

# **Coventry Development Plan 2016**

## **Appendix 1**

### **Housing Trajectory**

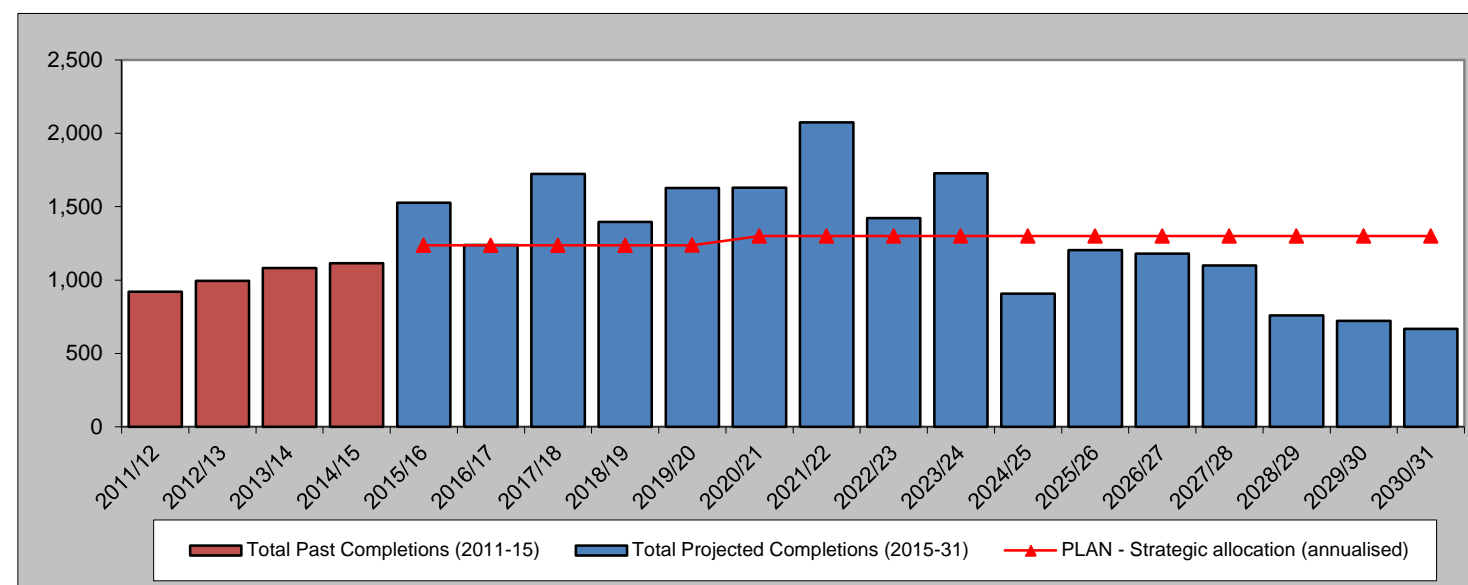
**(At April 2015)**

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Past Completions (Gross New Build)	778	1,023	942	1,092	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,835
Past Completions (Net Conversions)	180	50	156	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	504
<b>Projections for Areas of Identified Supply</b>																					
Sites With Planning Permission	-	-	-	-	401	1,078	832	789	544	456	506	319	89	5	100	100	100	100	0	0	5,419
Sites Under Construction	-	-	-	-	1,126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,126
SHLAA Sites	-	-	-	-	0	72	626	157	292	332	337	166	582	106	257	228	317	93	100	102	3,767
Proposed Site Allocations (Local Plan)	-	-	-	-	0	25	265	450	475	615	1,085	855	915	715	665	635	610	535	535	535	8,915
Proposed Site Allocations (City Centre)	-	-	-	-	0	64	0	0	316	194	115	50	110	50	150	186	40	0	55	0	1,330
Small Site Windfall Allowance	-	-	-	-	-	-	-	-	-	32	32	32	32	32	32	32	32	32	32	32	352
<b>Demolitions</b>																					
Past Demolitions 2011-2015	37	79	15	94	All projected figures are net so no specific demolitions figures are incorporated for future delivery.																225
<b>Totals and Assessment</b>																					
Total Past Completions (2011-15)	921	994	1,083	1,116																	4,114
Total Projected Completions (2015-31)					1,527	1,239	1,723	1,396	1,627	1,629	2,075	1,422	1,728	908	1,204	1,181	1,099	760	722	669	20,909
Total Cumulative Completions (2015-31)					1,527	2,766	4,489	5,885	7,512	9,141	11,216	12,638	14,366	15,274	16,478	17,659	18,758	19,518	20,240	20,909	25,023
<b>PLAN</b> - Strategic allocation (annualised)					1,237	1,237	1,237	1,237	1,238	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	20,486
<b>PLAN</b> - Strategic allocation (cumulative)					1,237	2,474	3,711	4,948	6,186	7,486	8,786	10,086	11,386	12,686	13,986	15,286	16,586	17,886	19,186	20,486	20,486
<b>MONITOR</b> - Number of dwellings above or below cumulative allocation					290	292	778	937	1,326	1,655	2,430	2,552	2,980	2,588	2,492	2,373	2,172	1,632	1,054	423	423
<b>MANAGE</b> - Annual requirement taking account of past and projected completions					1,354	1,363	1,333	1,327	1,297	1,261	1,159	1,121	1,020	1,042	1,002	942	864	968	246	-423	-

Joint SHMA - Capacity Scenario	Total	Annual
2011-2016	5,100	1,020
2016-2031	19,500	1,300
<b>Total</b>	<b>24,600</b>	<b>-</b>

Total Target (2011-2031)	24,600	
Total Completions 2011-2015	4,114	
Total remaining requirement (2015-2031)	20,486	
Outstanding Shortfall from past completions (2011-2015)	-34	
Amount of past shortfall included within 1st 3x5 year timeframe (-34/3)	-11	2/year
Amended 5 year Total Requirement (2015-2020) Liverpool	6,209	1,242
Amended 5 year Total Requirement (2020-2025) Liverpool	6,489	1,298
Amended 5 year Total Requirement (2025-2030) Liverpool	6,489	1,298
Amended 5 year Total Requirement (2015-2020) Sedgefield	6,186	1,237
Amended 5 year Total Requirement (2020-2025) Sedgefield	6,500	1,300
Amended 5 year Total Requirement (2025-2030) Sedgefield	6,500	1,300

Joint SHMA - Capacity Scenario	Liverpool	Sedgefield
Total 5 Year Supply	7,512	7,512
Total 5 Year Requirement	6,209	6,186
Requirement Annualised	1,242	1,237
<b>Number of Years Supply</b>	<b>6.05</b>	<b>6.07</b>
<b>Supply as a % of requirement</b>	<b>120.99%</b>	<b>121.44%</b>



# **Coventry Development Plan 2016**

## **Appendix 2**

























### **Marketing Guidance to Support Policies JE3 and CO2**

## Developer Marketing Standards – Policy JE2

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

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

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









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

### Developer Marketing Standards – Policy CO2

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

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

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

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

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# **Coventry Development Plan 2016**

## **Appendix 3**

### **Ancient Woodlands**

#### **Inset Map**

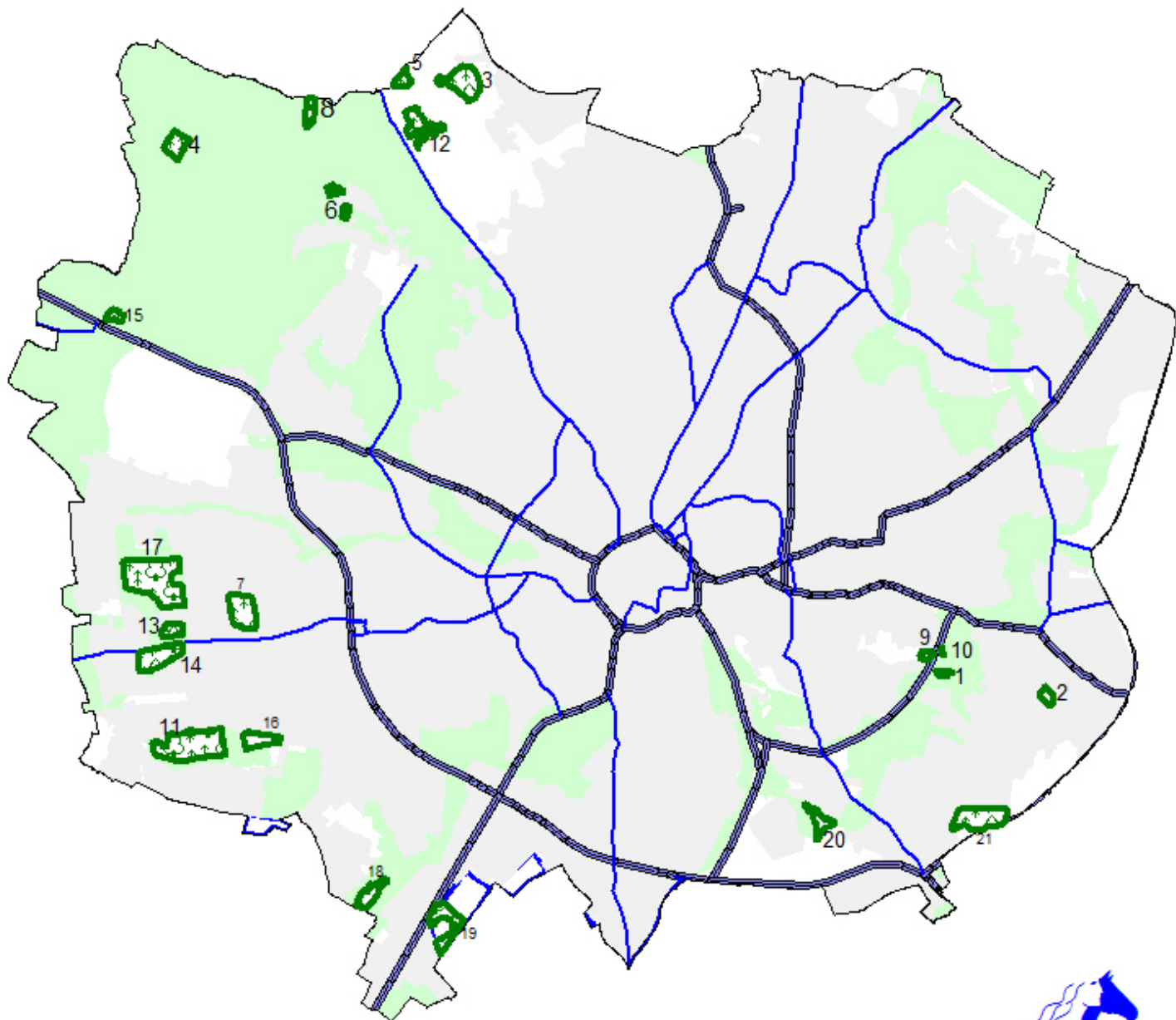
## List of Ancient Woodlands

Planted Ancient Woodland (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).





