

Land South of Westwood Heath Road - Coventry
Pre-Application Submission - August 2024



For RAINIER

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3612	P02	06/08/2024	Minor comments addressed	APu	TBo
3612	P02	07/08/2024	Corrections to some of the diagrams	APu	TBo

1. INTRODUCTION

Introduction

Purpose of this document

This document sets out Rainier Real Estate's emerging proposals for a brownfield previously developed site to the south of Westwood Heath Road, Coventry, adjoining the University of Warwick.

It supports a pre-application request to Coventry City Council on the principle of development and design approach for a scheme comprising up to 400 bed spaces purpose-built students accommodation (PBSA), well-connected to the University of Warwick's core campus.

An outline planning application is to be prepared with all matters reserved for future determination apart from access.

Applicant & Design Team

Applicant: Rainier Real Estate

Planning Consultant: Marrons

Architect: Maber

Ecology: EDP

Arboriculturalist: EDP

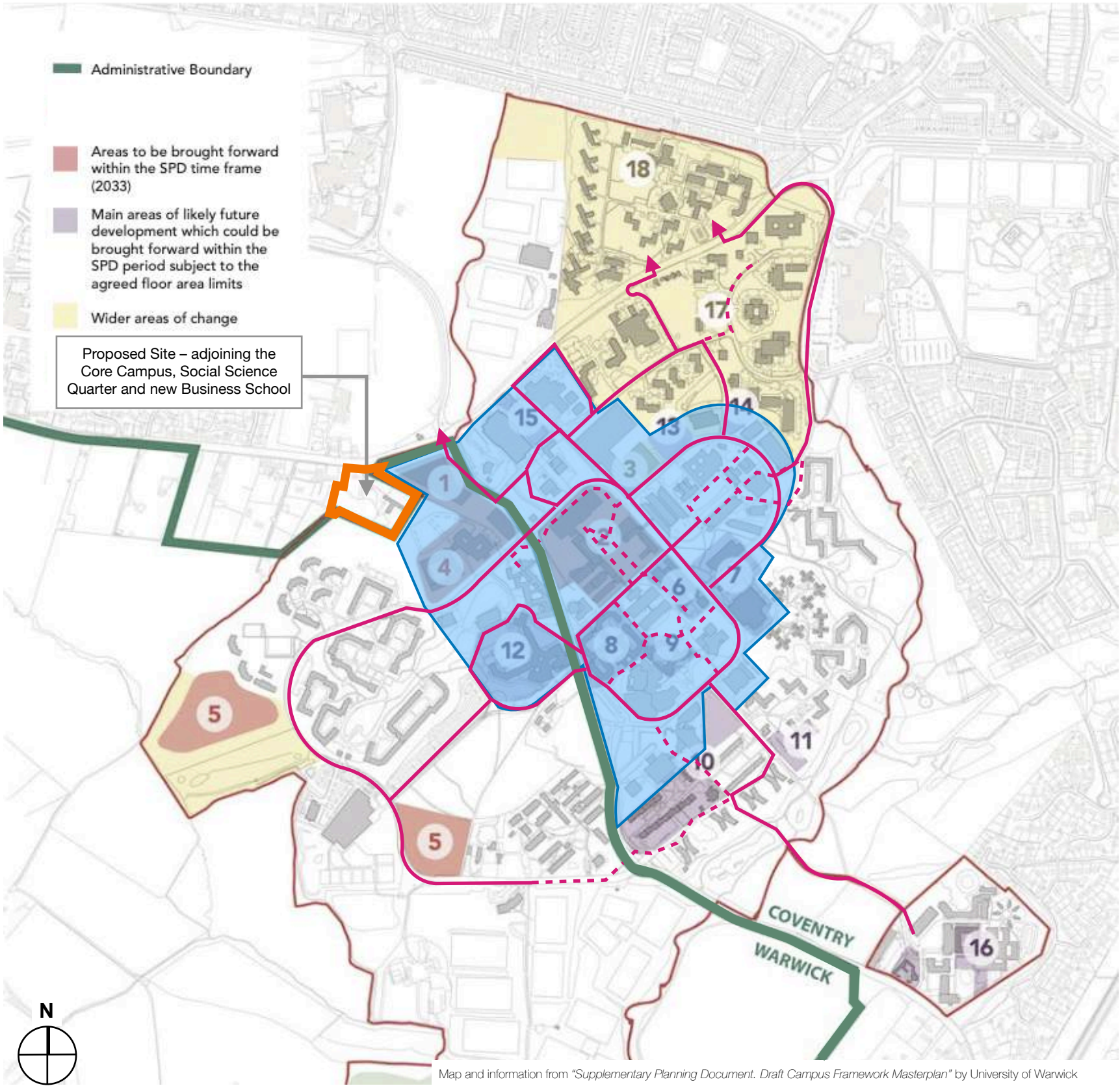
Flooding & Drainage: Jubb

Transport & Highways: Jubb



2. SITE

2.1 Location Plan



Key

Projects to be developed the next 10 years:

1. The Social Science Quarter including new Business School and repurposing of existing Social Sciences buildings
2. The Science and Engineering Precinct
3. New Energy Innovation Centre
4. Extension of Scarman House, Post Experience Centre
5. Solar arrays

Areas of likely future development are:

6. Humanities Building
7. Sports Centre
8. Social Sciences block off Library Road – to be replaced by new Social Sciences Quarter
9. Senate House
10. Whitefields and Rootes residences
11. Health Centre
12. Radcliffe House
13. Land to rear of Lord Bhattacharya Building
14. Site adjoining Degree Apprenticeship Centre
15. Surface car park between Kirby Corner car park and University House
16. Gibbet Hill
17. University of Warwick Science Park
18. Westwood Campus

- Application Boundary
- Shared cycle/pedestrian
- Pedestrian priority
- Core Campus

Accessibility and proximity to the University of Warwick's Core Campus

The Site is in a sustainable and accessible location for new student accommodation given that it adjoins the University of Warwick's core campus. It is within a 5-10 minute walk or cycle of the Varsity Pub, Scarman Conference Centre and Warwick Business School.

This is a part of the campus that is due to undergo further growth, change and investment, as outlined in the draft Supplementary Planning Document for the University, consulted on by both Coventry City Council and Warwick District Council in June 2024, to which Rainier Real Estate submitted representations. The diagrammatic map shows the Site's location adjoining the campus core.

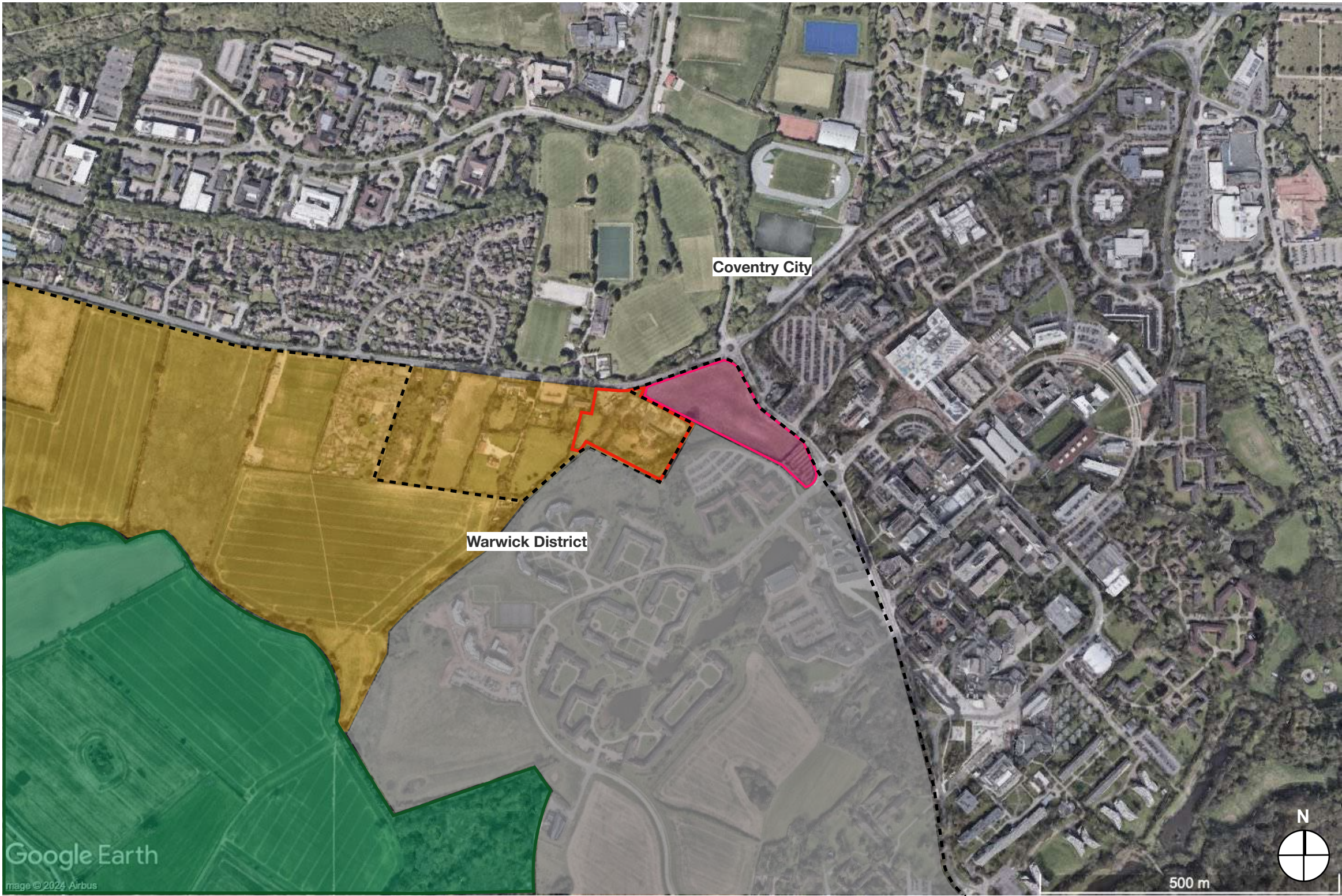
The Site adjoins frequent bus services into Coventry and Solihull via the No 87 and 87A.

