replacement sports pitches for club and community use.	1	Replacement facilities linked to loss of existing provisions as part of Mitchell Avenue allocation. Replacement provision will ensure no net loss of facilities.	CIL and Section 106 agreements.	Presently Unknown.	Linked to delivery of site allocation.
Beake Avenue.	Retention and opening up of sports field linked to wider Whitmore Park development.	1	To secure the long term future of the sports pitches for community use and potential club use. Will support an increase in local community provisions.	CIL and Section 106 agreements and private investment.	Presently Unknown.	Linked to delivery of site allocation.
Ratification of Existing Pressures and Issues to Support Play Pitch Provision						
Barr's Hill School; Owenford Road; Pinley Rugby	Support Barr's Hill School to improve on site sports	3	Tennis courts in a poor state of repair, pitches are on a slope making them unsuitable for use	Through developer contributions and grant funding opportunities.	Presently unknown.	Across Development Plan

Club; Stoke Old Boys RFC.	facilities by providing a new all-weather pitch, other sports pitches and associated facilities. Also investigate the potential to develop additional pitches (including artificial grass pitch), on-site changing rooms and training facilities.		as sports pitches whilst all-weather pitch is over 40 years old and considered 'unsafe' to use.	Football Association to lead on this work including likely costs and funding sources for Owenford Road site.		Period (2016-2031).
Bablake Playing Fields; Coventry Colliery & Social Club; Alan Higgs Centre (key site for delivery of disabled football).	Provide new changing facilities, and ensure funding is in place to cover the cost of future carpet replacement and improve quality of netball courts.	3	A mixture of standard quality, artificial grass pitches, poor quality netball courts. Poor quality, declining quality or limited changing facilities.	Through developer contributions and grant funding opportunities stemming from engagement with NGB's.	Presently unknown.	By 2021.
Floyds Fields; Coventry Colliery & Social Club; Barkers Butts RFC; Alvis Sports & Social Club; Copeswood Sports & Social Club; Old Coventrians Rugby Club.	Support clubs funding bid for grant from SE Inspired Facilities Fund to improve pitch drainage.	3	A mixture of cricket pitch, football pitches, grass training area, bowling greens and rugby pitches. Pitches become waterlogged and therefore unplayable after heavy periods of rainfall.	Through grant funding opportunities which presently include; £15,000 for pitch improvement and £12,000 for new machinery from SE. In addition, seeking developer contributions.	Approximately £27,000 for Coventry Colliery & Social Club. Other sites presently unknown.	By 2021.
Coundon Hall Park.	Key site for long term investment into pitches and ancillary infrastructure.	3	Site to provide improved sports pitches to meet local needs. Pitches currently affected by drainage issues which will require mitigation in order to support uplift in quality.	Planned investment into solutions for these problems secured through Section 106 agreements.	£200,000	By 2021.

Coventrians Rugby Club; Copeswood Sports & Social Club; Old Coventrians Rugby Club; Stoke Old Boys RFC.	To address overplay of rugby pitches (and the quality of these pitches) and work with clubs to realise ambitions of floodlights, changing rooms and training areas and artificial grass pitches.	3	Pitches are overused by between 1 and 4.5 sessions per week. Requires additional adult rugby, football and cricket pitches required alongside uplift in quality.	Through developer contributions and grant funding opportunities.	Presently unknown.	By 2021.
Sowe Common (North and South) - Key Site.	Key site for long term investment in pitches and ancillary infrastructure.	3	Pitches currently operating overcapacity, with vandalism to changing rooms. Site to provide improved sports pitches to meet local needs.	Through developer contributions and grant funding opportunities.	Presently unknown.	By 2026.
Coventry and North Warwickshire Tennis Club.	Address the over-demand for the cricket pitch, and investigate the potential to convert grass to hard court surface in order to accommodate latent demand.	3	Cricket pitch remains in good quality but is severely overplayed. There is an increasing demand for tennis courts to be converted into hard court surfaces and new astro-turf pitches.	Through developer contributions and grant funding opportunities.	Presently unknown.	By 2021.
Chace Avenue.	Support clubs plans for flood defence schemes and clubhouse renovation to protect the site from flooding, and support social and community provisions.	3	As the site is located on a floodplain the club is looking to install flood barriers and defences, along with redeveloping its dilapidated changing room facilities. The club is also keen to explore opportunities to accommodate other sports and support provision of additional adult football pitch and mini-football pitch.	Through developer contributions and grant funding opportunities.	Presently unknown.	By 2021.