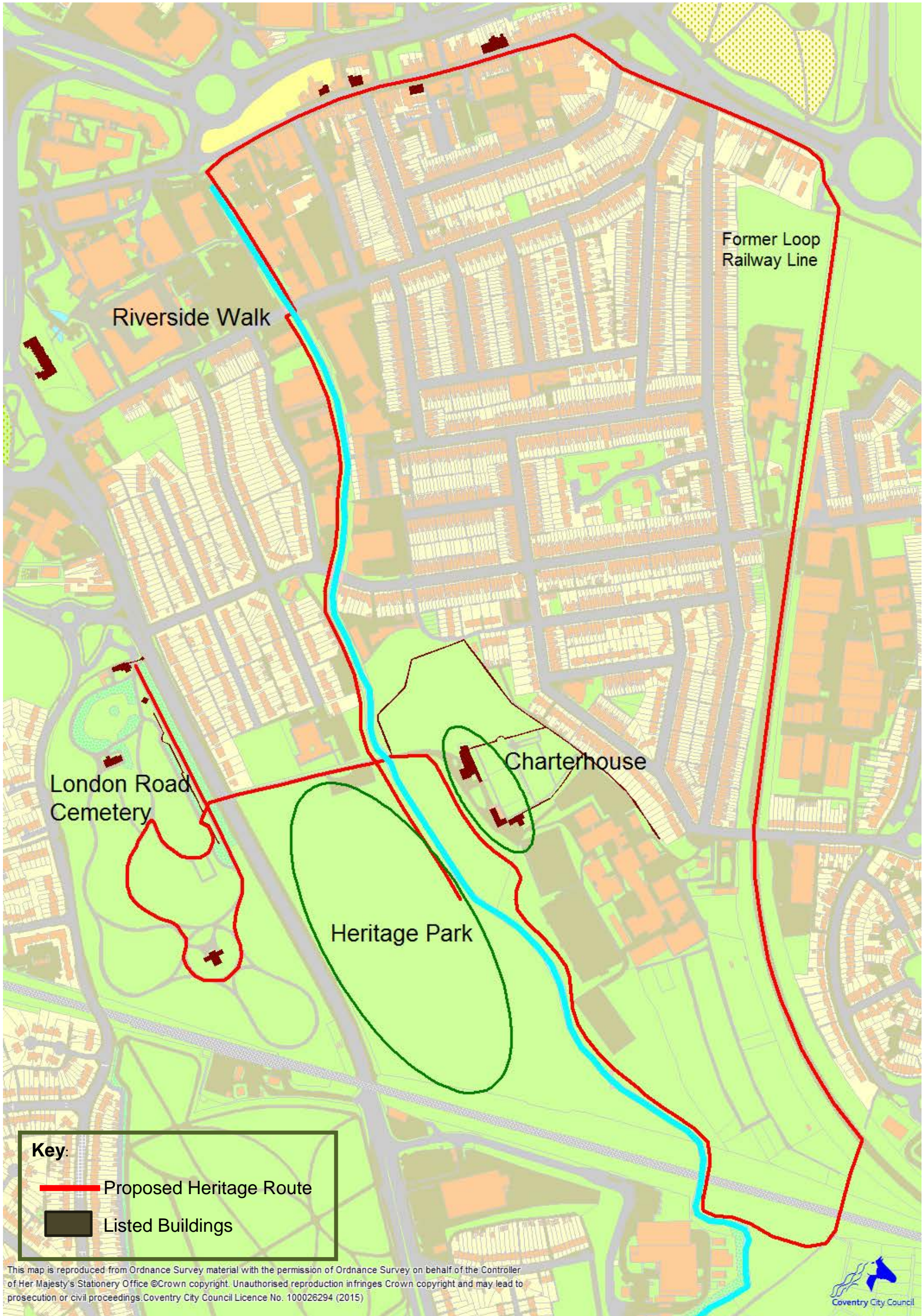
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# **Coventry Development Plan 2016**

## **Appendix 4**

### **Heritage Park and Connectivity Route**

#### **Inset Map**



Riverside Walk

Former Loop  
Railway Line

London Road  
Cemetery

Charterhouse

Heritage Park

**Key:**

- Proposed Heritage Route
- Listed Buildings

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# **Coventry Development Plan 2016**

## **Appendix 5**

### **Car and Cycle Parking Standards for New Development**

# 1. Introduction

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

## Relevant Local and National Car Parking Policy

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

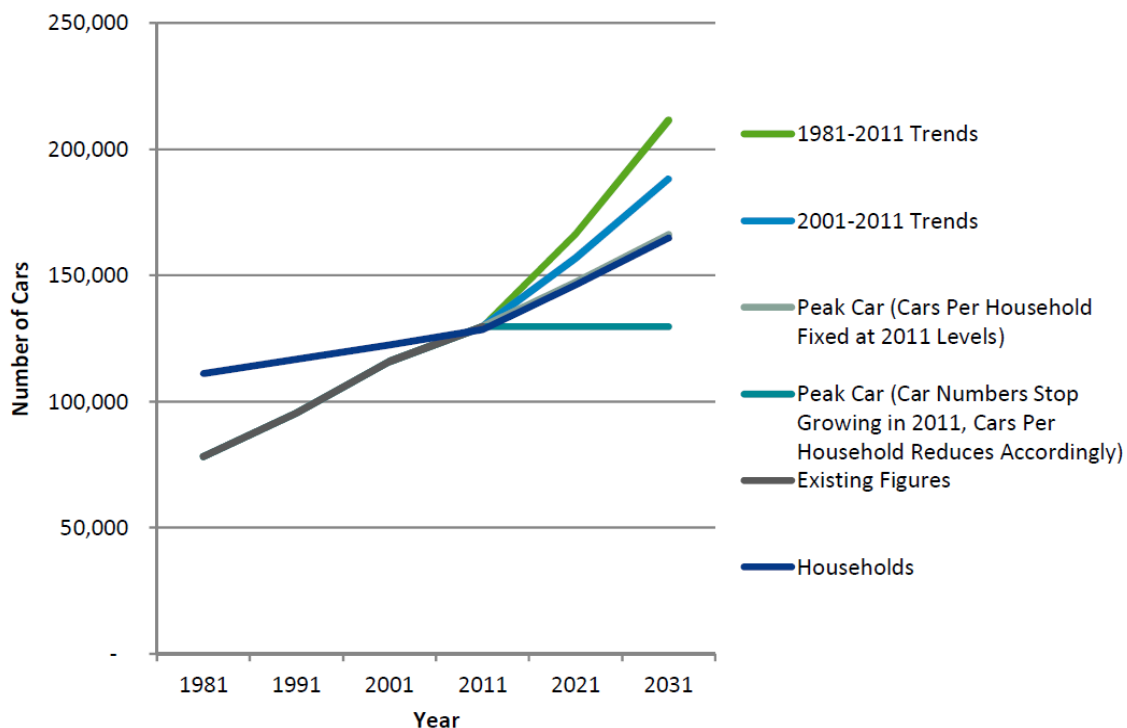
## Background

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

## Accessibility and Car Ownership

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

**Numbers of Cars and Housholds in Coventry**



## Approach of these Standards

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

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

1.16 The quality and accessibility of public transport, walking and cycling routes to key services can influence how people travel, for example, people living in or near the city centre are less likely



to be reliant on car use, hence there will be a reduced need for car parking compared to less accessible areas of the city. The City Council is also exploring options for the introduction of car clubs, with a focus on the City centre, which support more efficient and flexible models of car ownership.

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

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

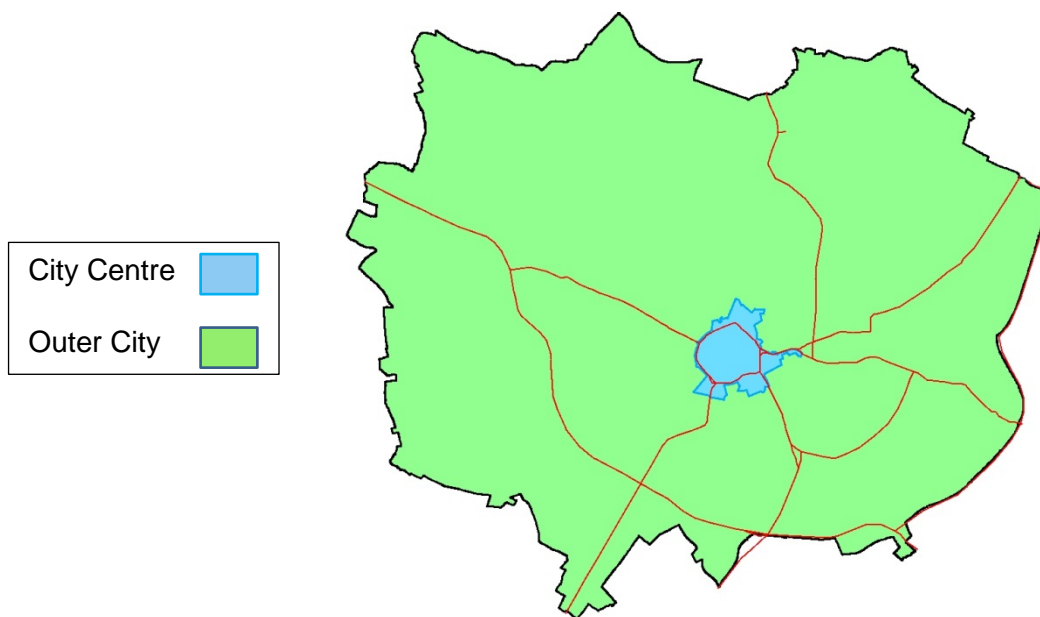
1.18 Recognising the variances in car ownership and accessibility across the city, the standards set out in this document are based on two distinct zones:

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

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

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

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



1.19 The car parking standards in this document should be considered as a maximum. However it is recognised that in exceptional circumstances there may be occasions when it could be appropriate to have a lower or higher level of parking depending on the specific details of the application. In all cases, any departures from the parking standards should be fully and appropriately justified with detailed supporting evidence. In most cases this should be included within the associated Transport Statement or Assessments which should include:

- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas
- Consideration of likely trip generation and parking accumulations for the proposed development with supporting evidence
- Details of how the parking will be managed and how that will mitigate any under or over-provision

1.20 This is not considered to be an exhaustive list, and there may be other factors associated with the specific characteristics of each site which may need to be considered. In all cases, where an applicant is considering a departure from the standards, the Council encourages early pre-application discussions.

1.21 Where a reduction in parking could lead to a transfer of parking into other locations, appropriate financial contributions may also be required for the introduction or expansion of Residents Parking Zones.

