

Planning Statement

Multi-storey Car Park to the South of
University House, University of Warwick

January 2017

Turley

Contents

1.	Introduction	1
2.	Background	4
3.	The Site	6
4.	Proposed development	7
5.	Planning policy	10
6.	Planning Analysis	11
7.	Conclusion	17
Appendix 1: Relevant Planning Policies		18

Rachel Hall
rachel.hall@turley.co.uk

Client

University of Warwick

Our reference

UNIQ3025

31 January 2017

1. Introduction

- 1.1 This application is submitted on behalf of the University of Warwick in support of an outline planning application for the development of a multi-storey car park with all matters reserved except for access.
- 1.2 The description of development is as follows:

“Outline application for the erection of a multi-storey car park with associated accesses (all other matters reserved)”.
- 1.3 The car park will deliver a maximum of 1,300 car parking spaces on the site of the existing surface level car park 16. This is part of a strategic step involving consolidation of existing car parks and the creation of a smaller number of larger car parks around the periphery of the campus to avoid traffic being drawn across campus to find a parking space.
- 1.4 The new car park will be carefully managed by the University, operating under the University’s Travel Plan, and will not breach the maximum parking allowance for the campus set out in the planning permission and S106 legal agreement for the University’s campus masterplan approved in 2009.
- 1.5 Separate discussions are underway with Coventry City Council with regard to a potential new exit from Millburn Hill Road (on the University of Warwick Science Park), on to Kirby Corner Road in order to help split traffic exiting the Science Park and provide relief along Lynchgate Road during the PM peak hour.
- 1.6 This statement describes the principles of the proposals, assesses relevant planning policy, summarises key material issues and demonstrates why the development is required.

Application Content

- 1.7 This application is comprised of the following documents:
 - Application form and certificates
 - Planning statement
 - Design and Access Statement
 - Statement of Community Engagement
 - Plans and drawings:
 - Location Plan
 - Existing Site Plan
 - Proposed Site & Parameters Plan

- Site Sections & Parameters Plan
- Flood Risk Assessment incorporating a Drainage Strategy
- Transport Statement (and associated drawings)
- Biodiversity Survey and Report
- Habitat Suitability Assessment
- Arboricultural Assessment (main site)
- Arboricultural Assessment (Gibbet Hill Road access)
- Ground Investigation Report
- Desk Based Heritage Statement
- Sustainability Statement
- Air Quality Statement

Consultation

- 1.8 The University of Warwick has a strong record of providing meaningful engagement with local authorities, the local community and wider stakeholders for its development aspirations and plans.
- 1.9 The proposed development has been discussed through a series of positive meetings with officers of the Local Planning Authority (LPA) and the Highway Authority at Coventry City Council to ensure that they are fully briefed and supportive of the principle prior to submission.
- 1.10 The proposals were also presented at a public consultation event held in the Teaching and Learning building on campus on Monday 16 January. Invitations were sent to a large number of local residents, businesses and organisations within the area surrounding the site. An internal consultation of University staff and students was also held on Wednesday 18 January.
- 1.11 Full details of the public consultation undertaken, the feedback received and the applicant's response, are provided in a Statement of Community Engagement submitted with this application.

Statement structure

- 1.12 After this introductory section, the structure of the statement is as follows:
- Section 2: provides background on the campus and the masterplan;
 - Section 3: describes the site and its planning history;

- Section 4: sets out the development proposals;
- Section 5: summarises the relevant planning issues;
- Section 5: provides the planning analysis; and
- Section 7: sets out the conclusions.

2. Background

- 2.1 This section of the statement sets out the background to the University's growth and the relevant campus wide and site specific planning history.

The University

- 2.2 The University of Warwick was established in 1964, as part of the Government's plan to expand higher education. The land on which it is situated was gifted to the University for this purpose by both Coventry (then a City Corporation) and Warwick (then an Urban District Council).
- 2.3 The University of Warwick has become one of Britain's leading universities, and is top-rated for the high quality of its teaching and research as well as for its campus. It has also forged strong links with business, the region and with local communities.
- 2.4 The initial development plan envisaged a 400 acre campus stretching from the edge of Coventry, across Gibbet Hill Road and into the Warwickshire countryside, which was, at the time, in the West Midlands Green Belt (as approved in 1960). Successive development plans have been predicated on the campus ultimately expanding to fulfil its 1964 vision.
- 2.5 Outline planning permission was granted by Coventry City Council and Warwick District Council for extensive development across the campus in October 2009 (references: 54044 and W/07/1120 respectively). The outline permission secured consent for the following development, which includes a combination of infill and extension into areas of the campus with previously constructed roads and infrastructure:

'Development for university purposes including construction of buildings for academic teaching; research; social and administrative uses; sports and cultural facilities; residential accommodation for staff, students and visitors; other ancillary facilities including for the purposes of energy generation; access improvements for pedestrians, cyclists and vehicular traffic including public transport services; car parking; site infrastructure including drainage and mains services; hard and soft landscaping including structural planting.'