<p>University of Warwick (Cryfield Sports Pitches); Stonebridge Highway Sports Ground; Coventry Saracens RFC; Copeswood Sports & Social Club; Caludon Castle Sports Centre; Morris Park; Cash's Park; Coventry Blue Coat School; Bablake School; Coundon Court School; Cardinal Newman School; Tile Hill Wood School; Stoke Park School; Grace Academy; President Kennedy School; Bishop Ullathorne School; Finham Park Secondary School; Whitley Academy; Ernesford Grange.</p>	<p>A mixture of football pitches, including; adult, youth and mini-pitches of differing levels of quality - from good to poor ratings. Along with differing quality adult and youth rugby pitches and average quality tennis courts. Work with sites to enhance community access (implemented/strengthening club-site links), balance the access to sport/recreational facilities (reducing/maximising usage where required - by transferring play from overused sites to underused sites), or installing new artificial grass pitches to create new sites, whilst improving the quality of the facilities at every opportunity.</p>	<p>3</p>	<p>Pitches are either unavailable for community use, no local interest in using the facilities (both sometimes due to prohibitive hiring costs), lacking spare capacity at peak time or otherwise, or facilities do have spare capacity at peak time and other times.</p>	<p>Through engagement with community groups, respective NGB's (Football Association, Rugby Football Association and Lawn Tennis Association), and subsequent grant funding opportunities. Also ensuring that any funding already secured is being effectively utilised and significantly enhancing sport and recreation provision.</p>	<p>Presently unknown.</p>	<p>Across Development Plan Period (2016-2031).</p>
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Infrastructure Delivery Across the Administrative Boundaries of Coventry City Council and Relevant Warwickshire District & Borough Councils.

The following table provides an overview of planned infrastructure within Warwickshire that has a close or direct relationship with Coventry and the delivery or facilitation of its wider housing and employment needs. This reflects the importance of planning, delivering and monitoring strategic infrastructure on a cross boundary basis in accordance with the Duty to Cooperate.

This schedule has been derived from the relevant IDP's of each authority (as and where appropriate). Like Coventry's IDP though these are live documents and will be monitored and updated when necessary and appropriate. Through the Duty to Cooperate the City Council will work with its Warwickshire neighbours to ensure this aspect of its IDP remains up to date also.

This part of the IDP is therefore provided for information. Although joint working is expected to deliver section 106 provisions and grant funding, there are no plans at this stage to pool or share CIL contributions for cross boundary infrastructure. As the provisions within this part of the IDP are outside of the city's administrative control no prioritisation has been identified.

<u>Site Name/Location</u>	<u>Infrastructure Delivery</u>	<u>Funding and Delivery Partners</u>	<u>Cost of Infrastructure</u>	<u>Timescale</u>
Nuneaton & Bedworth Borough Council				
Junction 3, M6 and A444 corridor.	Considerations of capacity upgrades to the A444 between Coventry and Nuneaton including a grade separation of the A444 at junction 3 of the M6.	A combination of developer contributions and funding from Warwickshire County Council. and the Highways Agency.	£100 million.	2021-2031.
Wilsons Lane, Prologis Park and Bermuda Park.	Ancillary facilities for additional employment land.	Developer contributions.	Presently unknown.	Linked to development phasing.
NUCKLE.	Heavy rail improvements and platform lengthening at Bedworth train station to facilitate an increase in rail services to half-hourly between Nuneaton and Coventry.	Contributions from DfT and ERDF.	Presently unknown.	By 2021.

Blackhorse Road Level Crossing.	To improve the safety standards of the level crossing and explore options for it's remodelling to improve traffic flow.	Funding sourced from NR/S106 and CIL.	Presently Unknown.	Across Development Plan Period (2016-2031).
Rugby Borough Council				
Pro-Logis Park, Ryton and Ansty Park.	Ancillary facilities for additional employment land.	Developer contributions.	Presently unknown.	Linked to development phasing.
A45/M45 corridor.	Infrastructure to mitigate increased traffic flow along main route out of south east Coventry.	Developer contributions.	Presently unknown.	To be confirmed.
University Hospital Coventry.	Provision of new 1x CT scanner, 1x MRI scanner and 1x endoscopy room.	Developer contributions.	Approx. £533,000.	Across RBC LDP period.
Brinklow.	Long term temporary and permanent health facilities/accommodation.	Developer contributions.	Presently unknown.	Phases 2-3 of RBC LDP.
Warwick District Council				
Whitley South.	New junction on A45 between Festival and Toll Bar islands, including bridge over A45 to link site with Jaguar Whitley Business Park.	Funding secured through Growth Bid submitted by JLR.	Presently unknown.	Expected to be completed by 2021.
	New access road within the site to link the two zones (east of Baginton and south of Middlemarch Business Park).			
	New roads within Jaguar Whitley Business Park.			
	Improvements to capacity of Festival island and the A46/Stoneleigh Road junction.			
	Enhancement to Stivichall bypass/London Road bypass junction.			
	New roundabout on the 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.			
	Laying out of new country park around the River Sowe to the south of A45 to support the buffering to Baginton village and the Lunt Roman Fort.			