Alongside its immediate proximity to the University there is a real opportunity to reduce the need to travel by car and maximise walking, cycling and use of public transport.

2.2 Green Belt

Removing a Green Belt island, maximising the re-use of brownfield land.

The Site's redevelopment for new purpose built student accommodation would support the University and create a more robust and logical Green Belt boundary. In effect, the Site is already a Green Belt island given surrounding built development associated with plan-making and decision-taking by Warwick District Council at Warwick University Campus, something that Policy GB2 in the adopted Coventry City Local Plan is seeking to avoid.



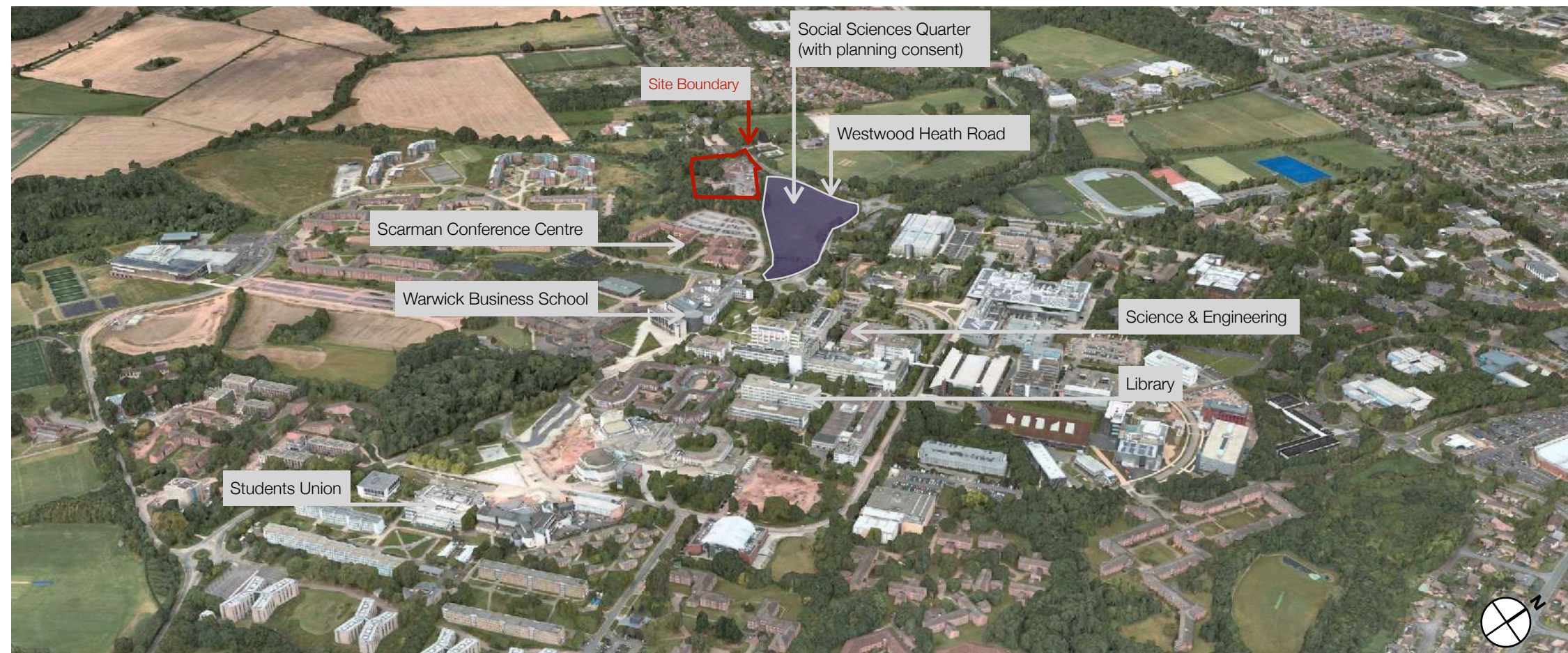
Key

- Application Boundary
- District Boundaries
- Safeguarded Land
- Land removed from Green Belt (Warwick District Council)
- Approved Social Science Quarter
- Green Belt

The Site and its planning policy context.