- 2.6 The on-going implementation of this permission has helped the University achieve its vision of making Warwick a universally acknowledged world centre of higher education, within the top 50 of world universities. It is also a central aspiration of the University to provide a mix of activities in all parts of the campus to create a vibrant, sustainable community.

The Masterplan

- 2.7 The University's Masterplan (covering the period 2008-18) permits growth of the campus by 171,000 sq m over the 10 year period. This represents a carefully managed 40% increase in floorspace across the campus.

- 2.8 The Masterplan's outline application was approved by Coventry City Council and Warwick District Council in October 2009. The Masterplan sets a number of zones, each of which permit different types and amounts of development to be sited within identified 'Main Areas for Development / Redevelopment', many of which are located in the Green Belt. These development areas also set the maximum parameters (e.g. floor areas, height/storeys, uses) to guide future development submitted against the outline planning permission as reserved matters. The proposed site is within Zone 2 of the Masterplan (Central Campus East) where 74,000 sq m of development is permitted up to a maximum of 5 storeys in height.
- 2.9 Alongside the approved Masterplan, a Travel Plan seeks to limit the impact of a 40% increase in development such that there is no more than a 12% increase in parking and a 9% increase in traffic. This relies on parking management, car sharing and encouragement of public transport use which is monitored campus-wide rather than building by building. In progressing new development, the University has carefully monitored and adhered to the requirements of the Masterplan and associated legal obligations, which has already achieved a meaningful reduction in traffic movements.
- 2.10 As the approved outline Masterplan permission only incorporates surface car park development, this current application is taken forward as a separate outline planning application, but broadly accords with the Masterplan principles.

3. The Site

Site Description

- 3.1 The application site is located on the University of Warwick Campus on the site of the existing surface car park 16. The site is within the northern area of the University's campus, which is on the southern edge of Coventry, approximately 5 km from Coventry City Centre and 5.8 km north of Kenilworth.
- 3.2 The site is located to the south of Kirby Corner Road and to the east of Gibbet Hill Road. University House, a three storey building, is adjacent to the east, together with surface car park 17. The site of the new National Automotive Innovation Centre is adjacent to the south, a four storey building which is currently under construction. A two storey Varsity pub is located to the west of the site. Further to the north of the site, to the north of Kirby Corner Road, is Coventry Athletics Track, Coventry Godiva Harriers and University surface car park 12.

Planning history

- 3.3 The site is included in the University's Masterplan, which was the subject of an outline planning permission approved by Coventry City Council and Warwick District Council in October 2009 (reference 54044 and W/07/1120 respectively).
- 3.4 In addition to the campus wide permission, a search of the Council's online database identified that the site formed part of a wider area of land subject to a number of historic applications from the early 1960s to the early 1990s, of which the parking now remains on site. A summary of these applications is provided below.

Application reference	Description of development
S/1962/0783	Erection of a Club House (see attached plan and decision notice)
S/1969/0810	Erection of a Stadium/Club/Sports Hall (see attached plan and decision notice)
S/1979/1873	Addition of a covered area to Stadium
L/1990/0445	Erection of a three storey office and 550 space car park (Outline) (see attached plan and decision notice)
L/1990/0818	Erection of a three storey office and car park (Full) (see attached decision notice)
L/1991/0724	Discharge of conditions 5 and 6 (car park layout and drop kerbs)
L/1992/0083	Amendments to elevations, surfacing, and facing materials
L/1993/1004	Amendments to landscaping and car park area

4. Proposed development

- 4.1 The application seeks outline planning permission with all matters reserved except access, for a new multi-storey car park building (MSCP) of up to 1300 spaces. The description of development is as follows:

“Outline application for the erection of a multi-storey car park with associated accesses (all other matters reserved)”.

- 4.2 As the approved outline Masterplan permission only incorporates surface car park development, this current application is taken forward as a separate outline planning application. Whilst it will be determined on its own merits, it demonstrates how it broadly accords with the principles of the Masterplan.
- 4.3 The following provides a summary of the key components of the proposed development which draws on the analysis provided within the Design and Access Statement and Transport Assessment, both of which should be read in full.

