Coventry Local Plan Review 2021 - 2041

Regulation 19 Proposed Submission Appendices

December 2024

Contents

Appendix 1 - Table of reviewed policies for the Local Plan and Area Action Plan 3
Appendix 2 - Marketing Guidance to support Policies JE3 and CO2 11
Appendix 3 - Housing Trajectory 13
Appendix 4 - Ancient Woodlands Map and List 14
Appendix 5 – Heritage Park and Route Inset Map 16
Appendix 6 - Cycle and Parking Standards for New Development 17
Appendix 7- Infrastructure Delivery Plan 30
Appendix 8 - Monitoring Framework 62
Appendix 9 – Designations & Allocations Maps 72
Appendix 9a: Key Employment Sites 72
Appendix 9b: New/Amended Housing and Mixed Use Allocations 73
Appendix 9c: Affordable Housing Policy H6 87
Appendix 9d: City Centre Boundary and Transition Zone 88
Appendix 9e: Centres and Primary Shopping Areas 89
Appendix 9f: City Centre Character Areas 111

Appendix 1 - Table of reviewed policies for the Local Plan and Area Action Plan

Table 1: Local Plan reviewed policies

Policy reference	Policy heading	Policy status (Updated / no change / deleted / new policy	Strategic policy?
DS1	Overall Development Needs	Updated	Yes
DS2	The Duty to Cooperate and partnership working	Minor update	Yes
DS3	Sustainable Development Policy	Minor update	Yes
DS4 (Part A)	General Masterplan principles	Updated	Yes
DS4 (Part B)	Whitley Specific Masterplan Principles	Minor update	No
DS4 (Part C)	Keresley SUE Specific Masterplan Principles	Minor update	No
DS4 (Part D)	Eastern Green SUE Specific Masterplan Principles	No change	No
HW1	Health and Health Impact Assessment (HIA)	Updated	Yes
JE1	Overall Economy and Employment Strategy	Updated	Yes
JE2	Provision of Employment Land and Premises	Updated	Yes

JE3	Non-Employment Uses on Employment Land	Updated	No
JE4	Location and Type of Office Development	Updated	No
JE5	Industrial and Storage/Distribution Development	Updated	No
JE6	Tourism/Visitor Related Development	Updated	No
JE7	Accessibility to Employment Opportunities	Updated	No
JE8	Location of Research and Development (R&D)	New Policy	No
H1	Housing Land Requirements	Updated	Yes
H2	Housing Allocations	Updated	Yes
H3	Provision of New Housing	Updated	Yes
H4	Securing a Mix of Housing	Updated	No
H5	Managing Existing Housing Stock	Updated	No
H6	Affordable Housing	Updated	No
H7	Gypsy and Traveller Accommodation	Updated	No
H8	Specialist Housing including Specialist Housing with Elements of Care, Older Persons accommodation and hostels	Updated	No

H9	Residential Density	Updated	No
H10	Student Accommodation	Updated	No
H11	Homes in Multiple Occupation (HMOs)	Updated	No
H12	Build to Rent	New policy	No
H13	Co-Living	New policy	No
R1	Delivering Retail Growth	Updated	No
R2	Coventry City Centre – Development Strategy	Updated	No
R3	The Network of Centres	Updated	Yes
R4	Out of Centre Proposals	Updated	Yes
R5	Retail Frontages and Ground Floor Units in Defined Centres	Minor update	No
R6	Restaurants, Bars and Hot Food Takeaways	Minor update	No
CO1	New or Improved Social, Community and Leisure Premises	No change	No
CO2	Re-use of or Redevelopment of Facilities	Minor update	No
CO3	Neighbourhood and Community Planning	No change	No
GB1	Green belt	Updated	Yes
GB2	Safeguarded Land in the Green Belt	Updated	Yes

GB3	Local Green Space	New policy	Yes
GE1	Green and Blue Infrastructure	Updated	Yes
GE2	Green Space	Updated	No
GE3	Biodiversity, Geological, and Landscape Conservation	Updated	No
GE4	Tree Protection	Updated	No
DE1	Ensuring High Quality Design	Updated	Yes
DE2	Delivering High Quality Places	New policy	No
HE1	Conservation Areas	Updated	Yes
HE2	Conservation and Heritage Assets	Updated	Yes
HE3	Heritage Park - Charterhouse	No change	No
HE4	Archaeology	New policy	No
AC1	Accessible Transport Network	Updated	Yes
AC2	Road Network	Updated	No
AC3	Demand Management	Updated	No
AC4	Active Transport Provision including Walking, Cycling and Micro Mobility	Updated	No
AC5	Bus, Demand Response Transit and Rapid Transit	Updated	No
AC6	Rail	Updated	No
AC7	Freight	Updated	No

EM1	Planning for Climate Change Adaptation	Updated	Yes
EM2	Building Standards	Deleted	No
EM3	Renewable Energy Generation	Deleted	No
EM4	Flood Risk Management	Updated	No
EM5	Sustainable Drainage Systems (SuDS)	Updated	No
EM6	Redevelopment of Previously Developed Land	Updated	No
EM7	Air Quality	Updated	No
EM8	Waste Management	No change	No
EM9	Safeguarding Mineral Resources	No change	No
EM10	Non Mineral Development in Mineral Safeguarding Areas	No change	No
EM11	Energy Infrastructure	New policy	No
EM12	Reducing operational carbon in new build non-residential development	New policy	No
EM13	Overheating in new buildings	New policy	No
EM14	Embodied carbon and waste	New policy	No
EM15	Noise	New policy	No
C1	Broadband and Mobile Internet	Deleted	No
C2	Telecommunications	Deleted	No

CC1	City Centre Policy Parts A-E	New policy (see below regarding transfer from the Area Action Plan)	No
IM1	Developer Contributions for Infrastructure	Updated	No

Table 2: Area Action Plan Policies review

Policy reference	Policy heading	Moved / deleted?	Comments (eg if moved, where, if deleted, why - summary)
CC1	Coventry City Centre – Development Strategy	Moved	Retained, updated and included in the core local plan policy CC1 (Part A) - Coventry City Centre Development Strategy.
CC2	City Centre Heritage	Deleted	Deleted and incorporated into core local plan policies HE2 and HE4.
CC3	Building Design	Deleted	Deleted as duplicates core local plan policy.
CC4	Public Art	Deleted	Deleted as relates to the whole area so now in core local plan policy DE2.
CC5	Lighting	Deleted	Deleted as relates to the whole area so now in core plan policy DE2.
CC6	Public Realm	Deleted	Deleted as relates to the whole area so now in core plan policy DE2.
CC7	Tall Buildings	Deleted	Deleted and incorporated into revised core plan policy DE1.
CC8	Green and Blue Infrastructure	Moved	Retained and updated within Policy CC1 (Part B) - Green and Blue Infrastructure.

CC9	Drainage & Flood Risk	Moved	Retained but revised within Policy CC1 (Part C) - Drainage and Flood Risk.
CC10	Environmental Management	Moved	Retained and revised within Policy CC1 (Part D) - Environmental Management.
CC11	Accessibility	Deleted	Deleted and incorporated into AC policies and referenced in CC1 (Part E) - City Centre Character Area.
CC12	Friargate	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC13	Cathedrals and Cultural Area	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC14	Civic Area	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC15	Far Gosford Street Area	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC16	Health and Education Area	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC17	Leisure and Entertainment Area	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC18	The Primary Shopping Area	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC19	Primary Shopping Area Regeneration - South	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.

CC20	Primary Shopping Area Regeneration - North	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC21	Cathedral Lanes	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC22	Primary and Secondary Frontages	Moved	Retained but revised within Policy CC1 (Part e) - City Centre Character Area.
CC23	Technology Park Area - Parkside	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC24	University and Enterprise Area	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC25	Regenerations Areas	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.
CC26	The Warwick Row Area	Moved	Retained but revised within Policy CC1 (Part E) - City Centre Character Area.

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	✓	N/A	✓	✓
Targeted site promotion with National Property Agents / Developers / Investors	N/A	N/A	N/A	✓
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.

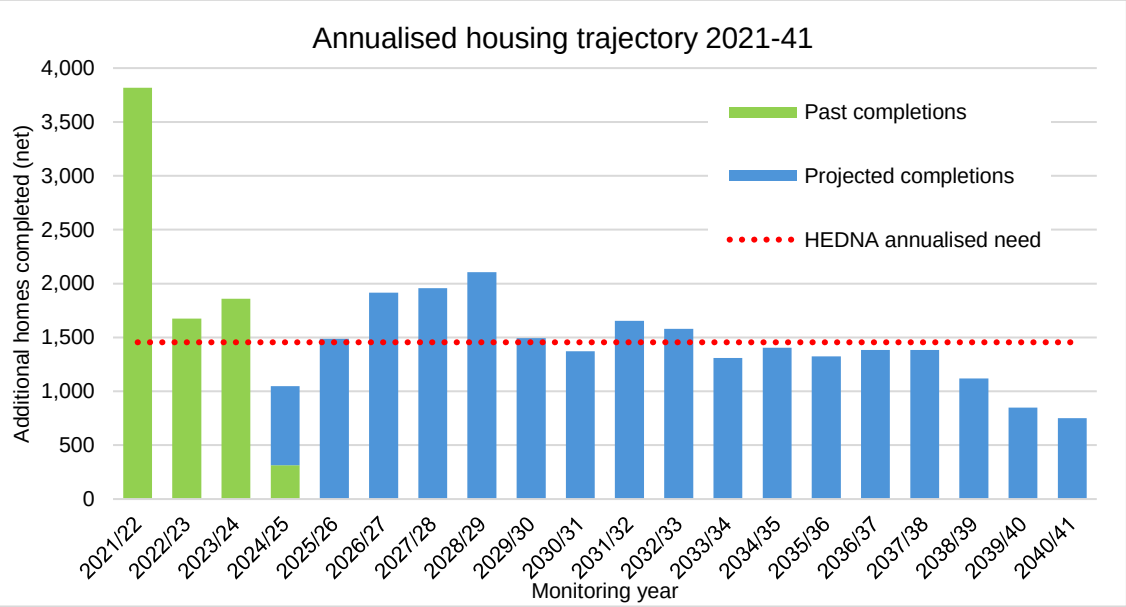
This table itemises the various marketing tools that should typically be used to market the interest.

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

Appendix 3 - Housing Trajectory

Housing supply type	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41
Past completions																				
Gross new build	3,447	1,426	1,430	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Net conversions & change of use	520	252	432	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demolitions	-149	-4	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projections (net)																				
Under construction	0	0	0	746	997	853	301	477	131	40	0	0	0	0	0	0	0	0	0	0
Detailed consent	0	0	0	-17	368	1,017	1,343	1,280	435	353	191	0	0	0	0	0	0	0	0	0
Outline consent	0	0	0	0	1	25	112	150	542	460	685	685	569	335	335	335	335	320	225	200
Permitted development	0	0	0	4	122	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Allocations (without permission)	0	0	0	0	0	0	0	0	72	75	125	176	225	445	365	250	225	225	275	275
Proposed Allocations (without permission)	0	0	0	0	0	0	0	0	60	90	353	365	225	325	375	535	575	375	150	75
HELAA sites not allocated	0	0	0	0	0	0	0	0	54	154	101	153	90	99	50	65	50	0	0	0
Small site windfall allowance	0	0	0	0	0	0	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Totals																				
Past completions 2021-24	3,818	1,674	1,859	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projected completions 2024-41	0	0	0	733	1,488	1,915	1,956	2,107	1,494	1,372	1,655	1,579	1,309	1,404	1,325	1,385	1,385	1,120	850	750
Projected cumulative completions 2021-41	**3,818**	**5,492**	**7,351**	**8,399**	**9,887**	**11,802**	**13,758**	**15,865**	**17,359**	**18,731**	**20,386**	**21,965**	**23,274**	**24,678**	**26,003**	**27,388**	**28,773**	**29,893**	**30,743**	**31,493**
Cumulative local housing need (1455 p/yr)	1,455	2,910	4,365	5,820	7,275	8,730	10,185	11,640	13,095	14,550	16,005	17,460	18,915	20,370	21,825	23,280	24,735	26,190	27,645	29,100
Cumulative +/- performance vs need	2,363	2,582	2,986	2,579	2,612	3,072	3,573	4,225	4,264	4,181	4,381	4,505	4,359	4,308	4,178	4,108	4,038	3,703	3,098	2,393



5YHLS 2024/5 to 28/29	Net additional Homes	+5% buffer
Local housing need 2021-2041*	29,100	
Net completions Apr 2021 to Sep 2024	7,666	
Remaining need 2024-41	21,434	
Remaining annualised need 2024-41	1,261	1,324
5-year need 2024-2029	6,305	6,620
Deliverable supply 2024-2029	8,514	
5YHLS 2024-2029 (in years)	**6.75**	**6.43**

*Local housing need established by the Coventry and Warwickshire HEDNA 2022

Appendix 4 - Ancient Woodlands Map and List

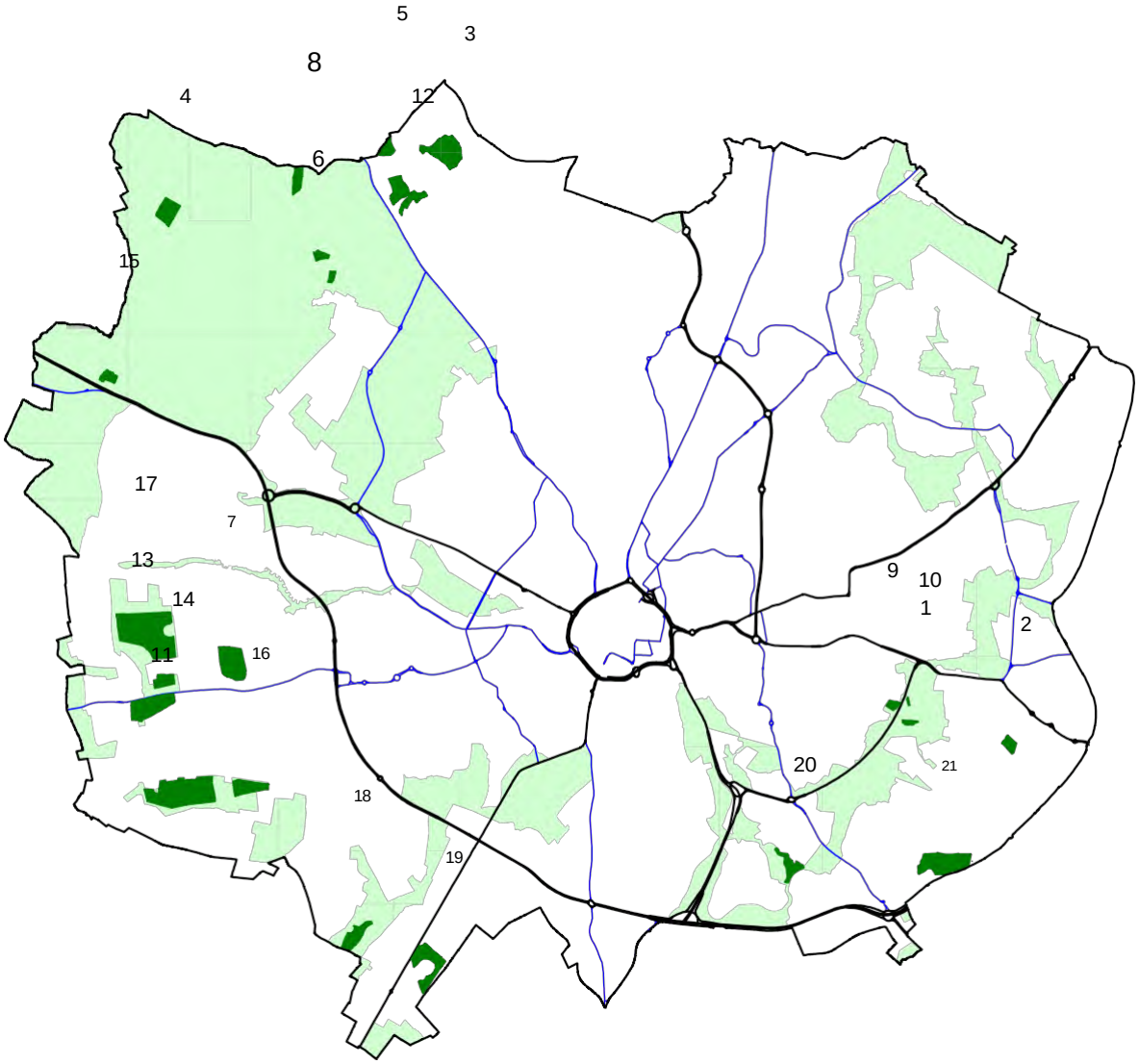
List of Ancient Woodlands

Planted AncientWoodland (PAWS)

Ancient Semi Natural Woodland (ASNW)

1. The Alders (ASNW)
2. Binley Little Wood (ASNW)
3. Bunson's Wood (ASNW)
4. Elkin Wood (PAWS)
5. Hall Yard Wood (ASNW)
6. Hawkes End Wood (ASNW)
7. Limbrick Wood (ASNW)
8. Long Lady Wood (PAWS)
9. Moore Field Wood east (ASNW)
10. Moore Field Wood west (ASNW)
11. Park Wood (ASNW and PAWS)
12. Pickhorne Wood (ASNW)
13. Pig Wood (ASNW)
14. Plants Hill Wood (PAWS)
15. Plinkett's Wood (PAWS)
16. Ten Schilling Wood (PAWS)
17. Tile Hill Wood (SSSI) (ASNW)
18. Tocil Wood (ASNW)
19. Wainbody Wood (ASNW and PAWS)
20. Whitley Grove (ASNW and PAWS)
21. Willenhall Wood (ASNW and PAWS)

NB: This list only includes woodlands over 2 acres in size



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Appendix 5 – Heritage Park and Route Inset Map

Appendix 6 - Cycle and Parking Standards for New Development

Introduction

1.1 This appendix sets out standards for car and cycle parking associated with new development and changes of use 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 Local Plan, and specifically policy AC3.

Relevant Local and National Car Parking Policy

1.3 The National Planning Policy Framework (NPPF) (December 2023) sets out the Government's approach to car parking standards stating in paragraph 111 that if setting local parking standards for residential and non-residential development, policies should take into account:

- the accessibility of the development
- the type and mix of the proposed development
- the availability of and opportunities for public transport
- local car ownership levels
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

1.4 The approach to car parking associated with new development as set out in this Appendix has been informed by and seeks to enable the objectives set out in a range of adopted city council strategies. Of particular importance are the 2023 Coventry Transport Strategy and the 2023 Climate Change Strategy.

1.5 The Transport Strategy notes the continued widespread reliance on the car across the city whilst also setting out the "Case for Change" and the priority of modal shift away from the private car. To this end, the aim of these parking standards is to enable appropriate and consistent levels of car parking across the city whilst encouraging behaviour change towards public transport and active travel in the most accessible areas of the city.

Background

1.6 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.

1.7 Since their adoption in 2017 the application of parking standards has successfully enabled car-free development in the City Centre. In order to ensure the effectiveness of this policy approach and prevent an overspill of car parking into local residential areas, the Council has encouraged the creation of Resident Parking Schemes 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 deliver the objectives of the Local Plan and the Transport Strategy.

Approach of these Standards

1.8 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.

1.9 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 polices 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.

1.10 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.

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

1) **City Centre (all sites within the city centre as defined in Figure 1 and on the Policies Map)**

A presumption in favour of car-free development will apply to all applications within the City Centre (as defined in Figure 1 and on the Policies Map). Proposals for development that include parking provision will be considered on a site-by-site basis based upon the merits of the application and criteria in the NPPF, as set out in paragraph 1.3 above.