3. ANALYSIS

3.1 Wider Context



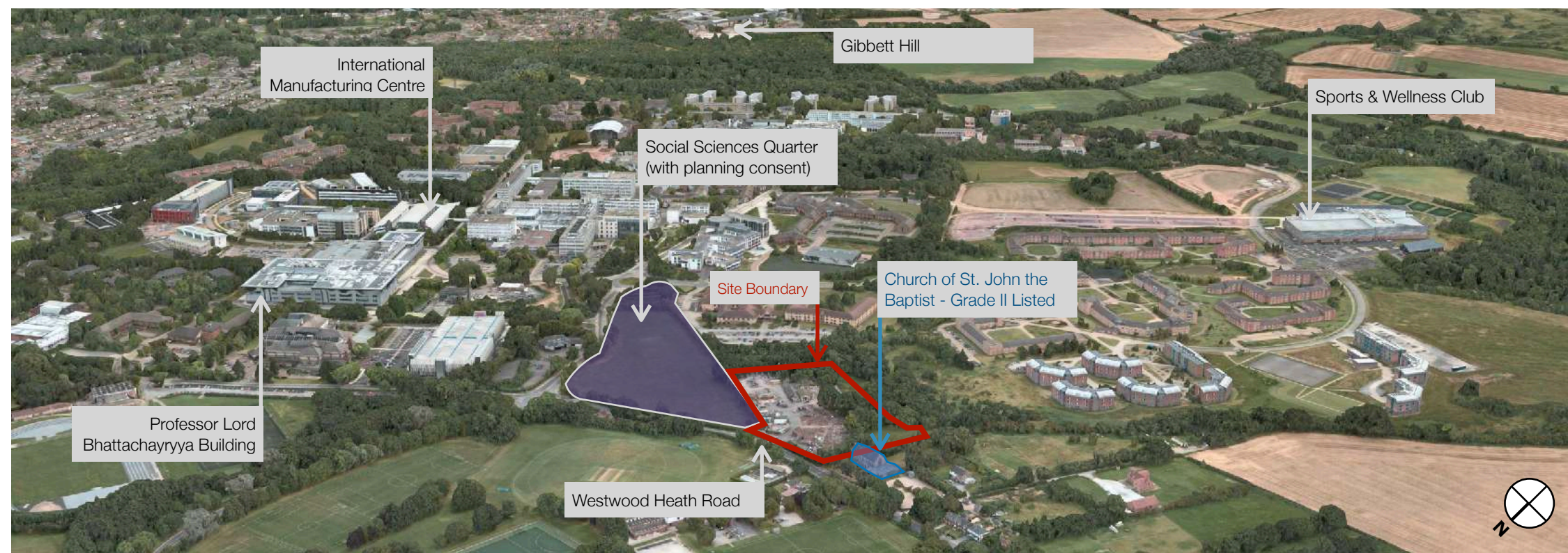
The site is characterised by its location and context adjoining the university campus, with planning permission granted on the former pitches to the east for the new social sciences quarter.

The University buildings within this location, which are visible from within the site (including Scarman conference centre) range from 3-4 storeys. The consented social sciences quarter is proposed for up to 7-storeys.

The adjacent church of St. John the Baptist is Grade II listed.

A high voltage overhead cable runs diagonally across the site from east to west.

The site is located within flood zone 1, which is an area with a low probability of flooding.