## **2. Car Parking Standards**

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

### **Car Parking in the City Centre**

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

### **Parking for Electric Vehicles**

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

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

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

### **Parking for People with Disabilities**

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

### **Parking for Goods Vehicles**

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

### **Drop-Off and Loading Areas**

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

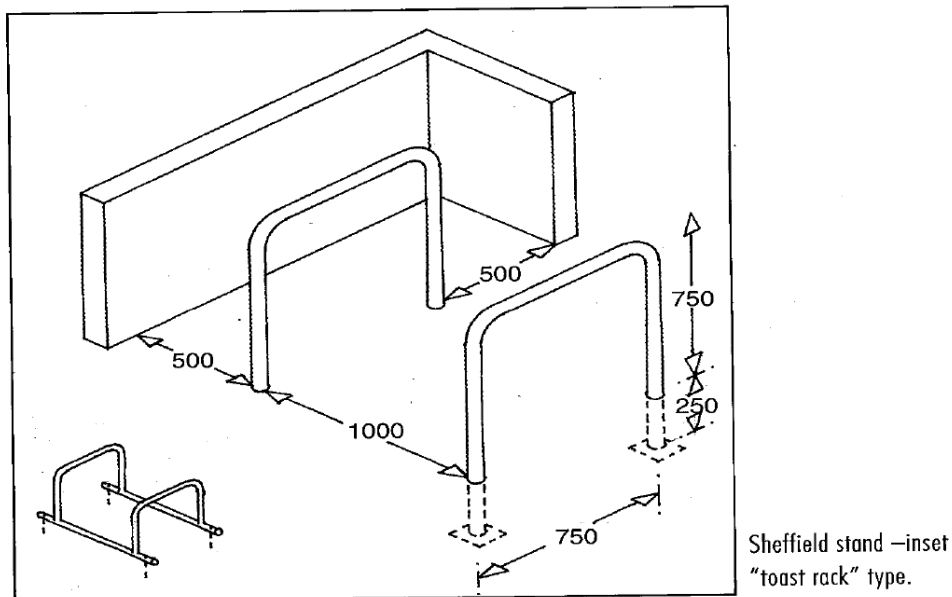
## **3. Cycle Parking Standards**

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

## **Design Details**

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

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



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

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

Figure 2: Cycle Lockers Design Specification

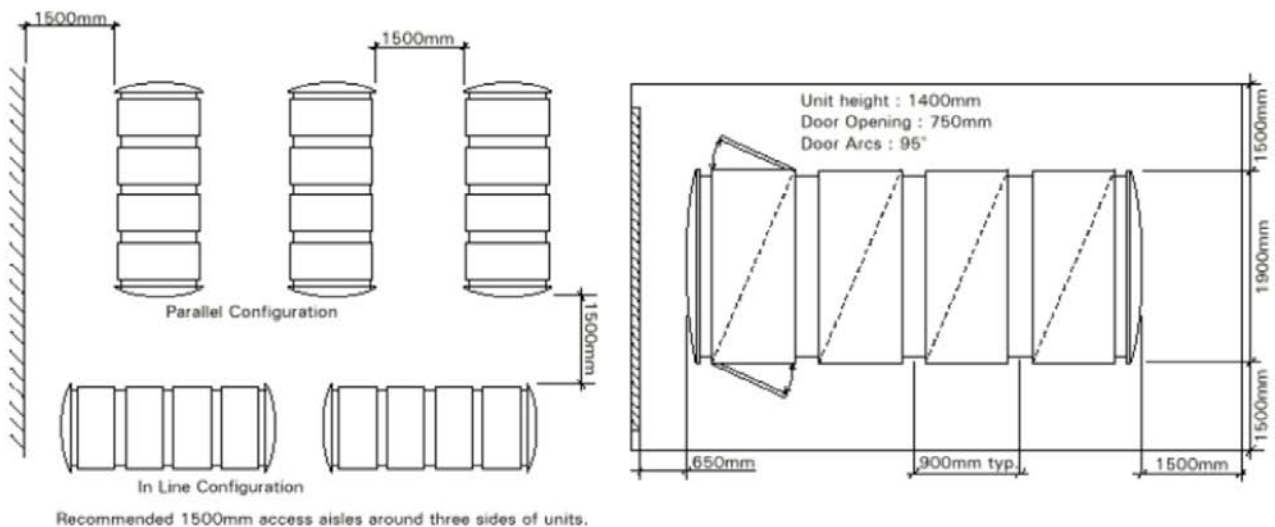
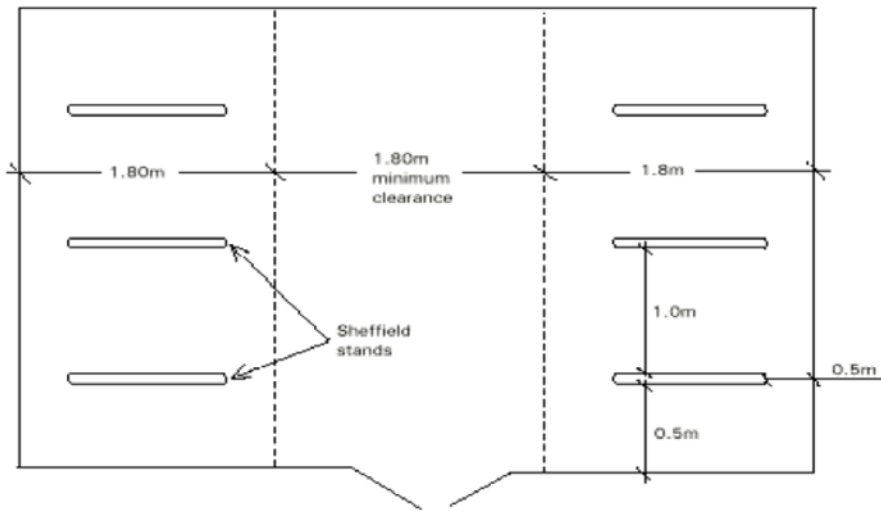


Figure 3 Locked Compound Design



## Notes for Table 1

### Car Parking Standards

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

### Cycle Parking Standards

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



**Table 1 - Car and Cycle Parking Standards**

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

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

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
<b>C1- Hotels</b>	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
<b>C2 - Residential Institutions Care &amp; Nursing Homes</b>	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
<b>C2 - Hospital</b>	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
<b>C2A - Secure Residential Institutions</b>	Parking provision will be considered on a site by site basis.	
<b>Student Accommodation (Halls of Residence) &amp; Residential Schools/Colleges</b>	1 per 4 bedrooms	1 per 4 bedrooms for students  1 per 20 bedrooms for visitors (See note 12 above)
<b>C3- Residential Dwellings (per unit)</b>  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)
<b>C3- Residential Dwellings (per unit)</b>  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)
<b>C3- Residential Dwellings (per unit)</b>  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)
<b>C4- Houses in Multiple Occupancy (HiMOs)</b>	0.75 per bedroom	1 per 3 bedrooms (See notes 11&12 above)

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
<b>D1- Medical or Health Services (Non Residential)</b>	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
<b>D1- Creche, Nursery</b>	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
<b>D1- Education Establishment</b> Primary schools	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE) and 1 per 500 students for visitors  1 per 5 students for student use.
Secondary Schools	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE) and 1 per 500 students for visitors  1 per 5 students for student use.
Further / higher education (Colleges and Universities)	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE) and 1 per 500 students for visitors  1 per 5 students for student use
<b>D1 - Art Gallery/ Museum/ Library/ Public Hall</b>	1 per 30 m <sup>2</sup>	1 per 10 staff members (FTE)  1 per 20 people expected to use the facility at any one time
<b>D1 - Place of Worship</b>	1 per 10m <sup>2</sup>	1 per 10 staff members (FTE)  1 per 20 people expected to use the facility at any one time

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

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**Coventry Development Plan 2016  
Appendix 6**

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

## Coventry Development Plan List of Saved Policies

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



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

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

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

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

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

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

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

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



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

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

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

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

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

Policy	Title	To be Superseded by Local Plan Policy	To be Superseded by City Centre AAP Policy
		Strategy	<b>Policy CC16:</b> Health and Education Area Swanswell

### Supplementary Planning Guidance / Documents

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

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

Urban Design Guidance
Baginton Fields Development Brief (1997)
Delivering a More Sustainable City

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

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

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**Coventry Development Plan 2016  
Appendix 7**

**Infrastructure Delivery Plan (IDP)  
At December 2015**

## **Introduction**

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

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

The following sections will provide an overview of infrastructure requirements identified at this time and will be supported by detailed tables which provide guide costs and links to specific development. 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 need in terms of scale and cost. The transport modelling that has supported the Local Plan has identified a range of schemes that will be essential to the delivery of new homes and jobs across Coventry. Prime examples include the creation of a new grade separated junction to support access to the Eastern Green SUE and a new link road with wider highway improvements to support the Keresley SUE. This will help to create a significantly enhanced transport corridor between the south of Coundon Wedge Drive and Junction 3 of the M6. In addition new grade separated junction will be created on the A46 near Walsgrave Hill Farm to support new development access and secure a blue light access to the city's hospital. These later 2 schemes in particular represent clear commitments to using infrastructure to unlock growth not just for Coventry but jointly with Nuneaton and Bedworth and Rugby Borough Councils respectively. This is a prime example of on-going commitment to the DtC with both Councils, the County Council and Highways England. In addition to highway improvement however, there will also be substantial improvements in the city's rail services supported by the Station Masterplan and NUCKLE project. A new bus interchange will be developed at Friargate whilst continued growth of the city's cycle network will be supported. The delivery of new transport infrastructure will be brought forward in partnership with Highways England and Warwickshire County Council where appropriate.

## **Water Supply and Sewerage Capacity**

The Coventry Water Cycle Study (2015) identifies that there is capacity to support growth across Coventry but the water environment and water services infrastructure cannot support all of the development in the proposed allocations until further investigations and upgrades have been completed. There are some areas such as the City Centre, where growth is largely unconstrained by the water environment but

there are 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 the North West of the city with drinking water 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 low or can be mitigated. Although surface water flooding is widespread and would be present at many development sites, careful planning and implementation can mitigate the issues through the use of natural attenuation and infiltration methods. Sustainable Drainage Systems and the use of multipurpose green spaces will be a key element in supporting sustainable drainage and reducing the risk of flooding. Detailed flood risk assessments will be required to support planning applications where appropriate

### **Utilities – Energy Supply**

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

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

National Grid have indicated that gas supplies will remain adequate for the level of growth set out in the plan. Western Power Distribution indicate that a number of enhancements will be required throughout the city to ensure a robust provision of electricity supply. Developers will need to engage with Western Power to ensure the timely provision and incorporation of such facilities to ensure appropriate and adequate power supply. The Council will continue to liaise with Western Power to ensure future growth plans and IDP is kept up to date. Of particular importance will be the provision of new sub-stations to support the larger development proposals. Examples include Friargate, the 2 SUE's, further growth at the University of Warwick and Whitley Business Park.

### **Fuel poverty**

Fuel poverty is a significant issue in Coventry with 15.9% of households classed as fuel poor in 2013 (latest statistics from Department of Energy and Climate Change), equivalent to 20,759 homes, in some areas though the figure is much higher with the highest being 43%. The average for England is 10.4% meaning Coventry has the sixth highest level of fuel poverty of all the English local authorities. Fuel poverty

levels in privately owned and privately rented homes are much higher than levels in the social housing sector as a result of investment by Housing Associations to satisfy the Decent Homes standard. In Coventry there is a high proportion of poorly insulated solid wall properties as a result of the extensive inter-war housing developments. This has left the city with a structural challenge where over half of homes are of solid wall construction and difficult to insulate.

On average it costs around £9k to provide solid wall insulation to a mid-terrace home and £14k for a semi-detached home. Experience of areas where widespread external wall insulation schemes were carried out under previous funding initiatives shows that such schemes bring consequential visual and quality of life improvements to an area. Economies of scale when refitting a large number of homes can be significant and highlight the importance of area based schemes. In addition, it is expected that the ability to offer a proportion of the funding required to carry out insulation measures will allow other funding to be matched into any future scheme.

Investment to improve the energy efficiency of fuel poor homes would reduce the pressure on the energy distribution networks which, as already highlighted, will come under increasing demand as new developments are built within the city. In addition, local air quality levels will improve as less gas is burnt as inefficient boilers are replaced and better insulated homes require less heating.

It is estimated that other factors being equal, retrofitting the most poorly insulated 2,500 homes over the twenty years of the Local Plan would reduce fuel poverty levels to be broadly similar to the English average and comply with the Government's target within the fuel poverty strategy for all fuel poor homes to achieve an EPC rating of C or better by 2030.

## **Health**

NHS England and NHS Coventry and Rugby Clinical Commissioning Group (CCG) are responsible for the commissioning of health care services for the population of the city. Working in partnership with the Council, the NHS is identifying areas of the city that will require investment to support the proposed level of population growth. This will ensure that all local people have adequate access to health care facilities in order to further support the public health agenda. Funding and investment may take two forms over the course of the plan period: the possible development of existing primary care premises that are suitable for expansion and 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 in order to ensure enhanced service provision within these two SUE's. In addition, Foleshill has been identified as a priority area for the provision of a new primary care development for a number of years and 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 may take the form of expansion or re-configuration of existing built premises to make more efficient use of existing facilities. The preferred locations for new and existing facilities will be

in defined centres which are easily accessible and can provide a sustainable and efficient facility linked to other local services. Where existing facilities are outside of designated centres but still serve a defined local community their expansion and reconfiguration will continue to be supported subject to conforming to other policies in the Local Plan.

On-going work by NHS England and NHS Coventry and Rugby CCG will identify the scale of expansion and final costs required to deliver these services.

### **Communities**

The demand and need for social, community and leisure facilities is likely to grow significantly. 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 having regard 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 key to ensure the continued provision of a range of community facilities and services.

Work is commencing on a new cultural strategy for the city, centred around the Council Plan objectives to bring the city centre to life and promote the city as a visitor destination and centre for arts and culture; sports and leisure; music and events. This strategy will reflect key capital aspirations and an analysis of priorities to support growth in leisure tourism.

### **Sports and Green Space**

There are numerous parks and open spaces across the city. They 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, including developer contributions, grant funding or lottery bids. Costing will be continually reviewed through the IDP.

The Coventry Sports Strategy 2014 – 2024 includes vision aims to provide a range of high quality sporting opportunities and to provide a range of modern, accessible and high quality sports facilities. The strategy is underpinned by a range of documents including, the Coventry Playing Pitch Strategy, Aquatic Strategy and Indoor Facilities Strategy.

The Local Plan has identified 2 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 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. In a similar context the proposed development at Cromwell Lane will also make provisions for a new woodland feature along the western boundary, which will replicate Ancient Arden landscape principles.

## **Education**

The local authority is responsible for ensuring there are sufficient pupil places throughout the city. Where new development generates a direct need for new school places the DfE anticipates that the Council will seek planning obligations, either through S106 or a CIL.

Since 2008, the city has carried out expansions at over 30 of the city's primary schools, with over 7,000 primary places having been created in the past 10 years. At 2015 city wide primary place provision is considered adequate, although area by area and school by school there are some local shortfalls and some overprovision. This is expected to create some localised pressures as a result of new development. In terms of secondary education, there is a projected shortfall in places of 16 forms of entry (FE) this equates to 2,400 places (not including sixth form) by 2025. This equates to a build programme of approximately £48m set against a current DfE funding programme of zero for Coventry up to 2018. The need for new secondary provision across Coventry is widely spread, however the majority of the city can accommodate existing pressures through expansion opportunities. Given existing growth constraints at existing schools and planned growth within the North West of the city however a new secondary school will be required as part of the new planned development.

The growth of the city has also seen the increase in the numbers of pupils requiring Special Educational Needs (SEN) provision. The Council has a strategy of wherever possible providing purpose built accommodation. At present new provision exists for one primary and one secondary school. Another replacement and enlarged primary school is planned and then further secondary new provision is also required. Contributions, ideally through the CIL, would be sought for the expansion of provision.

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

The largest housing development proposals:

- Keresley 3,100 homes, and further housing at Brown's Lane. At primary level at least another 3FE will be required. This could comprise a new 2FE primary school (land and buildings) plus an extension to an existing local school. At secondary level a further 3FE will be generated from the new housing plus an existing need for another 5FE in that part of the city. This would create a need for a new secondary school totalling 8FE. In addition to a proportionate capital

funding contribution land will also need to be provided within the developable area of Keresley SUE to support the new school.