Access

- 4.4 This application seeks approval of the full details of the proposed accesses to the car park. The car park will be accessed from the two existing vehicular accesses to the surface car park, from Kirby Corner Road and Gibbet Hill Road.
- 4.5 The location of the car park access to the south of Toar Cottage is to be retained and widened to provide for left and right turning exit lanes.
- 4.6 The Gibbet Hill Road access requires widening of the carriageway along the eastern kerb line in order to provide a ghost island right turn lane for vehicles accessing the development.
- 4.7 The Kirby Corner Road access to University House is proposed to be retained in its current location, with amendments to the internal road layout to suit the proposed MSCP location and provide for left and right turn exit lanes.
- 4.8 The two 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 internal roads within the site will also provide access to the University House service area from Gibbet Hill Road.
- 4.9 Access will be controlled using Automatic Number Plate Recognition (ANPR) rather than barrier controls, a strategy which is being rolled out across the University. The proposed MSCP will be for staff permit holders only and clearly marked as such. ANPR cameras will monitor the car park entrances and exits and enforcement action will be taken against drivers who park without authorisation.
- 4.10 Full details of the vehicular access proposals are set out within the Transport Assessment and accompanying figures. The Transport Assessment also confirms that, as a location for an existing staff car park, the site is served by an established network

of pedestrian routes giving access to the wider campus, including Westwood Campus and Warwick Business School.

Layout

- 4.11 The proposed car park is to be located on the western portion of the existing surface car park. Outline planning permission is sought for a maximum footprint of the car park which is based on the combined footprints of a range of possible options. The maximum extent of the footprint is shown on the Proposed Site and Parameters Plan. A reserved matters application will be submitted to seek approval for the detailed layout, which will fall within this maximum extent. Indicative options for the ground floor layout are included within the Design and Access Statement to show the type of layout that could be achieved and that has informed the proposed maximum extent of the building's footprint.
- 4.12 During construction of the MSCP, the eastern part of the site will continue to be used for surface parking. To maximise the efficiency of this parking, some reconfiguration of spaces and adjustments to internal hard and soft landscaping is required. The layout of the surface parking during the construction period is shown on the Proposed Site and Parameters Plan. Once construction of the MSCP is complete and the car park is operational, the use of the eastern portion of the site for surface parking will cease.
- 4.13 It is anticipated that the interim layout of the car park during the construction period would be approved through a construction management condition applied to the outline planning permission, or through submission of the layout at reserved matters stage.
- 4.14 The proposals require the relocation of the existing cycle store. The University is currently considering the options to provide upgraded cycle facilities adjacent to University House following requests through the consultation and the site shown is indicative at this stage.

Scale

- 4.15 Outline planning permission is sought for the maximum scale dimensions of the proposed MSCP as shown on the Proposed Site Sections and Parameters Plan. This comprises a maximum height of 26m and a maximum footprint of 6,600 sq m.
- 4.16 The Design and Access Statement includes Massing Studies at section 2.3.3 which show views of the maximum extent of the car park in its context and relative to existing trees which provide screening from Kirby Corner Road and Westwood Heath Road. Views from within the campus on University Road are also included, as these represent a key view identified in the University's masterplan.
- 4.17 A reserved matters application will be submitted to seek approval for the detailed scale, which will fall within this maximum extent.

Landscaping

- 4.18 The Design and Access Statement confirms that the majority of trees around the perimeter of the site are retained, providing screening of the MSCP. A number of trees

from the centre of the site are required to be removed to facilitate the development, the majority of which are young grade B and C trees. The scheme has been carefully designed to avoid the need for removal of any grade A trees. Approval of any landscaping for the site will be submitted as a reserved matters application.

Appearance

4.19 The appearance of the proposed MSCP is sought in outline, with details of the proposed materials and treatment of the building's façade to be approved through a subsequent reserved matters application. To aid interpretation of the building's final appearance at this stage, the Design and Access Statement includes some design principles (at 2.3.4) as follows:

- A vertical emphasis to soften the horizontality of the MSCP
- Cores being expressed to break-up the mass of the MSCP
- Reduced cladding and/or planting along the base of the MSCP at pedestrian level for permeability
- Cladding taken to the top of the cores to provide screening of cars and lighting
- Softening the appearance and massing of the MSCP by using materials that are sympathetic to the context.

4.20 The Design and Access Statement also includes façade precedent images which give an indication of the types of material and structure of the façades that are anticipated to be taken forward at detailed design stage.

5. Planning policy

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise.
- 5.2 The site is located within the administrative control of Coventry Council where the Development Plan comprises the saved policies of the Coventry Development Plan (adopted December 2001). As the Development Plan was not prepared in accordance with the Planning and Compulsory Purchase Act 2004, the weight that should be applied to policy will depend on the degree to which they are consistent with the National Planning Policy Framework; the closer the policies in the plan to the Framework, the greater weight that may be given.
- 5.3 Assessment of the relevant policies of the Coventry Development Plan against the Framework confirms that on the whole, the policies are consistent and full weight should be applied in this instance.
- 5.4 The Council has been preparing a new Local Plan, which is in the process of going through examination. Although not yet adopted, given its advanced stage policies within this emerging Coventry Local Plan 2016 are also a material consideration. The Proposed Development's compliance with the Development Plan and relevant planning policies within the National Planning Policy Framework is assessed in the Planning Analysis chapter on a topic by topic basis.
- 5.5 A summary of the relevant planning policy is provided at Appendix 1.

