

Coventry Local Plan Review

Schedule of Additional Modifications (August 2026)

Ref	Plan location (policy/ paragraph/ page)	Proposed changes Strikethrough (deleted text) <u>Bold underline</u> (new or amended text)	Reason(s) for change
Chapter 6: Delivering Coventry's Housing Needs			
	Para.6.59, p.66	Drawing on the policy frameworks established in the London Plan, the HEDNA provides detailed recommendations for a policy which supports high quality co living schemes against a number of criteria. The HEDNA analysis concludes that there is a market for co-living in Coventry and while it is in its infancy, the current co-living business model and characteristics principally draw on a large base of transient younger, high skilled professional households and individuals - particularly those without dependents <u>dependants.</u>	Typographical error.
Chapter 9: Green Belt & Green Environment			
	Policy GE2, part 2, p.93	2. The loss of sports provision will be considered in line with the approach set out in the NPPF and the Councils <u>Council's</u> most up to date evidence including the Playing Pitch and Outdoor Sports Strategy.	Typographical error.
Chapter 10: Design			

	Para.10.15	High quality design also requires understanding of a sites context and the wider role in local townscape, this is particularly of importance where development sites are located in areas of mixed urban character and typology, S ites brought forward for redevelopment should therefore demonstrate how they have been informed by local character and an understanding of how the site contributes toward the wider townscape.	Typographical error.
Chapter 12: Accessibility			
	Para. 12.5 p.112	12.5 Public health is also a key consideration. A citywide Air Quality Management Area (AQMA) was declared in Coventry in 2009 due to significantly high levels of air quality emissions. Research demonstrates that emissions from road transport are the principal source of elevated concentrations of Nitrogen Dioxide (NO2) which causes poor air quality. The main transport corridors to the North and North East of Coventry (linked to the M6) are identified as being most likely to exceed the NO2 standard. Noise is another issue which impacts upon health, as set out in the e -Environmental Management chapter of this plan but which is also cross referenced here.	Typographical error.
	Para.12.22, p.117	12.22 Car Parking – The provision of car parking can influence: • The generation of traffic and the potential for congestion. • Occurrences of inappropriate on-street parking which can: ○ ▲ Block access routes for emergency, refuse and delivery vehicles; ○ ▲ Block footways preventing access for pedestrians; ○ ▲ Impact negatively on the street scene; and ○ ▲ Reduce visibility for all users at junctions causing safety issues. • The ability to encourage sustainable transport modes. • The visual impact of car parking on the built environment.	Formatting.

Chapter 13: Environmental Management			
	Para.13.20	• Follow the risk management framework provided in Land Contamination: Risk Management, when dealing with land affected by contamination. • Refer to the Environment Agency's Guiding principles for land contamination for the type of information that they require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health. • Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land. • e<u>C</u>ontamination risks are appropriately managed. • Refer to the contaminated land pages on: www.gov.uk/government/collections/land-contamination-technical-guidance.	Typographical error
	Para 13.52, p.148	The per-kWh price stated in the policy reflects an average of several recent years' per Kilowatt Peak (kWp) median cost for PV installations sized 4-50kWp (source: Department for Energy Security and Net Zero data), divided by a typical output (kWh per kWp) with Sandwell's Coventry's annual average sunlight.	To correct an erroneous reference.
	Para.13.69, p.155	13.69 Regarding assured performance processes, in addition to those mentioned in SCC1 (paragraph 4.23) EM11 , there is also one additional method for non-residential development: National Australian Built Environment Rating System (NABERS) UK129 (administered by Chartered Institution of Building Service Engineers (CIBSE)). NABERS is currently only available for offices but is likely to extend to other building types in future.	To correct an erroneous reference.
	Para. 13.70, p.155	The requirement for offsetting may be applied flexibly where it is demonstrated that this makes otherwise desirable development unviable due to the unique energy use profile of the proposed	To correct an erroneous reference.

		building and site characteristics. The flexibility could include a reduction in the scope of energy that has to be offset, or a discounted price per kWh if the Council is confident this can still deliver the required offset projects within this price (when pooled into the offsetting fund, which will primarily consist of full price offset contributions). The justification for Policy SCC1 EM11 includes further information on the available national guidance on cost of solar PV, which achieve economies of scale with greater amounts of PV installation. The degree of flexibility available will depend on the unique scheme characteristics and evidence submitted to the Council about what can be viably accommodated. It may also depend on the degree to which the proposed development represents a socially desirable facility that meets unmet community needs (such as for healthcare, education, or similar).	
	EM12, part 2, p.156	c. m M ust achieve at least 4 credits in the Wat01 Measure for water in the BREEAM New Construction standard.	Typographical error.
Chapter 14: Coventry City Centre			
	Policy CC1E, p.170	Stoney Stanton Road Area- a. New developments within the Stoney Stanton Road Area must have regard to its established character; respond to the environmental issues associated with its proximity to the Ring Road and deliver high quality buildings and public space which reflect this areas position as a gateway to the city centre. b. All prospective developments should: • rReflect and enhance the area's character through mixed-use developments; • iImprove and introduce high quality buildings; • Promote active travel and ensure it becomes easier and safer to move within the area and into adjoining parts of the city centre • Mitigate the negative environmental impacts of the Ring Road;	Typographical errors.

		c. The conversions of existing buildings, where appropriate, and the development of small infill opportunities for new residential developments will be encouraged and supported in principle.	
	Throughout	Any further minor typographical errors regarding missing punctuation, such as full stops, throughout.	Corrections
	Throughout	Any further minor typographical errors regarding upper and lower case.	Corrections
	Throughout	Any further minor corrections to grammar.	Corrections
	Throughout	All relevant renumbering of policies and paragraphs throughout.	Formatting.