- Eastern Green 2,250 homes. At primary level a new 2FE primary school will be required alongside additional capital funding to support the potential expansion of an existing primary school within the local area. There is a local shortfall of primary places forecast for the existing demand. A new school site has been reserved at Bannerbrook through a previous S106 agreement and the Council are looking to develop this as a 2FE within the next couple of years. Subject to timing a contribution would be sought from the Cromwell Lane 240 home development towards this new school. At secondary level sufficient capacity is forecast to exist at present.
- Walsgrave Hill Farm 900 homes. The closest school is Pearl Hyde which is a 1.5FE primary school. This school was considered for expansion in 2014 but the decision was deferred as the business case was not strong enough at that time. A replacement and expansion, of the existing school as a 2FE may be one solution.

Other potential development sites are outlined in the IDP.

### **Emergency services**

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

### **Waste**

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

### **City Centre infrastructure**

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

The City Centre AAP makes provisions for significant levels of new homes, retail floor space, office provision and leisure and tourism facilities. These generate specific needs in terms of supporting infrastructure, principally around highway and public transport improvements to support accessibility. This includes 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. These will support further public realm improvements and new green infrastructure, with specific focuses around Greyfriars Green and Swanswell Pool, with opportunities explored to deculvert parts of the River Sherbourne. The need for a new primary school is identified and in part is actively being delivered around the former hospital site and as part of the Sidney Stringer Academy.

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



<b>Physical Infrastructure</b>					
<b>Scheme</b>	<b>Outcome/Impact</b>	<b>Delivery Agency</b>	<b>Timing</b>	<b>Costs</b>	<b>Funding sources</b>
Water supply – removal of Pressure Reducing Valve in Stoke Aldermoor	Improvement to overall water distribution	STW	Medium-term		STW
Water supply - general	Supplies to new developments	STW	Through-out Plan period		Developers
Waste water and Sewerage facilities	Extra flows from new developments	STW	Through-out Plan period		Developers
Flood prevention – specific schemes	Resolve existing issues	STW	Through-out Plan period	£4-5M	STW
Flood prevention- general	Prevent/mitigate future issues	STW	Through-out Plan period		Developers
District energy network	Extension of low carbon district energy network	Coventry District Energy Company (CDEC)	Medium to long term		Developers
Electricity/Gas/ Telecommunications	Supplies to new developments	Utility and telecommunication companies	Through-out Plan period		Developers
Energy from Waste Plant	Refurbishment of existing incinerator	Council/ Solihull MBC	Medium-term		
Transport and accessibility	Network capacity improvements	CCC	Through-out Plan Period		Council/developers/private providers

<b>Social Infrastructure</b>					
Higher Education	University of Warwick expansion. Coventry University expansion.	University of Warwick/ Coventry University	Short/ Medium term		University of Warwick/ Coventry University
Secondary Education	Appropriate levels of accessible provision	Council/ Private providers	Academy programme		Council/ Private providers
Primary Education	Appropriate levels of accessible provision	Council/ Private providers	Through-out Plan period.		Council/ Private providers.
Health Facilities – City Centre Health Facility	Replacement building	PCT/LIFT/ Private Providers	Short-term (2010 start)		PCT/LIFT
Health Facilities – Hillfields Local Health Centre	Replacement building	PCT/LIFT	Short-term (2011 start)		PCT/LIFT
Health Facilities – general	Appropriate levels of accessible provision.	PCT/LIFT/ Private Providers	Through-out Plan period		PCT/LIFT/ Private providers.
Social services	Appropriate levels of accessible provision	Council	Through-out Plan period		Council
Emergency services	Appropriate levels of provision	Police/Fire/ Ambulance Authorities	Through-out Plan period		Central Government/ Council
Community facilities/halls	Appropriate levels of accessible provision		Through-out Plan period		Council/ Developer contribution
Libraries	Appropriate levels of accessible provision	Council	Through-out Plan period		Council

Cemeteries	Appropriate levels of provision	Council	Through-out Plan period		Council
Sports and Cultural facilities (including new City Centre Destination Sports and Leisure Facility)	Appropriate levels of accessible provision	Council/ Community providers/ Private providers, Sport England	Through-out Plan period		Council/ Community providers/ Private providers
<b>Green Infrastructure</b>					
Parks – NDC area	Sowe Valley and Manor Farm	Council	Short/ medium-term		Council/ Developer Contribution
Parks – Canley Regeneration	Prior Deram Walk and railway corridor	Council	Medium-term		Council/ Developer Contribution
Parks - general	Appropriate levels of accessible provision	Council	Through-out Plan period		Council/ Developer contribution
Allotments	Appropriate levels of accessible provision	Council/ Community providers	Through-out Plan period		Council/ Developer contribution
Natural spaces	Appropriate levels of accessible provision	Council/ Developers	Through-out Plan period		Council/ Developer contribution
Play areas	Appropriate levels of accessible provision	Council/ Developers	Through-out Plan period		Council/ Developer contribution

**PHYSICAL INFRASTRUCTURE**

Physical Infrastructure describes the hard pieces of infrastructure that are needed for many of activities that enable communities to function, such as roads, buses, pipes, wires and communications infrastructure.

**Transport: Sustainable Travel Infrastructure**

Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
Package of measures to encourage walking and cycling, especially shorter trips.	Measures include cycle routes, cycle parking, Cycle Hire and Travel Planning. Building on the objectives of the Cycle Coventry (Phase1) project, this scheme will create additional sections of the Coventry strategic cycle network to support access between residential areas and employment sites. This will support access the new development sites and help to constrain a corresponding increases in car traffic.	CCC	2	CCC, Centro	All Development Period	15	S38 / S278 / LGF / Other DfT grants	
Delivery of Infrastructure to encourage and enable the recharging of electric vehicles.	This will focus on charging infrastructure in public places e.g. on-street and public car parks. Private provision will be provided through the car parking SPD. Required to support increase economic activity in a more sustainable way which reduces the impact of traffic on air quality	CCC	2	CCC	All Development Period	1	CIL / LTP / DfT /other grants	
Development of Car Club network to support urban mobility and changing models in car ownership.	Providing infrastructure for car clubs, and the encouragement of their use will help to manage expected increases in traffic and help reduce the impact of high levels of car ownership on the street scene.	CCC	3	CCC	All Development Period	0.5	CIL / LTP / DfT /other grants	

Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost £	Funding Sources	Further details
Variable Message Signage to direct drivers to car parking	Provision of variable message signage to provide real time information to visitors using the city centre and in particular the ring road. Provides information on car parking, restricted routes and local attractions	CCC	2	CCC	2015-2031	£2.1M	ERDF	
Interactive Wayfinding Totems to be live by 15 <sup>th</sup> December 2015	Provision of interactive signs that enable pedestrians and cyclists to navigate around the city centre. They provide street level mapping and points of interest.	CCC	2	CCC	2015-2031	£380'000	ERDF	
Free city centre 4G Wi-Fi	Provision of free city centre Wi-Fi	CCC	1	Wireless Infrastructure Group	To 2031		Private Sector Investment with support from CCC.	
Public Transport payment system	This reduces a major barrier to travel and cost effectively encourages PT usage and a positive modal shift. Improves connectivity and accessibility within the journey to work area. Upgraded to a smartcard based cashless system which is accepted by all operators and rail.	Centro, Bus Operators	2	CCC	Medium Term	£5m	Centro / Private Bus Operators / CCC ITA Levy	

Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
Improvements to Coventry Railway Station as part of masterplan and Friargate.	Improved capacity and rail service frequency, and additional stations on the North-South rail corridor including Kingshill and Binley & Willenhall. Increased direct rail connectivity to East Midlands, Thames Valley and North. Heavy Rail is the most effective method of inter urban connectivity.	DfT Rail Franchise / Network Rail	1	Centro, Train Operating Companies, DfT Rail, DfT	Phased delivery throughout plan period	Costs to be determined as scheme specific details emerge.	DfT Rail Franchise / Network Rail	
Creation of multi modal transport hubs and wider transport network.	Mobility Hubs will provide a single point of access to a range of transport modes to support access to jobs and services for increased demand created through new housing and employment development proposals. Likely to be linked to the rail/rapid transit network	CCC	2	CCC, Centro, Network Rail, Train Operating Companies	Phased delivery throughout plan period	£20m	DfT grants, LSTF / CIL, Sec 106	
Rapid Transit Network	Rapid transit provides an ideal sustainable solution to improving connectivity between existing and proposed major investment sites such as Friargate, Ansty Park, Whitley, the University of Warwick and HS2/UK Central.	CCC	2	Centro, Bus Operator	Phased delivery throughout plan period	£80m	S106 / S278 / CIL / Major Scheme Funding / Private Sector	
Improvements to Leamington Road / St. Martin's Road roundabout and the B4101	This corridor strategically important to the Coventry's highway network providing access to numerous employment, higher education and residential areas as well as the national strategic road network. Delays at key junctions are suppressing development and economic growth.	CCC	2	CCC	Short / Medium Term	£1m	S106 / LSTF / S278 / CIL / LTP	
Major highway network improvements	Grade Separation of A45/A46 Tollbar End, widening of A45 Tollbar to Stivichall. Further Improvements to A46 / A428, and A46 / Sowe Valley Link Road. Extension of Active Traffic Management on M6 J4 to J2. Development of A46 to Expressway standard.	CCC	1	Highways England	Phased delivery throughout plan period	£200m	All HE committed Schemes	

Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
<b>Transport: Highway Infrastructure</b>								
Includes improvements to junctions at Holbrook Way, Foleshill Road, Stoney Stanton Road and Binley Road.	Bottlenecks along this sub-regionally important North-South corridor cause significant congestion during peak periods and re-routing of traffic to other less appropriate causes suppression of development. Major development sites along the corridor are predicted to increase levels of congestion.	CCC	2	Highways England	Phased delivery throughout plan period	£6.5m	S106 / S278 / CIL/LGF	
North West Link Road	Link road to improve capacity in the North Western sector of the city. Strategic upgrade from Coundon Wedge Drive/Long Lane to Winding House Lane and M6 Junction 3.	CCC	1	WCC/NBBC/HE	Throughout the life of the plan		CIL/S106/ERDF	
Enhancements to deliver improved access to UKC and HS2	*Rapid Transit east of Coventry *Improvements to A45 *Highway improvements to UKC linking planned housing and economic growth in the south of the city. Significant housing growth planned in the south of the city and the expansion of major businesses in the area, including the University of Warwick will cause additional pressure on an already busy and over capacity highway network. Improved transport links to UKC/HS2 will have substantial economic, agglomeration and business connectivity benefits.	CCC	2	Highways England	Medium/long Term	Costs to be determined as scheme specific details emerge.	S106 / S278 / CIL/Growth Deal	
Highway and public transport access improvements to all major SUE sites	Significant housing and jobs growth planned through the delivery of SUE sites must be well integrated into the existing transport network to enable the promotion of sustainable modes of travel and highway connections to the local and national strategic road network to meet the demands of business users and local residents.	CCC	2	Highways England	Medium/long Term	£50m	S106 / S278 / CIL/Growth Deal	

Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
Ring Road junction enhancements	<ul style="list-style-type: none"> <li>•Ring Road Junction 1 junction improvements</li> <li>•Ring Road Junction 2 removal of slip roads and closing of junction: creation of new development plots</li> <li>•Ring Road Junction 4 junction improvements</li> <li>•Ring Road Junction 5 junction improvements including new pedestrian crossings</li> <li>•Ring Road Junction 9 junction improvements including crossing at the canal basin either at grade or replacement bridge</li> <li>•Ring Road crossing between Parkside and Whitefriars Street</li> </ul>	CCC	2		Phased delivery throughout plan period	Costs to be determined as scheme specific details emerge.	S106 / S278 / CIL/Growth Deal/ERDF	
Capacity enhancement schemes	These busy urban radial corridors are already stressed and over capacity during peak periods. They provide both a local access and strategic feeder route function providing links to the A46, M6, A45/M42 Binley Road / Walsgrave corridor and Holyhead Road / Allesley Road corridors	CCC	2	Highways England	Medium Term		S106 / S278 / CIL /LTP	



Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
<b>Telecommunications</b>								
Broadband and telephone lines	Supplies to new developments	Tele Coms	2	CCC	Through-out Plan period	TBC	Developers	
<b>Utilities: Electricity and Gas</b>								
Electricity/Gas/	Supplies to new developments	National Grid and Western Power	2	CCC	Through-out Plan period		Developers	
<b>Utilities: Water and Sewage</b>								
Water supply	Removal of Pressure Reducing Valve in Stoke Aldermoor. Improvement to overall water distribution	STW	2	CCC/EA	Medium-term		STW/Environment Agency	
Water supply: general	Supplies to new developments	STW	2	CCC	Through-out Plan period		Developers/ Environment Agency	
Waste water and Sewerage facilities	Extra flows from new developments	STW	2	CCC/EA	Through-out Plan period		Developers/ Environment Agency	
Flood prevention: specific schemes	Resolve existing issues	STW	2	CCC/EA	Through-out Plan period	£4-5M	STW/ Environment Agency	

<b>SOCIAL INFRASTRUCTURE</b>
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Social Infrastructure describes the infrastructure that enables communities to thrive and establish. It covers a range of infrastructure that enrich our lives such as schools, libraries, community centres and sports facilities and which enable us to live our lives safely, such as emergency services.

Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
<b>Health</b>								
New and upgraded facilities.	Current evidence suggests that the creation of new facilities may be required in the Keresley and Eastern Green areas in order to ensure enhanced service provision within these two Sustainable Urban Extensions. Foleshill has been identified as a priority area for the provision of a new primary care development.	NHS England and Coventry and Rugby CCG	2	CCC	Through-out Plan period	Costs to be determined as scheme specific details emerge.	S106/CIL/NHS/CCG/Developer	
<b>Emergency Services</b>								
Police	Currently awaiting the findings of the West Midlands Police estates review.	WMPA	2	CCC	Through-out Plan period		S106/CIL	
Fire Service	Details to be considered at application stage.	WMFS	2	CCC	Through-out Plan period		Developer	
<b>Cultural Facilities</b>								
Libraries, community centres and meeting places.	Appropriate levels of accessible provision	CCC	3	Voluntary and third sector organisations	Through-out Plan period		Grant funding/S106/CIL/third party investment	
Sports and Leisure	Appropriate levels of accessible provision Sports and Cultural facilities (including new City Centre Destination Sports and Leisure Facility)	CCC	2	CCC/Community providers/ Private providers	Through-out Plan period		All sectors	
Parks, open spaces and woodlands	To provide new or improve parks, open spaces and woodlands within the city to address the deficiencies identified within the Councils 2008 Green Space Strategy or the impact on these areas by future residential developments.	CCC	2	Community providers/ Private providers	Through-out Plan period		CCC/Community providers/ Private providers	Details to be confirmed.

Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
<b>Education</b>								
Primary Broad spectrum special school	On the site of the former Alice Steven's site adjacent to Whitley Abbey Primary School	CCC	2		2017	Circ £10m	CIL/S106/ Developer	
Whitley Abbey Nursery Provision	Nursery provision at Whitley Primary school	CCC	2		2017	£500k	Linked with special school development	
Joseph Cash, provision of new places	Whitmore Park, additional places 2FE to 3FE extension	CCC	2		TBC	£2.5m		
Little Heath, IPP2014 from 1FE to 2FE	Acetate 400 homes, Pupils generated from development	CCC	2		Funding in instalments all by approx. 2018	£2.2m	CIL/S106/ Developer	Agreed, building works completed
Pearl Hyde, redevelopment of existing site and to increase from 1.5FE to 2FE Or rebuild as 3FE	Walsgrave Hill Farm 900 homes, Additional spaces, condition and suitability issues with existing building	CCC	2		School expansion currently deferred.	£8m	CIL/S106/ Developer	Replacement school not formally considered as yet.
New School, New Century Park	New 2 or 3 FE Primary school	CCC	2			£8m/ Provision of a site	Free School	

Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
New School, Banner Brook	New 2 or 3 FE Primary school Banner Brook Eastern Green 2250 Cromwell Lane 240	CCC	2			£5m/ Provision of a site	CIL/S106/ Developer	Land available now until 7/4/18
Mount Nod, provision of additional places, extending the school	To provide additional places for population increase from 1.5FE to 2FE Eastern Green 2250	CCC	2		Currently deferred	£1.5m	CIL/S106/ Developer	
Hollyfast nursery provision	New nursery	CCC	2		Jul-16	£250k	CCC	
Keresley Grange Primary School	Keresley Urban extension 3100 To provide additional places for population increase from 1.5FE to 2FE, with possibility of increase to 3FE	CCC	2		Currently deferred	£1.5m or £4.5	CIL/S106/ Developer	
Keresley new school	Keresley Urban extension 3100 New 2FE or 3FE Primary school	CCC	2		Dependent on build rate and other school expansions	Provision of a site	CIL/S106/ Developer	
North and East Foxford School	Sutton Stop 220, Grange Farm 100, Acetate 400 homes Walsgrave Hill Farm 900. Existing need 1FE	CCC	2		By 2022	Circa £2.5m Est £735k £317k from S106	CIL/S106/ Developer	

Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
Central Area: (Barrs Hill Blue Coat Eden Sidney Stringer	Paragon Park 700 homes Existing need 1 FE by 2017, 1FE by 2020, 1 FE by 2022, 2 FE by 2025	CCC	2		2025	Circa £12.5m	CIL/S106/ Developer	No secondary contribution
North and West New Secondary school 8FE	Keresley Urban extension 3100 homes 2018-2031 Existing need 1 FE by 2017, 1FE by 2018,1 FE by 2019, 1 FE by 2020,1FE by 2021 New housing = 3FE 5FE by 2021 + 3 FE	CCC	2		2021	£7.5m plus a site	CIL/S106/ Developer	
South and East	Allard Way Existing need 1FE approx. 2018, 3FE by 2019, 1FE by 2021	CCC	2		2021	Circa £12.5m	CIL/S106/ Developer	
Whitley Academy	London Road / Allard Way 165 by 2025 1FE	CCC	2		2019	Est £0.55m	CIL/S106/ Developer	
Eastern Green New Primary School	Linked to eastern Green Urban Extension – provision of new primary school and financial contribution towards secondary education	CCC	2		2031	£15m	CIL/S106/ Developer	
Caludon Castle Ernesford Grange Stoke Park	2FE 1FE  1FE	CCC	2		2019 2021  2018	TBC		

## GREEN INFRASTRUCTURE

**Environmental Infrastructure describes the open spaces and natural environment that are need to provide areas for biodiversity and recreation and quiet enjoyment**

Ref	Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
Keresley	Local district energy (DE) and wind turbine option	Dedicated Combined Heat & Power (CHP) energy centre serving residential, hotel, schools and commercial plus ground source heat pump under greenway Wind turbine serving area	Developer  Developer	2	Heat Networks Delivery Unit (part of DECC) ERDF Private investors	Outline planning stage	£10 – 15m  £1m	CIL Heat Networks Delivery Unit (part of DECC)  ERDF Private investors	Need energy centre and spine routes (4km)
Grange Farm Sutton Stop	Local DE	Dedicated CHP centre serving residential and industrial at Black Horse Road	Developer	2	SMEs at industrial estate HNDU	Outline planning stage	£3.5 to £5m	HNDU ERDF Private investors	Energy centre and spine route
Elms Farm	Local DE	Dedicated CHP centre serving residential, school and Walsgrave Triangle businesses	Developer	2	Firms on Walsgrave Triangle, school, HNDU	Outline planning stage	£2 – £3m	HNDU ERDF Private investors CIL	
Jaguar Browns Lane	Local DE	Dedicated CHP centre serving new and existing residential, existing and planned businesses	Developer	2	Existing businesses	Outline planning stage	£3.5 to £5m	HNDU ERDF Private investors CIL	

Ref	Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/ Plan Phase	Cost	Funding Sources	Further details
Whitmore Park (Meggit)	Local DE	Dedicated CHP centre serving new and existing residential, existing and planned businesses	Developer	2	Existing businesses	Outline planning stage	£3.5 to £5m		HNDU ERDF Private investors CIL
Eastern Green	Local DE and wind turbine option	Dedicated CHP energy centre serving residential, hotel, any planned school and commercial premises Wind turbine serving area	Developer  Developer	2	Existing businesses	Outline planning stage	£10 – 15m  £1m	HNDU ERDF Private investors CIL	
City Centre	Heatline district energy	Expansion and connection to existing Heatline network	CDEC Developer	2	HNDU Cofely Coventry University NHS	Outline planning stage	£3 - £4m (pipe only)	HNDU CDEC Cov Uni NHS CCC Developers Existing businesses CIL	AQ issue makes district energy a higher priority CCAP issue
Walsgrave Hill Farm	Local DE  Small scale hydro	Dedicated CHP centre serving new and existing residential, existing and planned businesses, hospital, retail, and existing school	Developer	2	HNDU NHS Existing businesses Environment Agency	Outline planning stage (DE)  2017 on	£5 to £7m  £0.5m	HNDU ERDF Private investors Govt (Feed in Tariff) CCC CIL	

Ref	Infrastructure Type/Project	Comments/Description	Lead Organisation	Priority 1=strategically essential 2=strategically desirable or locally essential 3=desirable	Other Partner Organisations	Timescale/Plan Phase	Cost	Funding Sources	Further details
Cromwell Lane	Local DE	Dedicated CHP centre serving new and existing residential, and existing businesses	Developer	2	HNDU Existing businesses	Outline planning stage	£3m to £4.5m	HNDU Private investors ERDF CIL	
Canley Regeneration	Local DE	Dedicated CHP centre serving new and existing residential, Xcel Centre, school and existing businesses	Developer	2	HNDU Existing businesses	Outline planning stage	£3.5m to £5m (possible link to Uni of Warwick system and WHG)	HNDU Private investors ERDF University of Warwick CIL	HNDU feasibility currently underway
Covtech Rugby site (as shown)	Local DE (possible link to Canley)	Dedicated CHP centre serving new residential, existing businesses and possible Xcel Centre	Developer	2	HNDU Existing businesses	Outline planning stage	£0.5m to £1m for current small site	HNDU/ERDF Private investors CIL	
Allard Way (former Whitley Pumping Station)	Local DE  Small scale hydro	Dedicated CHP centre serving new and existing residential. (Possible connection to Police buildings and residential on Chace Avenue)	Developer	2	HNDU NHS Existing businesses Environment Agency	Outline planning stage (DE)  2017 on	£2m to £3m  £0.5m	HNDU/ERDF Private investors Govt (Feed in Tariff) CCC CIL	
De-culverting the River Sherbourne		Where possible and practical, de-culverting of the River Sherbourne.	CCC	3	EH/EA/STW/CRT	To 2031,	C £40'000 per meter	ERDF Private investors CCC/CIL/S106	
Extension of Swanswell Pool and refurbishment of Volgograd Place		Where possible and practical, the refurbishment of Volgograd Place and extension to Swanswell Pool.	CCC	3	EH/EA/STW/CRT	To 2031,	TBC	ERDF Private investors CCC CIL/S106	



Information taken from the Coventry Playing Pitch Strategy 2014 - Costings to be confirmed

North West

Site ID	Site	Management	Current status	Recommended actions	Lead partners	Site hierarchy tier	Timescales
8	Bablake Playing Fields (CV6 2BU)	Leased to Christ the King FC from Coventry Schools Association (expires in 2036)	Contains football and cricket pitches. The two adult football pitches are slightly overplayed but rated as good quality.	Retain quality and current play.	FA ECB	Club	M
			Changing facilities considered to be poor quality, particularly for cricket. Bablake Old Boys CC report poor facilities and if they had access to better quality and/or segregated changing rooms, they could produce more teams.	Bablake School has been granted planning permission to build a new primary school at rear of Bablake Old Boys Sports Club. This could create an opportunity for the Club to provide new changing/clubhouse facility, tied in with changes to the entrance/access.	ECB		
			Also contains two full sized floodlit sand-filled AGPs. Both of standard quality and shared with Bablake School. Sikh Union Coventry HC uses the AGP and fields three mens teams.	Ensure sinking fund is in place for the future replacement of the carpet. Retain as a hockey pitches.	EH		
9	Bablake School off site Playing Fields (CV6 2NB)	School	Three good quality cricket pitches on site. Although Bablake Old Boys CC occasionally accesses a pitch, regular hiring costs are prohibitive.	Work with school to improve access to pitches for community use.	ECB	School	S
13	Barker's Butts RFC (SP272815)	Club	Three adult rugby union pitches with spare capacity. Recently pitch has become waterlogged resulting in postponement of play. The Club has plans to install floodlighting on its main pitch.	Improve pitch drainage in order to maximise use of the site/pitches.	RFU	Club	S
34	Coundon Hall Park (SP316823)	City Council	Pitches are affected by drainage issues. However, there is planned investment through Section 106 monies into the pitch drainage problems.	Key site for longer term investment in pitches and ancillary infrastructure.	City Council, FA	Strategic	M
40	Coventry Colliery Sports & Social Club (SP314851)	Club	Comprises a cricket pitch, two 11v11 football pitches, grass training area and two bowling greens. Changing provision at the site is limited and users often have to stagger kick off times. The pitches are of adequate quality but can become unplayable after heavy rainfall. The Club commissioned a soil analysis in May 2013, which identified a number of actions that require attention.	Support the Club's funding bid to Sport England's Inspired Facilities Fund for £15k pitch improvement and £12k for machinery.	ECB FA	Club	S
52	Eastern Green Recreation Ground (SP273804)	City Council	Contains one standard quality youth pitch and is currently unused.	Non-strategic site and therefore no need for investment from a sporting perspective.	City Council	Reserve	L
64	Hawkesmill Sports Club (SP301829)	Club	Two good quality grass football pitches with spare capacity at peak time.	Site could accommodate future play. Key site for The FA to retain quality and current play.	FA	Club	S – L (ongoing)
73	Jaguar Leisure Centre (SP297816)	Club	One good quality grass football pitch with spare capacity but unavailable at peak time.	Key site for The FA to retain quality and current play.	FA	Club	S – L (ongoing)
85	Old Wheatleyans (CV6 2NB)	Club	Two good quality senior rugby pitches with no peak time capacity. Club has identified no facility needs.	Retain quality and current play.	RFU	Club	S – L (ongoing)
127	Barr's Hill School (CV1 4BU)	School	Two tennis courts (recently refurbished and now used as a multi-sport area). Two further tennis courts (in a poor state of repair). A grass area approx 60 x 40 m (sloping and not suitable for use as a grass pitch). An all-weather pitch (redgra) approx. 98 x 56m (40 years old, considered unsafe and consequently no longer in use).	Support the school to improve its sports facilities on site by providing a new all-weather pitch, discussions about the long term future of its grass pitches should form part of this wider vision.	FA	School	S – L (ongoing)

