

Statement of Community

Engagement

Multi Storey Car Park to the South of
University House, University of Warwick

January 2017

Turley

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Client
Turley

Our reference
UNIQ3025

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1. Introduction

- 1.1 This Statement of Community Engagement (SCE) has been prepared by Turley on behalf of The University of Warwick (the applicant). It forms part of an Outline planning application for the erection of a multi storey car park (MSCP) on land at Kirby Corner Road/Gibbet Hill Road within the University of Warwick campus.
- 1.2 The proposed MSCP will replace an existing surface car park of 561 spaces – known as ‘Car Park 16’. It will accommodate a maximum of 1300 spaces. The development of the proposed car park will not result in an increase in spaces across the campus over the cap of 5422 spaces as set by the 2009 Masterplan and accompanying S106 Agreement. This is explained further in the submitted Transport Assessment.
- 1.3 Full details of the proposed development are set out in the Design and Access Statement, Planning Statement and technical reports submitted as part of this application. This SCE should be read alongside these other documents.
- 1.4 The SCE provides an overview of the consultation activities that have taken place in order to inform interested parties of the application proposals prior to the submission of the planning application.

2. Policy Context

2.1 The Applicant recognises that national planning policy places an emphasis on community involvement as an important part of the planning application process. To ensure the approach taken in the pre-application stages of this application is consistent with national and local guidelines, relevant policy was reviewed in full.

2.2 The Government's policy on community involvement is set out in a number of statutory and non-statutory documents, including the National Planning Policy Framework (2012), the Localism Act (2011) and the Planning and Compulsory Purchase Act (2004). In addition to national policy, Coventry City Council provides guidance on pre-application consultation in their Statement of Community Involvement (July 2012).

National Planning Policy Framework (2012)

2.3 The National Planning Policy Framework ("the Framework") sets out that the purpose of the planning system is to help deliver sustainable development and in doing so should be a collective enterprise. The Framework specifically promotes pre-application engagement and the frontloading of consultation. The purpose is to identify issues that can be resolved at the pre-application stage, thereby enabling the planning system to function more effectively and efficiently.

2.4 As set out in this SCE comprehensive community engagement has taken place prior to the submission of the planning application, in full accordance with guidance set out within the Framework.

Localism Act (2011)

2.5 The Localism Act provides the context within which the planning system currently operates. The Localism Act was given Royal Assent on 15 November 2011, setting out the Government's continuing intention of shifting power from central Government back into the hands of individuals, communities and councils.

2.6 The Localism Act introduced a number of changes of government policy including:

- decentralisation and strengthening local democracy;
- community empowerment; and
- a re-booting of the planning system including neighbourhood planning.

2.7 Following the designation of secondary legislation, the Localism Act 2011 will introduce the requirement to consult local communities on planning applications for certain developments, giving people the chance to comment when there is scope to influence proposals. Responsibility is placed on developers to:

- consult communities, having regard to advice that their local planning authority may provide;
- consider any responses before they finalise proposals and submit their applications; and

- account for how they have consulted the local community, what comments they have received and how they have taken those comments into account.

Coventry City Council Statement of Community Involvement (July 2012)

- 2.8 The Planning and Compulsory Purchase Act (2004) requires Local Planning Authorities to produce policy documents, called Statements of Community Involvement (SCI), which set out their expectations for community consultation as part of development plan making and in the planning application process. The engagement strategy for the proposed development has taken account of the Coventry City Council Statement of Community Involvement (SCI) which was adopted in 2012.
- 2.9 The SCI encourages all applicants of large scale developments to undertake pre application consultation with the local community. Table 3 sets out the recommended methods of pre application consultation which the Council suggest could be undertaken by applicants. These include:
- Use of a website
 - Erection of site notice
 - Exhibition
 - Press release
 - Councils Development Forum
- 2.10 The project team considered the Councils suggestions and policy requirements before undertaking the consultation strategy for the proposed development.

3. Consultation Activity

3.1 A comprehensive engagement strategy was formulated at the start of the project and included:

- Engaging with the planning and highways officers at Coventry City Council
- A briefing session with Coventry City Council Ward Members
- Consulting with the local community
- Consulting with University staff

3.2 The engagement strategy was developed with consideration of the government's policy on community involvement and Coventry City Council's Statement of Community Involvement, as detailed in Chapter 2.

Pre-application discussions with the planning authorities

3.3 In line with Government guidance on best practice, pre-application discussions were undertaken with planning and transportation officers at Coventry City Council.