2) **Transition Zone (as defined in Figure 2 and on the Policies Map)**

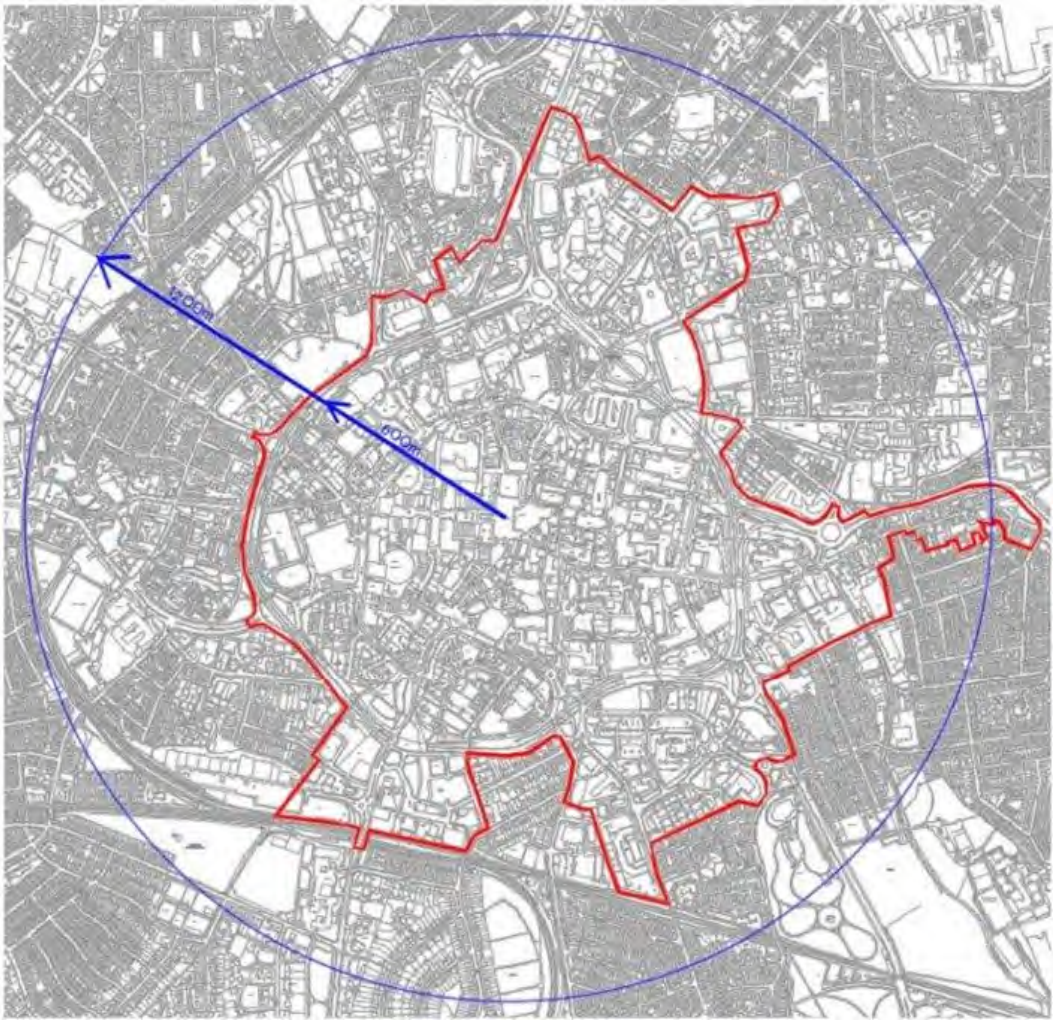
Within the Transition Zone, applications will be required to provide 50% of the parking standard required for the Outer City (see below). Any variation from this standard must be justified using the criteria set out in paragraph 1.3 above.

3) **Outer City** (all other areas within the council's administrative boundary but outside of the Transition Zone)

Within the Outer City, applications will be required to provide the level of car parking set out in Table 1 of this Appendix. Any variation from this standard must be justified using the criteria set out in paragraph 1.3 above.

Figure 1 – City Centre and Outer City

Figure 2 – City Centre and Transition Zone



1.12 It is recognised that there may be exceptional circumstances which may justify a lower level of parking provision to be appropriate. Exceptional circumstances are as defined within the Coventry Connect SPD. In such cases this would need to be fully and appropriately justified with detailed supporting evidence and referencing the standards in this guidance. In most cases this should be included within the associated Transport Statement or Assessments which should include:

1.13 Surveys of parking capacity and occupancy levels on surrounding streets and parking areas

1.14 Consideration of likely trip generation and parking accumulations for the proposed development with supporting evidence that this will be exceptional.

1.15 Details of how the parking will be managed.

1.16 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.

1.17 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 Schemes.

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 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 other users.

Parking for Electric Vehicles

2.3 As set out in policy AC3, 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.

2.4 Proposals should provide for the provision for electric car charging points in accordance the building regulation standards.

2.5 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.

2.6 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.

2.7 Inclusive mobility: making transport accessible for passengers and pedestrians, DfT January 2022, 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

2.8 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: making transport accessible for passengers and pedestrians, DfT January 2022, or future equivalent.

Parking for Goods Vehicles

2.9 In accordance with Local Plan Policy AC7 appropriate off-street parking, loading/unloading, waiting and turning areas should be provided for HGVs to prevent obstructions to the highway causing delays and road safety issues. Each application will be assessed on its own merits.

2.10 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 HGVs has the potential to cause traffic management and road safety issues.

Drop-Off and Loading Areas

2.11 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.

2.12 For 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.

Cycle Parking Standards

2.13 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.

2.14 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.

2.15 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.

Design Details

2.16 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), closer than the car parking provision to encourage bike use.

2.17 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.

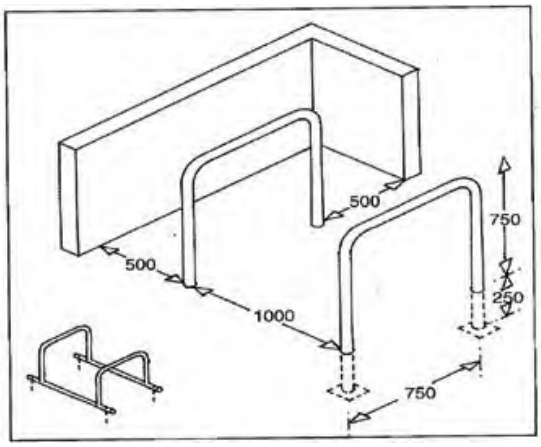
2.18 Developments should cater for a variety of bikes and bike sizes, which includes smaller bikes for children and non-standard / larger bikes such as cargo bikes. Providing cycle parking to meet the needs of all users will better encourage modal shift and help to provide for changing mobility. Child cycle parking should be provided particularly when delivering cycle parking in green spaces, such as MUGA's and LEAP's, at schools and outside retail premises. Cycle parking that caters for child bikes should use M-Stands or Bilton Cycle Stands, which are a variation of a Sheffield Stand with a mid-bar to lock smaller bikes to. LTN 1/20 provides guidance for cargo and non-standard cycle parking.

2.19 Cycle Parking should be covered and enclosed for protection from the elements. Access should be step free and it should be well-lit and clearly signed and conveniently located. The detailed design and lighting of these facilities must have regard to the locality and setting of the proposed development.

2.20 In addition to standard cycle parking and to ensure that all new developments are equipped with the necessary infrastructure, new developments will be expected to include, where practical, appropriate provision for safe e-bike parking and charging points. The management of the charging points, including the mechanism/procedure for charging, will be the responsibility of the developer/occupier.

2.21 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.

Figure 3: Sheffield Stand design specification (copyright Institution for Highways and Transportation)



Sheffield stand –inset "toast rack" type.

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

2.23 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, enclosed for protection from the elements and located within a secure area (access restricted to staff or similar). Design specifications for cycle lockers and locked compounds are shown in Figures 2 and 3.

Figure 4: Cycle Lockers Design Specification

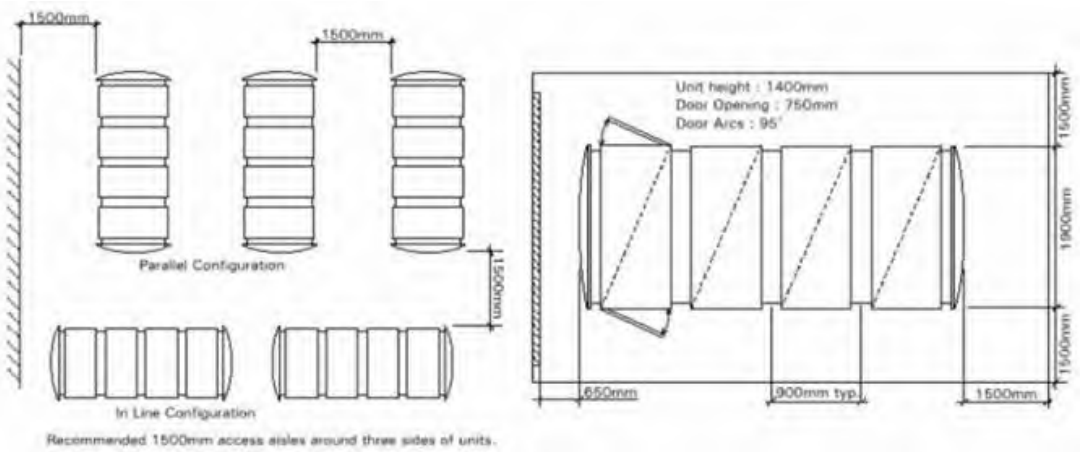
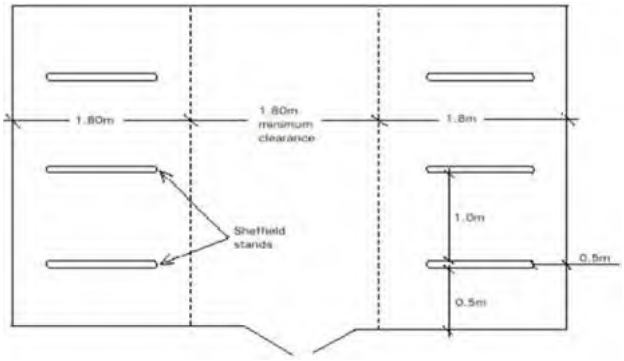


Figure 5: Locked Compound Design



Notes for Table 1

Car Parking Standards

1. All standards should be calculated on external gross floor area (m^2) 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 publicly 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 2.27 above.
7. Provision should be allocated for electric car charging in accordance with paras 2.22 to 2.26 above.
8. 6% of the total car parking provision should be allocated for people with disabilities / blue badge holders.
9. The recommended minimum dimensions for car parking spaces should be as per Table 1 below. Parking spaces also need to take account of the minimum space requirements set out for electric vehicle charge points in Building Regulations Part S, which vary depending on whether they are free standing, or wall mounted.

Type of Space	Recommended Minimum Dimensions
Standard Parking Space	2.5m x 5.0m
Parallel parking Space	2.0m x 6.0m
Disabled Parking Bay	3.6m x 6.0m (This is equivalent to 2.4m x 4.8m, with an additional 1.2 metres at the side and end of the bay)
Parking Space with EV Charger	2.8m x 5.0m
Garages (Internal sizes)	3.0m x 6.0m

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 (m^2) space unless otherwise stated.

Table 3 - Car and Cycle Parking Standards

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
E(a) - Shops (m^2) Food	1 per $25m^2$	**Under 2,500m^2** 1 per $200m^2$ for customers 1 per $400m^2$ for staff Minimum of 2 spaces
		Over 2,500m^2 1 per $400m^2$ for customers 1 per $600m^2$ for staff
E(a) - Shops (m^2) Non-food	1 per $35m^2$	1 per $400m^2$ for customers 1 per $400m^2$ for staff Minimum of 2 spaces
E(c) - Financial and Professional Services	1 per $30m^2$	1 per $400m^2$ for customers 1 per $400m^2$ for staff A minimum of 2 spaces
E(b) - Restaurants and Cafés (dining area m^2)		
E(g)(i) and (ii)- Business/Research & Development	1 per $45m^2$	1 per $400m^2$ for staff 1 per $400m^2$ for visitors Minimum of 2 spaces

E(g)(iii)/B2 - Light or General Industrial	1 per 60m^2	**Under 4,000m^2** 1 per 400m^2 for staff 1 per 750m^2 for visitors Minimum of 2 spaces
		Over 4,000m^2 1 per 500m^2 for staff 1 per 1,000m^2 for visitors
B8 - Storage and Distribution	1 per 100m^2	**Under 4,000m^2** 1 per 400m^2 for staff 1 per 750m^2 for visitors A minimum of 2 spaces
		Over 4,000m^2 1 per 500m^2 for staff 1 per 1000m^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 - Residential Institutions - Hospital, nursing home, care home,	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.	
Sui Generis - Student Accommodation (Halls of Residence) & C2 - Residential Schools/Colleges	1 per 4 bedrooms (off campus / school / college locations)	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	0.75 per bedroom	1 per 3 bedrooms (See notes 11 & 12 above)

(HiMOs)		
E(e) - 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
E(f) - 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
F1(a) - 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
F1(a) - Education Establishment 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
F1(a) - Education Establishment 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
F1(b), (c), (d), (e) and F2(b) - Art Gallery/ Museum/ Library/Public Hall	1 per 30m2	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
F1(f) - Place of Worship	1 per 10m2	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
E(d) - Gym/ Fitness Centre	1 per 15m2 public areas	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
E(d) - Indoor Sports Hall	1 per 20m2 public areas	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
F2 (c) and (d) – Outdoor sport or recreation and swimming pool or ice skating rink		
Sui Generis (other than PBSA)	Parking provision will be considered on a site by site basis.	

Appendix 7- Infrastructure Delivery Plan

Introduction

This Infrastructure Delivery Plan provides an initial overview of the infrastructure required to support the growth identified through Coventry's Local Plan. 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 and blue 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 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 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. Both of these schemes 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 Very Light Rail scheme which will link the Railway station to Poll Meadow bus station and other routes, including the University Hospital. Midlands Connect will also enhance connections between the West and East Midlands, including the creation of a direct link between Coventry and Leicester. Improvements in Coventry's cycle network will continue to be made, in Foleshill, at the University of Warwick and the creation of a segregated cycleway in the City Centre.

Water Supply and Sewerage Capacity

The Coventry Water Cycle Study (2024) 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 Cadent and National Grid. Cadent is responsible for the provision of gas and National Grid is responsible for the provision of electricity.

Cadent have indicated that gas supplies will remain adequate for the level of growth set out in the plan. National Grid 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 national Grid 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. The Council is developing a Strategic Energy Partnership Masterplan 2024 which will support the achievement of net zero objectives and improve climate resilience

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

Health

NHS England and the Coventry and Warwickshire Integrated Care Board 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 is informed by the Coventry & Warwickshire Integrated Health and Care Delivery Plan 2023-2028 and is regularly updated to reflect changing needs and funding streams. 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 the Coventry and Warwickshire Integrated Care Board 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 Warwickshire. 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.

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, through Section 106.

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. As at 2024, 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. The creation of 'bulge' classes is being explored in order to meet surge demand at primary stage. Options may include the creation of three new classes per year until the end of the plan period. Forecasting predicts that further expansion on sites at Henley and Stoke park may be required to ensure the pupil pathway is robust. 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 Enhanced Resource Provision (ERP), wherever possible, providing purpose built accommodation on existing sites. At present, forecasting suggests that three new ERP facilities will be required each year for the duration of the plan period.

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 One Strategic Plan sets out the future options for the provision of school places in the city. Two key developments are Keresley and Eastern green SUEs.

- Keresley: 3,100 homes. This could comprise a new 2FE primary school (land and buildings) plus an extension to an existing local school.
- Eastern Green: 2,250 homes. At primary level, a new 3FE primary school will be required alongside additional capital funding to support the potential expansion of an existing primary school within the local area.

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.

The cultural strategy for the city is 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 reflects key capital aspirations and an analysis of priorities to support growth in leisure tourism.

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 Playing Pitch and Outdoor Sports Strategy 2023 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. A revised Indoor Sports Strategy is currently being developed and will be published in early 2025.

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 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 four Fire Stations and three 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 Abbotts Lane which has recently been 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. On-going consultation will be required 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 provision.

Waste

The predominant residual municipal waste treatment method within Coventry is Energy from Waste (EfW). The facility saw expansion and improvement in 2020. Therefore, the land identified for the expansion of this facility hase now been delivered as intended. 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 Local Plan makes provisions for significant levels of new homes, 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 and blue infrastructure, with specific focuses around Greyfriars Green and Swanswell Pool, along with opportunities explored to deculvert parts of the River Sherbourne.

Site Name location	Required infrastructure	Reason for infrastructure delivery	Funding and delivery partners	Cost of infrastructure	Timescale
Utilities					
City wide	Development of new additional utility networks and enhancements to existing utility networks to enable net zero carbon, resource efficient, resilient and adaptable buildings and transport, with appropriate energy supply capacity for expected future demands (both current and new need), across the city. The Strategic Energy Partnership Energy Masterplan 2024 and subsequent updates may provide a reference point to support opportunities.	To support achievement of net zero objectives, improve climate resilience, optimise heating/cooling helping to manage costs	To be determined through procurement process and subsequent business plans	To be determined.	Local Plan Period
Air Quality					
Improvements to air quality across the city will be made in-line with the priorities set out in the Climate Change Strategy, the Local Transport					

Plan and the Local Air Quality Action Plan and will be delivered throughout the life of the Local Plan.					
Water and flooding					
City wide	General water supply.	Work with Severn Trent Water to ensure water supply to new developments is identified within their investment programme. This will ensure adequate provision is made for new developments. Updated Water Cycle Study 2024.	Developer, Severn Trent Water (STW) and Environment Agency (EA) if needed.	Presently unknown.	Local Plan Period
City wide	Waste water and sewage facilities.	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. Updated Water Cycle Study 2024.	Developer, Severn Trent Water and Environment Agency if needed.	Presently unknown.	Local Plan Period

City wide	Flood Prevention programme.	Prevent/mitigate potential issues in the future, and resolve existing issues. To ensure all homes, business and public spaces are free from flood risk. Updated Water Cycle Study 2024.	Developer, Severn Trent Water and Environment Agency. New strategic Flood Risk Assessment produced.	To resolve existing issues will cost approximately bet ween 4million and £5million.	Local Plan Period
Stoke Aldermoor	Upgrade to water supply provision and pipe network.	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).
City Centre - River Sherbourne	De-culverting the river, especially in the proximity of Fairfax Street.	To support the day lighting of the River Sherbourne within the city centre and promote environmental and economic benefits of this.	Developer contributions, UK Shared Prosperity Fund (UKSPF), Coventry City Council (CCC) and private investors.	Approximately £4 0,000 per metre	Across Plan Period
Broad Lane/Banner Lane; Canley	Flood alleviation measures.	Based on FCERM 6 year programme, review of recent flood events and the high-level identification of potential flood	Funding sourced exclusively from EA.	Presently unknown.	Short Term (1-2 years).