	Measures to restrict traffic from the site entering/exiting along Rowley Road/Bubbenhall Road.			
A429/Coventry Road.	Carriageway and junction improvements along the Kenilworth corridor.	WCC.	Approx. £1.14 million.	To be confirmed.
A46.	Expressway upgrades to improve linkages with M6.	A combination of Section 106 contributions, with potential investment from HE and/or DfT and WMCA.	Part of wider 319m package.	Prior to the end of WDC LDP period.
Kings Hill.	1x 2 form entry primary school, with the potential to expand in capacity to 3 form entry (based on 2000 new dwellings).	A combination of investment from; WDC and CCC in conjunction with funding generated from developer contributions and EFA.	Presently unknown.	Linked to development phasing.
	As site proceeds towards 4,000 dwellings (in future plan period), land should be reserved to cover the possibility of a new "all-through" primary/secondary school and Special Educational needs facilities. This will ultimately form part of the overall educational strategy for South Coventry and Kenilworth.			
NUCKLE - Kenilworth Rail Station.	Opening of a rail station in Kenilworth around December 2017, providing a regular hourly train service to/from Coventry and Leamington Spa.	Funding secured from DfT.	Approx. £11 million.	Station to open December 2017.
Coventry South Park and Ride.	Potential cross boundary proposal. Potentially linked to new railway station and delivery of Kings Hill development.	Devolution deal and private investment alongside CCC/WCC.	£20 million.	By 2026.
Burton Green.	Provision of school places/increased capacity at village school to meet requirements generated from development.	Developer contributions.	Presently unknown.	Linked to development phasing.
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 Road eastbound between Kings Hill Lane and Dalehouse Lane.	CWLEP - Growth Deal 1.	Approx. £22 million.	By 2021.

Coventry Development Plan 2016 Appendix 8

Monitoring Framework

Monitoring

The Council will produce and publish an Annual Monitoring Report containing information on the implementation of the Local Development Scheme and on the extent to which policies set out in the Local Plan are performing.

The table below shows a set of indicators and targets related to the policies of the Local Plan. Further development plan documents will contain their own indicators and targets and the results will be brought together in the Annual Monitoring Report.

The Monitoring Framework has been appended to the Local Plan to reflect the fact that it is a 'living document'. Many of the Local Plan policies will require assessment over time to understand appropriate trends and impacts on development. This reflects the changing face of planning policy in recent years and the increasing need to consider the impacts of climate change and sustainable development. Where trends become apparent through monitoring this Framework will be updated through the Annual Monitoring Report process.

Indicators and Targets

In addition to the list of main targets and indicators identified below, Policy DS1 has been amended to incorporate a clear review mechanism for the Local Plan. Part 3 of Policy DS1 states:

The Council will undertake a comprehensive review of national policy, the regional context, updates to the evidence base and monitoring data before 31st March 2021 to assess whether a full or partial review of the Plan is required. In the event that a review is required, work on that review will commence immediately.

Furthermore, 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: -

- a) Through the Duty to Cooperate, the unmet housing and employment needs of the city are proven to be undeliverable within the Local Plans of Warwickshire authorities;
- 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 (in line with the Plan's Monitoring Framework having particular regard to 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) Any other reasons that render the Plan, or part of it, significantly out of date.

Each Annual Monitoring Report that assesses the performance of this Plan will include a specific section that reviews the context of this policy to help determine the need to review the Plan either as a whole or in part.