6. Planning Analysis

- 6.1 This section of the statement identifies and addresses the main issues relevant to the determination of this planning application. It begins with the principle of development which includes reference to the Development Plan. The section then summarises topic specific matters such as ecology, design, transport and flood risk.

Principle of development

Development Plan compliance

- 6.2 The car park forms part of the University's strategy to move car parking towards the edge of campus so that it reduces the amount of traffic having to cross the University site, with associated benefits to the local road network, and makes better use of land on campus by introducing more decked parking.

The University is undertaking a phased replacement of older car parks, including the demolition of car park 7 near the Arts Centre planned for 2018. The application site contains 561 existing surface parking spaces which will be replaced by the proposed development. Along with other existing provision due to be lost, there is a need for replacement parking up to the Masterplan limit of 5,422 spaces. The maximum allowed level of car parking at the University was set by the 2009 Masterplan planning permission and S106 Agreement. The car park proposed in this application will not result in that level being exceeded.

- 6.3 The proposal complies with the purpose of policy SCL9 (University of Warwick) which supports the growth of the University and policy SCL6 (Education Facilities) which confirms the importance of providing new and expanded educational facilities in suitable locations.
- 6.4 The wider assessment work carried out in support of this application demonstrates that that there are no significant adverse impacts that would be associated with the development that would outweigh its benefits, when assessed against the policies in the National Planning Policy Framework.
- 6.5 As the Proposed Development is consistent with the Development Plan, then the presumption in favour of sustainable development can be applied, meaning that the local planning authority should *'approve development proposals that accord with the development plan without delay'*.

Design

- 6.6 In considering the scale of the MSCP, the development is proposed in an area of the campus which has seen a number of key modern buildings with vertical presence over the past few years. University House and the NAIC building which is under construction, are both substantial four storey buildings in this part of the campus.
- 6.7 The site is largely screened by existing mature trees, meaning the majority of views from the wider surrounding area will be filtered by the trees.

- 6.8 There are a number of MSCP established within the campus already which means that this type of support building is not unusual and is an accepted form of development. The Design and Access Statement establishes principles that will be adhered to through the detailed design of the car park. 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.

Trees

- 6.9 The Arboricultural Survey submitted in support of the application provides the condition and status for each individual tree and group of trees on the site.
- 6.10 The number of trees removed will be kept to a minimum, however approximately 98 trees are required to be removed, primarily from the centre of the site, to enable the construction of the car park, the majority of which are young category B and C trees. The proposed development does not result in the removal of any Category A trees.
- 6.11 A schedule is included within the submitted design and Access Statement which identifies those trees to be removed and those which will be retained as a result of the proposed development.

Ecology

- 6.12 An ecological assessment of the development proposals, including a phase 1 habitat survey, has been carried out and is submitted in support of the application.
- 6.13 The ecological desk study identified the following:

Nature Conservation Sites

- 6.14 It is considered unlikely that there will be any adverse impacts from the proposed development on any UK Statutory Sites due to the distance between the survey area and the sites, including the nearest site at Ten Shilling Wood, located 750m to the north west of the survey area.
- 6.15 It is considered unlikely that there will be any adverse impacts from the proposed development on any non-statutory sites, including the Polytechnic and University Sports Ground which is the closest to the site, located 100m to the west of the survey area.
- 6.16 Similarly, it is considered unlikely that there will be any adverse impacts on ancient woodland due to the distances from the survey area, with the closest ancient woodland located 1.6km to the south west of the survey area.

Habitats

- 6.17 As the proposals require the loss of some trees on site, the Ecological Appraisal recommends a Biodiversity Enhancement Strategy is taken forward, including planting of habitats of value to wildlife. This would also cover the loss of any part of the species poor hedgerow around the perimeter of the site, which is a Habitat of Principle Importance. Any trees to be retained are to be protected in accordance with the relevant British Standard.

- 6.18 The amenity grassland, bare earth, fencing, hardstanding and introduced shrub on site is considered to be of low diversity and to have minimal impact on the ecology of the local area.