Brook; Upper Brookstray		storage locations in the updated SFRA. Essential to ensure that flood risk is not increased in areas where future development/growth is proposed.			
Lake View Park	Creation of targeted wetland area to promote environmental and flood alleviation improvements.	Promote environmental enhancements and support wider flood alleviation measures that creates wetlands and riverine restoration.	Funding sourced from both EA and Warwickshire Wildlife Trust (WWT).	£30,000.	Over plan period
Prior Deram Walk and the railway corridor, Canley	Regeneration of local park and green corridor to the south of the railway.	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.	To promote high quality green and blue infrastructure in the city centre.	Charging through developer contributions. In addition to funding contributions from; UK Shared Prosperity Fund (UKSPF), CCC and private investors.	Presently unknown.	Local Plan Period
Sport and recreation					
North West Leisure Facility	Leisure Centre with potential swimming pool, sports hall and strategic sporting offer	North West housing growth	City Council, Public Leisure Operator	TBC	TBC
Football Hubs – Coundon Hall Park and War memorial Park <u>9v9 grass:</u> NE – 0.5 match sessions	Consolidating match pitches and improving the quality of match pitches	Playing Pitch strategy. To address the shortfall of pitches.	City Council, Football Foundation, FA	TBC	TBC

City wide – 5 match sessions. <u>5v5 grass:</u> NE – 1 match session City wide – 5 match sessions					
3G facilities shortfalls: NW – 2 x 3G pitches SW – 0.5 x 3G pitches SE – 1 x 3G pitches	<u>NW</u> Cardinal Newman Woodlands Coundon Court <u>SW</u> Coventry University or alternative <u>SE</u> Caludon Castle Sports Centre	To meet shortfall	City Council, Football Foundation, FA, schools, clubs	Circa £1m per 3G	2023 onwards

Cricket Wickets shortfall of pitches SE – 24 sessions SW – 24 sessions	Sites to be identified as part of the playing pitch action plan	Playing Pitch Strategy	City Council, ECB	TBC	TBC
Rugby Union shortfall of pitches NE – 14.5 match sessions NW – 4.75 match sessions SE – 9.5 match sessions SW – 12.5 match sessions	Sites to be identified as part of the playing pitch action plan	Playing Pitch Strategy	City Council, RFU	TBC	TBC

City wide – 41.25 match sessions					
Transport					
Coventry Very Light Rail (CVLR) 'demonstration project'	Development of a short section of track between Coventry Railway Station and Pool Meadow Bus Station to allow CVLR vehicles to be tested in a live environment. This section will eventually form part of Route 1		City Region Sustainable Transport Settlement (CRSTS)	£25-£50m	2025/26
CVLR Route 1	A first CVLR route, connecting Coventry Railway Station to University Hospital		CRSTS/ Other sources TBC	£100m+	2027/28+
Further CVLR routes	Development of a further network of VLR Routes serving various key locations across the city		TBC	£100m+	2027/28+
Tile Hill Station improvements	Station improvements aimed at establishing Tile Hill as a transport interchange/Park & Ride site, serving the West side of the city		CRSTS, Partnership with Transport for West Midlands (TfWM)	<£10m	2025/26
New direct connections to East Midlands	Establishing a direct rail connection between Coventry, Leicester and Nottingham		Midlands Connect / Rail Network Enhancement Pipeline (RNEP)	£100m+	6-15 yrs

More frequent service to Leamington, Kenilworth and Nuneaton	Improvements, including at Coventry Station and some double tracking of the line between Coventry and Leamington, to enable an increased service of two trains per hour		Midlands Connect / RNEP	£100m+	2027/28+
Potential further new railway stations	Potential further new railway stations at Binley & Willenhall, Coundon, Coventry South and/or Foleshill. Further work is required to determine whether some, or all, of these stations would be viable		RNEP, Partnership with TfWM / West Midlands Rail Executive (WMRE)	TBC depending on how many of the 4 potential sites are considered viable	2027/28+
Bus Service Improvement Plan (BSIP)	Delivery of plans set out in TfWM's BSIP, including freezing fares, expanding the use of contactless payments, ensuring tickets can be used across different operators and expanding the use of real time information at bus stops		BSIP, TFWM	£50-100m (WMCA full area)	3 yrs

All Electric Bus City	All buses operating in the city to be replaced with electric buses		DfT - All Electric Bus City grant (£50m)/ Bus operator contributions, TFWM	> 100m	2025/26
Ansty Park & Ride	Establishing an, initially bus-based, park and ride service at Ansty as part of the Coventry and Warwickshire CLEAN Hub project (with the potential to add a CVLR service at a later date)		Partnership with Warwickshire County Council (WCC) / Rugby Borough Council (RBC)	£50-100m	2027/28+
City Centre Traffic Management Plan	Introduction of further restrictions on car travel within the Ring Road, with the aim of ensuring that the whole city centre is designed primarily as a pedestrian friendly environment		CRSTS	<£10m	2024/25
Further city centre public realm improvements	Ongoing programme of further public realm improvements in the city centre		TBC – potential for developer contributions	Ongoing programme	Ongoing programme
Local centre improvements	Ongoing programme of improvements to various local centres around the city, including public realm improvements and better walking, cycling and public transport connectivity		TBC – potential for CRSTS and developer contributions	Ongoing programme	From 2025/26

Ring Road junction remodelling	Remodelling of various Ring Road junctions	To remove congestion & improve pedestrian & cycle access in and out of the city centre	Programme/ Developer contributions	£25-£50m	2027/28+
Coundon and Binley cycleways	Completion of two fully segregated cycleways, connecting the city centre to Coundon and Binley		Coundon – Local Air Quality Action Plan (LAQAP) Binley - Transforming Cities Fund (TCF)/ Active Travel Fund (ATF)	<£10m each	2024/25
City Centre Cycleway,	New segregated cycleway between Queen Victoria Road and Pool Meadow Bus Stations		ATF	<£10m	2024/25
University of Warwick cycle routes	Improved cycle connections between the University of Warwick and neighbouring residential areas, railways stations and the city centre		ATF/ Developer contributions/ Sustrans	<£10m	2024/25
Foleshill Transport Package	The package includes segregated cycle facilities on Foleshill Road, as well as junction improvements on the A444 (to accommodate	Package of improvements to reduce the level of through traffic on Foleshill Road and encourage greater levels of active travel.	CRSTS	<£10m	2025/26

	traffic displaced from Foleshill Road)				
Coventry South/ London Road Transport Package	Various improvements on the A444 and London Road corridors, including improvements to signage to reroute through traffic, remodelling of key junctions and the installation of segregated facilities for cyclists		CRSTS/ Developer contributions	£10-£25m	2026/27
Eastern Green cycleways	Two new cycleways connecting the planned Sustainable Urban Extension (SUE) at Eastern Green to the city centre and to Tile Hill Railway Station		Developer contributions	<£10m	2026/27
Keresley Connects cycleways	New cycleways connecting the planned SUE in Keresley to the city centre, Allesley/ Lyons Park and the existing Coundon Cycleway		Developer contributions	<£10m	2025/26
Further cycle network improvements	Ongoing programme to develop and deliver further cycleways, informed by the LCWIP.		ATF/ Developer contributions	Ongoing programme	From 2025/26

Liveable Neighbourhoods trials	Development of two initial Liveable Neighbourhoods, in collaboration with local residents		ATF	<£10m	2025/26
Further programme of Liveable Neighbourhoods	Ongoing, community-led programme to establish further Liveable Neighbourhoods		TBC	Ongoing programme	From 2025/26
WM Cycle Hire	Ongoing expansion of the existing WM Cycle Hire scheme, with the aim of covering the whole city		TfWM	Ongoing programme	1-15 yrs
E-scooter rental scheme	Expansion and roll-out of the existing pilot scheme. Further actions dependent on national changes to legislation expected in 2023/24 subject to parliamentary timetable		TfWM	TBC	1-15 yrs
A46 Stoneleigh Junction improvements	Complete upgrades to the A46 Stoneleigh Junction (currently underway)		WCC	£25-50m	2024/25
LAQAP highways schemes	Complete various highway improvement schemes aimed at reducing air pollution at several pinch points, including Spon End, Ring Road Junction 7 and the			£25-50m	2024/25

	Holyhead Road area (currently underway)				
Keresley Link Road	A new connection through the planned Keresley SUE, linking Long Lane in the West of Coventry and Winding House Lane in the North. This will also remove through traffic from existing residential areas in NW Coventry			£10-£25m	2025/26
A46 Walsgrave Junction improvements	Planned junction upgrade to improve journey times on a key strategic route		National Highways	£50-£100m	2027/28+
A46 Strategic Link Road	A new strategic link between the A46 South of Coventry (at Stoneleigh Junction) and either Solihull or the West of Coventry.	This would create a new travel corridor linking the North Warwickshire/South Coventry with UK Central Plus (including the new HS2 station) in Solihull	Partnership with WCC and Solihull Metropolitan Borough Council (SMBC)	£100m+	2027/28+
M6 Junction 3 improvements	Improvements to reduce congestion at a key junction		National Highways	£25-£50m	2027/28+

Highway maintenance programmes	Ongoing programme of work to maintain our highways, cycleways and footways according to identified prioritisation based on condition and other factors		CRSTS	Ongoing programme	Ongoing programme
Road safety programmes	Annual programme of road safety improvement schemes based on casualty reduction priorities		CRSTS	Ongoing programme	Ongoing programme
Average speed cameras	Ongoing programme to reduce vehicle speeds within the city.	Rolling out average speed camera enforcement, with the aim of installing these on all major radial routes into and out of the city according to a prioritised programme	CRSTS	Ongoing programme	Ongoing programme
5G monitoring/ Connected Autonomous Vehicles (CAV) Testbed	Various projects aimed at preparing our highway network for the future	Includes testing of CAVs and the rollout of 5G monitoring and other projects involving trialling and rollout of new transport technology	TfWM/ Commercial/ Government research funding e.g. Innovate UK	Ongoing programme	Ongoing programme
Local EV charging hubs	Programme of EV charging/ multi-modal transport hubs in various locations around the city		Ongoing programme		From 2024/25

Coventry and Warwickshire CLEAN Hub	Creation of a multi-modal transport interchange initially with electric vehicle charging facilities and park and ride services, with further features to be added later		£50-100m	Partnership with the private sector	2027/28+
Trial of dynamic charging of electric vehicles	Development of “wireless” charging allowing EVs to be charged on the move.		<£10m	Partnership with the private sector	2027/28+
Green Innovation Park	Creation of a ‘super charging hub’ for electric vehicles		£10-£25m	OZEV	2027/28+
Public electric vehicle charge points network expansion	Ongoing programme to expand the city’s network of public electric vehicle charge points		Ongoing programme	National Highways / CCC	Ongoing programme
Expansion of car clubs/ car sharing services	Ongoing work with commercial partners to expand the provision of car clubs/ car sharing in the		Ongoing programme		1-15 yrs

	city, and encourage the provision of more shared electric vehicles				
Project Skyway	Investigation of the potential for drones to undertake longer distance deliveries along pre-determined corridors		£50-100m	Partnership with WCC	2-3 yrs
Ansty freight consolidation centre	Establishing a freight consolidation centre in Ansty as part of the Coventry and Warwickshire CLEAN Hub project		TBC	Partnership with TfWM and private sector	2027/28+
Education					
Lyng Hall	4 classroom block, dining area expansion to provide increased internal dining and extension of sports hall.	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Charging through Section 106 agreements, and funding from DfE.	£2,000,000	Completed in 2023
Stoke Park	Refurbishment classrooms and changing rooms. External landscaping and pitch enhancement.	Due to rising demand for school places and within the One strategic Plan for Education, an additional classroom block has been delivered at the school.	Charging through Section 106 agreements, and funding from DfE.	£1,000,000	Completed in 2023

Bishop Ullathorne	Provision of New Sports Hall on school site	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Charging through Section 106 agreements, and funding from DfE.	£3,000,000	Completed in 2023
Finham 2	Refurbish Edwards Keep to form new classrooms and changing facilities, update the current DT Workshop into a new food technology space, refurbish the existing science classroom in to a STEM classroom and expand the sports facilities to create a new Muga that has previous planning approval.	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Charging through Section 106 agreements, and funding from DfE.	£2,000,000	Completed in 2023
Westwood	Temporary accommodation for September 2021: changing space (split for girls and boys) and 2 x general teaching classrooms Refurbishment of existing DT classroom (complete) (to create 2 x general teaching classrooms), refurbishment of existing Art classroom (to create 2 x general teaching classrooms) September	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Charging through Section 106 agreements, and funding from DfE.	£1,000,000	Completed in 2023

	2023 permanent changing space (new standalone block)."				
Baginton (Rebuild)	A potential project to rebuild and expand Baginton Special School to accommodate additional pupils.	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 Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	Completed by 2027
Woodlands	SEMH Woodfield's schools currently across 2 sites with buildings that have been deemed unsuitable for purpose in the long-term. There is an opportunity to use the site formally occupied by Woodlands School. This site contains listed buildings and successfully provides community sports use. The project is to enable the integration of the Primary and Secondary schools onto one site and continue to provide the community sport provision. It is proposed to dispose of the Primary and Secondary site for	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 Section 106 agreements, and funding from DfE.	To be finalized with contractor undertaking work	Completed by 2024

	development to provide funding for the main scheme."				
Cardinal Wiseman	"3 modular classrooms and extension of existing classroom to create science room (external extension with internal refurbishment). The school may wish to extend across the full width of the building and will be provided prices to confirm if they wish to proceed at their costs.	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Charging through Section 106 agreements, and funding from DfE.	£1,000,000	Completed in 2023
Blue Coat	Initial discussions with school indicate that the works will comprise the following element - Provision of new single story sixth form block (6 classrooms) for September 2023	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Charging through Section 106 agreements, and funding from DfE.	£2,000,000	Completed by 2023
Keresley SUE New School	Due to new housing in the local area, land has been secured for a 2FE Primary School	Due to rising demand for school places due to housing in the local area and within the One Strategic Plan for Education, an new school building will be created on site.	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	Completed by 2027

Eastern Green New School	Due to new housing in the local area, land has been secured for a 3FE Primary School	Due to rising demand for school places due to housing in the local area and within the One Strategic Plan for Education, an new school building will be created on site.	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	Completed by 2030
ERP	Extensions to existing primary schools to provide additional resources and facilities for Special Needs Pupils (SEN)	The number of special needs pupil is on the rise and extending existing primary schools to include Enhanced Resource Provision (ERP). These resources will provide an adaptive classroom, sensory areas, and spaces for development. This will ensure a supportive learning environment tailored to the diverse needs for pupils with special needs. It brings about inclusivity for the pupils.	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	3x per year till end of plan period
Primary Bulge Class	Temporary expansion of school facilities. This is for a single year, in which for example Year 3 increase, and that increase then moves through the school until that cohort reaches Year 6.	The recent increase in demand of school places across the city because of in-year migration has had the most substantial impact on the availability of places in all year groups. The consequence of this increased demand is that it has significantly reduced the number of school places	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	3x per year till end of plan period

		available in Coventry primary schools. Hence the need for bulge classes to address this issue.			
Foxford	Construction of four permanent classroom	Additional capacity in the model of both permanent and temporary expansions are being added in secondary schools to ensure sufficiency of places, viability for schools, and cost efficiency. This is to provide for the larger birth cohorts identified through the pupil forecasts. Foxford school is part of the expansion programme to deliver additional places.	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2024
Castle Wood	Refurbishment of office space to create two classroom spaces and construction of office spaces.	The yearly increase in demand for Education Health & Care Plans has increased placing pressure on the specialist system. Since the introduction of the Children and Families Act which was enacted in September 2015, demand for EHC Plans has grown both nationally and locally. Consequently, demand for special school placements has increased excessively thereby exceeding forecasts	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2025

		based on birth rates. So as to ensure that children with EHCP receive the right support expansion of specialist schools are in delivered in phases. Castlewood is one of those schools.			
Corley Centre	Creation of additional learning spaces	The yearly increase in demand for EHC Plans has increased placing pressure on the specialist system. Since the introduction of the Children and Families Act which was enacted in September 2015, demand for EHC Plans has grown both nationally and locally. Consequently, demand for special school placements has increased excessively thereby exceeding forecasts based on birth rates. So as to ensure that children with EHCP receive the right support expansion of specialist schools are in delivered in phases. Corley Centre is one of those schools.	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2024

Henley College Site	Refurbishment or rebuild of former college site	Rebuilding or refurbishment of the site to create additional secondary school places due to the larger birth cohorts identified through the pupil forecasts and the high number of primary pupils leaving year 6 into Year 7. This project work is required to ensure there is sufficient places for pupils.	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2027
Stoke Park	Expansion of the school facilities	Additional capacity in the model of both permanent and temporary expansions are being added in secondary schools to ensure sufficiency of places, viability for schools, and cost efficiency. This is to provide for the larger birth cohorts identified through the pupil forecasts (highest birth cohort currently in Year 7). Stoke Park school is part of the expansion programme to deliver additional places.	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2026
Lyng Hall	Creation of a new sports hall	The school will be increasing its pupil numbers due to demand on school places around the city. The current sports hall provision at the school is not of a suitable size or standard to	Charging through Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2025

		accommodate the additional pupils.			
Health Infrastructure					
New/expanded health facilities to be provided to support population growth in accordance with the Integrated Care System Infrastructure Strategy.	In line with the NHS England Integrated Care System Infrastructure Strategy.	To support the provision of facilities and services in line with the Integrated Care System Infrastructure Strategy.	Charging Section 106 agreements and Section 278 agreements. Funding from the NHS and Integrated Care Boards.	Cost to be determined as scheme specific details emerge.	TBC
New health facilities to support Keresley SUE	New/expanded health facilities.	To provide appropriate services support the needs of a new community.	Charging Section 106 agreements and Section 278 agreements. Funding from the NHS and Integrated Care Board	Cost to be determined as scheme specific details emerge.	TBC

New health facilities to support Eastern Green SUE	New/expanded health facilities.	To provide appropriate services support the needs of a new community.	Charging Section 106 agreements and Section 278 agreements. Funding from the NHS and Integrated Care Board	Cost to be determined as scheme specific details emerge.	TBC
Ongoing provision of services at UHCW	New/expanded health facilities.	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 Section 106 agreements and Section 278 agreements. Funding from the NHS and ICB.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period
Cross Boundary Infrastructure					
Through the Duty to Cooperate the City Council is working with its Warwickshire neighbours to identify key cross boundary infrastructure in Warwickshire that has a close or direct relationship with Coventry and the delivery or facilitation of its wider housing and employment needs.					

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

Policy	Indicator	Target
DS1	To monitor and record the completion of new homes and new employment land within the city's administrative boundary.	At least 29,100 homes delivered over the plan period (1455 p.a.) 60 ha employment land delivered over the plan period
	Support neighbouring authorities through the Duty to Cooperate to monitor the annual delivery and supply of new homes and employment across the Housing Market Area as a whole.	To support the monitoring of housing and employment requirements across the HMA and FEMA
DS2	Monitoring of Duty to Co-operate and partnership working to deliver growth	Actions delivered in partnership to deliver strategic priorities

DS3	Monitoring of sustainable development	Delivery of policy in accordance with policies in this plan relating to climate change, housing, economy, environment, health, transport, heritage, waste and energy.
DS4 (A-D)	To monitor the site-specific triggers associated with Parts B-D of this policy.	Development progress to be monitored on a rolling basis with the continuation of development and occupation linked to the relevant triggers.
HW1	Number of applications supported by completed HIA's each year.	Submitted HIAs successfully reviewed by Public Health offices to inform decision making outcomes
JE1	Monitor and record the supply and delivery of employment land as set out in DS1, broken down by use class Class B2, B8 and E (g). 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.	Monitor performance of policy against targets set out in DS1
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. As part of this monitor the loss of office premises to residential as part of permitted development rights.	To ensure local evidence remains up to date in terms of understanding market conditions
JE4	Disaggregate the information collected for Policy JE1 and monitor and record the supply and delivery of office development. Identify the proportion which is delivered within a defined	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 and that which is outside. Monitor and record the proportion of new office development classed as Grade A.	centre.
JE5	Monitor and record the supply and delivery of 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	Monitor how planning applications for employment are ensuring opportunities for local residents.	S106 agreements signed in accordance with JE7
JE8	Monitor and record the supply and delivery of Research and Development (R&D)	To be monitored as part of DS1, JE1 and JE2.
H1	Monitor and record the number of net housing completions per annum	In line with DS1
	Monitor and record the proportion of net annual completions which are categorised as either 'brownfield' or 'greenfield'.	With the exception of already allocated sites monitoring should clearly indicate successful application of the brownfield first presumption.
H2	Monitor the supply and delivery of allocated sites	Annual reporting to identify the delivery progress of respective allocations.
H3	Monitor the supply and delivery of new homes that: • Comply with NDSS • Meet M4(2) Adaptable and Accessible Dwellings	100% of new homes.
	Monitor the number of homes that meet M4(3) Wheelchair User Dwellings Adaptable and Accessible - of Building Regulation standards for access	10% of all new dwellings
	Monitor the number of dwellings located to meet Natural England's Accessible Natural Greenspace Standards (ANGST) doorstep standards or future equivalent, and where not possible the developer contributions received for local projects	To understand the effectiveness of the policy and measure trends. Aim to achieve 100% policy compliance with Policy part 1e

	Monitor and record the completed number of custom and self-build homes and community-led housing schemes.	For the custom and self-build returns and to understand demand.

H4	Monitor and record the supply, delivery, size (number of bedrooms), type and tenure of new homes.	Achieve the mix across the Coventry administrative area as set out in the HEDNA
H5	Monitor schemes which aim to improve, retrofit and regenerate existing stock	Number of successfully completed regeneration schemes approved.
H6	Monitor and record the supply, delivery and type of new affordable homes.	In line with HEDNA target: 941 pa Social Affordable rented and 149 Affordable Home Ownership
	Monitor the number of relevant applications each year that contribute the full affordable housing contribution requirements.	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 6 additional pitches over the plan period (in addition to the redevelopment of Siskin Drive). Number of transit sites and / or stop-over places delivered in line with evidenced need
H8	Monitor and record the supply and completion of Specialist Housing including specialist housing with elements of Care, Older Persons accommodation and hostels 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 specialist accommodation in accordance with Policy H8 and the most up to date HEDNA
H9	Monitor and record the density of new development.	Greenfield sites – 35 dwellings per hectare (net) Brownfield sites 45 dwellings per hectare (net) Sites within the City Centre Transition Zone 125 dwellings per hectare (net) Development within the defined City Centre boundary 250 dwellings per hectare (net)

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, and up to date evidence regarding the student market.