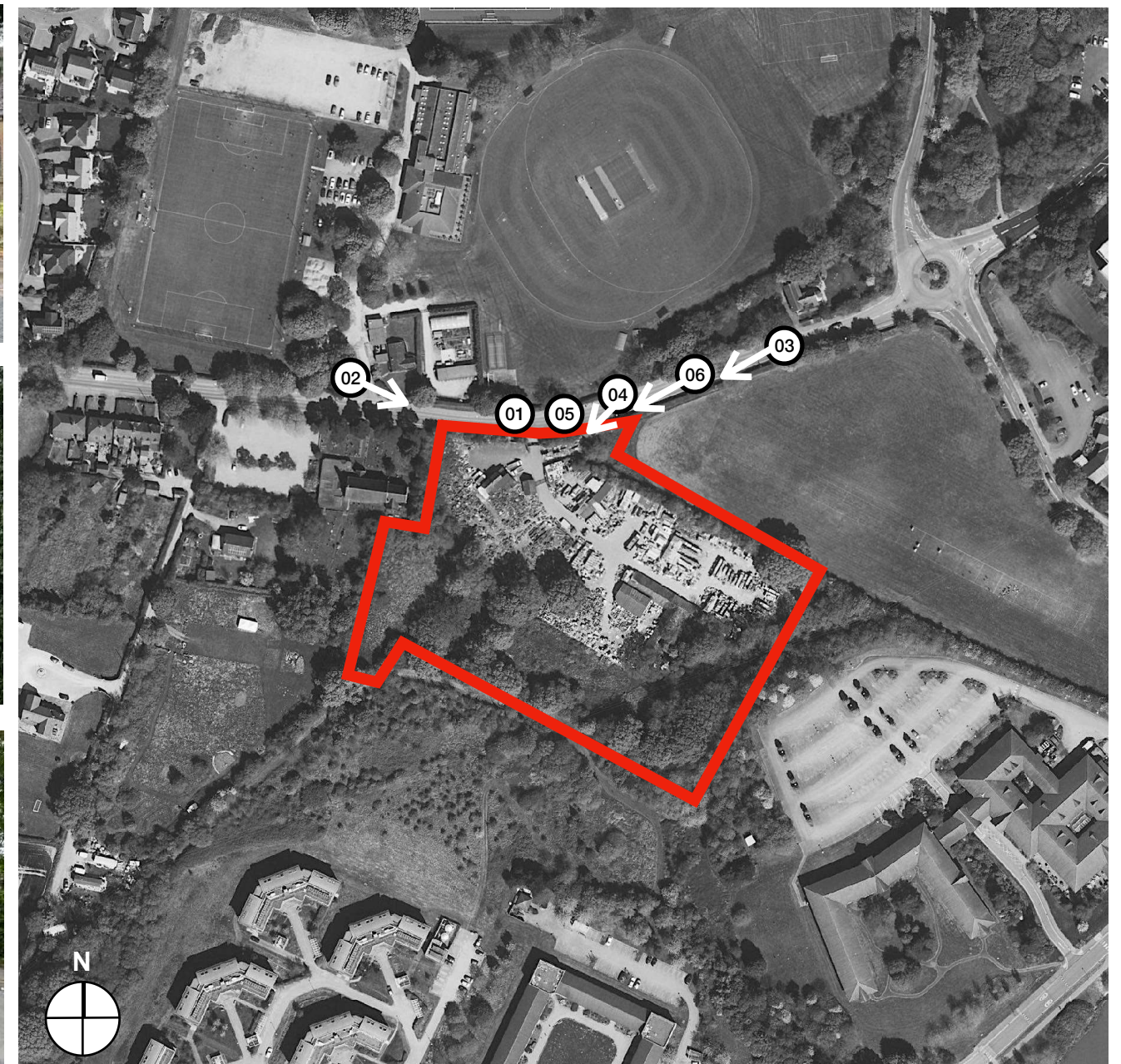


3.2 Site Photos



As can be seen from the images above, the Site is currently characterised by its use as a builders yard. There is an area of existing grassland and tree planting on the southern and western parts of the Site.

3.3 Context Photos



Westwood Heath Road provides footways and links into the core campus via Gibbet Hill. It also provides frequent bus services to Coventry and Solihull (No 87/87a).