Protected species

- 6.19 None of the trees on site were considered to provide suitable features for roosting bats. As the habitat on site provides suitable foraging and commuting opportunities for bats, the report recommends that any lighting is kept to a minimum and maintains dark areas and corridors.
- 6.20 No evidence of badger was recorded on site and there is no suitable sett building habitat, however as the site offers limited suitable foraging habitat, the report recommends measures to ensure badgers accessing the site during construction can exit the site safely. These measures will also apply to hedgehogs which have been recorded in the area.
- 6.21 The site is not considered to be suitable for reptiles. There are no waterbodies within the survey area that provide a suitable habitat for amphibians. Due to the presence of a waterbody 15m to the south of the survey area, which may provide suitable breeding habitat for amphibians, and limited suitable terrestrial habitat, great crested newt and amphibians may be present on site. A Habitat Suitability Index (HSI) assessment is therefore recommended which has now been completed and is submitted with the application. The HSI recommends presence/absence surveys to be undertaken for the ponds specified in the HSI at the earliest opportunity, complying with best practice on survey periods. Given the small scale areas of suitable foraging habitat within the site, a draft mitigation strategy is proposed to outline potential measures should breeding populations be identified within the ponds through the presence/absence surveys.
- 6.22 The trees, shrub and hedgerow on site provide suitable habitat for nesting birds. The report therefore recommends that vegetation clearing takes place outside of the nesting bird season where possible. Where it is not possible, any vegetation to be removed or disturbed must be checked by an experienced ecologist immediately prior to works commencing.
- 6.23 Due to the lack of plant diversity on site, the proposed development is not considered likely to have an adverse impact on invertebrates. The report also recommends that the invasive plant, Cotoneaster, is removed with care to avoid its spread into the wild.

Transport

- 6.24 A Transport Assessment (TA) has been carried out and submitted with this application. The report confirms that transport modelling conducted at the two proposed access junctions demonstrates that a car park of a maximum 1300 spaces can be accommodated with minor queuing and delay, and importantly no adverse effects to the local road network. The site currently contains 561 existing spaces and the proposals will not result in an increase in the total number of spaces on campus.
- 6.25 Both Gibbet Hill Road and Kirby Corner Road accesses are shown to operate within capacity, with sensitivity tests demonstrating that a degree of change in routes to / from the car park can be accommodated. The introduction of flexible working hours to certain members of the University staff together with other changes will potentially reduce the

numbers of trips occurring within the peak periods, these will have the effect of reducing existing congestion.

- 6.26 The Transport Assessment also confirms that the University is operating within the targets and caps set by the 2009 Masterplan permission and this will continue to be the case with this development.

Drainage and Flood risk

- 6.27 A Flood Risk Assessment and Drainage Strategy is submitted in support of the application confirming the following:
- 6.28 The site is wholly within Flood Zone 1 of Westwood Brook. This is confirmed by hydraulic analysis and demonstrates the site is at low risk of fluvial flooding.
- 6.29 The design provides a surface water management system that is in accordance with Coventry City Council's requirements, reducing inflows to the Westwood Brook and has been tested against a surcharge scenario.
- 6.30 Groundwater for the site is generally not a flood risk concern though excavations should mitigate against encounters from 2-3m and the artesian aquifer approximately 10m below existing ground level.
- 6.31 The surface water drainage design is shown within appendix B of the Flood Risk Assessment (drawing reference: CX_FRA_05 01), comprising an attenuation tank and discharge to Westwood Brook at the required discharge rate.

Historic Environment

- 6.32 A Historic Environment desk-based assessment in respect of the proposed development has been carried out.
- 6.33 The report confirms that there are no designated heritage assets within the proposed development site and whilst there are two grade II listed buildings and one grade II listed structure within 1km of the study area, the proposed development will not impact on the setting or significance of any heritage assets.
- 6.34 In relation to below ground archaeological remains, the report identifies that the site is within an area of multi-period archaeological activity, with the Iron Age settlement and banjo enclosure to the north as the main focus of the area. The report concludes that previous construction of the surface car park and previous sports field, including construction and later demolition of associated buildings, would likely have destroyed any below ground archaeological remains. The site is considered to have negligible archaeological potential.

Ground conditions

- 6.35 A Ground Conditions Preliminary Risk Assessment report has been prepared and submitted with the application. The aim of this report is to identify hazards in relation to ground conditions and potentially harmful substances, and to determine from published information the geological and hydrogeological conditions beneath the site and within the immediate vicinity. Based on the desk study information, the report confirms there is very little historical evidence to suggest the presence of significant soil or groundwater

contamination beneath the site. The report recommends that an intrusive ground investigation is completed prior to construction to gather data to determine options for foundation design and to confirm the findings of the Preliminary Risk Assessment.

Air Quality

- 6.36 An Air Quality Assessment has been undertaken by Arup and the associated report is submitted in support of this application.
- 6.37 The report suggests a number of mitigation measures to reduce/eliminate dust-emitting activities during the construction of the car park and recommends that these be contained within a Construction Environmental Management Plan. Assessment of the proposed car park in its operational phase has demonstrated a negligible effect on local air quality, on the basis that the proposals are for relocation of existing parking from multiple sites on campus to one site on the periphery, and therefore no specific mitigation is proposed.
- 6.38 To ensure compliance with the objectives of the Coventry City Council Local Plan and Warwick District Council Low Emission Towns and Cities programme, improvement and promotion of initiatives to promote sustainable transport are recommended to continue. This includes the provision of electric car charging infrastructure within the proposed MSCP to encourage use of electric vehicles. Further reference to charging points for electric vehicles is set out in the submitted Transport Assessment.