H11	See separate HMO DPD	See HMO DPD
H12	Build to Rent	Maintain an appropriate supply of sites (as identified within the overall supply position as part of Policy H1 and H2)
H13	Co-living	Number of co-living developments delivered in accordance with policy
R1	Monitor the supply and completion of allocated sites as illustrated in Policy R1 of the Local Plan.	Annual reporting to identify the delivery progress of respective allocations.
R2	Monitor the wider development strategy	Strategy being delivered in accordance with the policy
R3	For each identified centre, monitor and record the occupancy levels (by use class) and levels of vacancy.	100% occupancy with appropriate town centre uses
R4	To disaggregate the information for Policy R1 and record the supply and delivery of new town centre uses (by use class) which is categorised as: • outside of defined centres; • as edge of centre; • within a defined centre.	No town centre uses delivered within out of centre locations. Where this target is not met – add explanation and justification to support performance understanding including exceptional circumstances
R5	Shop fronts improved in line with the Design Guidance for Shopfronts SPD	100% compliance with the SPD for shop fronts requiring planning consent
R6	Monitor the supply and delivery of new restaurant, bars and hot foot takeaway premises.	100% of uses to be in defined centres

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	Monitor progress on neighbourhood plans	Where neighbourhood plans are produced, they should meet the Basic Conditions so they can be made (ie adopted)

GB1	Monitor any changes to Green Belt	No inappropriate development in Green Belt
GB2	Monitor any changes to Safeguarded land	No inappropriate development on safeguarded sites
GB3	Monitor any changes to Local Green Space	No inappropriate development on Local Green Space
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 including information relating to Biodiversity Net Gain and the Local Nature Recovery Strategy.
GE4	Monitor the number of new TPOs issued.	To be monitored through trees data.
	Monitor the net loss of protected trees.	To target no net loss.
DE1	To ensure delivery of high quality design	100% of developments to comply with design codes in areas where these are in force.
DE2	To ensure delivery of high quality design	100% of developments to comply with design codes in

		areas where these are in force.
HE1	To monitor existing and proposed conservation areas	All conservation areas to have appraisals and management plans in place.
HE2	To establish a declining trend of sites at risk and show an improvement in status of those remaining on the list.	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 and then rolling annual monitoring to assess the progress of the proposals.
HE4	To ensure the policy is successfully ensuring archaeology is taken into account where appropriate	Number of applications where policy has been successfully applied
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 developer contributions.	To update the IDP annually to reflect approved highway mitigation measures and record funding and delivery proposals. To regularly run a review of the strategic highway model at least every 5 years to review highway operation and reflect the most recent developments and mitigation measures.
AC1	To update the Coventry Connected SPD.	To be updated in 2025

AC2	Monitor the delivery of highway initiatives identified within the IDP including: new highway, junction improvements, Rapid Transit Corridors and Cycle Network.	To be monitored on an annual basis against the delivery of the IDP and schemes associated with site allocations.
	Monitor the proportion of trips undertaken by single occupancy car use.	Decreasing trend over the plan period

AC3	Monitor the number of applications approved that: 1/ meet the parking standards identified within Appendix 6 of the Local Plan. 2/ are supported by approved travel plans (where appropriate).	100% of applications as appropriate.
AC4	Monitoring of active transport schemes as set out in policy	Delivery of schemes set out in the IDP
AC5	To monitor bus patronage and its % of modal share. Delivery of new Rapid Transit infrastructure to be monitored through Policy AC2.	Increasing levels of patronage - evidenced from transport data
AC6	To monitor rail patronage and footfall through Coventry stations.	Increasing levels of patronage - evidenced from transport data
AC7	Monitor improvements in provision for freight including overnight services for 24hr operations and the development of consolidation centres	To be monitored through planning consents issued in line with policy on a tends basis
EM1	To ensure that developments are planning to be able to adapt to climate change and progress towards net zero carbon dioxide emissions city wide.	Net zero
EM2 / EM3	Policies from the 2017 local plan deleted	Deleted
EM4	Monitor the number of homes and amount of employment land completed where built development is located within flood zones	No development in Zone 3b
EM5	Monitor the number of completed SUDs schemes brought forwards either as part of new development or introduced retrospectively to support existing areas.	To be monitored on a trend basis year on year.
EM6	Ensure no development within a groundwater Source Protection Ground 1	No development within a groundwater Source Protection Ground 1
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).

EM8	Monitor the amount of waste recycled in line with the Councils Waste Strategy targets	Accord with the Council's waste strategy
EM9	Monitor to ensure safeguarding policy is applied	Monitor trends – applications refused on the basis of this policy
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.
EM11	Average annual CO2 emissions of new build development (split into regulated and unregulated) and %TER reduction for the regulated portion Percentage of new build residential units in the city with an installed heat pump	Annual decrease Annual increase
EM12	Average annual CO2 emissions of new build development (split into regulated and unregulated) and %TER reduction for the regulated portion Proportion of qualifying developments meeting BREEAM New Construction standards	Annual decrease 100%
EM13	Percentage of new build developments demonstrating active solutions in reducing overheating in new buildings	100%
EM14	Percentage of qualifying new build developments demonstrating embodied carbon assessments	Annual increase
EM15	Applications refused on the grounds of inadequate noise mitigation	100%
C1	Policy deleted	
C2	Policy deleted	
CC1	Monitoring of policy compliant City Centre Development	Delivery of development in accordance with City Centre policies in this plan, relating to overall development strategy, Green and Blue Infrastructure, Drainage and Flood Risk, Environmental Management and development responsive to the identified character areas of within the City Centre.

IM1	Monitor the number of applications each year that secure planning obligations. To monitor the amount of secured financial contribution to infrastructure year on year. To monitor the amount of money spent on new infrastructure schemes year on year. To monitor the receipt of developer contributions against the delivery of infrastructure provisions within the IDP.	To be monitored on a trend basis year on year and show the successful delivery of infrastructure schemes related to site allocations etc.

Appendix 9 – Designations & Allocations Maps

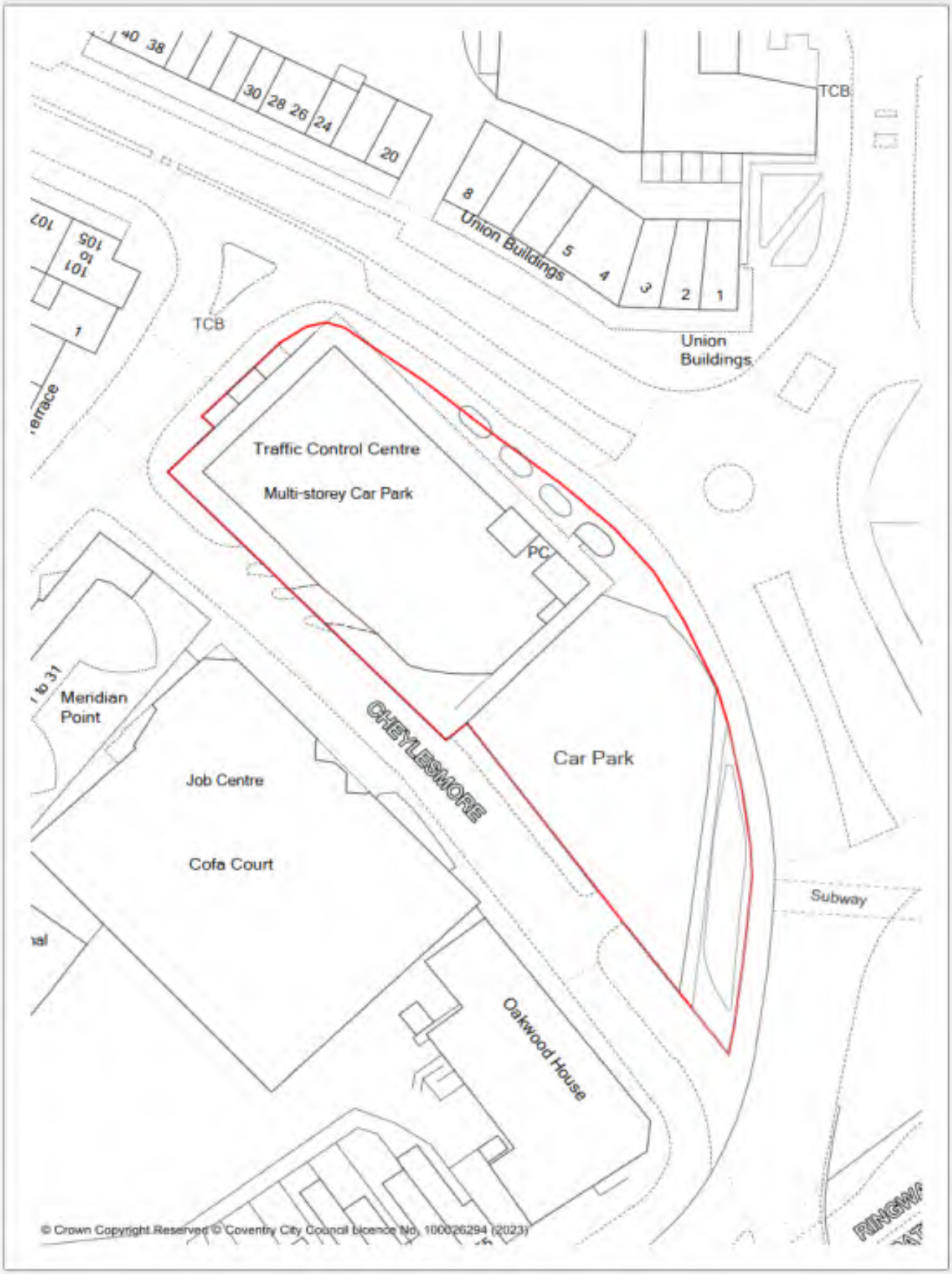
Appendix 9a: Key Employment Sites

Appendix 9b: New/Amended Housing and Mixed Use Allocations

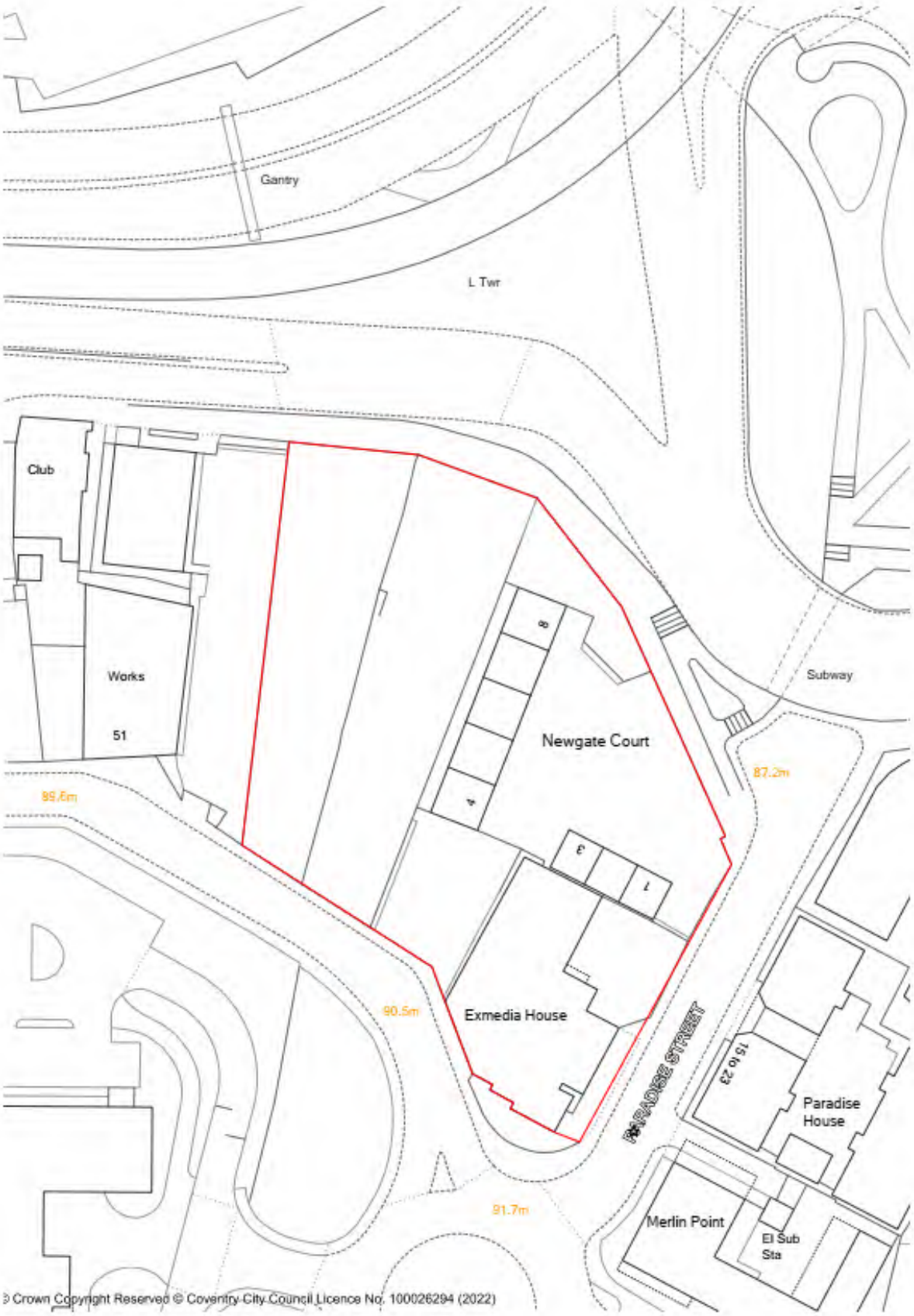
Housing Allocation H2:15 Sandy Lane (as amended)

Housing Allocation H2:26: Coventry Central Police Station

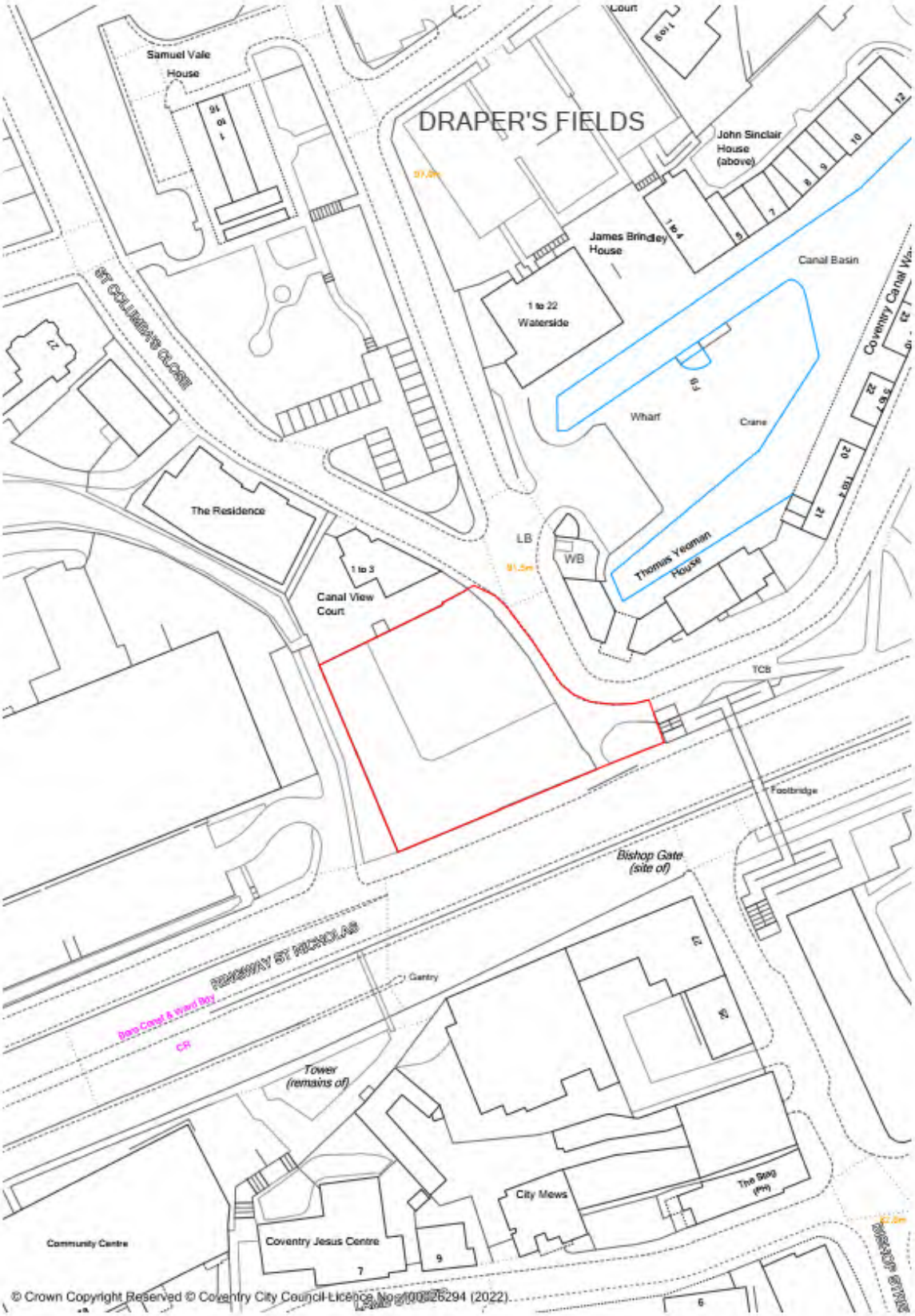
Housing Allocation H2:27: New Union Street Car Park



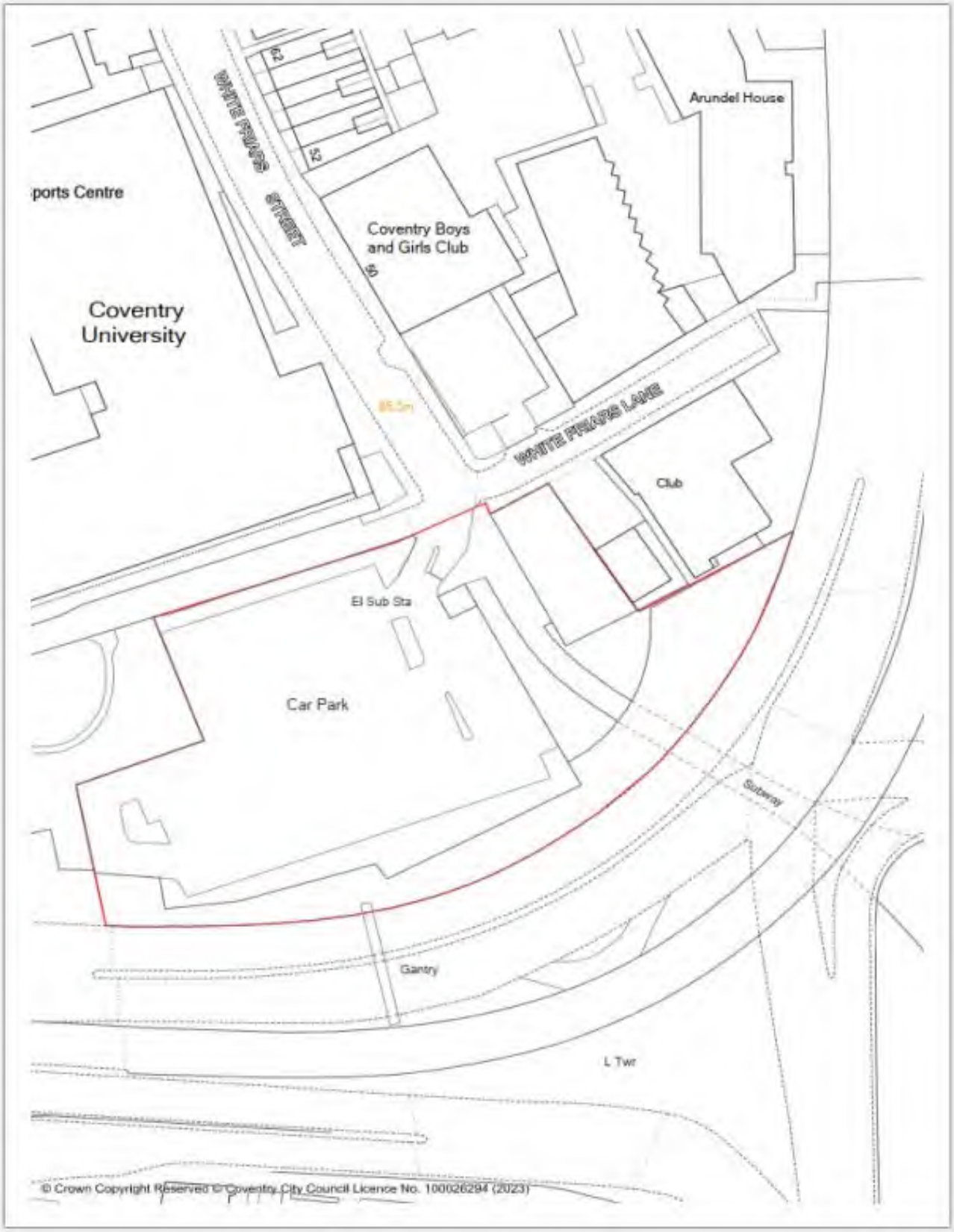
Housing Allocation H2:28: New Gate Court Business Park