Policy	Indicator	Target
DS1	To monitor and record the completion of new homes, new employment land and new retail based floor space within the city's administrative boundary.	At least 1,300 homes (net) completed annually from 2017 as part of the stepped trajectory. At least 10ha of employment land completed annually from 2017. To be recorded by use class and net of losses. Completion of at least 35,000sqm of retail based floor space by 2021 and up to 72,000sq.m by 2031. To be assessed against the figures set out in Table 5.2 of the Local Plan. This

Policy	Indicator	Target
	Support neighbouring authorities through the Duty to Cooperate to monitor the annual delivery and supply of new homes across the Housing Market Area as a whole.	should be recorded as gross floor space but net of losses. To support the monitoring of the C&W Housing Requirements MOU.
DS2	No indicator identified.	
DS3	No indicator identified.	
DS4 (A-D)	To monitor the site specific triggers associated with Parts B-D of this policy. This includes: The operational completion of the new link road prior to the full completion of the Keresley SUE. The operational completion of the new A45 junction prior to the occupation of the employment land or Major District Centre at the Eastern Green SUE, whilst no more than 250 homes should be occupied prior to new junction being fully operational.	Development progress to be monitored on a rolling basis with the continuation of development and occupation linked to the relevant triggers.
HWB1	Number of applications supported by completed HIA's each year.	Will depend upon number of qualifying applications.
JE1	Monitor and record the supply and delivery of employment land broken down by use class (in accordance with DS1). To be recorded as Ha of land and sq.m of floor space. Monitor and record the level of vacant employment premises within the city's administrative boundary. This should be recorded by sq.m of floor space and by use class.	Maintain a minimum supply of new employment land on a 5 year rolling cycle of 58ha.
JE2	Monitor and record the supply and delivery of employment land allocations. Sites to be assessed against delivery of land (in Ha) and floor space (in sq.m).	Annual reporting to identify the delivery progress of respective allocations.
JE3	Monitor and record the loss of employment land (by use class) to alternative uses. To be recorded as Ha of land and sq.m of floor space.	To be monitored on a rolling basis against development opportunities in the SHLAA and in the context of the expected

Policy	Indicator	Target
	As part of this monitor the loss of office premises to residential as part of permitted development rights.	churn of employment land identified in the Local Plan.
JE4	Disaggregate the information collected for Policy JE1 and monitor and record the supply and delivery of office development (class B1a). Identify the proportion which is delivered within a defined centre and that which is outside. Monitor and record the proportion of new office development (class B1a) classed as Grade A.	Target to reflect the annual review of delivery of new offices at Friargate (in line with JE2). All new offices to be delivered within a defined centre.
JE5	Monitor and record the supply and delivery of R&D, Industrial and Storage/Distribution.	To be monitored as part of DS1, JE1 and JE2.
JE6	Monitor the supply and delivery of Tourism/Visitor Related Development.	To be monitored as part of DS1, JE1 and JE2.
JE7	No indicator identified.	
H1	Monitor and record the number of net housing completions per annum (in accordance with the Plans stepped trajectory).	2011-2016 (first 5 years): 1,020 homes per annum. 2017-2031 (following 15 years): 1,300 homes per annum.
	Monitor and maintain a continuous 5 year land supply (including a 5% buffer and tested against the 'Sedgefield' approach). Sensitivity test the 5 year land supply against a 20% buffer utilising both 'Liverpool' and 'Sedgefield' approaches. Monitor and record the proportion of net annual completions which are categorised as either 'brownfield' or 'greenfield'.	2011-2016 (first 5 years): 1,020 homes per annum. 2017-2031 (following 15 years): 1,300 homes per annum. In accordance with the supporting text of H1, aim for at least 50% completions on brownfield land annually. Identify any reasoning for any figures below this and record within the AMR.

Policy	Indicator	Target
	Monitor and record the level of short and long (more than 6 months) term vacant properties across the city.	To establish a declining trend in vacant properties.
H2	Monitor the supply and delivery of allocated sites as illustrated in table 4.2 of the Local Plan.	Annual reporting to identify the delivery progress of respective allocations.
H3	Monitor the supply and delivery of new homes that are within the identified sustainability criteria.	100% of homes.
	Monitor and record the completed number of starter homes and self-build homes.	To be monitored through annual trends.
H4	Monitor and record the supply, delivery, size (number of bedrooms), type and tenure of new homes. Monitor and review the information within the SHMA (jointly with Warwickshire authorities) to ensure the evidence document remains up to date.	
H5	No indicator identified.	
H6	Monitor and record the supply, delivery and type of new affordable homes.	348 per annum.
	Monitor the number of relevant applications each year that contribute the full 25% affordable housing contribution.	100% of relevant schemes.
H7	Monitor and record the supply, delivery and type of Gypsy and Traveller Pitches (both temporary and permanent).	The completion of 16 new permanent pitches by 2021 and a further 6 by 2031. Monitor and review on-going trends of demand for temporary stopping places and establish a revised 5 year trend.
H8	Monitor and record the supply and completion of new Care Homes, Supported Housing, Nursing Homes and Older Persons accommodation, including reference to its type and size (number of bed spaces).	Maintain an appropriate supply of sites (as identified within the overall supply position as part of Policy H1 and H2) suitable to accommodate and deliver extra care and/or supported accommodation in accordance with Policy H8