Sustainability

- 6.39 A Sustainability Statement has been prepared by Turley and is submitted in support of this application. The report sets out the national and local policy context with regards to sustainable development and the provision of energy from renewable sources. It notes that Coventry City Councils adopted policy requires 10% of a sites' energy requirements to be provided through on-site renewable energy generation. It then outlines the emerging Coventry City Council policy which states that all development is required to be resilient and adapt to future impacts of climate change.
- 6.40 The Statement comments that whilst adopted Local Policy confirms new development should deliver 10% of its regulated and unregulated energy through low carbon renewable energy, latest national planning policy and guidance confirms the Government's approach to sustainable development is being driven through future iterations of the Building Regulations and new development should focus on reducing predicted regulated energy use in line with the energy hierarchy.
- 6.41 The Statement sets out how the proposed MSCP will incorporate a number of sustainable design measures to respond to local and national policy, delivering a sustainable new car park. Given the car park's unique energy demand the potential low carbon renewable technologies are limited to electricity generating technologies such as small scale wind and Solar PV.
- 6.42 The Statement explains that the proposed new car park will aim to reduce energy use and therefore carbon emissions through a range of active and passive design measures including maximising natural daylight and use of efficient LED lighting.

6.43 With regards to meeting energy requirements by renewable energy, PV is considered to be technically feasible for the proposed car park and the Statement proposes an area of Solar PV to be mounted on the roof/over the car park. This will have the ability to generate 10% of the car parks energy demand. As this is an Outline proposal, the final energy demand and feasibility and viability of the Solar PV will be assessed at Reserved Matters stage.

7. Conclusion

- 7.1 This outline planning application is submitted on behalf of the University of Warwick for a new multi storey car park (MSCP) with all matters reserved except for access.
- 7.2 The application forms an important part of the University's car parking strategy to consolidate existing car parks and create a smaller number of larger car parks around the periphery of the campus, reducing traffic being drawn across campus to find a parking space.
- 7.3 The new car park will be carefully managed by the University, operating under the University's Travel Plan, and will not breach the maximum parking allowance for the campus set out in the planning permission and S106 legal agreement for the University's campus masterplan approved in 2009.
- 7.4 The site was identified for development within the University's approved Campus Masterplan and comprises a suitable site to accommodate a car park of this scale, being well screened from both within and outside of campus.
- 7.5 The Transport Assessment has confirmed that the proposed accesses can accommodate a car park of a maximum of 1300 spaces, without adverse effects to the local road network.
- 7.6 Assessment of the Proposed Development against policy has demonstrated that the application accords with the Development Plan as a whole with support provided at a national policy level.
- 7.7 As such and in accordance with the statutory provisions of Section 38(6), planning permission should be granted unless material considerations indicate otherwise.
- 7.8 In the circumstances the council is respectfully requested to follow the statutory duties set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004 and policy guidance within the Framework and grant permission on the basis that there are no material indications to indicate otherwise.

Appendix 1: Relevant Planning Policies

Coventry Development Plan 2001

The Coventry Development Plan was adopted on 9 December 2001. The site is located within the boundary of policy *SCL9: University of Warwick*. The policy favours development associated with growth of the University within the boundary, and makes reference to the University Development Plan which was adopted as Supplementary Planning Guidance by both Warwick and Coventry City Councils in 1995 and against which proposals for new development will be considered. This has since been superseded by the approval of the 2009 Masterplan.

Policy *AM22: Road safety* in new developments states that new developments will be required to have safe and appropriate access to the highway system together with satisfactory on-site arrangements for vehicle manoeuvring by means which avoid danger or inconvenience to pedestrians, cyclists or drivers.

Policy *BE20: Landscape Design and Development* sets out the Council's expectation that development will only be permitted which delivers a high standard of landscape design and boundary treatment.

Policy *BE2: The principles of urban design* requires new developments to take into account the following design principles:

- enhancing townscape and landscape character by reflecting locally distinct patterns of development;
- strengthening the continuity of street frontages and the enclosure of space by development which clearly defines the boundaries between private and public space;
- providing high quality public spaces which are safe, uncluttered, active and easily identifiable;
- making places that inter-connect and are attractive to move through;
- ensuring that developments are readily understood by users;
- encouraging developments which can adapt to changing social, technological, economic and market conditions;
- promoting diversity through mixes of use which work together to create vital and viable places; and
- ensuring that developments are sustainable in terms of their design, layout and density.

