

# University of Warwick Campus Framework Masterplan SPD: Consultation Statement

September 2024

## Introduction

1. The Campus Framework Masterplan Supplementary Planning Document (SPD) has been prepared jointly by Coventry City Council, Warwick District Council and the University of Warwick with support from Warwickshire County Council.
2. It gives effect to local plan policies which guide how the campus should develop and sets out a series of capital projects likely to be delivered by 2033 within the context of a longer-term vision to 2050.
3. The University works closely with the three local authorities and engages with local communities to ensure its operations, including new development on campus, are managed to avoid or minimise potential impacts on neighbouring areas and that they contribute positively to the local economy and the environment.
4. This statement sets out the process and outcomes from the public consultation carried out for the SPD during 2024.

## Town and Country Planning Regulations

5. The draft SPD was produced jointly by Coventry City and Warwick District Councils in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The relevant regulations relating to the consultation process are set out below.
  - **Regulation 12: (a)** requires the Council(s) to produce a consultation statement before adoption of the SPD. This must set out who was consulted, a summary of the issues raised, and how these issues were incorporated into the SPD. **(b)** requires the Council(s) to publish the documents for a minimum 4 week consultation, specify the date when responses should be received and identify the address to which responses should be sent.
  - **Regulation 35:** requires the Council(s) to make documents available by taking the following steps; make the document available at the principal offices and other places within the area that the Council(s) consider appropriate; publish the document on the Councils' websites.

## The Consultation Process

6. The draft SPD was prepared between October 2023 and March 2024. This involved a steering group chaired by Council officers and serviced by the University.
7. Warwick District approved the draft SPD for consultation in March 2024 and Coventry City Council approved the consultation in April 2024.
8. The consultation period was for 6 weeks, starting on 24 May 2024 and closing on 5 July 2024.

9. The Councils complied with the legislative requirements for consulting on an SPD, as well as the requirements set out in the Councils' own adopted Statements of Community Involvement.
10. This included:
  - Notification being sent to statutory consultees.
  - Hard copies of the SPD being available at:
    - Coventry City Council- all libraries within the Council's area
    - Warwick District council- Council Customer Services at the Royal Pump Rooms, One Stop shops/libraries around the district and Brunswick Healthy Living Centre.
  - An online version of the SPD being available on both the Coventry and Warwick District Council websites and signposted from the University of Warwick website.
  - Details of the consultation being available on the Councils' websites.
11. The Councils' websites invited comments via email. The Warwick District consultation portal allowed comments to be submitted online.
12. On 4 June 2024, a public consultation event was held at the University of Warwick Main Campus for local community stakeholders.
13. Attendees were encouraged to provide written responses to the Consultation via the website.
14. In addition, councillor briefings were held with portfolio holders and ward members from Coventry City and Warwick District Councils, and portfolio holders from Warwickshire County Council.
15. A total of 42 responses were received to the consultation.

### Issues Raised

16. A summary schedule of changes to the SPD text is set out at **Appendix B**.
17. Many respondents made similar points during the consultation and all the main ones are summarised in the table below, along with the responses.

Issue	Response
Net-zero aspirations	<p>Noted that the Net Zero Carbon DPD is now adopted. The draft text of the SPD was written in accordance with the emerging DPD.</p> <p>The SPD text has been amended to refer to the adoption of the Net Zero Carbon DPD and SPD in May 2024.</p> <p>Reference to Passivhaus standard has been added to the text.</p>

Biodiversity	Reference will be made to Warwick District Council's Ecology and Biodiversity Strategy which is considered a model for good practice for the restoration of nature.
References for the economic benefit of the University Campus	A reference to the economic benefit of the Campus has been included in the SPD text to provide context to the £1bn figure.
Highways including - impacts on the highways network - reference to existing Transport Plans - references to the A46 link road - references to peak time queuing on the Stoneleigh Road/Kenilworth Road/Gibbet Hill roundabout; - query as to whether potential future development at Westwood/Science Park has been modelled in relation to traffic - query regarding Arts Centre access; - query from TfWM regarding how routes and associated junctions can facilitate mitigation to accommodate additional trips; - query from TfWM in terms of presenting road safety statistics	<p>Traffic modelling has been completed in accordance with a methodology agreed with Coventry City Council, Warwickshire County Council and National Highways. There is a commitment to monitor and manage transport impacts over the lifetime of the SPD, with a transport fund available to implement mitigation if required.</p> <p>A number of text alterations have been made to ensure references to the A46 link road are clear.</p> <p>Reference will be made to the Campus Travel Plan, West Midlands Local Transport Plan, and the Coventry Area Strategy.</p> <p>Detailed assessment of the traffic impacts of the SPD has been completed using WCC's Kenilworth and Stoneleigh Wide Area (KSWA) model, a microsimulation model developed in Paramics (computer software) by SLR on behalf of WCC. A number of scenarios have been tested in accordance with WCC's Model Use Protocol (MUP). The Gibbet Hill Road/Kenilworth Road/Stoneleigh Road Island is referenced in the modelling. The SPD's additional vehicle trips - less than two additional vehicle movements per minute - are comfortably within the typical daily variation of link flows across the local highway network.</p> <p>Traffic modelling has been completed in accordance with a methodology agreed with Coventry City Council, Warwickshire County Council and National Highways. There is a commitment to monitor and manage transport impacts over the lifetime of the SPD, with a transport fund available to implement mitigation if required.</p> <p>A number of text alterations have been made to ensure references to the A46 link road are clear.</p> <p>Reference will be made to the Campus Travel Plan, West Midlands Local Transport Plan, and the Coventry Area Strategy.</p> <p>Detailed assessment of the traffic impacts of the SPD has been completed using WCC's Kenilworth and Stoneleigh Wide Area (KSWA) model, a microsimulation model developed in Paramics (computer software) by SLR on behalf of WCC. A number of scenarios have been tested in accordance with WCC's Model Use Protocol (MUP). The Gibbet Hill Road/Kenilworth Road/Stoneleigh Road Island is referenced</p>

