

## UoW SPD proposed amendments to text – September 2024.

1. This note sets out the proposed amendments to the draft SPD text following receipt of comments made through the public consultation process.

Location in document/page/plan number	Details of changes proposed	Comments	Proposed text amendments (amended text in italics)
<b>Page 3</b>	Amend text to refer to consultation process and adoption	Text updated for review	<p><i>A public consultation on the draft SPD was launched by both local authorities between Friday 24 May 2024 and Friday 5 July 2024.</i></p> <p><i>All feedback has been reviewed and where appropriate, amendments to the SPD have been made.</i></p>
<b>Page 5</b>	Amend text to refer to Net Zero Carbon DPD as adopted	Text updated for review	<p><i>Warwick District Council declared a climate emergency in 2019 and has since produced a Net-zero Carbon DPD which has been through Examination in Public, the DPD was adopted on 24<sup>th</sup> May 2024. The objectives of the DPD are to minimise carbon emissions from new buildings and to support national and local carbon reduction targets. Alongside the DPD sits the Net Zero Carbon SPD which sets out further advice and guidance to applicants and relevant stakeholders on how to comply with the DPD policies. The SPD was also</i></p>

			<i>adopted by the Council on 24<sup>th</sup> May 2024.</i>
<b>Page 7</b>	Footnote to be added to provide context to £1 billion economic impact figure	Requested from Andrew Todd. Footnote to be added if publicly available document.	Footnote added referencing the following University website- <a href="http://Ourimpact.warwick.ac.uk">Our impact (warwick.ac.uk)</a>
<b>Page 8</b>	Amend text for SP4 to refer to safe and secure environment	Text updated for review	<i>To create an accessible, inclusive, safe, secure and people focused environment.</i>
<b>Page 9</b>	Amend text to refer to Net Zero Carbon DPD as adopted	Text updated for review	<i>This is in line with national and local policies including the adopted Net Zero Carbon DPD and SPD.</i>
<b>Page 11</b>	Amend text to refer to all users of shared spaces	Text updated	<i>Where opportunities arise as part of new development and can safely accommodate all users, the pedestrian environment will be further enhanced through consideration of shared surfaces, downgrading of road space, environmental improvements, including sensitively designed and located street furniture and potential closures (refer to Plan 16)</i>
<b>Page 13</b>	Amend text to state that any proposals for energy generating uses in the Eco Park would be assessed against Green Belt policy at the time of submission	Text updated for review	<i>Potentially energy generating uses (proposals for any such uses to be addressed against relevant Green Belt policy at the time of submission).</i>

<b>Page 14</b>	Amend text so it states 11 projects not 10 for consistency with list of projects.	Text updated for review	There are a further 11 potential projects...
<b>Page 17</b>	Green Fringe – EA have requested that text be added to refer to any development in the Green Fringe be a minimum of 8m from the top of the bank of watercourses.	BDP have advised this is acceptable	Green Fringe text to be amended to state that <i>“Any proposals within the Green Fringe should be set a minimum distance of 8m from the top bank of any watercourse”</i>
<b>Page 18</b>	Add in reference to the Local Transport Plan and Coventry Area Strategy.  Amend ‘moves’ to ‘modes’ in two locations	Text updated for review	New section called ‘ <i>Other Considerations</i> ’ to be added with the following additional text  <b><i>West Midlands Local Transport Plan 5</i></b> <i>The University endorses TfWM’s Local Transport Plan (LTP) 5 which sets out policies to promote safe, integrated, efficient and economic transport to, from and within the region. The statutory policy has a vision “for creating safe, reliable and affordable connections for everyone that are healthy, sustainable and efficient to create great places where generations will thrive”. This is to be achieved through implementing a range of plans and strategies with the overarching aims to reduce single occupancy car</i>