Policy *BE15: Archaeological Sites* requires a presumption in favour of the preservation of archaeological remains of national importance and their setting. Development adversely affecting known or suspected archaeological remains of less than national importance, or their setting or accessibility, will only be permitted if the benefits of the development clearly outweigh the likely harm. Preservation of remains is considered preferable, if feasible and all practical

measures for assessment, recording and protection must be taken. Suitable assessment may be required prior to the determination of a development proposal.

Policy *EM 2: Air Quality restricts developments* where likely damage to air quality cannot be satisfactorily mitigated.

Policy *EM 6: Contaminated Land* permits development on or adjacent to contaminated land only if any measures for remediation and protection required to ensure the health and safety of the development proposed and its users are identified and implemented.

Policy *GE11: Protection of Sites of Special Scientific Interest, Local Nature Reserves and Coventry Nature Conservation Sites* requires proposals which would have an adverse impact on any of these sites identified on the proposals map not to be permitted.

Policy *GE15: Designing new development to accommodate wildlife* requires a range of measures to accommodate wildlife in new developments, including the incorporation of new habitat features to attract wildlife.

Policy *OS4: Creating a More Sustainable City* aims to:

- Ensure the efficient use and re-use of land and buildings.
- Encourage rational modes and patterns of travel.
- Promote the good stewardship of the nature and built environment.

The policy states that sustainability assessments will be required in respect of large-scale or high impact development proposals in order to establish the best practicable mix of land uses and design of developments a relationship to the built and natural environment.

Policy *OS9: Access by disabled people* requires adequate provision for disabled people in new developments that are to be used by the public.

Emerging Local Development Plan

The Coventry Local Development Plan has been submitted for examination by an independent inspector and some hearings have taken place. Consultation on proposed modifications is anticipated before the final hearings take place. Given the advanced stage of the Development Plan, the following policies are a material consideration:

Policy *CO1: New or improved social community and leisure premises* supports proposals that are in accordance with the approved Masterplan for the University of Warwick, subject to high quality design proposals.

Policy *DS3: Sustainable Development Policy* states that the Council will take a positive approach when considering development proposals, to reflect the presumption in favour of sustainable development, working with applicants to find solutions to enable proposals to be approved wherever possible. The policy goes on to state that applications that accord with the policies in the Coventry Local Plan will be approved without delay, unless material considerations indicate otherwise.

Policy *JE1: Overall Economy and Employment Training* confirms that the Council will work positively and proactively with the business community in the city, inward investors, the city's two Universities, key public sector employers, the CWLEP and neighbouring local authorities to support sustainable economic growth and job creation. The policy sets out a number of measures that will be taken forward in this regard, including supporting the continued growth of the city's two universities and in doing so maximising the economic development and other community benefits associated with them.

Policy *EM1: Planning for Climate Change Adaptation* requires all developments to be resilient to, and adapt to the future impacts of, climate change through the inclusion of a range of adaptation measure specified in the policy, including minimising vulnerability to flood risk by locating development in areas of low flood risk and including mitigation measures including SUDS in accordance with Policy EM4.

Policy *EM2: Building Standards* sets out a number of sustainability standards that new development is expected to meet, including maximising energy efficiency and the use of low carbon energy. Developments should also be designed in accordance with the energy hierarchy and be submitted with a Sustainable Buildings Statement.

Policy *EM4: Flood Risk Management* requires all major developments to be assessed in respect of the level of flood risk from all sources. If development in areas at risk of flooding is the only option following the application of the sequential test, the policy sets out a number of criteria which should be met.

Policy *EM5: Sustainable Drainage Systems (SUDS)* requires all developments to apply SUDS and to ensure that surface water runoff is managed as close to its source as possible. The policy sets out a hierarchy for the discharge of surface water from the site, with infiltration and water reuse as the first priority, followed by discharge to a watercourse, followed by discharge to a surface water sewer. In exceptional circumstances where a sustainable drainage system cannot be provided, it must be demonstrated that it is not possible to incorporate SUDS and an acceptable means of surface water disposal is provided which does not increase the risk of flooding or give rise to environmental problems and improves on the current situation with a reduction in peak and total discharge.

Policy *EM6: Air Quality* requires major development schemes to promote a shift to the use of sustainable low emission transport (electric vehicles and vehicles that use biofuels) to minimise the impact of vehicle emissions on air quality. Major development proposals are also required to submit an air quality assessment to address background levels and feasibility of any mitigation measures required.

Policy *GE4: Tree Protection* states that proposals will be positively considered provided:

- (a) there is no unacceptable loss of, or damage to, existing trees or woodlands during or as a result of development, any loss should be supported by a tree survey;
- (b) trees not to be retained as a result of the development are replaced within a well-designed landscape scheme; and

- (c) existing trees worth of retention are sympathetically incorporated into the overall design of the scheme including all necessary measures taken to ensure their continued protection and survival during construction.