3.4 These on-going discussions have taken place with the Council throughout the pre-application process. Comments made by the Council Officers have been taken into account in the evolution of the proposals and in the formulation of the strategy for engaging with the local community.

Engagement with Local Ward Members

3.5 Local Councillors representing Wainbody and Westwood wards were invited to a Member briefing on the afternoon of 16th January 2017. Ward Councillors for the adjoining Kenilworth Abbey ward in Warwick District were also invited due to the proximity of the application site and University campus to the District boundary.

3.6 Of the ten Ward Members invited to the briefing, two attended, both representing the Wainbody Ward.

3.7 The Members who attended the session were shown the plans for the proposed car park and members of the project team and representatives from the University were on hand to answer questions related to the proposals.

Consultation with the local community

3.8 A exhibition and drop in consultation session was held on 16th January 2017 between 3pm and 7pm at the Oculus Building on University Road. Invitations to the session were sent to c4,500 households within the CV4 7 and CV4 8 postcodes.

3.9 In addition, notification of the exhibition and drop in session was sent to the following:

- Westwood Business Park Companies
- Science Park tenants

- Cannon Park Residents Association
- Lynchgate Court Residents Association
- Finham Residents Association
- Finham Parish Council
- Burton Green Parish Council
- Burton Green Residents Association

- 3.10 A copy of the invitation to the consultation event is included in Appendix 1.
- 3.11 Information about the session was also published on the University's website 'Community pages' <http://www2.warwick.ac.uk/about/community/newsandevents/news/mscpjan17> and a feedback form published here <http://www2.warwick.ac.uk/about/community/communityengagement/campusdevelopments/mscpjan17/feedbackform>
- 3.12 Members of the Design Team and staff from the University, including the 'Keep Campus Moving' team and Business and Regional Engagement Team were on hand to answer questions from those attending the drop in session.
- 3.13 Large scale plans of the proposed development were displayed, together with information regarding campus wide parking provision and how the proposed car park fits in with the future parking strategy for the campus.
- 3.14 Approximately 30 people were recorded as attending the session.
- 3.15 Feedback forms were available for completion on the day or could be taken away and then sent back via post or email to the project team. A copy of the feedback form is provided at Appendix 2.

Consultation with University Staff

- 3.16 An exhibition and drop in session for University staff was held on 18th January 2017 between 3.30-7.30pm at the Oculus Building. All University staff were invited via the established internal communication channels.

4. Feedback

4.1 Across the different feedback methods 81 responses were received by the consultation deadline (31 January 2017).

4.2 The table below sets out the different formats the consultation feedback was received. An analysis of the responses received is provided in this Chapter.

Feedback Format	No of responses
Feedback form completed at external consultation event	2
Website	5
University Staff response	72
Email	1
Letter	1
Total	81

4.3 The feedback form for the external consultation posed three questions as below:

- Do you support the car park proposals?
- What do you like most about the proposals?
- If you have any concerns about the proposals, please tell us what you are most concerned about.

Respondents were then also given the opportunity to make additional comments or suggestions regarding the proposed development.

4.4 Respondents were also asked to identify what 'type' of respondent they were. The results were as follows:

Respondent 'type'	Number
Local Resident	6
Member of Community Group	1
Councillor	0
University staff	73
Other	1 (Science Park occupier)
Total	81

Response to Question 1

- 4.5 In response to Question 1 'Do you support the car park proposals', the majority of those who responded to this question answered 'Yes', with one respondent choosing not to comment on this answer.

Response to Question 2

- 4.6 Not all of those who responded answered this question. The comments which were made are set out below:

- *" It moves cars/exit away from Tesco"*
- *" recognise the importance of using the available land for maximising the capacity of car parking facilities adjacent the to the campus"*
- *" recognise the importance for sustainable growth at the UoW and its target to become a highly respected World Class Institution"*
- *"I like it if car park 7 will eventually be demolished and replaced with an academic building."*
- *"Good to get traffic off campus. Good to have more efficient flow into/out of Uni House car park. At present, traffic coming down Gibbet Hill Road and turning right into Uni House car park blocks all traffic behind. Good to have a turning lane"*

- 4.7 Both the external and internal respondents were asked for detail on any concerns they had about the proposed car park and were encouraged to communicate any other comments or suggestions. The responses made are summarised below:

External Respondents

- Concerned about the overall height – 7 storeys.
- Concerned about getting vehicles in and out of the car park and away from the campus fast enough to avoid additional traffic congestion.
- Opportunity to attend the consultation event was most welcome.
- Would like to have seen much more detail on existing and future proposals for parking spaces on the campus
- What temporary arrangements are intended whilst the new car park proposals are being implemented
- More clarity required on how the spaces will be allocated
- Projects like these provide opportunities to provide better bicycle parking facilities. I would propose to provide covered bike parking with a bicycle repair stand built into or close to the garage
- The ingress and egress onto Gibbet Hill Road and Kirby Corner should be designed so that they are friendly for pedestrians. This includes relatively tight

turning radii, speed tables for both departing and incoming vehicles and - crucially - giving pedestrians priority through zebra crossing or the like.

- When the Arts Centre Parking lot gets knocked down, it means that traffic that currently turns into campus at the Bus Exchange roundabout will then go all the way down Gibbet Hill Road, i.e. traffic will only be reduced on University Road on the bit between bus interchange and P7, but there will be more traffic on Gibbet Hill Road between the bus interchange and the new car park. In other words, for now, traffic will be redirected from one part of campus to another part of campus. The only solution I see is to also plan a parking structure by Gibbet Hill Road/Leighfield Road in order to capture all traffic coming down Gibbet Hill Road from Kenilworth Road. Only this will ultimately make sure that there is really less traffic on campus
- Concerned about current traffic levels in the area, and its impact on congestion, safety, pollution and environmental damage. Concerned about a lack of coordination and detailed information in order to scrutinise critical technical issues. The reports lack consideration of cross-boundary issues (ie WCC; CCC and others). The possible new housing developments in the area; HS2; the new A45/46 Link Road; in addition to all other ongoing developments is a major concern for the local area. A crude assessment of the circa 5- 6,000 parking spaces at UoW would indicate that the 3 key access corridors could be currently carrying at least 2,000 vehicles at peak time, or 1,000 vehicles per hour (assuming a 2hour peak), and this figure indicates our critical access corridors could be saturated. The recent junction improvements have all had a minor beneficial impact, but even these contain problems, and do not ideally address the ideal longer term solutions. It is unfortunate that so much development has been permitted, including other additional future possibilities, without sufficient consideration of the necessary supporting key infrastructure that was original foreseen in the very original Master Plan for UoW. Because of this lack in appropriate planning and foresight by the authorities, we will again now all have to suffer a period of temporary traffic measures over the longer term which will be a further unwelcome development for the local area.
- Querying the overall parking level on the campus. Seeking clarification on which car parks will be demolished and what are the future plans for those sites once the car parks are removed. Querying the lack of detailed elevations available to view. Concerned about loss of trees and landscaping on the site. Concern that the existing trees on Kirby Corner Road border will not provide an effective screen for the car park. Feels that the car park will be an eye sore from Gibbet Hill Road. Requests assurance that access control barriers will not be used. Considers that traffic increase on local roads will have a damaging impact on local business, particularly at the Science Park. Queried lack of consideration of potential traffic impact of additional 500 new homes on Westwood Heath. Traffic surveys should be undertaken for a wider area. Supports an increase in parking for the University but not at the expense of an increase in traffic onto local public roads. Does not consider that the consultation event constituted public consultation.

Internal respondents

- General issues with increased traffic and adding to existing traffic issues (approx. 14 comments)
- Being able to find a parking space and how stressful it is, especially after 9am (approx. 10 comments) This in turn made those who have child care issues or are carers for relatives anxious as they can't get to work early before spaces go
- Concerned about parking elsewhere during construction and the increased traffic meaning increase in getting to and from work, so adding to their day and potentially impacting on getting to work on time
- Traffic is bad getting out of the existing MSCPs - this can add around an hour to peoples day
- Clarification required about how they would like to understand where they are able to park during the construction of the MSCP
- Would like to see a reduction or refund of parking charges during the construction of the MSCP
- Incentives for using Car sharing schemes were suggested.
- Encouraging the use of other modes of transport, specifically increasing buses and advertising the subsidised bus better and cycling to work were suggested (approx. 10+ comments)
- Provision of a larger, secure, indoor bike store was suggested.
- Concerned about potential increase to parking charges

5. Applicants Response

- 5.1 The focus of the consultation was on encouraging comments and suggestions on the proposals and any other issues which respondents considered should be taken into account when shaping the development.