		<p><i>usage and promote public transport and active travel.</i></p> <p><b>Coventry Area Strategy</b>  <i>As set out in TfWM’s LTP Core Strategy, an Area Strategy for Coventry is being developed in partnership between TfWM and CCC to apply and tailor principles and policies from the LTP to the local area. The University will work with TfWM and CCC to identify transport interventions for neighbourhoods around the campus and along key transport corridors to support the transport and movement objectives of this SPD.</i></p> <p><b>Campus Travel Plan</b> – the following text to be added on page 18 after “...viable non-car alternatives for campus users to consider.”  <i>“This is embedded within the University’s Travel Plan which was subject to a comprehensive review and refresh in 2024, supported by extensive surveys and to be monitored biennially against ambitious targets.”</i></p> <p><b>Future Transport Zone</b> - page 18 text to be amended so that it reads as follows:  <i>“A close collaboration with local and regional authorities has seen the</i></p>
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<b>Page 19</b>	University of Warwick Station – add text to refer to financial challenges which need to be overcome before the station can be developed	Text updated for review	<i>Delivery of the station would be subject to a number of engineering and financial challenges being overcome, including providing significant rail capacity upgrades between Coventry and Kenilworth.</i>
<b>Page 19</b>	Add in reference to Campus travel plan	Reference added to Page 18	
<b>Page 20</b>	<p>Amend text to consideration of the needs of all users in the design of enhanced pedestrian and cycle routes.</p> <p>Amend text to refer to new cycle parking being appropriately designed</p>	Text amended	<i>New and enhanced pedestrian and cycle routes will be designed in accordance with local guidance and the Government’s National Design Guide, ‘Local Transport Note 1/20 – Cycle Infrastructure Design’ (LTN 1/20) and ‘Active Design Guidance, taking into consideration the needs of all users.</i>

			<i>To accommodate the expected uplift in active travel up to 2033 and beyond, adequate, appropriately designed cycle parking....</i>
<b>Page 21</b>	Add in reference to Future Transport Zone	Reference added to Page 18	No need to add additional reference to FTZ on page 19 as covered on Page 18.
<b>Page 21</b>	Add in reference to Park Mark for car parks.	Text updated for review	<i>The University will endorse the principles of 'Park Mark' which sets out guidance to achieve safe, legible parking environments.</i>  Suggested note to add link to Park Mark Guidance at bottom of page.
<b>Page 23</b>	Additional concluding paragraph added at the end of the Trip Generation and Traffic Modelling section	Additional text added	<i>The conclusions of the traffic modelling demonstrate that additional University vehicle trips are less than two vehicles per minute during the busiest peak hours, which is not a material change. The modelled highway network in WCC's KSWA model is highly sensitive and there are high growth assumptions up to 2037 without the SPD. Consequently, with the addition of a small number of University vehicle trips as a result of the SPD, there is some additional queueing and longer journey times in some locations. Given the limited impacts of the SPD, it is agreed</i>

			<i>with CCC, WCC and NH that 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.</i>
<b>Page 23</b>	Amendments to text to change terminology used in reference to Section 106. Additional text added	Additional text added	<p><i>A legal mechanism to support this SPD with 'Monitor and Manage' elements which set out a framework of agreed mitigations in response to changes in travel behaviour will be progressed, binding members of the Monitor and Manage Board.</i></p> <p><i>This will allow individual planning applications to come forward within the parameters set by the SPD, without the need for these to be subject to standalone traffic modelling and detailed assessments.</i></p> <p><i>The proposed content of the legal mechanism is provided at Appendix 1</i></p>
<b>Page 25</b>	Add in reference to EV charging on campus	Proposed text amendments included in accompanying draft SPD. Parvez / George to confirm agreement.	<i>Continue to lead on the conception and development of future transport infrastructure (including provision of EV charging facilities where appropriate), so that...</i>