3.4 University of Warwick - Buildings

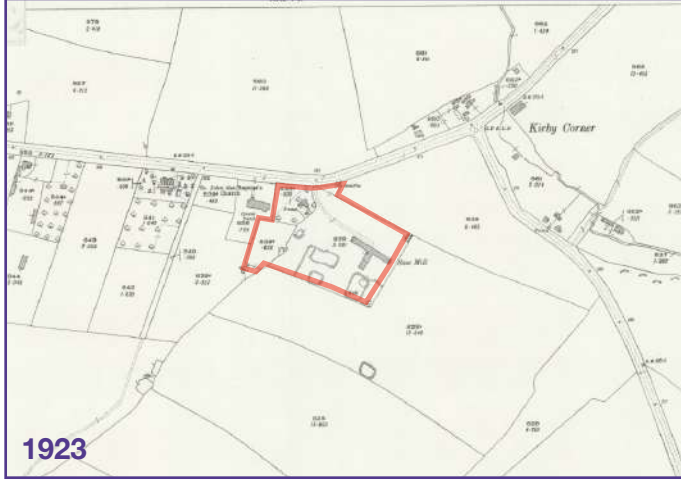
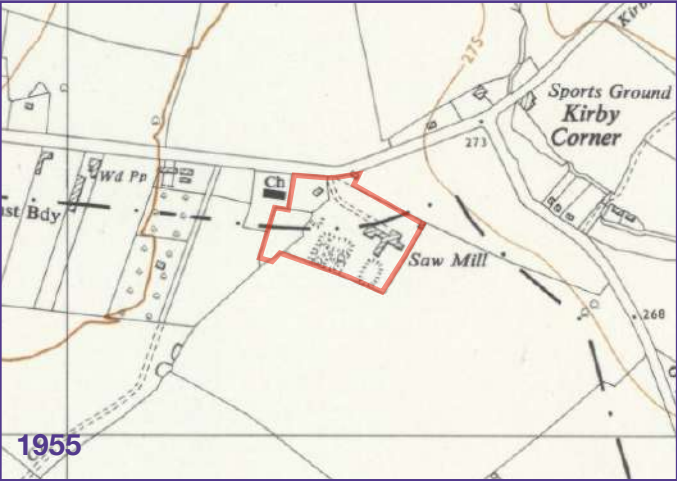
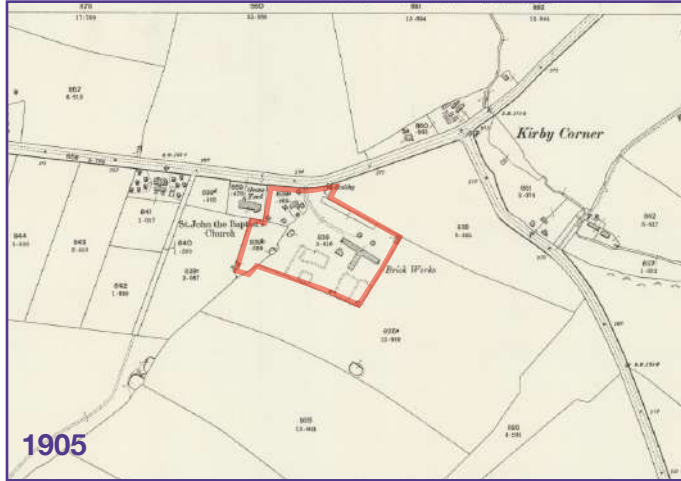
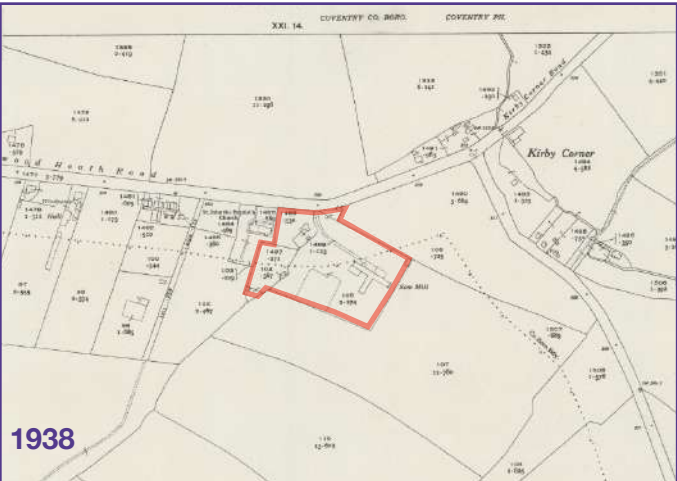
The adjacent University of Warwick campus has a diverse selection of building styles and scales.

The heights of the buildings across the campus vary from 4 - 7 commercial storeys.

There are a number of notable buildings including the historic library building and two newer buildings; the Art faculty building by Fielden Clegg Bradley Studios, and the National Automotive Innovation Centre by Cullinan Studio.



3.5 History



Westwood Heath

According to The Place Names of Warwickshire, the first reference to Westwood occurs in 1250 in the Stoneleigh Rolls. The ecclesiastical parish of Westwood was constituted in 1846, two years after the construction of Westwood Heath Church.

According to the census records (1841-1911), the road currently known as Westwood Heath Road was originally known as Canley Hill (1851), then Cox's Hill (1871, 1881). The name Westwood makes its first appearance in the census in 1891, though part of the road was still referred to as Cox's Hill. In the 1911 census, part of Cromwell Lane, between Tile Hill Station and Arnold Farm was also referred to as Westwood Heath.

The whole area of Westwood Heath and including Fletchamstead, Canley, and Tile Hill was originally part of the Stoneleigh Estate. Westwood, Fletchamstead, Canley, and Tile Hill became part of Coventry in 1927, under the Coventry Corporation (Boundary Extension) Act 1927. The land was purchased from the Leigh family by Coventry Corporation. The sale of the Stoneleigh Estate was caused by reasons similar to the sale of many large country estates in the period following WWI.

Old smithy, Kirby Corner

This building is shown as a smithy on old 1:10560 Ordnance Survey maps (1887, 1905, 1925 and 1938). There is a yard behind, containing roofing/building materials, which was shown as a brickworks on 1887 and 1905 maps and saw mill on 1925 and 1938 maps.