Policy	Indicator	Target
		and the most up to date SHMA.
H9	Monitor and record the density of new development.	<p>Outside the Ring Road a minimum of 35 dwellings per hectare (net) should be provided on Previously Developed Land.</p> <p>Inside the Ring Road should aim to achieve a minimum of 200 dwellings per hectare (net).</p> <p>Greenfield sites should achieve a minimum of 30 dwellings per hectare (net).</p>
H10	Monitor and record both the supply and completion of new student accommodation (by conversion and new build), including reference to its type and size (number of bed spaces).	Maintain an appropriate supply of sites suitable to accommodate and deliver new student accommodation in accordance with Policy H10, the most up to date SHMA and shared information from the Universities.
H11	Monitor and record the supply, delivery, concentration and type of HiMO's (both small and large) across the city. This should also include the size of new HiMO's based on the number of bed spaces.	<p>Concentration of HiMO's (small and large) to be fully reviewed in 2020/21 to allow for the completion of current purpose built student accommodation pipeline.</p> <p>Rolling review of planning applications for change of use to HiMO's and review of Council tax records should show a decline in HiMO provision.</p>
R1	<p>Monitor and record the supply and completion of new retail premises by use class in all parts of the city.</p> <p>Monitor the supply and completion of allocated sites as illustrated in Policy R1 of the Local Plan.</p>	<p>To be recorded against Policy DS1.</p> <p>Annual reporting to identify the delivery progress of respective allocations.</p>

Policy	Indicator	Target
	Monitor the loss of retail provision by use class and by in centre and out of centre location.	
R2	To bring forward for adoption an Area Action Plan for the City Centre.	Adoption by the end of 2017.
R3	For each identified centre, monitor and record the supply and delivery of new retail premises, the mix of retail premises (by use class) and levels of vacancy.	To be monitored through annual trends but to show a reduction in vacancy rates and an appropriate mix of uses in accordance with Policy R3.
R4	To disaggregate the information for Policy R1 and record the supply and delivery of new retail premises (by use class) which is categorised as: <ul style="list-style-type: none"> • outside of defined centres; • as edge of centre; • within a defined centre. 	To target 0% of new retail space to be delivered within out of centre locations. Where this target is not met – add explanation and justification to support performance understanding.
R5	Monitor and record the proportion of retail frontages in non A class use.	To not exceed 51% in any centre.
R6	Monitor the supply and delivery of new A3-A5 premises.	To form part of the target for Policies R1 and DS1.
CO1	Monitor and record the net supply and completion of new social, leisure and community uses both within and outside designated centres. To be recorded by use class and by Ha of land and sq.m of floor space (as appropriate).	To be monitored through annual trends.
CO2	Monitor and record the net loss of social, leisure and community premises to alternative uses. To be recorded by use class and by Ha of land and sq.m of floor space (as appropriate).	To be monitored through annual trends.
CO3	No indicator identified.	
GB1	To monitor the amount of land which had previously been designated as Green Belt that has been developed and completed on an annual basis. This will in effect assess the take up of developable land that had previously been classed as Green Belt and will cover sites H2:1, 2, 3, 6, 7, 8, 9, 17, 19, 21, 23, 24 and 25 as well JE2:4, 5 and 8.	To be monitored through annual trends and recorded as a proportion of total development completions. To be recorded as number of units (homes) and

Policy	Indicator	Target
		amount of floor space (commercial).
GE1	Monitor the delivery of new appropriate green infrastructure against the relevant requirements in the most up to date Green Space Strategy.	To be monitored through the Green Space Strategy.
GE2	In line with the monitoring of development completions identify the proportion that is completed on greenfield sites.	To be monitored through annual trends.
GE3	Monitor the number of sites in positive conservation management.	To be monitored through annual trends.
GE4	Monitor the number of new TPO's issued.	To be monitored through annual trends.
	Monitor the net loss of protected trees.	To target no net loss.
DE1	To adopt supplementary design guidance for the SUE's.	By December 2017.
	To adopt supplementary design guidance for the City Centre.	By December 2018.
	To adopt supplementary design guidance for the rest of the city.	By December 2018.
HE1	No indicator identified.	
HE2	Monitor and record the number of listed and locally listed buildings that appear on the 'at risk' register nationally and locally and identify any additional change in status. Also to maintain an up to date accessible HER to inform planning decisions.	To establish a declining trend of sites at risk and show an improvement in status of those remaining on the list.
HE3	To adopt a masterplan for the Heritage Park concept and monitor its development and completion.	Approved Masterplan by December 2017 and then rolling annual monitoring to assess the progress of the proposals.
AC1-AC3	Monitor and record the impacts and mitigation measures of approved transport assessments on an annual basis. This should allow updates of the IDP and inform investment priorities through Section 106 and CIL. It should also feed information into regular updates of the strategic highway model (CASM).	To update the IDP annually to reflect approved highway mitigation measures and record funding and delivery proposals. To run a review of the strategic highway model at