Housing Allocation H2:29: Former Vintage House, St Nicholas Street



Housing Allocation H2:30: Whitefriars Street Car Park



Housing Allocation H2:31: Paybody Building, Stoney Stanton Road

Housing Allocation H2:32: Dale Buildings, Tower Street

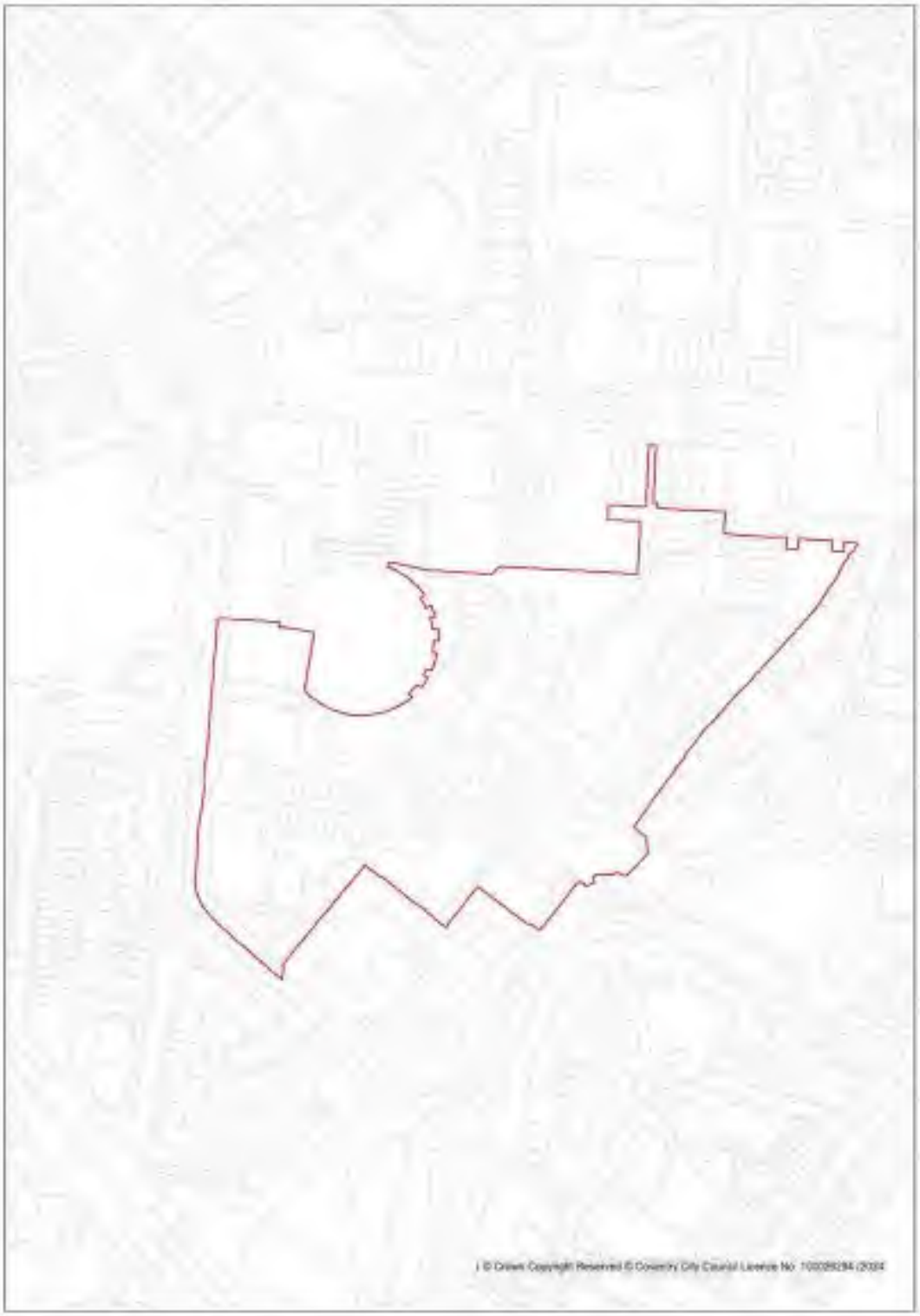
Housing Allocation H2:33: Allesley Hotel, Birmingham Road

Housing Allocation H2:34: Former Chace School, Chace Avenue

Housing Allocation H2:35: Former School Site, New Century Park – Land to the South of Isadora Lea

Housing Allocation H2:36: Land at Spon End

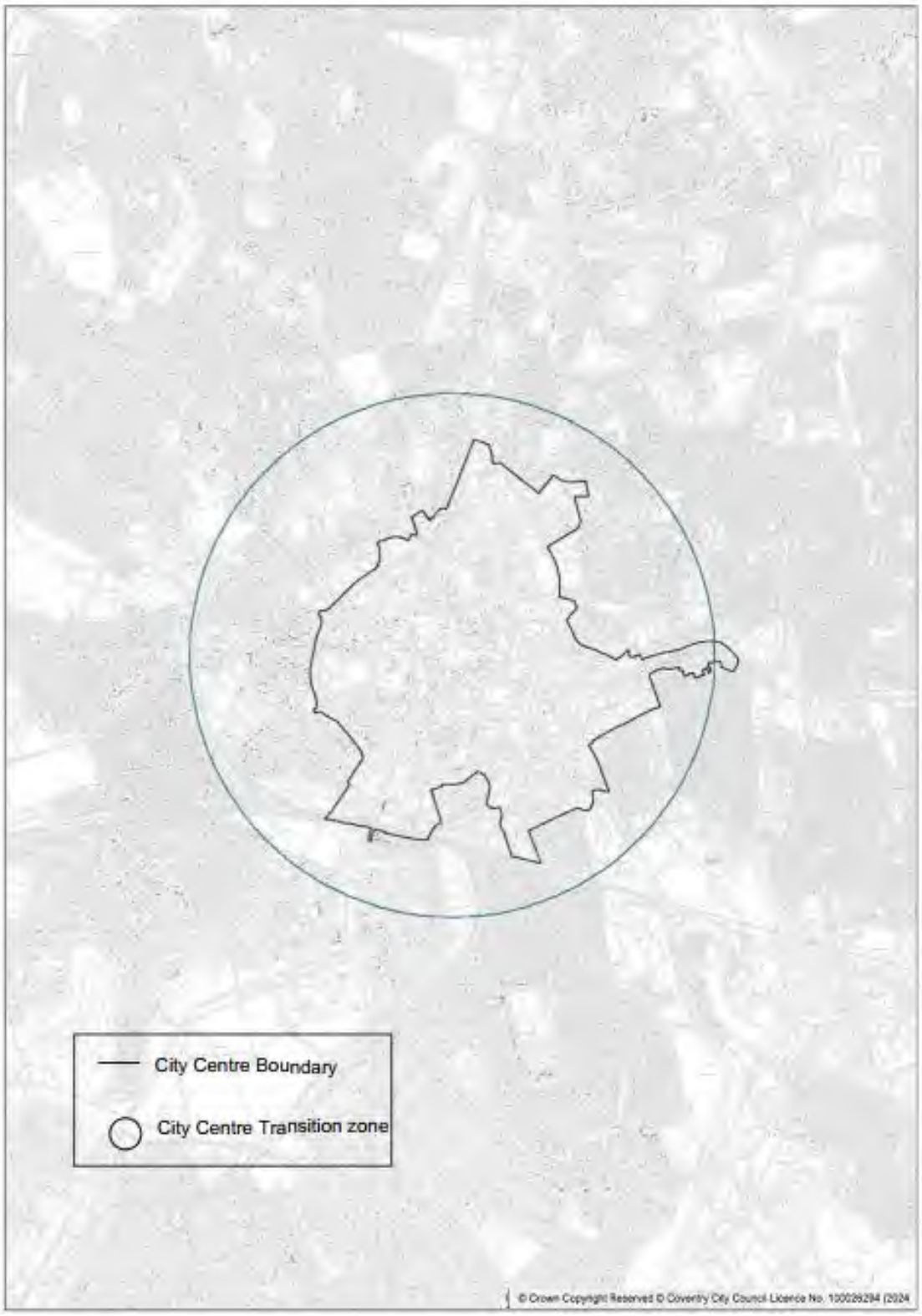
Mixed use Allocation H2:37: City Centre South



Mixed Use Allocation H2:38: Friargate

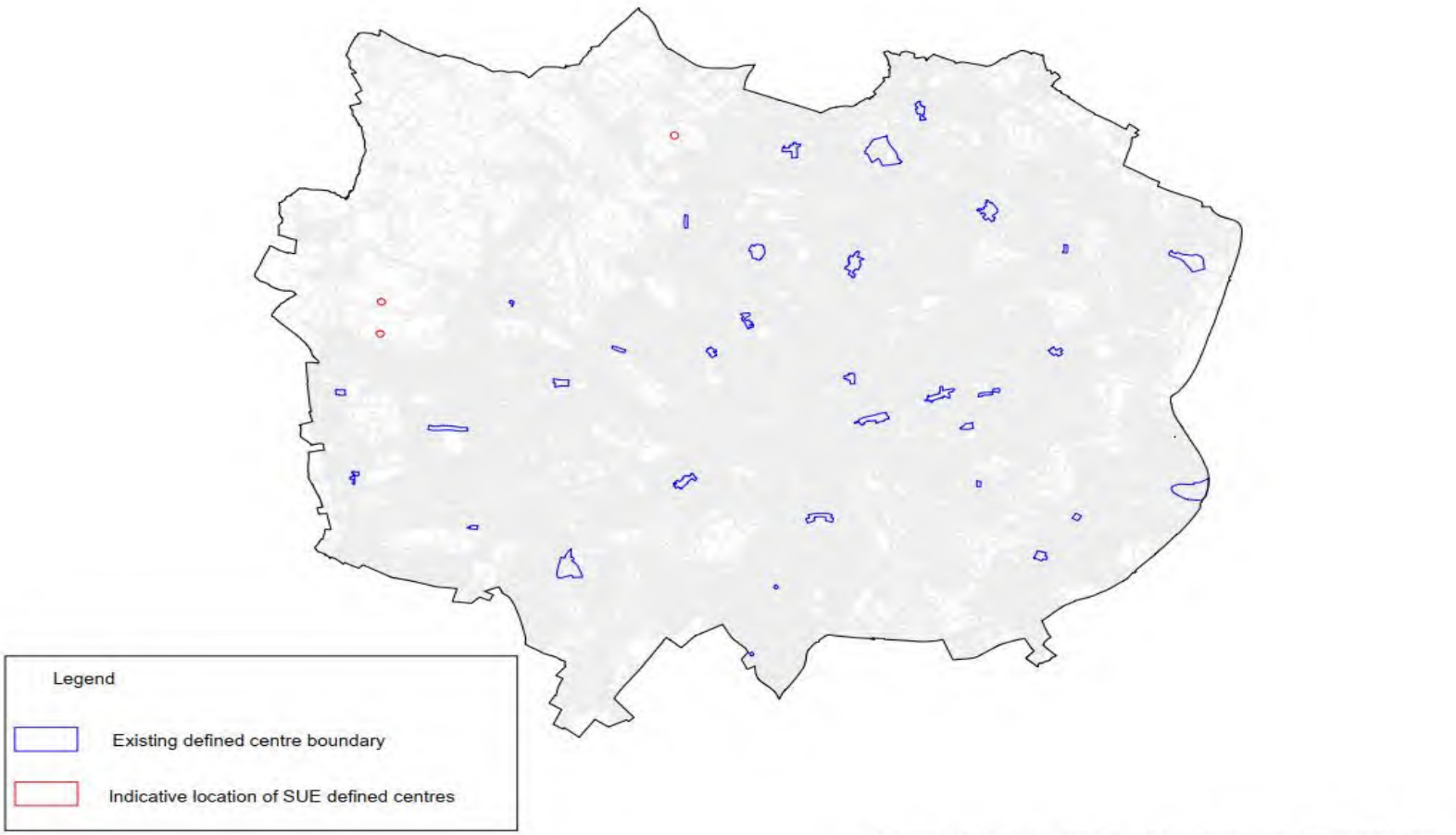
Appendix 9c: Affordable Housing Policy H6

Appendix 9d: City Centre Boundary and Transition Zone



Appendix 9e: Centres and Primary Shopping Areas

City Wide Centres Maps



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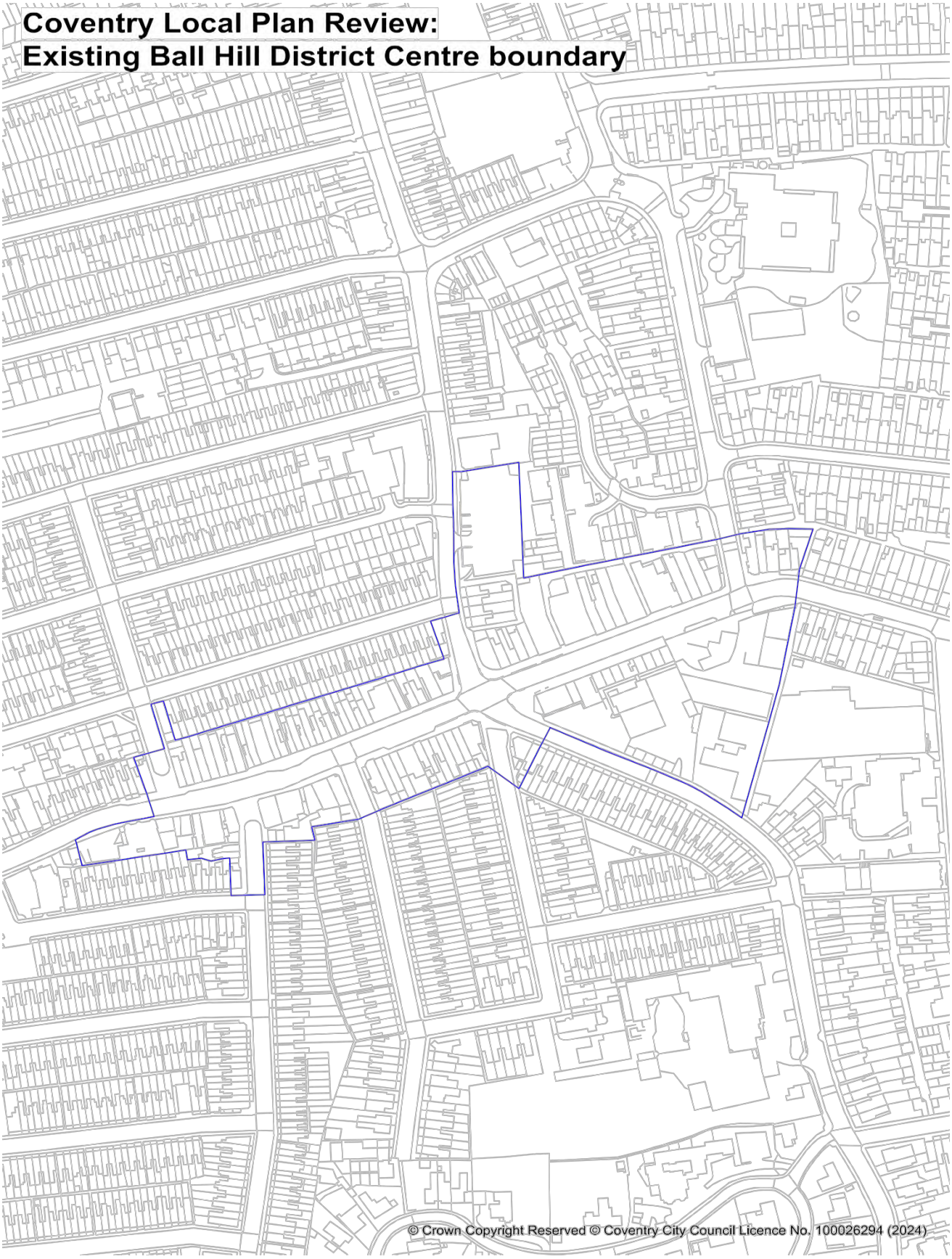
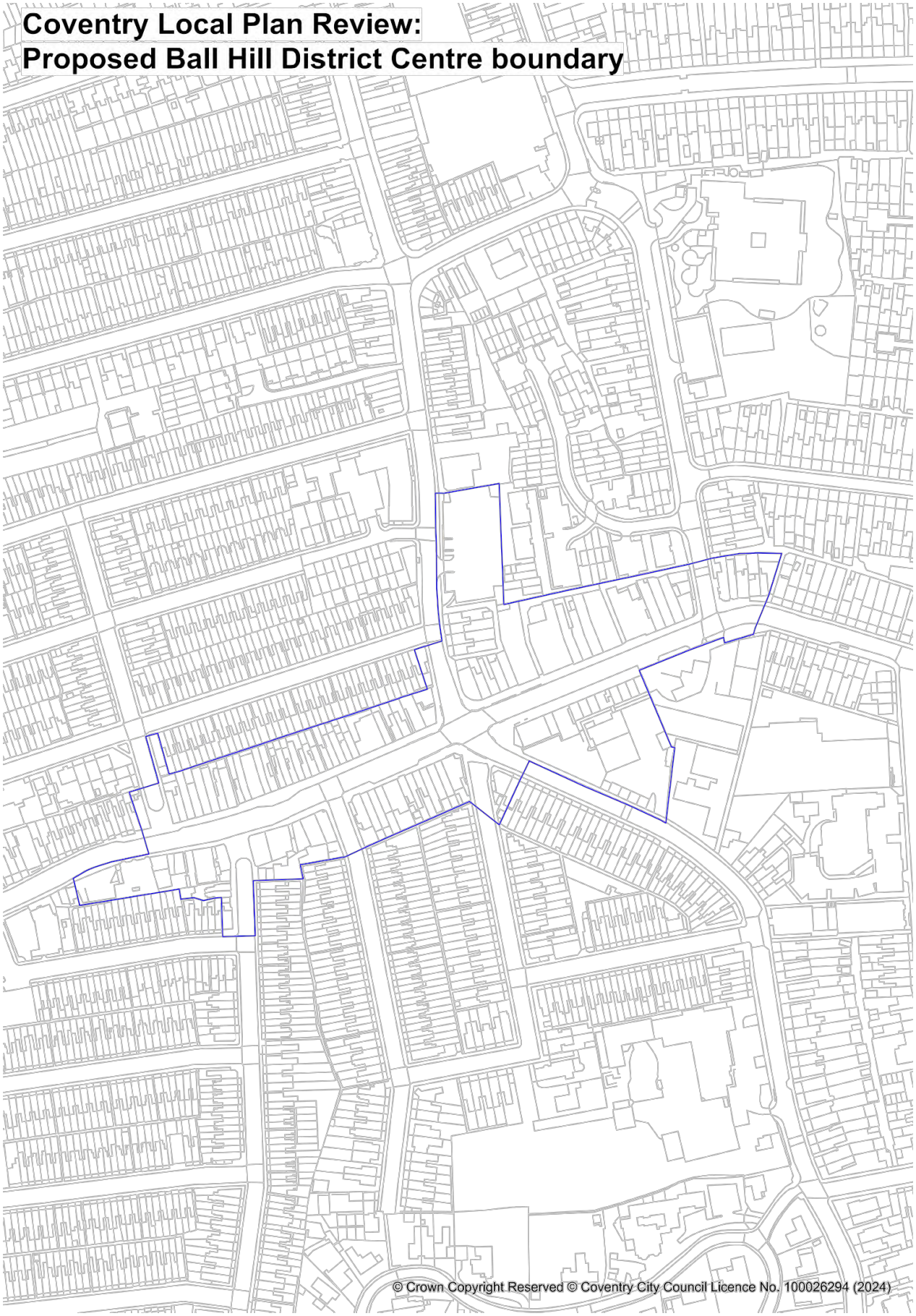
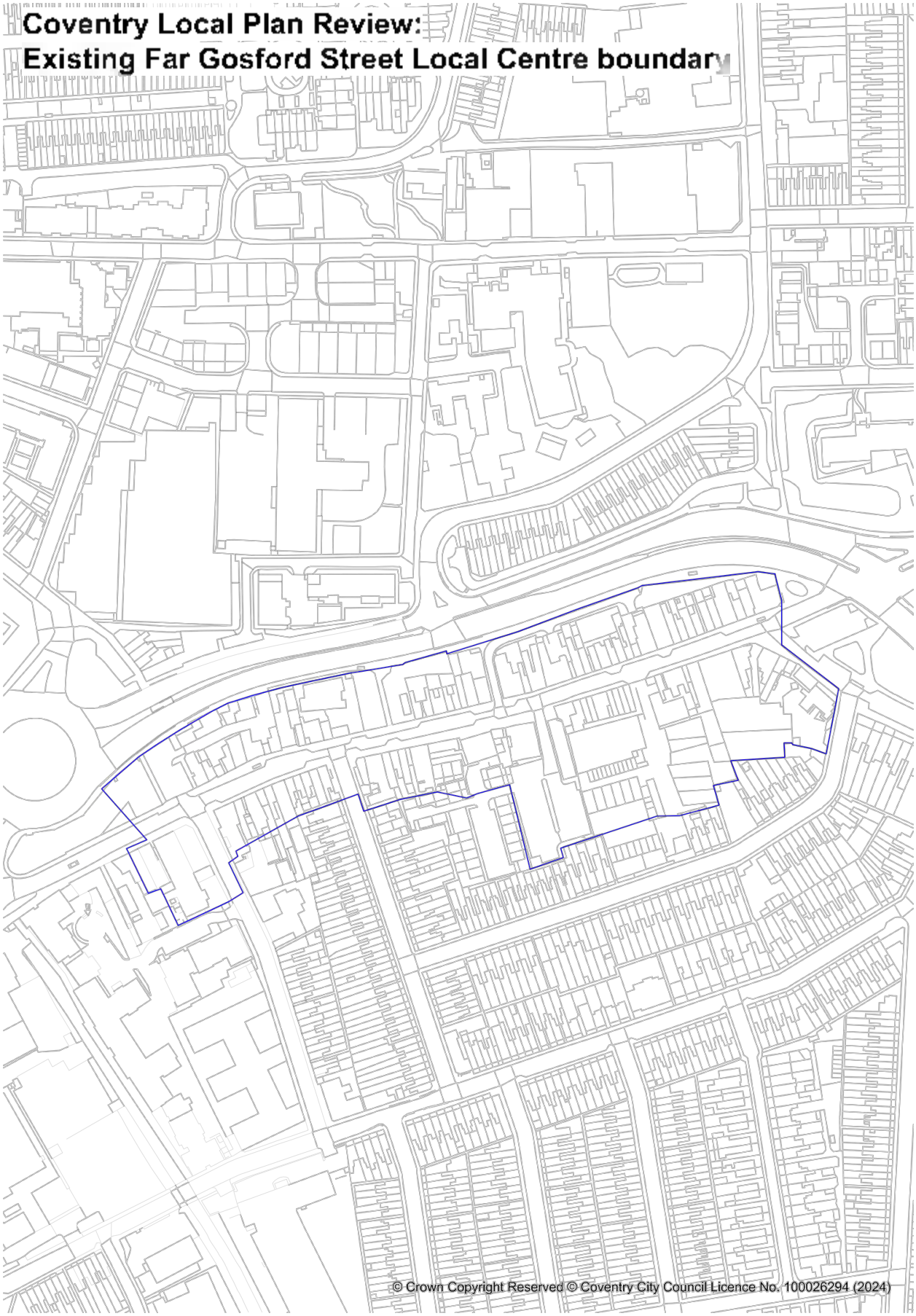
Proposed Centre Boundary Changes