3.6 Heritage

Heritage Context

The Site does not contain any Designated Heritage Assets or Locally Listed Buildings. According to historic mapping, the site was formerly a brickworks established in the mid-late 19th century, but was latterly a saw mill, blacksmiths and most recently occupied by a roofing contractor.

There is only one Designated Asset which lies within the wider area of the site, which as previously mentioned comprises the Grade II listed St John the Baptist Church which is to the west of the site and the site shares a boundary with its churchyard.

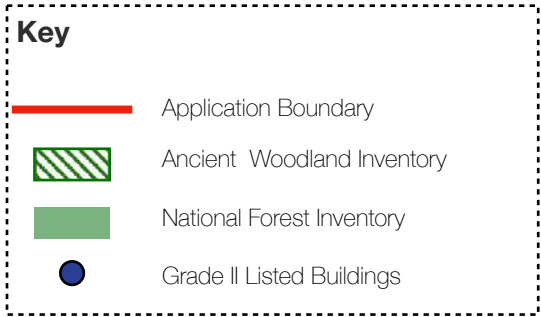
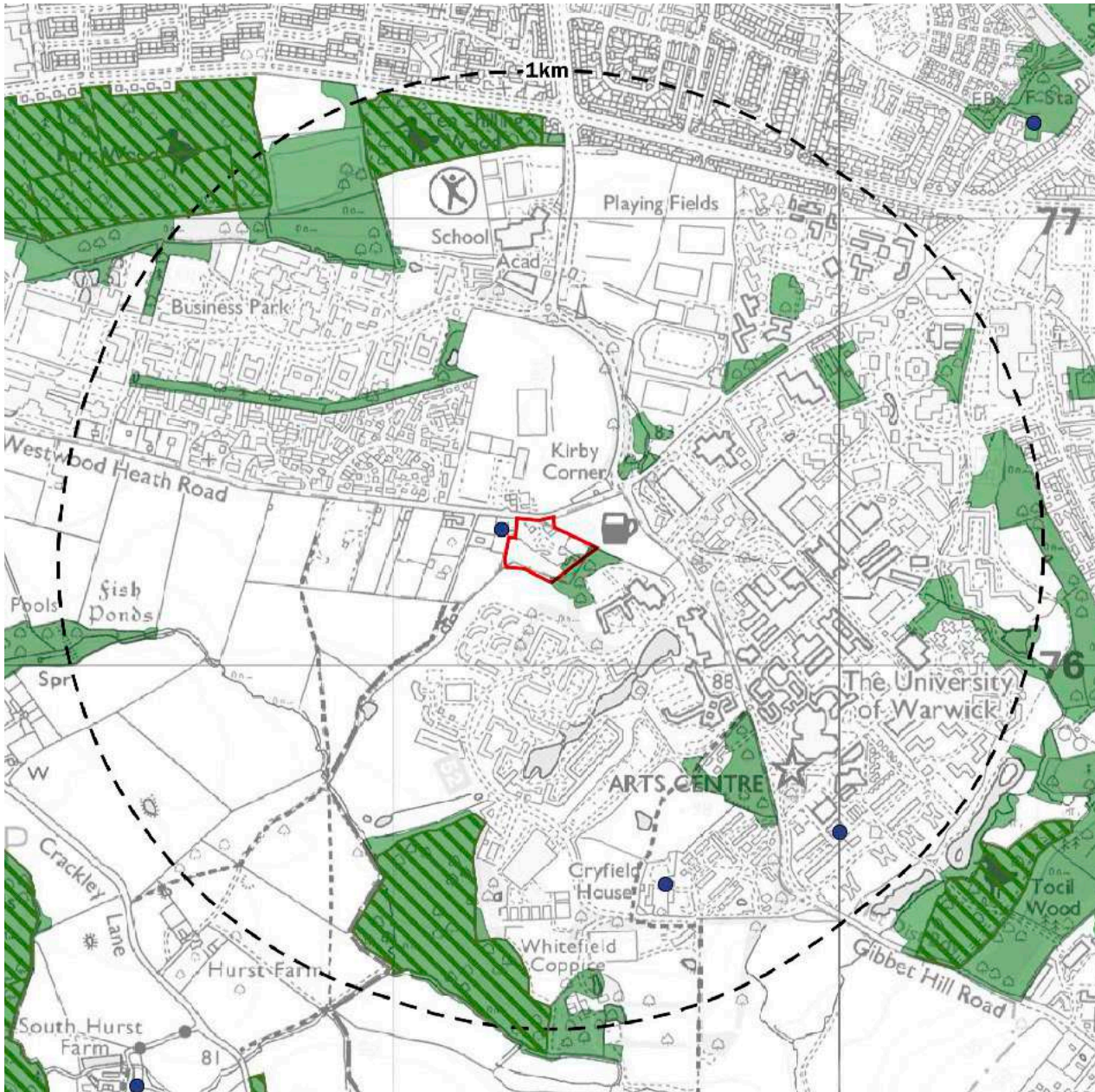
The church was constructed in 1842-43 by George Gilbert Scott and William Bonython Moffat originally as an outlying chapel of Stoneleigh but shortly after (1846) became a parish in its own right. It serves as an example of a small 19th century church built to serve a dispersed community and representing an example of the revival style which came to dominate ecclesiastical architecture in the Victorian period in its design by a well-known architect.