Policy	Indicator	Target
		least every 5 years (so at 2021, 2026 and 2031) to review highway operation and reflect the most recent developments and mitigation measures.
AC1	To monitor the completion and adoption of the Coventry Connected SPD.	To be adopted by May 2018.
AC2	<p>Monitor the delivery of highway initiatives identified within the IDP including: new highway, junction improvements, Rapid Transit Corridors and Cycle Network.</p> <p>Monitor the proportion of trips undertaken by single occupancy car use.</p>	<p>To be monitored on an annual basis against the delivery of the IDP and schemes associated with site allocations.</p> <p>To decrease from 44.6% to a maximum of 40% of all trips by 2021 and 34.6% of all trips by 2031.</p>
AC3	<p>Monitor the number of applications approved that:</p> <p>1/ meet the parking standards identified within Appendix 5 of the Local Plan.</p> <p>2/ are supported by approved travel plans (where appropriate).</p>	100% of applications as appropriate.
AC4	<p>Monitor the length of completed new cycle lane.</p> <p>To monitor cycle patronage and its % of modal share.</p> <p>To monitor the number of journeys undertaken on foot and its % of modal share.</p>	<p>To be monitored on a trend basis year on year.</p> <p>To increase from 1.8% to at least 2% of all trips by 2021 and 3% of all trips by 2031.</p> <p>To increase from 26.6% to at least 28% of all trips by 2021 and 29.5% of all trips by 2031.</p>
AC5	<p>To monitor bus patronage and its % of modal share.</p> <p>Delivery of new Rapid Transit infrastructure to be monitored through Policy AC2.</p>	To increase from 8.9% to at least 10% of all trips by 2021 and 11.2% of all trips by 2031.
AC6	To monitor rail patronage and footfall through Coventry stations.	To increase from 0.8% to at least 1% of all trips by 2021 and 1.5% of all trips by 2031.

Policy	Indicator	Target
		With a continued increase in footfall.
AC7	No indicator identified.	
EM1	To reduce carbon dioxide emissions in accordance with the Council's Climate Change Strategy. Ensure baseline readings are established for areas of significant new development with annual monitoring to record changes over time.	By 27.5% by 2020 from the 2005 baseline figure. To be recorded annually.
EM2	Number of new homes built each year above required building standards. Adoption of the revised delivering a More Sustainable City's SPD.	To be monitored on a trend basis year on year. To be adopted by May 2018.
EM3	Monitor the proportion of the city's energy needs that are generated from renewable sources.	To be monitored on a trend basis year on year but to show an annual increase in delivery.
EM4	Monitor the number of homes and amount of employment land completed within Flood Zones 2 and 3.	0.
EM5	Monitor the number of completed SUD schemes brought forwards either as part of new development or introduced retrospectively to support existing areas. Monitor the number of approved planning applications where SUDS are deemed inappropriate for delivery.	To be monitored on a trend basis year on year.
EM6	No indicator identified.	
EM7	To monitor background and peak levels of air quality on a biannual basis.	To achieve an improving trend with a view to removing parts of the city from the AQMA status (where appropriate ¹).
EM8	Monitor the amount of waste recycled.	50% by 2020.

¹ The removal of parts of the city from the AQMA designation will be considered in the context of the city as a whole and making sure potentially removed areas are not negatively impacted going forward as a result of wider investment risking issues being 'moved elsewhere'.