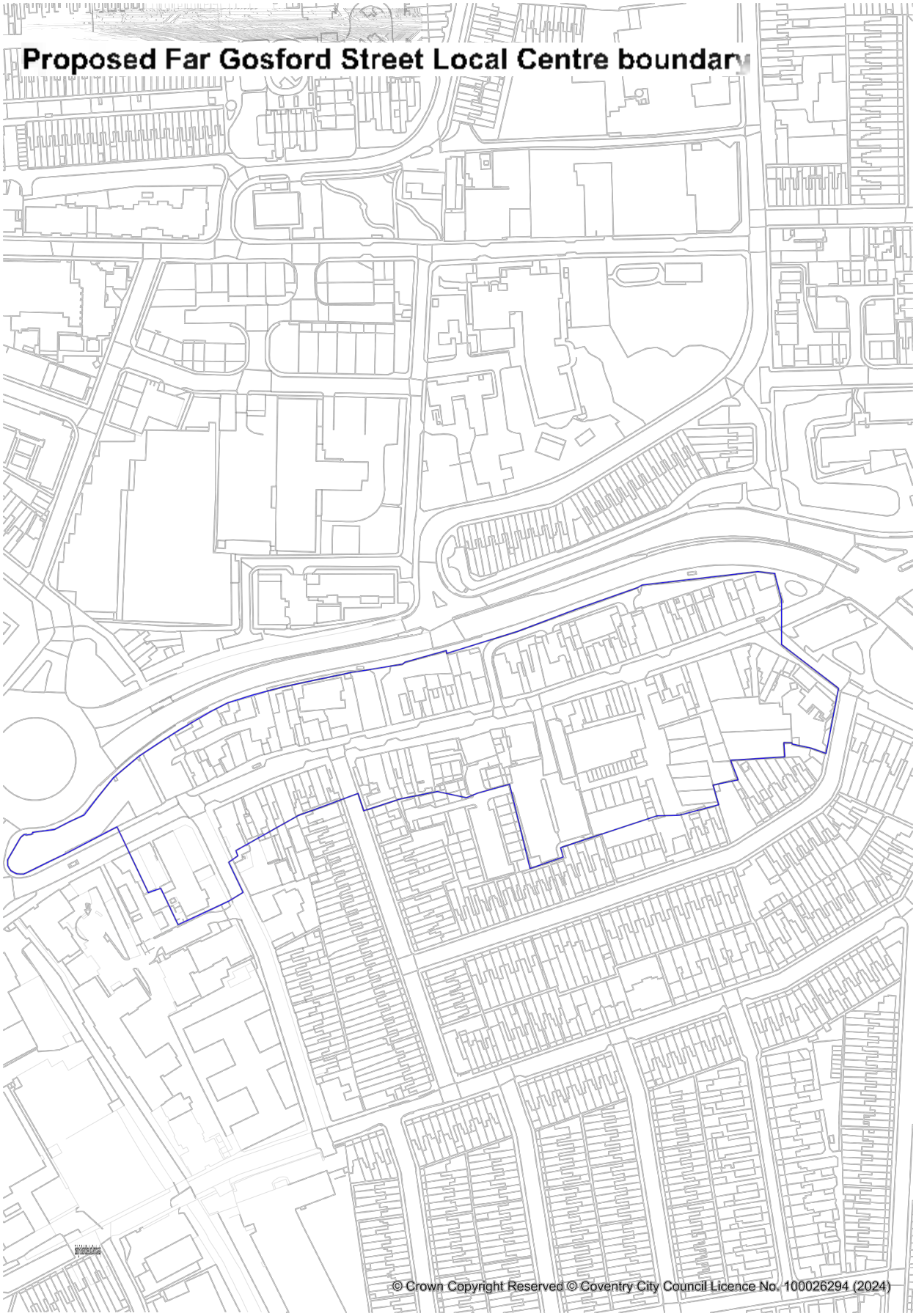


Coventry Local Plan Review:
Proposed Ball Hill District Centre boundary



Coventry Local Plan Review:
Existing Far Gosford Street Local Centre boundary




Proposed Far Gosford Street Local Centre boundary
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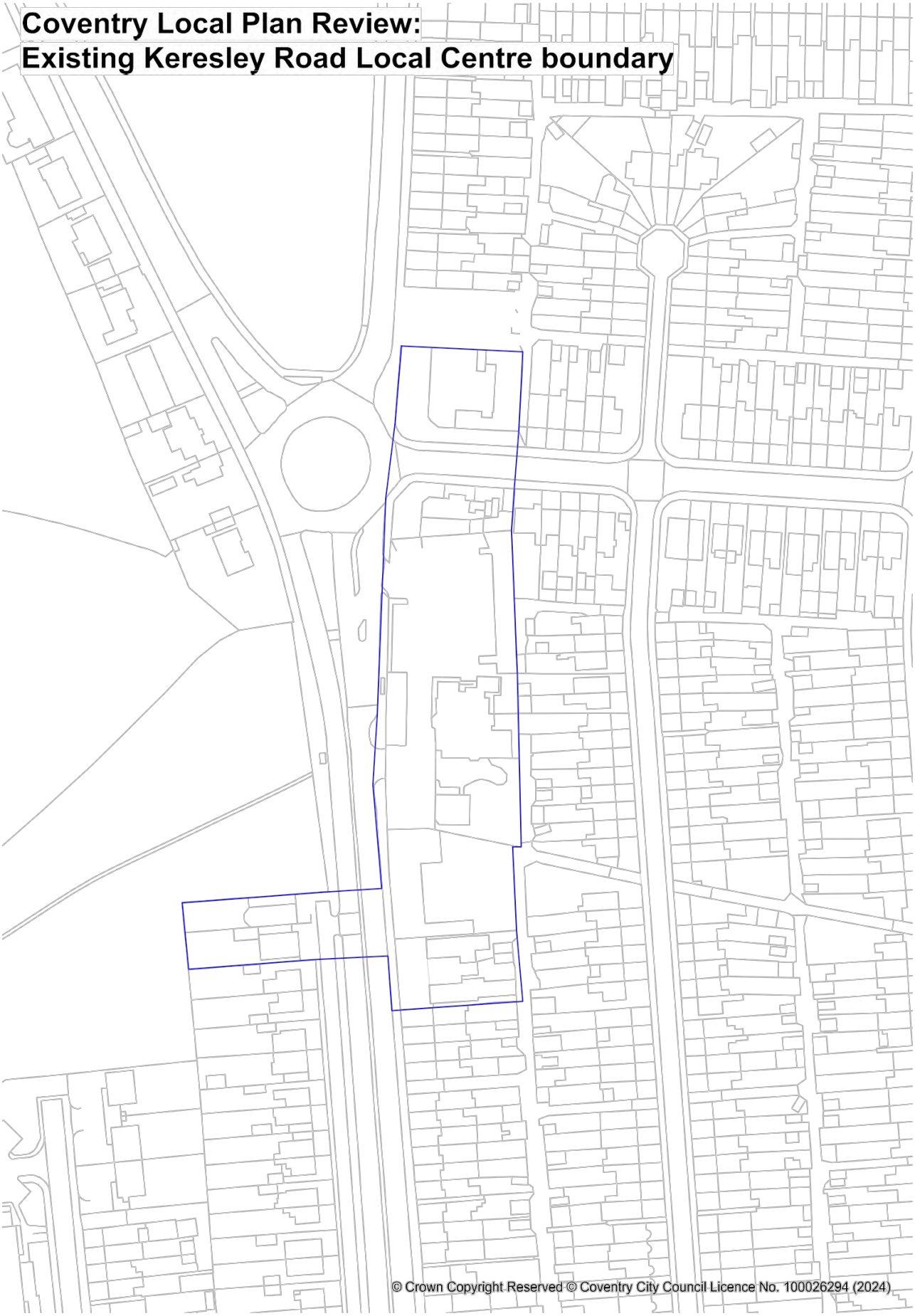
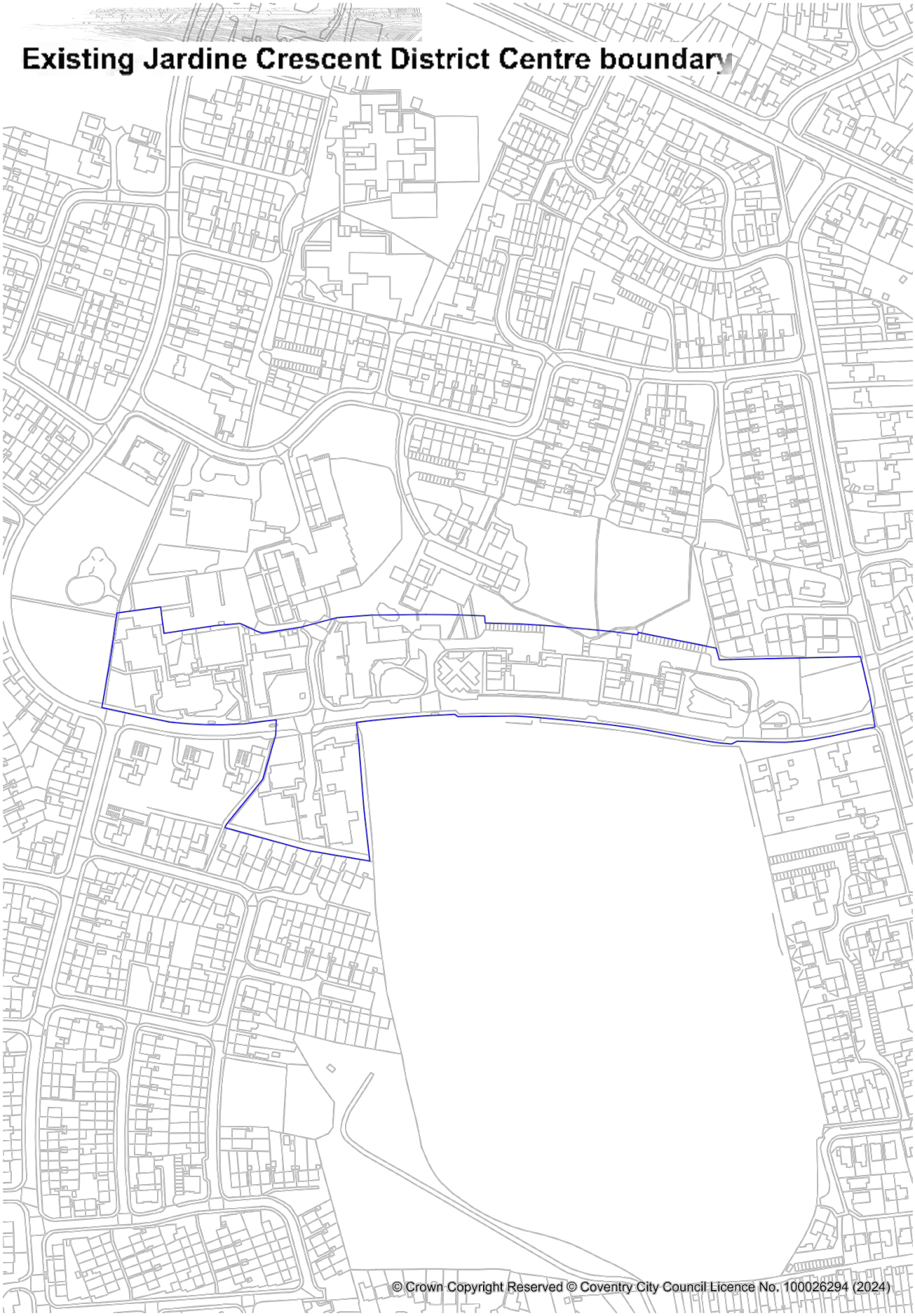
Coventry Local Plan Review:
Existing Keresley Road Local Centre boundary

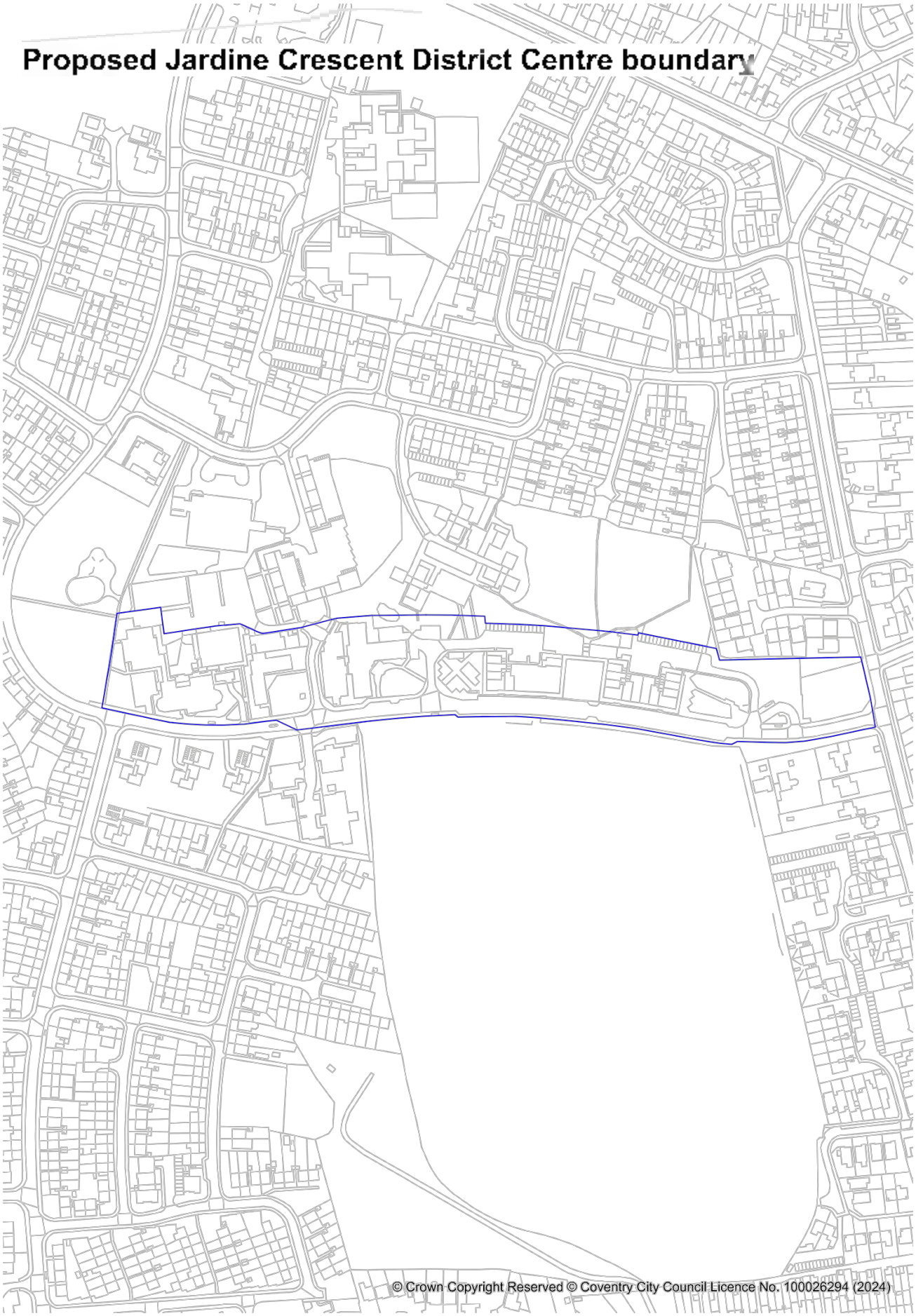


Coventry Local Plan Review:
Proposed Keresley Road Local Centre boundary

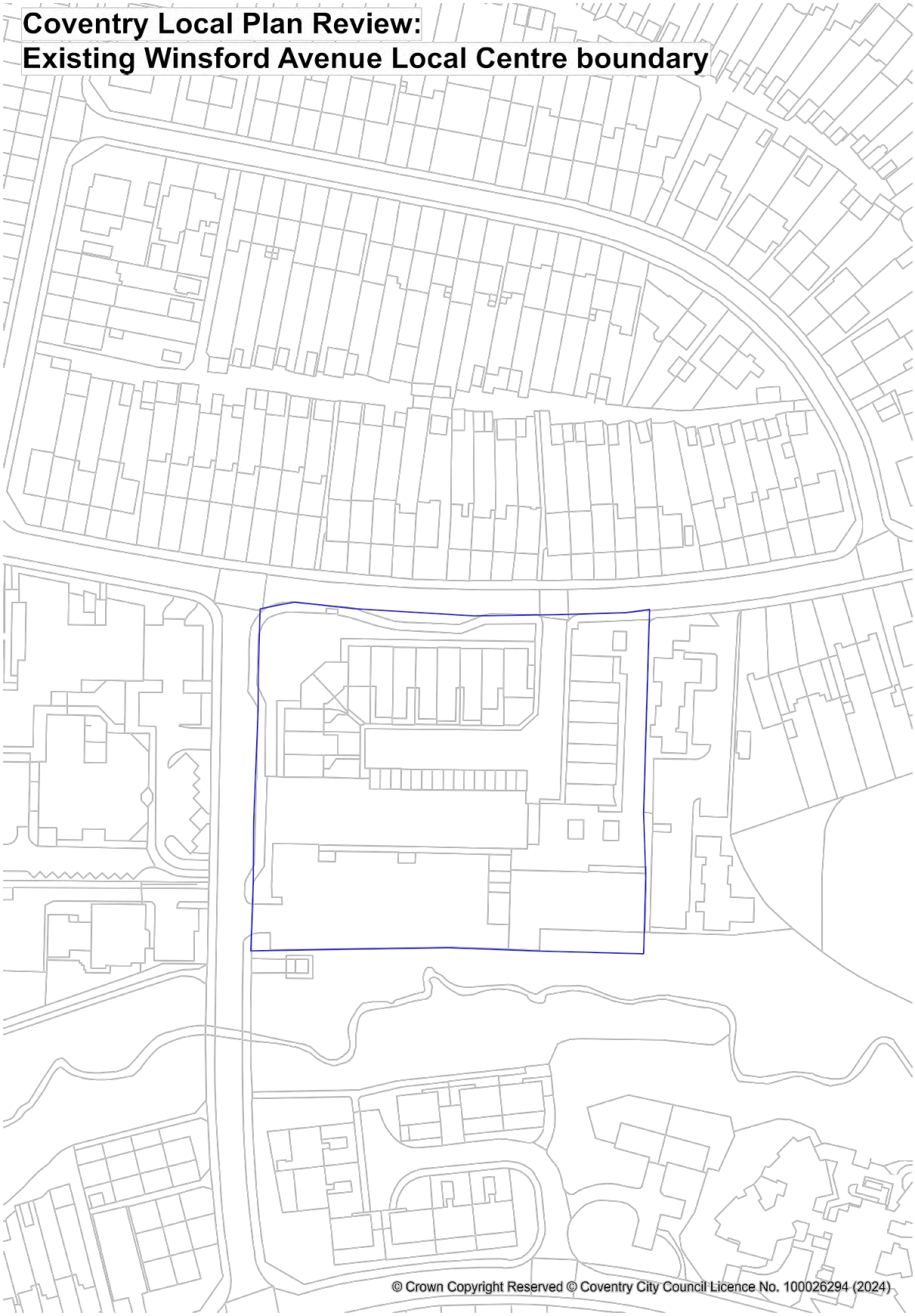
Existing Jardine Crescent District Centre boundary