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As reported in the SPD and presented in the supporting Trip Generation and Modelling Assessment Technical Note, a robust approach to highway modelling has been completed, assessing the impact of the SPD on both the strategic and local road network. Agreement on the assessment methodology and conclusions of the modelling has been reached by all highway authorities.

Without the SPD, queueing at the Stoneleigh Road/Gibbet Hill Road/Kenilworth Road roundabout (Junction 50 within WCC's KSWA model) is anticipated to slightly worsen in the future years as a result of background traffic growth.

The SPD trip generation demonstrates that it will generate less than two additional vehicle trips per minute during the busiest peak hours. Given the limited impacts of the SPD, no highway mitigation is required, and the SPD would not have an unacceptable safety impact or severe residual cumulative impact on the local highway network or strategic road network. There is an ongoing commitment to monitoring and managing transport impacts over the lifetime of the SPD, with a transport fund available to implement mitigation measures should trigger points be met. Further detail on this is provided with the SPD.

The SPD trip generation and modelling is based on an additional 31,000 sqm floorspace. Any additional floorspace above this figure would be subject to further modelling. Both the Science Park and Westwood Campus are identified as "two further areas of wider change which sit outside of the SPD proposals". Consequently, they have not been included within the trip generation assessment or strategic modelling undertaken as part of the SPD.

Full details on accessing the Warwick Arts Centre are available online: <https://www.warwickartscentre.co.uk/visit-us/getting-here/>. This includes access by car, bus, train and cycle. It also provides information on parking and a link to pre-book parking.

Extensive and robust traffic modelling has been completed in accordance with a scope agreed by WCC and National Highways. The distribution of University vehicle trips is based on turning count data and mobile network data (MND), reflecting the locations of car parking across the Campus.

Para. 4.14 of the 'Trip Generation and Modelling Assessment' details the assumptions that have been applied to reassigning displaced car parking demand.

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The models are highly dynamic and complex, particularly given that there are areas of congestion across nearby parts of the modelled network in the 2029 and 2037 scenarios. Therefore, in the future the distribution of traffic around the University may alter to avoid delay elsewhere on the network.

WCC, CCC and NH all agree that no highways mitigation is necessary to facilitate the SPD. Consequently, there is consensus that the local highway network can accommodate forecast additional trips. That said, funding from the Monitor and Manage Transport Fund could be made available, subject to agreement between all parties, towards highways mitigation if absolutely necessary.

The University takes safety across the Campus very seriously and is constantly seeking ways to improve safety by all modes. Monitoring of collisions is an evolving and continuous process and taking a snapshot of collisions for inclusion with a 10-year SPD is not considered appropriate. Detailed collision analysis was provided within the recent Transport Assessments that supported the WSS and STEM applications. Ensuring improvements in safety will be a key consideration of the Monitor and Manage Transport Sub Board.

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Delivery of a new railway station

Delivery of the station is subject to a number of engineering and financial challenges being overcome, including providing significant rail capacity upgrades between Coventry and Kenilworth.

Whilst the station is referenced in the SPD as an ambition, ultimately delivery will be contingent on the South Warwickshire Local Plan and a delivery programme that is facilitated by the DfT, Network Rail, rail operators, Warwickshire County Council's Transport team and any other key stakeholders. The elements referenced in the representation are therefore considered to be beyond the scope of the SPD.

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Public transport – buses and pollution caused by buses; potential impact of Wellesbourne shuttle bus

The University contribute financially towards two early morning bus services with National Express which serve the campus.