<b>Page 26</b>	Add in reference to Passivhaus	Text amended	Additional bullet point added as follows:  <i>Aspire to Passivhaus standard where possible and appropriate.</i>
<b>Page 26</b>	Additional text suggested by EA to be added	BDP have reviewed and agree with proposed text changes by EA	Under 'Water', add text in italics to the following bullet point  <i>"undertake comprehensive flood risk assessments to ensure our future buildings are not at risk of flooding and do not exacerbate flood risks elsewhere, and explore and implements opportunities to reduce flood risk where possible"</i>
<b>Page 27</b>	Add in reference to Biodiversity Action Programme	Footnote added	Footnote added to refer to WDC Biodiversity Action Programme and Warwickshire, Coventry and Solihull Biodiversity Action Plan. Hyperlinks provided.
<b>Page 32</b>	Potentially add in any reference to updated hydraulic model which BDP advise; also any text changes they advise are required in response to EA comments	Amended /additional text agreed with BDP.	Amend third para of last column to read  <i>" The Westwood Brook Hydraulic model has been updated to reflect modern modelling standards and current climatic conditions to inform the flood extents within the campus in line with</i>



			<p><i>Environment Agency and Lead Local Flood Authority requirements. The new hydraulic model includes local enhancements of watercourse connectivity within the campus and updated hydraulic rainfall estimates to generate a revised set of flood risk outlines. The updated model demonstrates that surface water flooding has reduced compared to national mapping due to the representation of culvert connectivity through the campus.</i></p> <p><i>Any future development within the campus should refer to the updated hydraulic model report as the baseline for the assessment of surface water flooding across the campus.</i></p>
<p><b>Page 33</b></p>	<p>Add in additional text as recommended by EA in relation to SuDs</p>	<p>BDP have reviewed EA text and advised it is appropriate to be added</p>	<p>After 'engineering requirements' add in the following text</p> <p><i>“Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should:</i></p>

			<ul style="list-style-type: none"> <li>• <i>be suitably designed</i></li> <li>• <i>meet Governments non-statutory technical standards for sustainable drainage systems – these standards should be used in conjunction with the National Planning Policy Framework and Planning Practice Guidance</i></li> <li>• <i>use a SuDS management treatment train –use drainage components in series to achieve a robust surface water management system that does not pose an unacceptable risk of pollution to groundwater</i></li> </ul> <p><i>The design of infiltration SuDS schemes and of their treatment stages needs to be appropriate to the sensitivity of the location and subject to a relevant risk assessment, considering the types of pollutants likely to be discharged, design volumes and the dilution and attenuation properties of the aquifer.</i></p>
<b>Page 35</b>	Slight amendment to text to refer to significance	Updated text from Turley heritage.	<i>Where development is proposed which may impact on the significance of the heritage assets, including any contribution made by their setting,</i>

			<i>proposals should seek to preserve the significance of the heritage asset in line with adopted national and local policy and guidance.</i>
<b>Page 35</b>	Amendment to plan 21 to amend archaeological potential around Cryfield Grange to be high rather than medium		Plan updated in line with AOC's comments: new plan here to be inputted into final SPD: <a href="#">05. Drawings</a> once all comments issued.
<b>Page 36</b>	Add in text here re appropriate level of field investigation to be undertaken	Text updated for review	<i>The extent of assessment will depend upon the level of potential of the site under consideration and appropriate level of field investigation,</i>
<b>Page 37</b>	Add in text here to refer to the fact that referencing the transport contributions do not preclude other potential s106 contributions being sought from future development.	Text updated for review	<i>This does not preclude other non-transport obligations being sought from future development where consistent with the guidance in this SPD.</i>
<b>Page 38</b>	Text changes in relation to terminology used.  Updates made to Section 1 and 2 to reflect Planning Permission now granted and Section 106 Agreements signed for Social Sciences and STEM applications.	Text updated for review	Text now corresponds with confirmed contributions in STEM Section 106 Agreement.

<b>Page 39</b>	Terminology amended ; additional information regarding Monitor and Manage sub board added to footnote	Text amended for review	
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