Proposed Jardine Crescent District Centre boundary

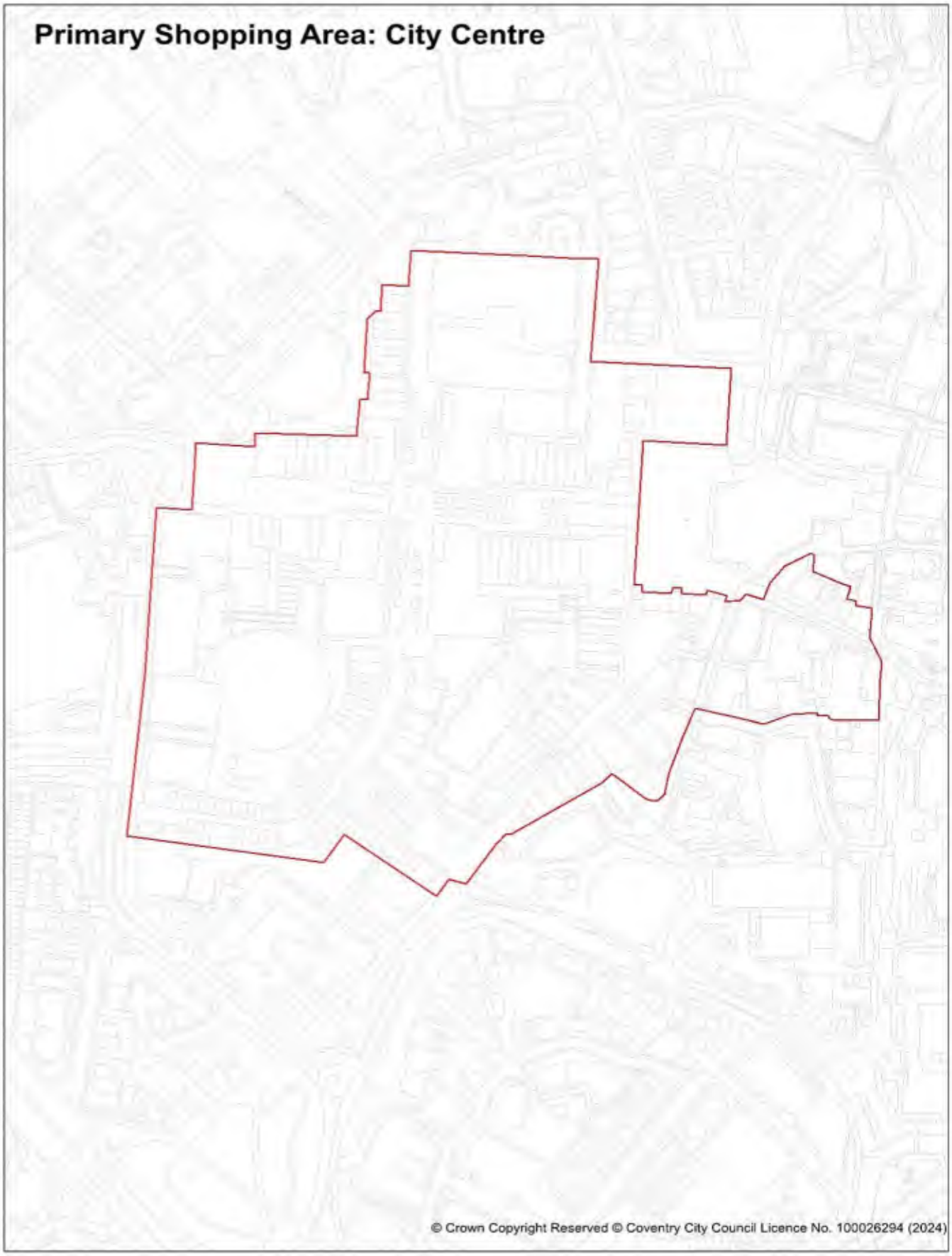


Coventry Local Plan Review:
Existing Winsford Avenue Local Centre boundary



Coventry Local Plan Review:
Proposed Winsford Avenue Local Centre boundary

Proposed Primary Shopping Areas



Primary Shopping Area: Arena Park Major District Centre

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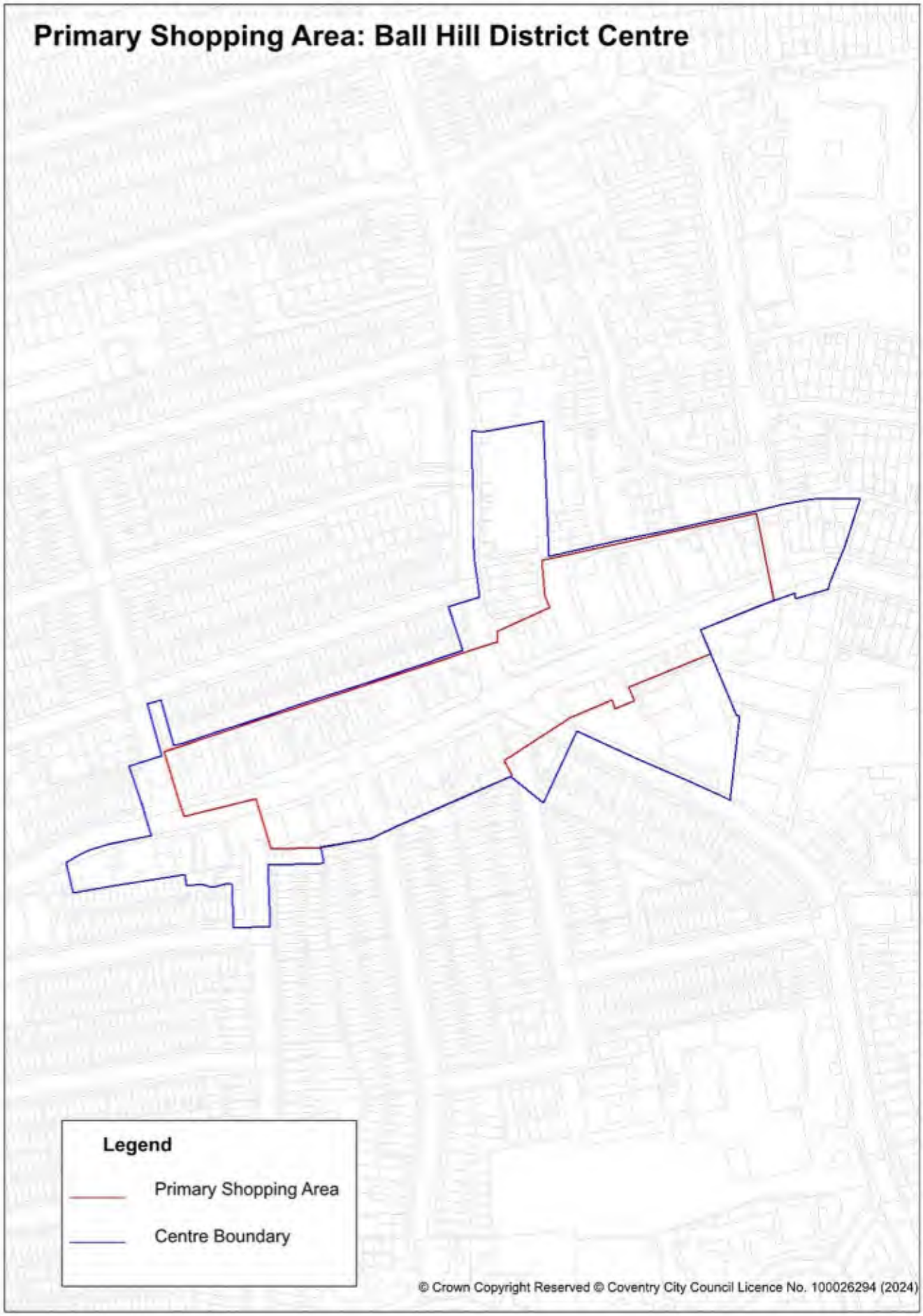
Primary Shopping Area: Ball Hill District Centre



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Primary Shopping Area: Brade Drive District Centre

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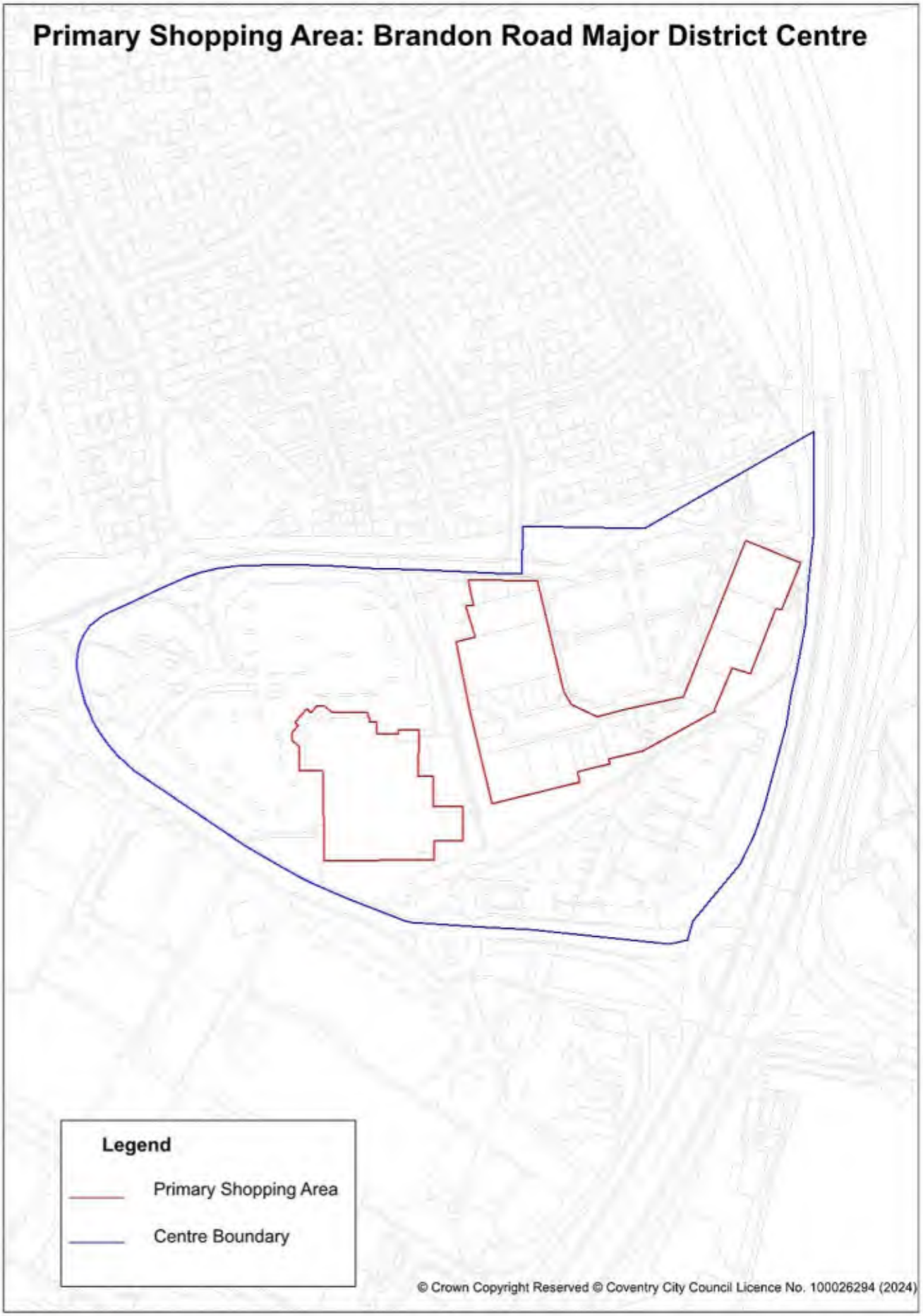
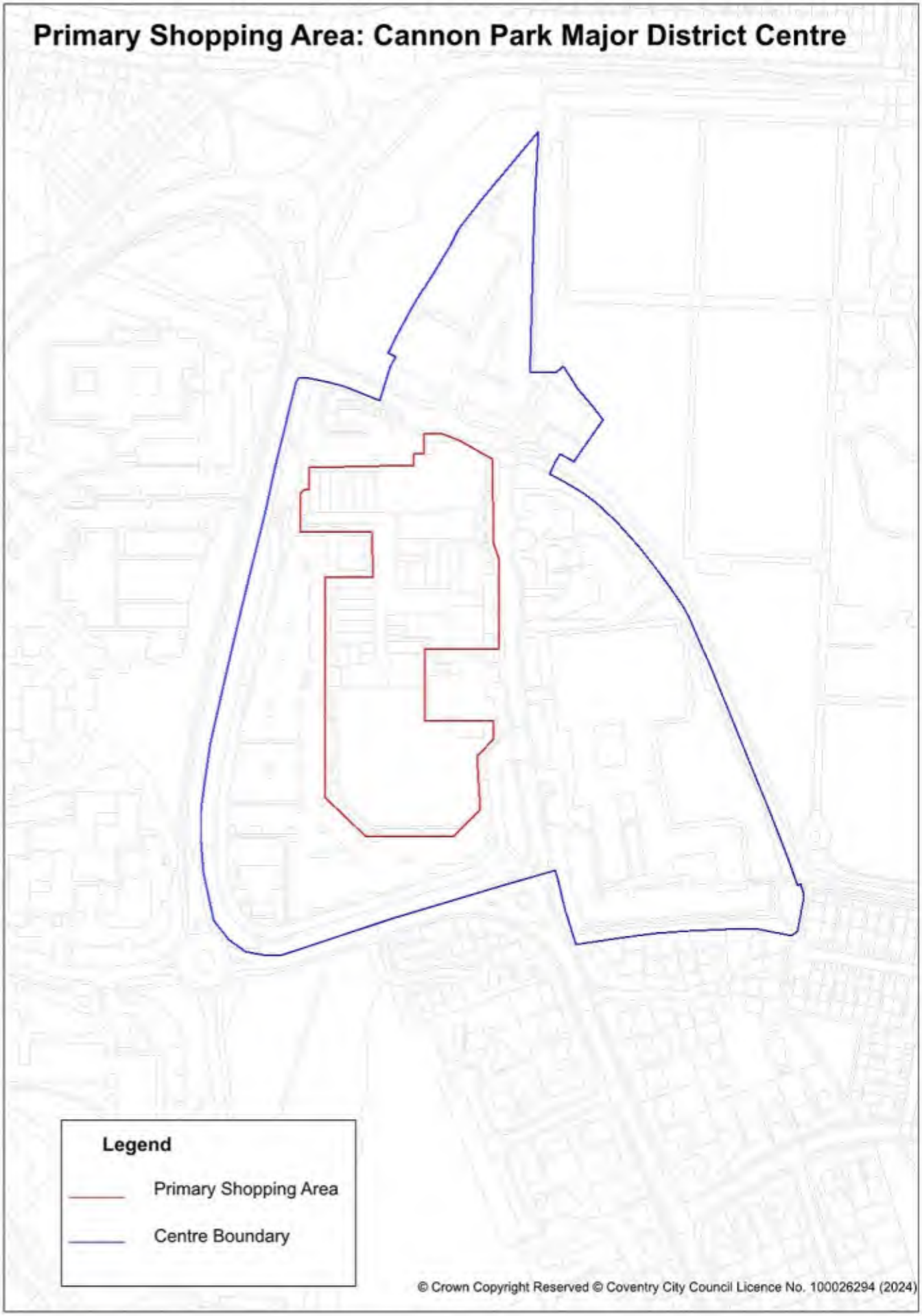
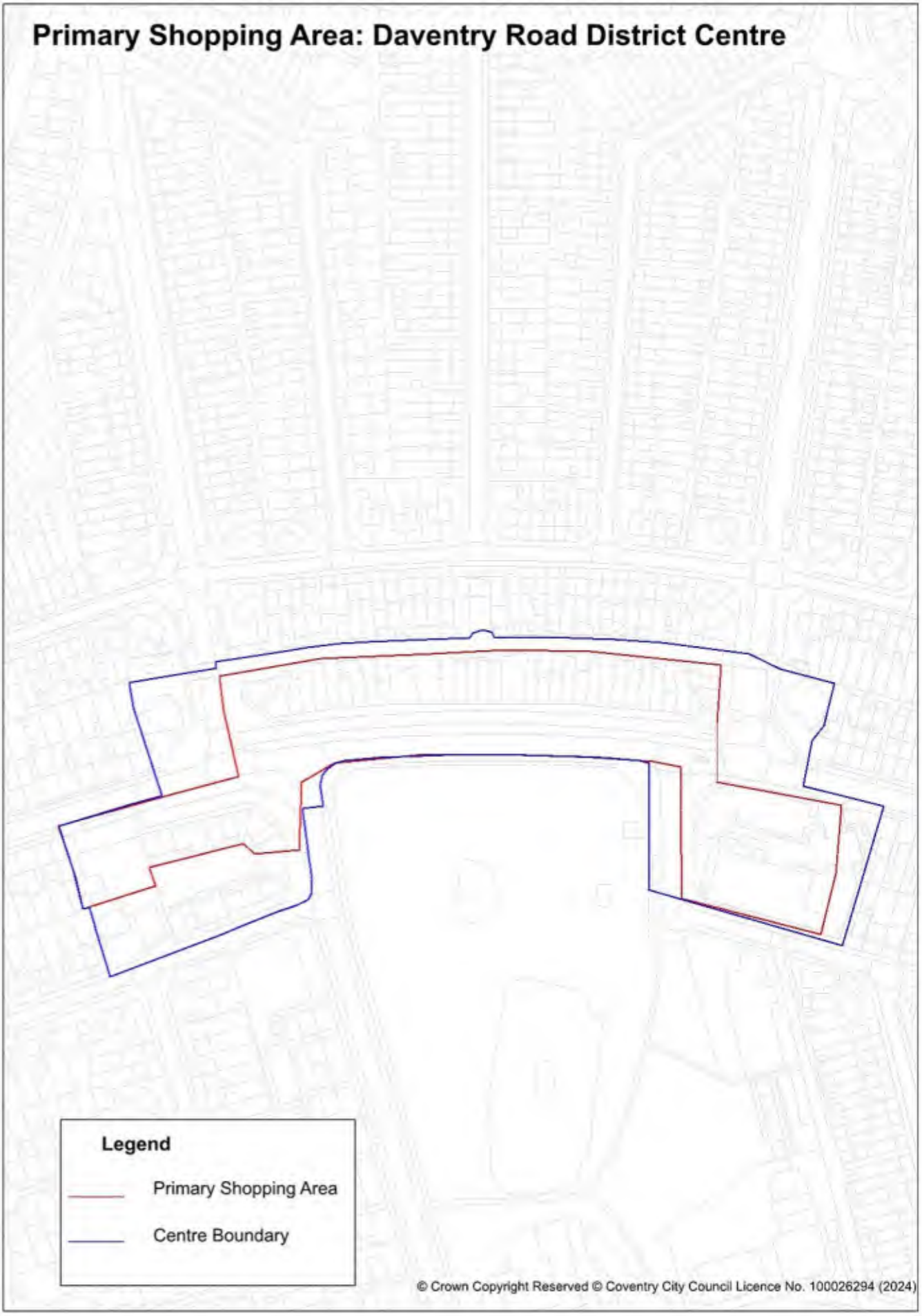
Primary Shopping Area: Brandon Road Major District Centre