Applicant's Response

- 5.2 Every comment received has been recorded and considered to identify the issues raised¹. Where respondents raised more than one issue, each has been recorded separately. Through this process we have been able to identify commonalities and attributed issues to topic areas. For each topic area, the issues raised have been captured and summarised in Chapter 4. Below provides the Applicant's response to the issues raised.

- 5.3 Wherever possible community comments and suggestions have been fed into the final proposals. It is important to note that some community concerns will not always be overcome through the consultation exercise and that sometimes people have contradictory views.

Traffic impacts

- 5.4 The majority of comments received related to the impact of the car park on the local road network as a result of increased traffic to and from the University.
- 5.5 The University's strategic goal is for larger car parks to be provided around the periphery of the University, located on each major access road.
- 5.6 A Transport Assessment has been prepared and is submitted with the application. This confirms that the MSCP will replace car parking to be lost elsewhere on campus. The overall level of car parking at the University will remain within the cap of 5,422 car parking spaces set in the approved Campus Masterplan and S106 Agreement. As a result, the TA confirms that there will be no additional trips generated by this development.
- 5.7 The TA also confirms that, whilst the S106 agreement allows for an increase of up to 12% in traffic arriving and departing the University in the AM and PM peaks, traffic levels have reduced during the critical peak periods between 2007 and 2016.
- 5.8 The TA goes on to advise that the widening of the existing accesses to the car park, together with the addition of a ghost island right turn facility on Gibbet Hill Road, can accommodate the maximum of 1,300 spaces proposed with minor queueing and delay and no adverse effects on the local road network. The TA confirms that the traffic modelling shows that both Gibbet Hill Road and Kirby Corner Road accesses operate within capacity, including with a degree of change in routes to/from the car park. In addition, the introduction of flexible working hours to certain members of University staff has the potential to reduce the number of trips occurring within the peak periods.

¹ The comments forms received are available in full to Coventry City Council from the applicant upon request.

- 5.9 Some comments were made regarding the use of barriers on the car park entrance/exit and concern raised about how these can cause 'backing up' of traffic on the roads and therefore impede the efficient flow of traffic. It is proposed that the MSCP will use an Automated Number Plate Recognition system. This negates the need for barriers and is being used to successful effect on the Lynchgate Car Park.
- 5.10 Separately from the MSCP proposals there are proposals coming forward that will improve the traffic situation for people using Lynchgate Road. As part of the planning conditions for the Aldi Supermarket a roundabout is to be introduced at the Lynchgate Road /Shultern Lane junction. The University is in discussions with the Council with a view to assisting in the provision of an improved facility at this location.
- 5.11 In recognition of the traffic congestion that has occurred during the PM peak on Lynchgate Road, the University and the Science Park are in discussion with the Council with the view to bringing forward a planning application for a left turn exit only route from the Science Park directly onto Kirby Corner Road. This would enable people who normally leave the Science Park by Lychgate Road and then go via Kirby Corner Road to avoid travelling along Lynchgate Road and thus reduce traffic on Lynchgate Road.
- 5.12 Whilst these are outside the scope of this application, they are relevant to some of the points raised.

Parking during construction period

- 5.13 The Lynchgate car park opened in November 2016 providing over 600 new car parking spaces. This additional car parking capacity provides the opportunity to take approximately 400 spaces out of use during the construction of the new MSCP, for use by those who currently park in Car Park 16, prior to the spaces being occupied by NAIC staff when that comes into operation during 2018.
- 5.14 The application includes interim proposals to reconfigure the surface parking on the eastern part of the site that is not being used for the MSCP. These spaces are intended to be available during the construction period and will be closed once the new MSCP is open to ensure that the University does not exceed the 5,422 cap on parking numbers across campus.

Sustainable travel

- 5.15 Suggestions were made about how the University could boost sustainable travel, including incentives for the car share scheme, provision of larger cycle storage, promoting travel by bus and making the site and access arrangements pedestrian friendly.
- 5.16 The University welcomes these suggestions and is committed to encouraging sustainable travel choices. The University has completed a number of infrastructure improvements including the improvements to the bus facilities through the new Bus Interchange, and improvements to the pedestrian environment on Gibbet Hill Road within the central campus. Other initiatives include discounted public transport tickets, promotional initiatives and a restrictive car park management strategy.
- 5.17 The University's car share scheme has approximately 1,790 staff and students signed up and provides preferential parking for the Car Share users. The TA also confirms that

the University is committed to encouraging the use of sustainable vehicles, with 30 electric car charging spaces on campus.