Monitoring of student addresses demonstrates that there has been a reduction in the number of students who live in and travel to the campus from Leamington Spa. Notwithstanding this, Warwickshire County Council have recently secured funding from the Department for Transport to roll out zero emissions buses across the County. In addition, the University are committed to monitoring and managing transport

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	<p>impacts, including public transport over the lifetime of the SPD.</p> <p>Students make up only a proportion of total bus users. It is not the role of the SPD to address wider transport/public transport issues in Leamington. No text changes to the SPD are proposed in this regard.</p> <p>The proposed shuttle service forming part of the Transport Obligations for the Main Campus SPD is not intended to replace existing public bus services.</p>
Archaeological potential	<p>Plan 21 and the supporting text has been changed to align with the assessment of Warwickshire’s County Archaeologist. This is in relation to the area around Cryfield House Farm and Cryfield Grange Farm which is now identified as high potential.</p> <p>Until the South Warwickshire Local Plan is adopted, policies HE1-HE4 of the adopted Local Plan provide the policy basis for considering archaeology and heritage matters as part of the assessment of a planning application.</p> <p>Heritage and conservation officers have contributed to the document and comments received will be duly considered.</p>
Heritage significance	<p>Minor edits to the text in response to Historic England’s comments on the assessment of the impact on the significance of a heritage asset in line with local and national policy and guidance.</p>
Future Eco Park	<p>As noted within the draft SPD, any land use (including energy generating uses) would be assessed against the relevant green belt policy. Plans for the Eco Park are at a very early stage. The potential for how the Eco Park could assist in the reconnection of ancient woodlands will be considered as plans develop.</p>
Flood Risk	<p>Hydraulic Modelling has been undertaken to assess the surface water flood risk. This has concluded that although surface water flooding is still present across part of the Campus, it is not as severe or frequent than identified on the Environmental Agency’s online map.</p> <p>Future development on the Campus should therefore refer to the Hydraulic Modelling as a baseline model for the assessment of surface water flooding across the Campus.</p> <p>Additional text has been added to the SPD following the update to the Hydraulic Model.</p>
Projected student population growth and student	<p>The SPD notes that the current ratio of on/immediately adjacent to campus student accommodation to students is</p>

<p>accommodation (on and off campus)</p>	<p>expected to be maintained. Any planning applications for purpose built student accommodation by the University or third parties would be assessed against relevant national and local adopted policy at the time of submission. The University will monitor the provision of student accommodation by third parties immediately adjacent to campus.</p> <p>Coventry City Council are in the process of undertaking a study of student accommodation across their jurisdiction. This will feed in to policies in the revised Coventry Local Plan and help inform the South Warwickshire Local Plan.</p>
<p>Impacts of students to residents of Leamington Spa and Kenilworth</p>	<p>The University of Warwick is committed to working closely with its neighbours for the wider benefit of the community. In liaison with Warwick District Council, the University part funds a Student Housing Officer in Leamington Spa to manage any issues arising regarding students in the town. A financial contribution is also made by the University to Warwick District Council related to waste management.</p> <p>Warwick District Council currently has an Article 4 Direction in place for parts of Leamington which has removed permitted development rights for changes of use from a house or flat to a small HMO.</p> <p>Since 2017, Policy H6 provides the current policy basis for determining applications for housing in multiple occupation and student accommodation. This includes certain restrictions (e.g. HMOs not exceeding 10% of total dwelling units within a 100m radius of the proposal, no continuous frontage of 3 or more HMOs etc). The policy will be reconsidered as part of the Local Plan Review/South Warwickshire Local Plan process. The SPD is supplementing policy MS1 of the Local Plan. As of 18th January 2024, Houses in Multiple Occupation became licensable. Further information is available at <a href="https://www.warwickdc.gov.uk/info/20163/private_housing/179/houses_in_multiple_occupation">https://www.warwickdc.gov.uk/info/20163/private_housing/179/houses_in_multiple_occupation</a> .</p> <p>Furthermore, HMO standards regarding noise and antisocial behaviour are set out in the Council's HMO Landlords Guide. Any concerns in relation to the management and protection of listed buildings should be reported to the Council's Conservation Officer for further investigation in the first instance. Listed buildings are designated by Historic England but locally listed buildings and designated by Councils.</p> <p>Noise and any other environmental health complaints should be reported to the Council's Environmental Health team for further investigation. Serious incidents should be reported to the police if people feel threatened or where people are breaking the law.</p>

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Contributions from the University towards policing in Leamington are not considered to meet the legal tests for planning obligations as set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (i.e. necessary, directly related to the development and fairly and reasonably related in scale and kind to the development). However, the suggestion has been passed on to the University for further consideration.

No amendments are proposed to the text of the draft SPD.

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Shared spaces and street furniture – implications for the those with visual impairments	Edits made to Design Principle 3 and Pedestrian and Cycle Strategy text with regards to public realm and accessibility.
NHS Integrated Care Board – request for commitment to delivery of health centre, or potential s106 contributions	The University remain in discussions with the NHS regarding the potential for a new health centre on campus to serve the student population, to replace the existing Health Centre on Health Centre Road.
Pedestrian access from Charter Avenue	There are no current proposals to implement a pedestrian access from Charter Avenue, however, this is something which the University will review, through liaison with the local community.

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