Policy	Indicator	Target
EM9	No indicator identified.	
EM10	Monitor the amount of non-mineral based development that takes place within the defined MSA's. This should be presented as a proportion of completed homes, employment land and other floor space.	To be monitored for record - no target set.
C1	<p>To monitor the number of homes with superfast and ultrafast broadband access.</p> <p>4G mobile internet coverage.</p>	<p>95% coverage by 2021 and 100% by 2031.</p> <p>98% coverage city wide by 2017.</p>
C2	No indicator identified.	
IM1	<p>Monitor the number applications each year that secure planning obligations.</p> <p>To monitor the amount of secured financial contribution to infrastructure year on year.</p> <p>To monitor the amount of money spent on new infrastructure schemes year on year.</p> <p>To monitor the receipt of developer contributions against the delivery of infrastructure provisions within the IDP.</p>	To be monitored on a trend basis year on year and show the successful delivery of infrastructure schemes related to site allocations etc.

Coventry Development Plan 2016

Appendix 9

Glossary of Key Terms

Area Action Plan – A Development Plan Document which focuses upon a specific location or an area subject to significant change.

Affordable Housing

Housing, including social rented and intermediate housing, for people whose needs are not met by the housing market.

Annual Monitoring Report – Report published once a year and submitted to the Government by local planning authorities or regional planning bodies assessing progress with and the effectiveness of policies.

Air Quality Management Areas

Designation made by Local Authority where assessment of air quality requires action plan to improve the air quality.

Area of Local Distinctiveness

Area of local historic and architectural significance which, although not important enough to be declared as a Conservation Area, has sufficient distinctiveness and character to merit preservation.

Biodiversity Action Plan

A strategy prepared for a local area aimed at conserving and enhancing biological diversity.

Building Research Establishment Environmental Assessment Method

Widely used environmental assessment method for buildings, which sets the standard for best practice.

Brownfield Land

Previously developed land occupied by a permanent structure and associated development, such as car parking, which can be re-developed for other uses.

Bulky Goods Retail

Goods of a large physical nature (for example DIY, electrical, furniture, carpets) that sometimes require large areas for storage or display.

Coventry Development Plan 2001

The existing statutory land use Plan for the city which the Local Plan will supersede. It comprises the policies against which proposals for physical development are currently evaluated and provides the framework for change and development in the city.

Community Infrastructure Levy

A levy placed on development, to fund new or additional infrastructure needs.

Circular

Non statutory advice and guidance on particular issues which expands and clarifies subjects which are referred to in national legislation.

Comparison Shopping

Items not bought on an everyday basis, but after comparison of alternatives from various sources such as clothes, shoes and electrical items.

Conservation Area

Area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Convenience Goods

Items bought on an everyday basis such as food-shopping.

Compulsory Purchase Order

An order issued by the government or a local authority to acquire land or buildings for public interest purposes. (e.g. Land for new roads).

Central Shopping Area – The main retail area within the city centre. It meets the convenience and comparison shopping needs of the city's population and also acts as a sub-regional retail centre to some degree. It contains local needs shops, national comparison multiples and a range of small independent specialist shops.

Coventry and Warwickshire Local Enterprise Partnership.

Local Enterprise Partnerships are locally-owned partnerships between local authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.

They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery.

DCLG

Department of Communities and Local Government.

Density

In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

Development

Development is defined under the Town and Country Planning Act 1990 as “the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land”.

DIRFT

Daventry International/Intermodal Rail Freight Terminal.

District Centre

Significant group of shops serving a large part of the city including both comparison and convenience shopping, as well as other commercial and public services and facilities.

Development Plan Document

One of a family of documents which sets out the land allocations and spatial planning policies for all or specific parts of the local authority area. When approved or adopted, DPDs will form part of the Development Plan. Some DPDs may refer to areas outside a local authority boundary as there may be issues of shared interest with other local authorities.

Embodied Energy

Energy consumed by a building throughout its life.

Geographical Information System

A computer based mapping system for the capture, storage, retrieval, analysis and display of spatial information.

Green Belt

National policy designation that helps to contain development, protect the countryside and promote brownfield development and assists in the urban renaissance. There is a general presumption against inappropriate development in the Green Belt.

Green Wedge

An open green space corridor which penetrates the built up area of a settlement.

Housing Association

Independent, non-profit association that provides rented or shared ownership (intermediate) housing to people unable to afford to buy their own homes on the open market, or to specific groups, such as older people or the homeless.

Habitat Biodiversity Audit

This provides the underlying baseline evidence of the type of habitats and their condition based on recognised national survey methodology.

Housing Market Area

Provides information on the level of need and demand for housing and the opportunities that exist to meet it across a defined area.

Local Biodiversity Action Plan

This outlines how landowners, land-managers and policy makers will protect the characteristic wildlife and landscapes of an area.

Local Development Document

This includes two types of documents: Development Plan Documents (DPD), and Supplementary Planning Documents (SPD).