- 5.18 The University has recently introduced 'UniCycles' rental bikes across the campus which has proved very popular and an expansion is under way to double the number of UniCycles.
- 5.19 The Kirby Corner Road and Gibbet Hill Road accesses will be linked by internal roads to enable the University's Campus shuttle bus to enter and leave the site in either direction. The shuttle bus provides links between the various buildings on campus and Coventry train station enabling access between car parks and places of work.
- 5.20 In terms of pedestrian access, as an existing staff car park the site is well served by an established network of pedestrian routes. The footpath adjacent to Gibbet Hill Road will be retained on the widened access into the site. Further detail on this matter is set out within the TA (section 4.8).
- 5.21 Although some responses raised concerns over increases in car park charges, appropriate car parking charges form an important part of managing demand. The University is committed to increasing its car parking charges above the rate of inflation as a measure to suppress parking demand.

Building scale

- 5.22 A small number of concerns were raised over the proposed scale of the building up to 7 storeys in height. Whilst the car park will be a substantial building, it is considered appropriate for its context, being screened from many angles by existing mature trees, and sitting within the University campus.
- 5.23 There are a number of MSCP established within the campus already which means that this type of support building is not an unusual form of development. Care will be taken to ensure that interest is inherent within the architecture whilst having regard to the importance of existing landmark features surrounding the site.

Detailed design

- 5.24 One respondent raised concern that no detailed plans were available to view. As this is an Outline application with all matters reserved except for access, detailed elevation drawings have not been prepared. A series of precedent images are set out in the Design and Access Statement which provide examples of the potential appearance of the car park. The Design and Access Statement also sets a series of design principles to inform the future detailed design of the MSCP. The detailed design is reserved for later approval by the Council as part of future Reserved Matters applications.

6. Summary and conclusions

- 6.1 This Statement of Community Engagement summarises the pre-application consultation that has been undertaken with the local community and stakeholders with regards to the proposed car park development at the University of Warwick.
- 6.2 It demonstrates that the University of Warwick has presented and discussed the proposals with key stakeholders and the local community including a briefing with ward councillors, a public exhibition and an internal University consultation.
- 6.3 The statement summaries the key issues that have been raised through this process and sets out the University's response to the comments raised and how the proposals have been designed with those comments in mind in order to minimise impacts and maximise safety.

Appendix 1: Invitation to public consultation



WARWICK
THE UNIVERSITY OF WARWICK

Public Consultation on a Multi-Storey Car Park off Gibbet Hill Road

The University is hosting a drop-in consultation on plans for a proposed new multi-storey car park to be located on existing surface parking, next to University House.

In recent years, we've started work to improve campus parking facilities. This includes a multi-storey which opened off Lynchgate Road in 2016 and this proposed new car park which we aim to open in 2018.

This is part of our wider travel plans which have included junction improvements delivered with the City Council, a significant increase in bus services and facilities, new cycle and pedestrian routes and a car sharing scheme.

The proposed car park will not result in any increase in traffic or parking over the levels allowed for in the 2009 Masterplan.



Public Consultation drop-in
3pm to 7pm, Monday 16 January 2017,
The Oculus, room OC1.03,
Central Campus,
University of Warwick

See reverse for details



Appendix 2: Exhibition Feedback Form



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UNIVERSITY OF WARWICK – PROPOSED MULTI-STOREY CAR PARK SOUTH OF UNIVERSITY HOUSE Feedback Form

Thank you for attending this exhibition. Now that you have seen our proposals, please let us know what you think.

Personal details:

Title: _____

Name: _____

Address: _____

Postcode: _____

Email: _____

I am a:

Local resident:

Member of Community Group:

Councillor:

Other (please specify):

Do you support the car park proposals?

Yes

No

What do you like most about the proposals?

If you have any concerns about the proposals, please tell us what you are most concerned about.

If you have any additional comments or suggestions regarding the proposed development, please state them below:

You can submit your views:

At the exhibition: Just put your form in the comments box or hand to a member of the team

Online: Visit the website and enter your comments at:

www2.warwick.ac.uk/about/community/communityengagement/campusdevelopments/mscpjan17/feedbackform

Post: Post your feedback form to the following address by 31 January 2017:

University of Warwick MSCP, C/O Turley, 9 Colmore Row, Birmingham B3 2BJ

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Turley