Site ID	Site	Management	Current status	Recommended actions	Lead partners	Site hierarchy tier	Timescales
			In addition to the above the school owns a large area of land known as Copthorne in Keresley three miles from the main site. At present the site marked out with two senior football pitches but has the capacity to accommodate more. Coundon FC (the only FA development club in the City) is seeking to secure a long term lease on. The club currently uses 3 sites, Hollyfast Primary School, Coundon Court School and Coventry Colliery but would like to amalgamate as much activity as possible onto one site.	FA to advise on the best way to undertake this work, the likely costs and potential sources of funding. The land does not drain well in places and a pitch survey should be undertaken to determine what improvement works are required. Further investigation is required to determine access to the existing changing block located within Keresley Grange Primary School.	FA	Club	S – L (ongoing)
133	Coundon Court School (CV6 2AJ)	School	One good quality youth (11v11) football pitch with community used. Four good quality adult football pitches with no community use.	Work with school to retain/ improve access to community and to address latent demand and to develop school-club links.	FA	School	S – L (ongoing)
135	Cardinal Newman (CV6 2FR)	School	Two good quality adult football pitches with no community use.	Work with school to improve access to community to address latent demand and to develop school-club links.	FA	School	S – L (ongoing)
136	Sidney Stringer Academy (CV1 5LY)	School	Good quality full-sized 3G pitch available for community use.	Work with school to improve access and to increase number of training slots and support back to back modified games on Saturdays and Sundays for football.	FA	School	S – L (ongoing)
147	Woodlands Academy (CV5 7FF)	School	One good quality adult football pitch and two standard quality rugby pitches with community use but available at peak time.	Work with school to improve access and to help address grass pitch deficiencies in the area.	FA	School	S – M
146	Tile Hill Wood School (CV4 9PW)	School	One standard quality football pitch with community use. Two mini soccer and one youth (9v9) standard quality football pitches with no community use.	FA to work with school to retain/improve access to grass pitches for community use to address latent demand and develop school-club links.	FA	School	S – M
			Nine good quality tennis courts.	LTA to work with school to increase access to courts and to launch Satellite Club to meet latent demand for additional tennis courts.	LTA		S – L (ongoing)
143	Coventry Blue Coat School (CV1 2BA)	School	Cricket, football and rugby union grass pitches that are not available for community use. Full size 3G AGP is used by community and at capacity.	Ensure that previous Football Foundation investment (AGP) is being effectively utilised and is significantly enhancing football provision in the area.	FA	Key Centre	S – L (ongoing)
			Six good quality tennis courts.	LTA to launch Satellite Club linking with Beechwood Tennis Club to meet latent demand for additional tennis courts.	LTA		S – M

## North East

Site ID	Site	Management	Current status	Recommended actions	Lead partners	Site hierarchy tier	Timescales
28	Cash's Park (SP334806)	City Council	Pitches are affected by drainage issues and as a result the pitches are used to capacity.	Retain current play and seek opportunities to improve quality in order to protect future usage.	City Council, FA	Key Centre	S – L (ongoing)
36	Coventrians Rugby Club (CV6 4AH)	Club	One senior football and senior rugby pitch. Rugby pitch is overused by 2.5 sessions a week. Club has ambitions for floodlit pitches and training area, two additional changing rooms and security of the grounds including storage areas.	To address overplay of rugby pitches and work with club to realise ambitions of floodlights, changing rooms and training area.	RFU	Club	S
49	Dunlop Sports and Social Club (SP327821)	Club	Three good quality grass football pitches with spare capacity at peak time.	Retain current play on football pitches.	FA	Club	S – L (ongoing)
			Dunlop RFC (two good quality rugby union grass pitches) has no security of tenure. Its home ground has been sold as part of the disposal of the Dunlop site. The Club does not have an official lease and its current use is on the basis of a 'gentleman's agreement' with the new owners. This puts the Club at risk of eviction if the site owners wish to terminate sports use of the ground.	Work with rugby club to unsure security of tenure at site.	RFU		S
67	Henley College Coventry (CV2 1ED)	College	Two good quality grass football pitches with spare capacity at peak time and good quality sand filled AGP all with community use.	Work with college to retain current play.	FA	Education	S – L (ongoing)
70	Holbrooks Park (CV6 4BY)	City Council	Recent investment to improve pitch surface quality and enhance ancillary facilities, which were completed in October 2013. The facilities re-opened in January 2014 and the whole site will be fully operational for the beginning of the 2014/15 season. A Football Development Plan has been developed by the City Council and BCFA to support the increased use of these pitches. Funding of £242k was awarded from the Football Foundation.	Ensure that previous Football Foundation investment is being effectively utilised and is significantly enhancing football provision in the area.	City Council FA	Strategic	S – L (ongoing)
79	Longford Park (SP357832)	City Council	Two senior football pitches rated as good quality with spare capacity at peak time.	Retain and maintain as a sports pitch site. Site could accommodate additional usage from overplayed sites if required.	City Council	Key Centre	S – L (ongoing)
83	Morris Park (CV2 3GB)	City Council	Contains two good quality adult football pitches which are currently unused. Although previously used for Kabaddi events.	Retain and maintain as a sports pitch site. Maximise usage of the site to accommodate latent and future demand for football.	City Council	Key Centre	S – L (ongoing)
92	Sowe Common (North and South) (SP377832)	City Council	Key site which is overplayed and pitches are not adequately rested. Vandalism to the changing provision.	Key site for longer term investment in pitches and ancillary infrastructure	FA	Strategic	L
98	St Finbarrs Sport Ground (SP332831)	Club	Built in 2013, good quality 3G AGP (not full size). Doesn't have an FA performance test certificate.	Work with school to improve/retain access to community and work towards gaining FA performance test certificate.	FA	Club	S – L (ongoing)
128	Lyng Hall School (CV2 3JS)	School	Two standard quality adult pitches and one standard youth (11v11) football pitches; all with community use but spare capacity at peak time.	Retain access and use by community.	FA	School	S – L (ongoing)
129	Stoke Park School (CV2 4JW)	School	Five average quality tennis courts with no community use. LTA to launch Satellite Club at Stoke Park School linking with Coventry and North Warwickshire Club.	LTA to work with school to increase access to courts and to launch Satellite Club to meet latent demand for additional tennis courts.	LTA	School	S – M

Site ID	Site	Management	Current status	Recommended actions	Lead partners	Site hierarchy tier	Timescales
130	Grace Academy (CV2 2RH)	School	Two good quality adult and two good quality youth (11v11) football pitches with community access and spare capacity at peak time. Youth pitches are unused by community. One standard quality full-size 3G AGP with community use. One standard quality senior rugby pitch with no community use.	Retain/improve community access to grass pitches and 3G AGP.	FA RFU	School	S – L (ongoing)
134	President Kennedy (CV6 4GL)	School	One standard quality senior rugby pitch with no community use. Five good quality adult football pitches with spare capacity but not at peak time.	Work with school to improve/retain access to community.	FA RFU	School	S – L (ongoing)
141	Cardinal Wiseman School (CV2 2AJ)	School	One standard quality adult football pitch and one poor quality youth (11v11) football pitch neither with community access.	Work with school to improve access to community.	FA RFU	School	S
139	Foxford School (CV6 6BB)	School	One adult and one youth football pitches; both standard quality and spare capacity at peak time for community use.	Work with school to improve/retain access to community	FA	School	S – L (ongoing)
238	Owenford Road (CV6 3FS)	Leased to Coventry Jaguar FC from CCC	Site contains two youth football pitches which are rated as poor quality and used to capacity. The Club has aspirations to develop the facilities i.e. pitches and clubhouse facility on site and create a homeground for its teams.	Investigate scope to develop an additional pitch on the existing site. If unsuccessful, consider options to relocate to a larger site within a three to four mile radius of Owenford Road.	FA	Club	M
82	Moat House Leisure & Neighbourhood Centre (SP368819)	City Council	One full size 3G pitch.	Ensure that previous Football Foundation investment is being effectively utilised and is significantly enhancing football provision in the area.	FA	Key Centre	S – L (ongoing)

South

Site ID	Site	Management	Current status	Recommended actions	Lead partners	Site hierarchy tier	Timescales
1	Alan Higgs Centre (SP360773)	City Council	Contains five adult football pitches and one 3G AGP of standard quality having being built in 2004. It is a key site for delivery of disability football. Also contains four netball courts of poor quality which have declined over the last three years.	Retain as a priority site. Ensure sinking fund is in place for the future replacement of the AGP carpet. Seek funding opportunities to improve the quality of the netball courts in order to ensure continued future use of the site for competitive netball.	City Council, FA	Key Centre	M
3	Alvis Sports Club (CV3 6EG)	Club	Contains football and cricket pitches with spare capacity at peak times. Alvis Sporting Club FC is competing in the Premier Division in season 13/14. The Club has recently been granted planning permission for floodlights and has secured funding to develop a new changing facility. Changing facility considered poor quality for both sports. Cricket pitches are overmarked with football pitches and this is noted as a potential issue as drainage on the outfield tends to be poor. Alvis Sports & Social Club has aspirations to build a new changing facility. It provides two small changing rooms within the clubhouse and two within a portacabin structure at the rear of the building. Both facilities are inadequate for the current level of play at the site. Clubs using the site for cricket highlight this as a specific issue.	If promoted to a Step 5 league, ensure the home ground meets FA Ground Grade F requirements.	FA	Club	S
				Retain current play on cricket pitches.	ECB		S – L (ongoing)
5	Ashington Grove (SP356764)	City Council	Contains two standard quality adult football pitches which are slightly overplayed as a result of the quality.	Retain and maintain as a sports pitch site	City Council FA	Key Centre	S – L (ongoing)
12	Bannerbrook Park (SP269775)	Club	Massey Ferguson Sports & Social Club currently provides the changing accommodation for Bannerbrook Park (located approx. one mile away). As part of a Section 106 Agreement with Persimmon Homes from the sale of the old factory site for housing, a new facility/re provision will be provided. However, the development has not yet realised its full phasing and the re provision has been on hold due to the economic downturn.	FA acknowledges need for improved changing provision at the site and will work with the Club to develop plans for new facilities.	ECB FA	Club	M – L
14	Beechwood Lawn Tennis Club (SP317777)	Club	Beechwood Tennis Club has recently resurfaced two courts at the site and all of the courts are rated as good quality through site assessments. It has also received Sport England funding and is currently refurbishing the clubhouse.	Utilise investment into courts and clubhouse.	LTA	Club	S – L (ongoing)
18	Binley Recreation Ground (John White Community Centre) (SP378771)	City Council	One adult and four youth (two 7v7 and two 9v9) football pitches. All of standard quality and with spare capacity at peak time.	Ensure that previous Football Foundation investment is being effectively utilised and is significantly enhancing football provision in the area. Develop Football Development Plan and anchor tenant for the site.	City Council FA	Key Centre	S – L (ongoing)
24	Caludon Castle Sports Centre (SP375798)	PFI	Three football and three rugby union pitches rated as good quality with spare capacity at peak time.	Work with operator to increase usage.	City Council	Key Centre	S – L (ongoing)
26	Caludon Castle Park (CV2 5EH)	PFI	Full size sand-filled floodlit AGP.	Work with operator to increase/retain community access.	FA	Key Centre	S – L (ongoing)
27	Canley Sports and Social Club (SP287776)	Club	One senior football pitches rated as standard quality with spare capacity at peak time. Changing rooms unusable due to vandalism.	Refurbish changing rooms that were vandalised to enable usage by the Club.	FA	Club	S – M