Policy *DE1: Ensuring High Quality Design* requires all development proposals to respect and enhance their surroundings and positively contribute towards the local identity and character of the area. In addition to requiring the protection of heritage assets in accordance with policy HE2, the policy sets out a number of key design principles, including:

- Responding to the physical context of the site
- Where appropriate, retain and incorporate into the layout the protection of important views, including key views
- Make places that inter-connect and are easy to move through
- Seek high quality design and attention to detail in the layout of developments, individual buildings and infrastructure in terms of function and impact, not just for the short term, but over the lifetime of the development.

Policy *HE2: Conservation and Heritage Assets* requires proposals to be supported where they preserve and, where appropriate, enhance those aspects of the historic environment which are recognised as being of special historic, archaeological, architectural, artistic, landscape or townscape significance.

Policy *AC1: Accessible Transport Network* covers proposals which are expected to generate additional trips on the transport network and sets our requirements for these proposals, including:

- integration with existing transport networks;
- consideration of the transport and accessibility needs of everyone living, working or visiting the city (with special attention to the needs of disabled people, young children, people with special needs and the aging population)
- supporting the delivery of new and improved high quality local transport networks
- actively supporting the provision and integration of emerging future intelligent mobility infrastructure including electric vehicle charging points, Car Club schemes and bicycle hire.

Policy *AC2: Road Network*, covers proposals which are predicted to have a negative impact on the capacity and/or safety of the highway network. These are expected to mitigate or manage the traffic growth which they are predicted to generate to ensure that they do not cause unacceptable levels of traffic congestion, highway safety problems and poor air quality. Developments should seek to support and accommodate measures which facilitate enhancements to the wider transport network, and be served by routes that are suitable for the purpose.

Policy *AC3: Demand Management* requires Transport Assessments and Travel Plans for developments which generate significant additional trips on the transport network. New

development proposals which require changes to the highway network are required to integrate with existing UTMC and ITS infrastructure strategy and development of the Key Route Network.

Policy AC4: *Walking and Cycling* requires proposals to incorporate appropriate safe and convenient access to walking and cycling routes. The policy supports high quality cycle parking and associate facilities as part of new developments.

Policy AC5: *Bus and Rapid Transit* requires new major proposals to have safe and convenient access to the existing bus network.

The National Planning Policy Framework

The National Planning Policy Framework ('the Framework') was published in March 2012 and is a material consideration in planning decisions. The Framework sets out the Government planning policies and how they are expected to be applied.

At its heart, the Framework confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, stating that the policies contained within, taken as a whole, constitute the Government's view of what sustainable development means in practice.

The forward to the Framework explains that:

'Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations'

A cornerstone of the Framework is the 'presumption in favour of sustainable development' (paragraph 14), which is confirmed as the 'golden thread' running through the planning system.

This means that local authorities should generally seek to approve development proposals that accord with the Development Plan without delay and, where the relevant plan is absent, silent or out of date, grant planning permission unless it would give rise to adverse impacts which would significantly and demonstrably outweigh the benefits, when assessed against the Framework as a whole. Development which is sustainable should go ahead.

The Framework also contains advice on the delivery of sustainable development across 13 key themes, of which, the following are considered of particular relevance:

Building a strong, competitive economy (paragraphs 18-22)

The Framework reaffirms the Government's commitment to securing economic growth to create jobs and prosperity and to meeting the twin challenges of global competition and a low carbon future. It advises that the planning system should do everything it can to support sustainable economic growth and to address potential barriers to investment.

Promoting sustainable transport (paragraphs 29-41)

All developments that generate significant amounts of vehicle movements to be supported by a Transport Statement or Assessment. Decisions should take account of factors such as whether opportunities for sustainable transport modes have been taken up, whether a safe and suitable access to the site can be achieved and whether improvements can be undertaken to limit the significant impacts of development. Bullet point 3 of paragraph 32 states that 'development

should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’.

Requiring good design (paragraphs 56-68)

The Framework gives a strong emphasis towards delivering good design:

‘Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people’ (paragraph 56).

Conserving and enhancing the natural environment (Paragraphs 109-125)

The Framework states that the planning system should contribute to and enhance the natural environment by, amongst other things, protecting and enhancing valued landscapes, geological conservation interests and soils, and minimising impacts on and providing net gains to biodiversity where possible.

Conserving and enhancing the historic environment (Paragraphs 126-141)

The Framework promotes the conservation of heritage assets in a manner appropriate to their significance, taking into account the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution they can make to sustainable communities and the desirability of new development making a positive contribution to local character and distinctiveness.

Decision-taking (Paragraphs 186-187)

At paragraph 187, local planning authorities are told to look for solutions rather than problems and that applications for sustainable development should be approved, where possible. They are also encouraged to work proactively with applicants to secure developments that improve the economic, environmental and social conditions of the area.

Turley Office
9 Colmore Row
Birmingham
B3 2BJ

T 0121 233 0902

Turley