Primary Shopping Area: Cannon Park Major District Centre



Primary Shopping Area: Daventry Road District Centre



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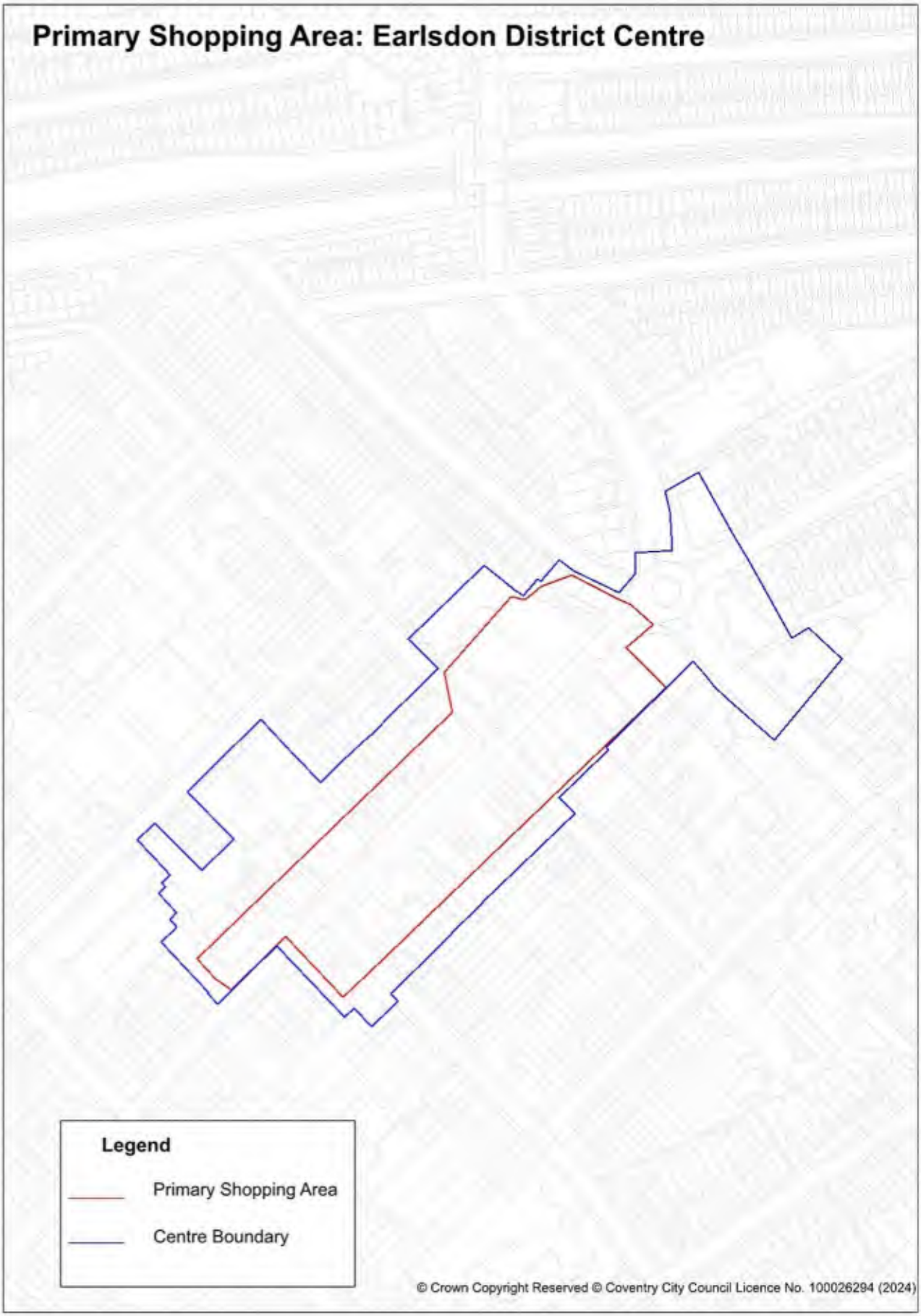
Primary Shopping Area: Earlsdon District Centre



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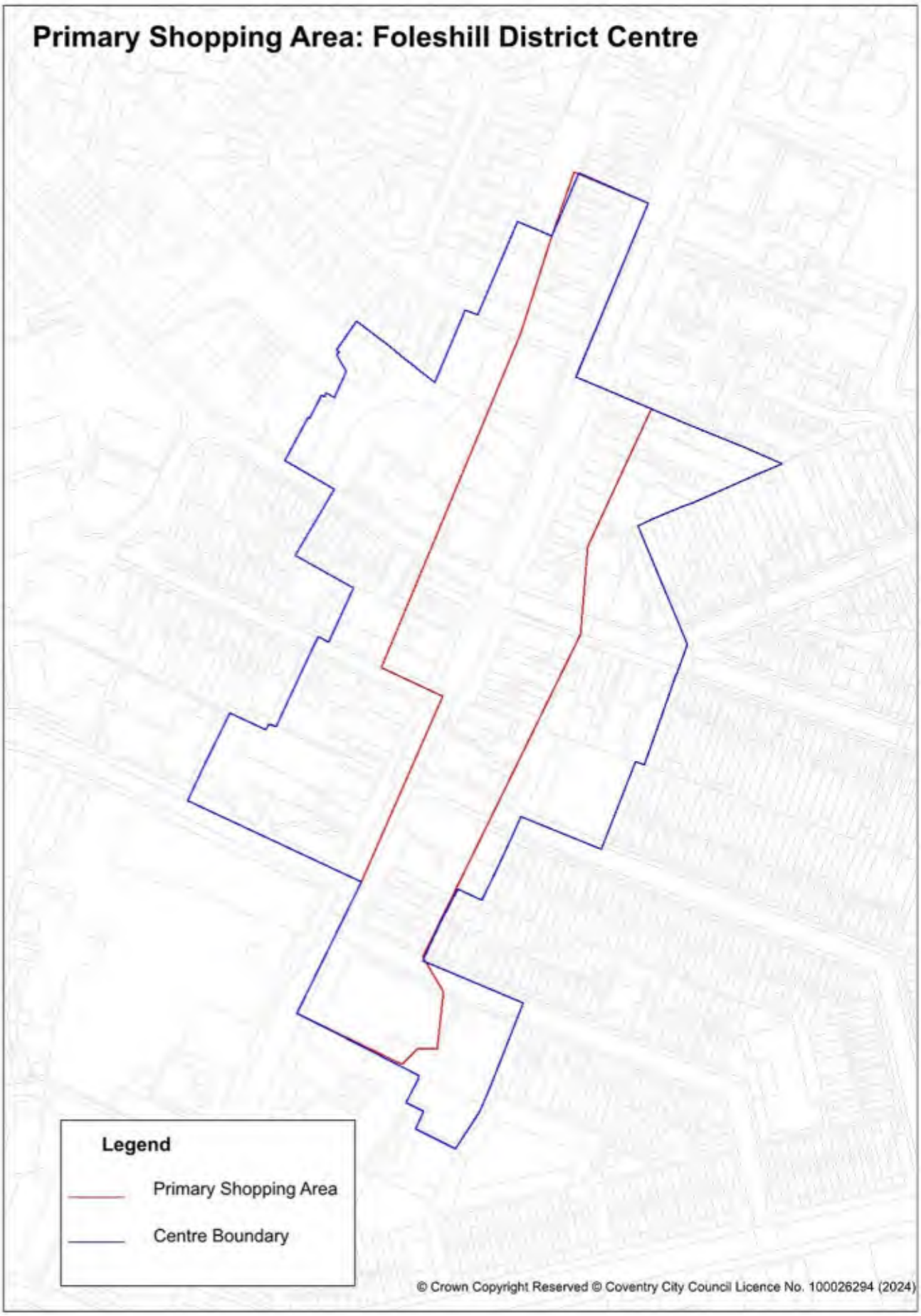
Primary Shopping Area: Foleshill District Centre



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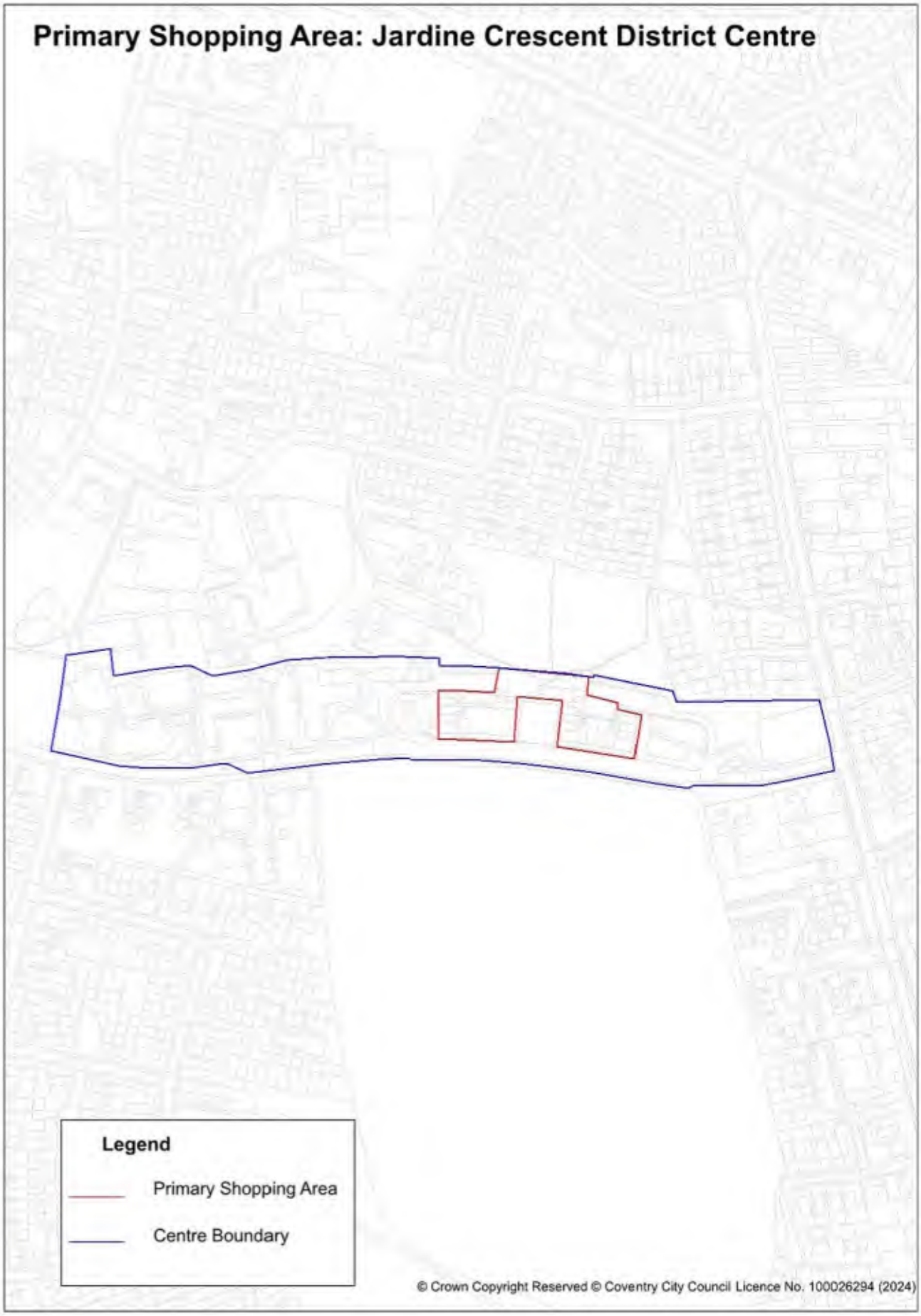
Primary Shopping Area: Jardine Crescent District Centre



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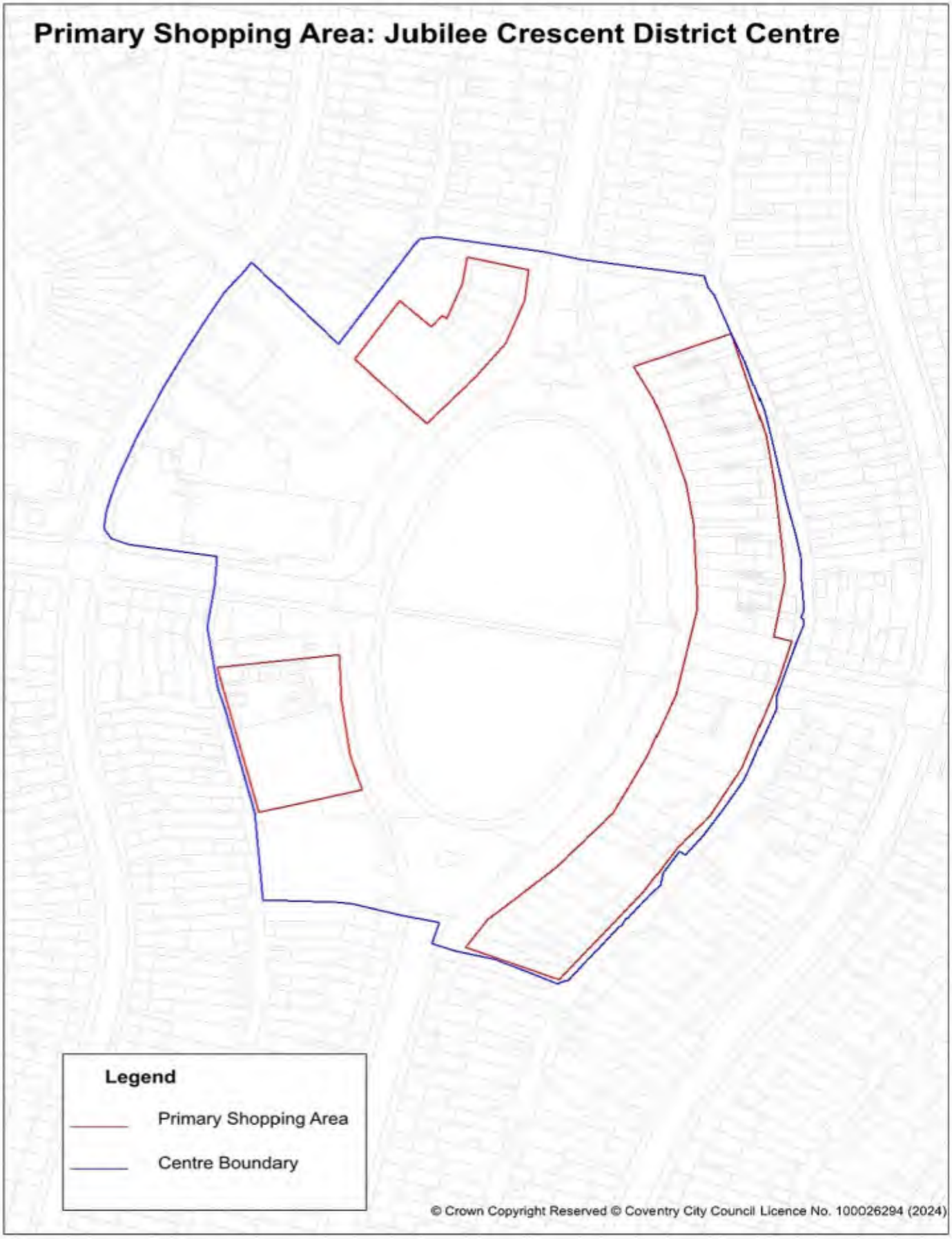
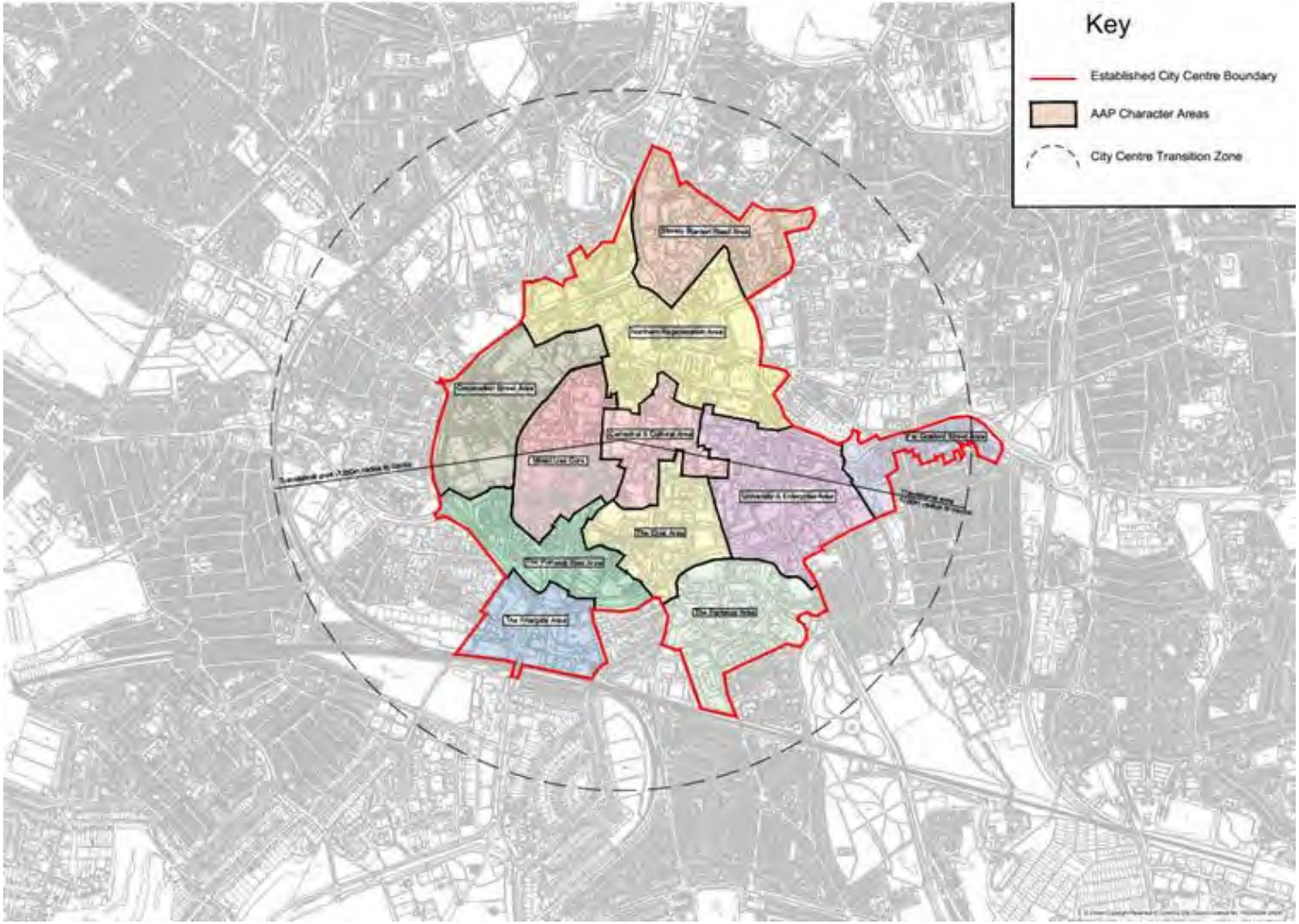
Primary Shopping Area: Jubilee Crescent District Centre



Appendix 9f: City Centre Character Area