Site ID	Site	Management	Current status	Recommended actions	Lead partners	Site hierarchy tier	Timescales
30	Clifford Bridge Rd Playing Fields (CV3 2DW)	City Council	One senior football pitch rated as standard quality with spare capacity at peak time. Site has been identified for relocating Trinity Guild RFC as part of the Gateway development. Plans propose three senior rugby union	Retain and maintain as a sports pitch site to service the needs of rugby union.	City Council FA RFU	Key Centre	S – L (ongoing)
32	Copsewood Sports and Social Club (SP367781)	Leased to Copsewood Sports and Social Club from British Land	Contains football, rugby and cricket pitches with spare capacity at peak times. Coventry Copsewood FC is competing in the Premier Division in season 13/14. The Club has reclaimed 585 square meters of additional grassed area and has plans to improve the drainage of existing pitches.	If promoted to a Step 5 league, ensure the home ground meets FA Ground Grade F requirements. Plans to redevelop its changing rooms and clubhouse facility recently confirmed by the FA.	FA	Club	S
			Copsewood RFC plan to field an additional senior men's team which will play fixtures as away matches only as site is already overplayed (by one session per week). Changing facility considered poor quality for all sports.	Alleviate overplay on competitive grass pitches by ensuring club has access to training areas/AGP	RFU		M
37	Coventry & North Warwicks Cricket Club (SP357788)	Club	Good quality cricket pitch, but it is severely overplayed, however there are no options to expand this site as it is land locked and the Club has considered selling and moving to a bigger site.	Club to continue to maintain pitches to retain level of play.	ECB	Club	S – L (ongoing)
			Consultation with the LTA and Coventry and North Warwickshire Tennis Club has identified quality issues with the Club's astro turf floodlit courts and demand to convert these to a hard court surface. Club also expresses latent demand i.e. number of courts at the site is not adequate to meet the needs of the Club.	Investigate potential to convert grass to hard court surface to accommodate latent demand.	LTA		S
42	Coventry Saracens RFC (CV3 2EY)	Club	One adult rugby pitch that has spare capacity, however the Club has a thriving mini/junior section. The Club leases home ground from City Council but cannot afford to renew its lease and therefore has no security of tenure.	Ensure all play (including future demand for mini/junior rugby) can be accommodated on site and work with club to ensure security of tenure.	RFU	Club	S – L (ongoing)
44	Coventry Technical RFC (SP294770)	Club	One senior football pitch and one senior rugby pitch. Rugby pitch is at capacity. Club leases ground from City Council (due to expire 2017) and hopes to extend to ensure long term future of club.	Retain current play and ensure future security of tenure.	RFU	Club	S – L (ongoing)
45	Coventry University (Westwood Heath Campus) (CV4 8GN)	University	Full size sand-filled floodlit AGP. High usage from Coventry University HC (two mens and two ladies teams) and Coventry and North Warwickshire HC (mens, ladies and junior teams) whom train and play matches at AGP.	Ensure site continues to be accessible for hockey training and competitive play and ensure that AGP surface quality is maintained in the long term.	EH	Key Centre	S – L (ongoing)
51	Earlsdon RFC (SP294768)	Club	Senior and mini rugby pitches with spare capacity at peak time.	Ensure all play, including University usage, can be accommodated on site.	RFU	Club	S – L (ongoing)
57	Floyds Fields (SP272782)	City Council	Lack of drainage, which subsequently impacts on the playability and quality of pitches.	Retain and consider for future investment	FA	Key Centre	S – L (ongoing)
69	Highway Sports & Social Club (SP300783)	Club	Highway Cricket Club reports an issue accommodating 3rd or 4th teams and therefore it is actively looking for a second home ground.	Work with club to investigate opportunities for a second home ground.	ECB	Club	S – M
84	Old Coventrians Rugby Club (SP302786)	Club	Three senior adult rugby pitches – all overplayed by 4.5 sessions per week. Need for upgrade of changing facilities and pitch drainage improvements identified by club.	Work with club to improve pitch drainage and improve access to training areas/AGP to alleviate overplay on competitive pitches.	RFU	Club	S
90	Pinley Rugby Club (CV2 3AA)	Club	One senior rugby pitch is overplayed by four sessions per week. Need for new changing rooms and additional pitch identified by club.	Alleviate overplay on competitive grass pitches by ensuring club has access to training areas/AGP	RFU	Club	S
94	Spencer Park (SP326783)	City Council	Contains one good quality youth football pitch which is currently unused. Old and dated tennis courts that are in need of refurbishment.	Retain and maintain youth football pitch. Retain tennis courts for recreational tennis and improve courts where possible.	City Council FA, LTA	Key Centre	S – L (ongoing)

Site ID	Site	Management	Current status	Recommended actions	Lead partners	Site hierarchy tier	Timescales
96	Sphinx Sports & Social Club (SP358784)	Club	Standard and Coventry Sphinx cricket clubs recently merged following the cricket pitch becoming unplayable for high standard cricket at Sphinx Sports and Social Club. The clubs now play as Standard CC at the Standard Triumph Sports Ground. It is predominately now a Gaelic football facility with changing rooms.	Retain as a sports pitch site to service needs of Gaelic football.		Club	S – L (ongoing)
99	Standard Triumph Club (SP273781)	Club	Informal discussions with other users of the site (rugby and cricket) are taking place to improve and develop the site. Planning permission and external funding may be required.	Work with clubs to develop new facilities at the site.	ECB RFU	Club	S
103	Stoke Old Boys RFC (CV3 2DG)	Club	One senior rugby pitch that is overplayed by two sessions per week. Club identified need for floodlit training area and extension to clubhouse. Funding and planning permission has been secured. Currently in discussions with RFU to improve quality of pitches.	Work with club to improve pitch drainage, clubhouse and improve access to training areas/AGP to alleviate overplay on competitive pitches.	RFU	Club	S
104	Stonebridge Highway Sports Ground (CV3 2QD)	Club	Two senior rugby pitches with no community use.	Transfer play from nearby overplayed sites.	RFU	Club	S – L (ongoing)
109	Trinity Guild RFC (CV8 3AL)	Club	Trinity Guild RFC's home ground is located on the outskirts of Coventry but is leased from the City Council. Potential relocation of Club means site is due to be closed for redevelopment.	Address the significant issues relating to the management and use of the site following relocation of Club to Clifford Bridge Road Playing Fields.	RFU City Council	Club	M
111	University Of Warwick (Cryfield Sports Pitches) (CV4 7AL)	University	Good quality grass football and cricket pitches with spare capacity at peak times.	Retain current play on pitches and work with university to maximise access to address latent demand and to develop club links.	FA ECB	Strategic	S – L (ongoing)
112	University of Warwick (Westwood Campus) (CV4 7AL)	University	Two full size sand-dressed floodlit AGP. Used by University of Warwick Mens and Ladies Hockey Clubs, which field four teams each and train and play matches on the AGP.	Ensure site continues to be accessible for hockey training and competitive play and ensure that AGP surface quality is maintained in the long term.	EH	Key Centre	S – L (ongoing)
116	War Memorial Park (SP328774)	City Council	Recent investment. War Memorial Park is a key site for tennis delivery across the City. It has Beacon Status and the City Council has received LTA funding to upgrade the courts as part of the wider enhancements to the Park. Also three grass football pitches on site.	Maximize recent investment and consider future investment into site.	LTA FA	Strategic	S – L (ongoing)
119	Whitley Common (SP345770)	City Council	Three good quality senior football pitches and a standard quality mini pitch. All have spare capacity at peak time.	Retain and maintain as a sports pitch site	City Council FA	Key Centre	S – L (ongoing)
124	Wyken Croft Playing Fields (SP368806)	School	Three good quality senior football pitches and a good quality rugby union pitch with no community use.	Programme usage to accommodate play from nearby overplayed sites.	FA RFU	School	S – L (ongoing)
126	Xcel Leisure Centre/ Westwood Academy (SP294772)	School	WRFU is keen to develop one AGP for rugby at the right site in Coventry. Strategically, an AGP located at Xcel (or Westwood Academy) would be well used by the clubs in the area i.e. Earlsdon, Barkers Butts and Coventry Tech. Site also has two standard quality adult football pitches with spare capacity at peak time.	Investigate the feasibility to install an IRB AGP to alleviate overplay on competitive grass rugby pitches across the City by ensuring clubs have access to appropriate training facilities.	RFU	School	S
			Two good quality adult football pitches with spare capacity at peak time.	Key site for FA to retain usage for football.	FA		S – L (ongoing)
131	Ernesford Grange (CV3 2QD)	School	One mini soccer good quality pitch with spare capacity at peak time. One youth (11v11) good quality football pitch with spare capacity but unavailable at peak time. One good quality adult football pitch but is unused by community.	Work with school to retain/improve community access.	FA	School	S – L (ongoing)

Site ID	Site	Management	Current status	Recommended actions	Lead partners	Site hierarchy tier	Timescales
132	Whitley Academy (CV3 4BD)	School	One adult and one youth (9v9) good quality football pitches with no community use.	Work with school to improve community access.	FA	School	S
144	Finham Park Secondary School (CV3 6EA)	School	Five adult good quality football pitches with spare capacity at peak time and one unused good quality mini soccer pitch.	FA to work with school to retain/improve community access.	FA	School	S – L (ongoing)
			LTA to launch Satellite Club at Finham School (12 good quality tennis courts) linking with War Memorial Park.	LTA to work with school to increase access to courts and to launch Satellite Club to meet latent demand for additional tennis courts.	LTA		S – M
140	Bishop Ullathorne School (CV3 6BH)	School	Six good quality adult football pitches with spare capacity at peak time.	Work with school to retain/improve community access.	FA	School	S – L (ongoing)
239	Chace Avenue (CV3 3PS)	Leased to Whitley Juniors FC from CCC	Contains one adult and one mini football pitch. The site is located on a floodplain and was flooded in February 2013. As a result, the Club is looking at options to install flood barriers and defences and this may involve raising the clubhouse facility. The Club also has plans to replace its changing rooms, which are dated, with new changing rooms that would be flood proof. However, external funding and planning permission would be required. It is in the process of converting its 7v7 pitch into a 9v9 pitch to accommodate the FA's new forms of the game. The site is solely used for football but the Club is keen to explore opportunities to accommodate other sports.	Support club with plans for flood barriers and clubhouse redevelopment.	FA City Council	Club	S – M



# **Coventry Development Plan 2016 Appendix 8**

## **Monitoring Framework**

## **Monitoring**

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

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

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

### Indicators and Targets

Policy	Indicator	Target
DS1	To monitor the completion of new homes, new employment land and new retail floor space	1,300 homes completed annually from 2017  At least 10ha of employment land completed annually from 2017
DS2	To work with Warwickshire authorities to monitor the completion of homes in each authority area on an annual basis	To be monitored in partnership with the CWLEP and the MoU
DS3	No indicator identified	
HWB1	Number of completed HIA's each year	Will depend upon number of qualifying applications
JE1	Monitor the supply and delivery of employment uses and report annually through the AMR.	Maintain a minimum supply of new employment land on a 5 year rolling cycle of 58ha.
JE2	Monitor the supply and delivery of employment land allocations and report annually through the AMR.	Maintain a minimum supply of new employment land on a 5 year rolling cycle of 58ha.
JE3	Monitor the loss of employment land to alternative uses and report annually through the AMR.	To not exceed 8ha per annum
JE4	Monitor the supply and delivery of office development and report annually through the AMR.	
JE5	Monitor the supply and delivery of R&D, Industrial and Storage/Distribution and report annually through the AMR.	
JE6	Monitor the supply and delivery of Tourism/Visitor Related Development and report annually through the AMR.	
H1	Number of net housing completions per annum.	2011-2016 (first 5 years): 1,020 homes per annum  2017-2031 (following 15 years): 1,300 homes per annum
	Extent of a 5 year land supply.	2011-2016 (first 5 years): 1,020 homes per annum