Local Development Order

Enables specified development or use/s of land and buildings that would normally need planning permission to go ahead without planning permission. Essentially extends 'permitted development' but only to the extent specified in the Order.

Local Development Scheme

A public statement of the Council's 3 year programme for the preparation of Local Development Documents which will form the Local Development Framework (LDF).

Local Green Space

Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities.

Local Nature Reserve

Places with wildlife or geological features that are of special interest locally. LNR is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949.

Local Plan

It comprises the policies against which proposals for physical development will be evaluated and provides the framework for change and development in the city.

Local Transport Plan

Local Authority Transport strategy.

Major Development

When referencing this term consideration should be given to the definition contained within the Town and Country Planning Act (unless otherwise stated within the Plan(s)).

The Natural Environment & Rural Communities Act 2006

Designed to help achieve a rich and diverse natural environment as well as thriving rural communities through modernised and simplified arrangements for delivering Government policy.

Nathaniel Lichfield and Partners Retail Study

This study provides assessments of the Coventry City Centre's shopping role and predictions for growth in capacity.

National Planning Policy Framework

This is the amalgamation of the Planning Policy Guidance (PPG), Planning Policy Statements (PPS), and various Ministerial Statements into a single, streamlined volume.

Park and Ride

Facility, which provides parking for cars, and an Interchange for transferring passengers onto public transport, particularly at approaches to or outskirts of a city.

Policies Map

A geographical representation of policies contained in the Local Plan.

Previously Developed Land

See Brownfield.

Planning Obligation

Legal agreements between a planning authority and a developer to ensure that certain works which are necessary and relevant to a development are undertaken or financial contributions made to facilitate associated infrastructure works and development.

Planning Policy Statements

National policy statements, which will eventually replace Planning Policy Guidance Notes (PPGs).

QBAR

A Flood Studies Report (1975) term denoting the Mean Annual Flood flow rate for a river.

Regional Centres Study

Undertaken by the former Regional Assembly as part of the Phase 2 Revision of the RSS with recommendations for the definition of Centres and targets for comparison shopping, office, commercial & leisure floorspace across the region.

Royal Society for the Protection of Birds

Charity which promotes the conservation of birds and other wildlife through the protection and re-creation of habitats.

Saved Policies

The City Council 'saved' most of its policies from the Coventry Development Plan 2001. These will remain in force until they are replaced by policies within the Local Plan.

Sequential Approach

Planning principle that seeks to identify, allocate or develop certain types of locations of land before others.

Strategic Housing Land Availability Assessment

Replaces the Urban Capacity Studies and makes an assessment of the amount of land that is available for housing development.

Supplementary Planning Document

These are LDD documents (Local Development Document) that provides further detail of policies and proposals in a 'parent' Development Plan Document. Not subject to external scrutiny and without the status of DPDs, but are a material consideration in the evaluation of planning applications. They will replace Supplementary Planning Guidance (SPGs).

Sustainable Community Strategy

Sets out the strategic vision for an area; identifies priorities for action; identifies how agencies and organisations are addressing the issues and may identify additional initiatives to be undertaken.

Sites of Special Scientific Interest

An area of land identified and protected by Natural England as being of special nature conservation interest nationally.

Sustainable Drainage Systems

Absorb rainfall and release it gradually, improving drainage and reducing the risk of flash flooding.

Sustainable Development

Development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.

Sustainable Transport

Modes of transport which are less damaging to the environment than cars including public transport, walking and cycling.

Trunk Road

Motorway or other major road providing a long-distance through route between the main urban areas and other major destinations.

Windfall Site

Site not specifically allocated for development in a Development Plan, but which unexpectedly becomes available for development during the lifetime of a plan.

Warwickshire Biological Records Centre

Source of information on species distribution and ecological sites in Warwickshire, Coventry and Solihull.

Other

Use Classes Order 1987

The Town and Country Planning (Use Classes) Order 1987 (amended) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same Use Class.

Use Classes

A1 Shops

A2 Financial & Professional Services

A3 Restaurants & Cafes

A4 Drinking Establishments

A5 Hot Food Takeaway

B1 Business (can be subdivided into B1a: Offices, B1b: Research and Development and B1c: Light Industry)

B2 General Industrial

B8 Storage & distribution

C1 Hotels

C2 Residential Institutions

C2A Secure Residential Institution

C3 Houses and flats

C4 Houses in Multiple Occupation

D1 Non-residential institutions

D2 Assembly & Leisure

Sui Generis

A use, which is not within any specific Use Class and for which any change of use, will require planning permission