Policy	Indicator	Target
		2017-2031 (following 15 years): 1,300 homes per annum
H2	Monitor the supply and delivery of allocated sites and report annually through the AMR.	
H3	Monitor the supply and delivery of new homes that are within the identified sustainability criteria and report annually through the AMR.	100% of homes
	Completed number of starter homes and self build homes	To be monitored through annual trends
H4	Monitor the supply, delivery and type of new homes and report annually through the AMR.	At least 60% of new homes to contain 3 or more bedrooms
H5	Number of new properties that have received external wall cladding per year	125 per annum
H6	Monitor the supply, delivery and type of new affordable homes and report annually through the AMR.	348 per annum
	Monitor the number of relevant applications each year that contribute the full 25% affordable housing contribution	100%
H7	Monitor the supply, delivery and type of Gypsy and Traveller Pitches report annually through the AMR.	The completion of 16 new pitches by 2021 and a further 6 by 2031
H8	Monitor the supply, delivery and type of new Care Homes, Supported Housing, Nursing Homes and Older Persons accommodation and report annually through the AMR	To be managed against the level of overall need and supported by the Housing Strategy
H9	Monitor the density of new development and report annually through the AMR	<p>Outside the Ring Road a minimum of 35 dwellings per hectare (net) should be provided on Previously Developed Land.</p> <p>Inside the Ring Road should aim to achieve a minimum of 200 dwellings per hectare (net).</p> <p>Greenfield sites should achieve a minimum of 30</p>

Policy	Indicator	Target
		dwellings per hectare (net).
H10	Monitor the supply, delivery and type of new student accommodation and report annually through the AMR.	To be managed against the level of overall need and supported by the Housing Strategy
H11	Monitor the supply, delivery and type of new student accommodation and report annually through the AMR.	To be managed against the level of overall need and supported by the Housing Strategy
R1	Monitor the supply and delivery of new retail premises and report annually through the AMR.	Completion of at least 34,000sqm of retail floor space by 2021
R2	To bring forward for adoption an Area Action Plan for the City centre	Adoption by 2017
R3	Monitor the supply and delivery of new retail premises, the mix of retail premises and levels of vacancy report annually through the AMR.	To be monitored through annual trends but to show a reduction in vacancy rates
R4	Monitor the supply and delivery of new retail premises outside centres and report annually through the AMR	0%
R5	Monitor the proportion of retail frontages in non A class use	To not exceed 51% in any centre
R6	Monitor the supply and delivery of new A3-A5 premises and report annually through the AMR.	To form part of the target for R1
CO1	Monitor the supply and delivery of new social and community uses and report annually through the AMR.	At least 75% of new proposals completed within designated centres.
CO2	Monitor the loss of social and community premises to alternative uses.	To be monitored through annual trends
CO3	Monitor the number of new neighbourhood/parish plans adopted and number of sites added to the Assets of Community Value Register	To reflect on-going community engagement
GB1	To monitor the amount of new homes and employment land built on former Green Belt land each year	To reach 700 homes per annum from 2021
GB2	To be monitored jointly with Warwick District Council in relation to their development plan	

Policy	Indicator	Target
GE1	Monitor the delivery of new green infrastructure against the Green space strategy targets	To be monitored through the Green Space Strategy
GE2	Monitor the loss of green space to development	0%
GE3	Monitor the number of sites in positive conservation management through the AMR.	100%
GE4	Monitor the number of new TPO's issued	To be monitored on a trend basis year on year.
	Monitor the number of protected trees lost as part of development	0
DE1	To adopt supplementary design guidance for the SUE's and City centre	By December 2017
	To adopt supplementary design guidance for the rest of the city	By December 2018
HE1	Monitor the number of updated Conservation Area Appraisals.	1 per annum
HE2	Monitor the number of listed and locally listed buildings that appear on the at risk register nationally and locally	To establish a declining trend
HE3	To adopt a masterplan for the Heritage Park concept	by December 2017
AC1	To monitor the number of Planning Obligations secured that contribute enhancements to the highway network	To be monitored on a trend basis year on year.
AC2	Monitor the delivery of highway initiatives identified within the IDP	To be monitored on a trend basis year on year.
AC3	Monitor the number of applications approved that meet the parking standards	100%
AC4	Monitor the length of completed new cycle lane	To be monitored on a trend basis year on year.
AC5	To monitor bus patronage	An increasing trend year on year
AC6	To monitor rail patronage and footfall through Coventry stations	An increasing trend year on year
AC7	To monitor the provision of on-site lorry parking	Monitored as appropriate

Policy	Indicator	Target
	provisions	
EM1	To reduce carbon dioxide emissions	By 27.5% by 2020.
EM2	Number of new homes built each year above required building standards	To be monitored on a trend basis year on year.
EM3	Monitor the amount of the city's energy production from renewable sources	At least 10% by 2021
EM4	Monitor the amount of homes and employment land delivered within Flood Zones 2 and 3	0
EM5	Monitor the number of SUD schemes brought forward as part of new development	To be monitored on a trend basis year on year.
EM6	To monitor the city's air quality	To achieve and improving trend year on year
EM7	Monitor the amount of waste recycled and report annually through the AMR	50% by 2020
EM8	Monitor the amount of new development that takes place within MSA's	To be monitored for record – no target set
C1	To monitor the number of homes with superfast and ultrafast broadband access	95% coverage by 2021 and 100% by 2031
	4G mobile internet coverage	98% coverage city wide by 2017
C2	To record the number of new telecommunication masts that are erected each year	To be monitored on a trend basis year on year.
IM1	Monitor the number applications each year that secure planning obligations	To be monitored on a trend basis year on year.
	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	

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# **Coventry Development Plan 2016 Appendix 8**

## **Glossary of Key Terms**

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

**Affordable Housing**

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

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

**Air Quality Management Areas**

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

**Area of Local Distinctiveness**

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

**Biodiversity Action Plan**

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

**Building Research Establishment Environmental Assessment Method**

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

**Brownfield Land**

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

**Coventry Development Plan 2001**

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

**Community Infrastructure Levy**

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

**Circular**

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

**Comparison Shopping**

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

**Conservation Area**

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

**Convenience Goods**

Items bought on an everyday basis such as food-shopping

**Compulsory Purchase Order**

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

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

**Coventry and Warwickshire Local Enterprise Partnership.**

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

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

**DCLG**

Department of Communities and Local Government

**Density**

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

**Development**

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

**DIRFT**

Daventry International/Intermodal Rail Freight Terminal

**District Centre**

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

**Development Plan Document**

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

**Embodied Energy**

Energy consumed by a building throughout its life.

**Geographical Information System**

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

**Green Belt**

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

**Green Wedge**

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

**Housing Association**

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

**Habitat Biodiversity Audit**

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

**Housing Market Area**

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

**Local Biodiversity Action Plan**

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

**Local Development Document**

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

**Local Development Order**

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

**Local Development Scheme**

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

**Local Green Space**

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

**Local Nature Reserve**

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

**Local Plan**

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

### **Local Transport Plan**

Local Authority Transport strategy.

### **The Natural Environment & Rural Communities Act 2006**

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

### **Nathaniel Lichfield and Partners Retail Study**

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

### **National Planning Policy Framework**

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

### **Park and Ride**

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

### **Policies Map**

A geographical representation of policies contained in the Local Plan

### **Previously Developed Land**

See Brownfield.

### **Planning Obligation**

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

### **Planning Policy Statements**

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

### **QBAR**

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

### **Regional Centres Study**

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

### **Royal Society for the Protection of Birds**

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

### **Saved Policies**

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

### **Sequential Approach**

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

### **Strategic Housing Land Availability Assessment**

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

### **Supplementary Planning Document**

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

### **Sustainable Community Strategy**

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

### **Sites of Special Scientific Interest**

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

### **Sustainable Drainage Systems**

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

### **Sustainable Development**

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

### **Sustainable Transport**

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

### **Trunk Road**

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

### **Windfall Site**

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

### **Warwickshire Biological Records Centre**

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

### **Other**

**Use Classes Order 1987**

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

**Use Classes**

**A1** Shops

**A2** Financial & Professional Services

**A3** Restaurants & Cafes

**A4** Drinking Establishments

**A5** Hot Food Takeaway

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

**B2** General Industrial

**B8** Storage & distribution

**C1** Hotels

**C2** Residential Institutions

**C2A** Secure Residential Institution

**C3** Houses and flats

**C4** Houses in Multiple Occupation

**D1** Non-residential institutions

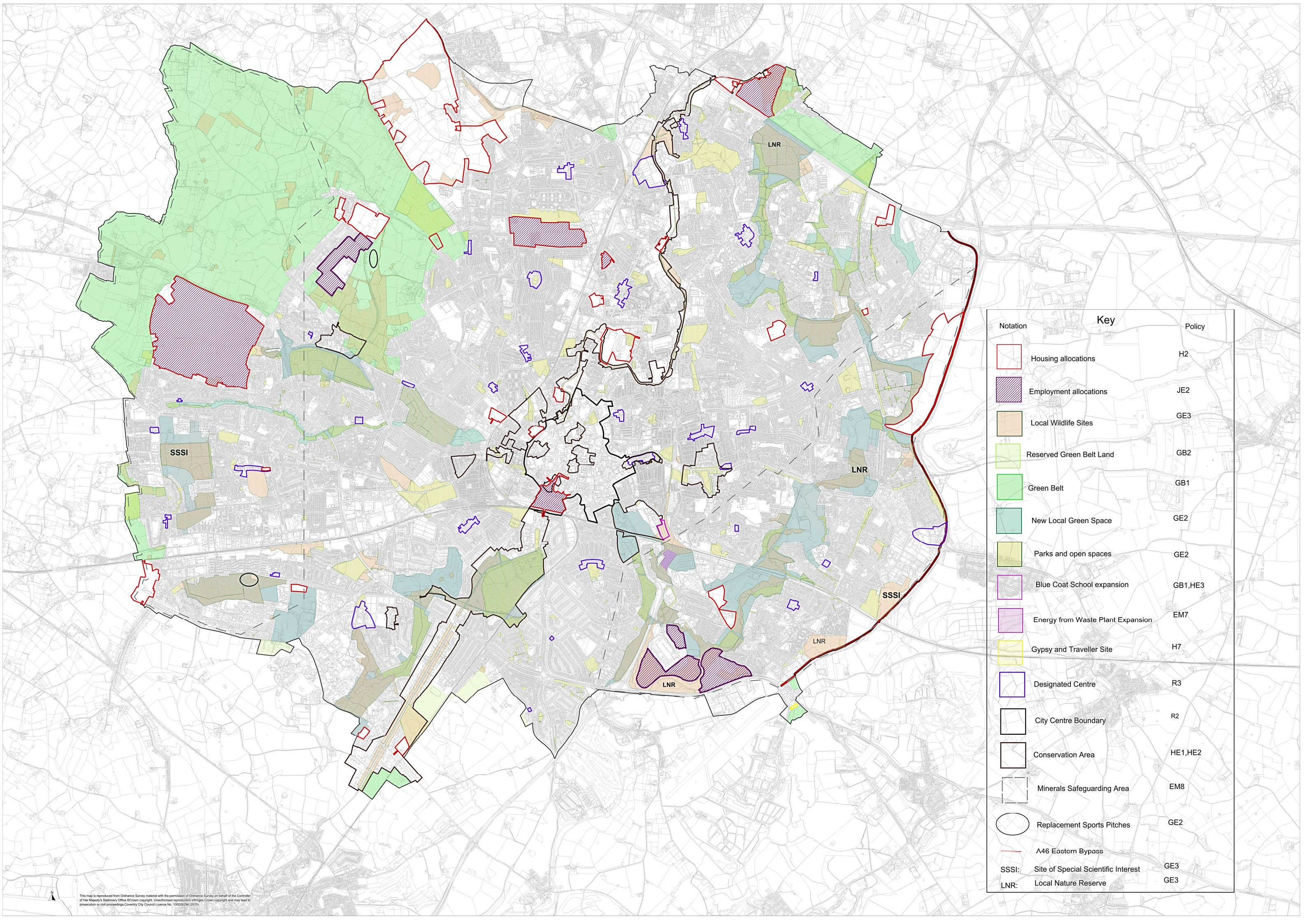
**D2** Assembly & Leisure

**Sui Generis**

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

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Notation	Key	Policy
	Housing allocations	H2
	Employment allocations	JE2
	Local Wildlife Sites	GE3
	Reserved Green Belt Land	GB2
	Green Belt	GB1
	New Local Green Space	GE2
	Parks and open spaces	GE2
	Blue Coat School expansion	GB1,HE3
	Energy from Waste Plant Expansion	EM7
	Gypsy and Traveller Site	H7
	Designated Centre	R3
	City Centre Boundary	R2
	Conservation Area	HE1,HE2
	Minerals Safeguarding Area	EM8
	Replacement Sports Pitches	GE2
	A46 Eastern Bypass	
SSSI:	Site of Special Scientific Interest	GE3
LNR:	Local Nature Reserve	GE3

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