The sequence of historic mapping shows how the wider area has changed over the years and shows ‘urban’ development in the wider vicinity of the church now defines its wider setting. It is now embedded within the wider urban area of Coventry.

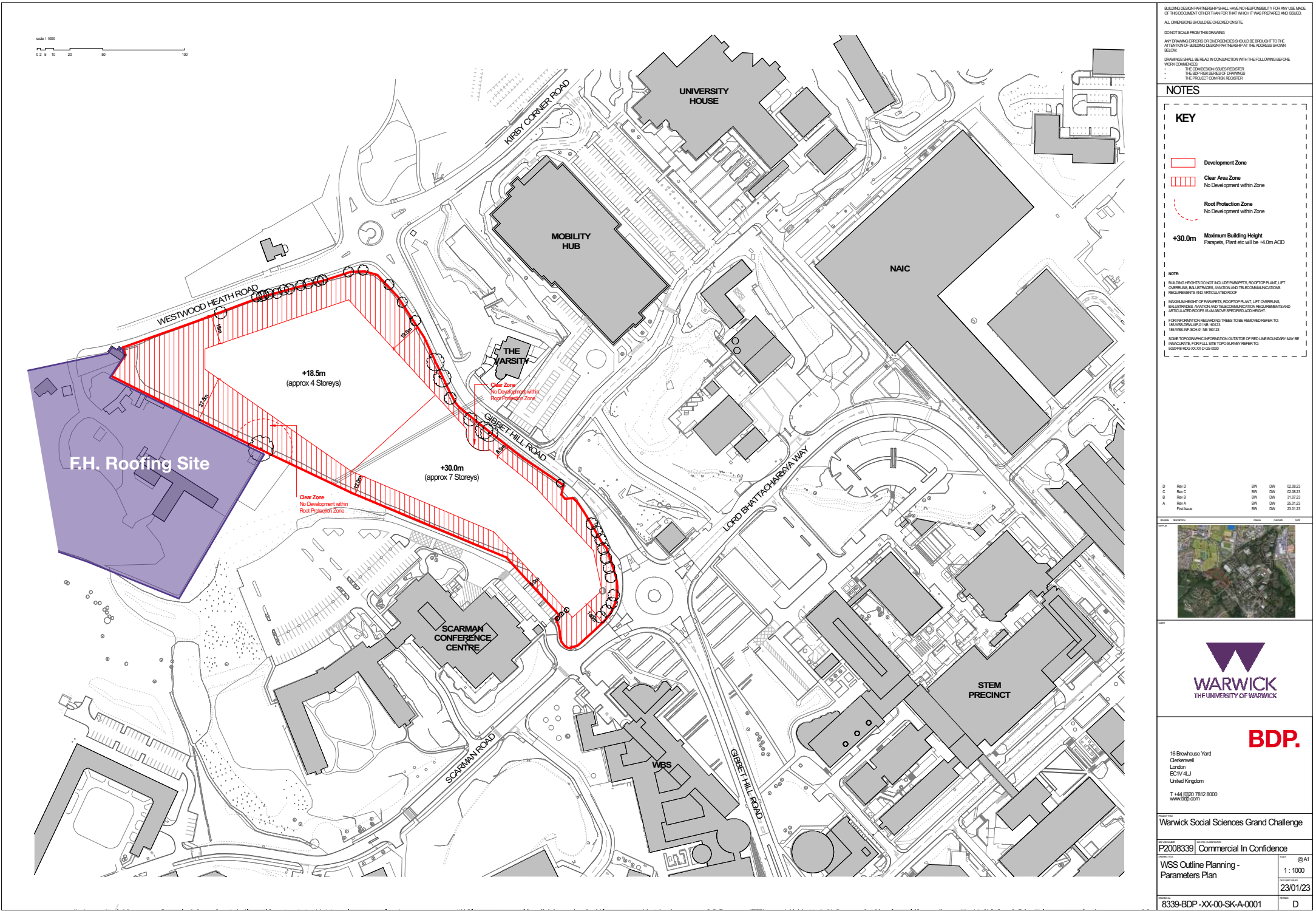
The site is located directly to the east of the church, its east gable can be appreciated in glimpsed views through vegetation from northern parts of the site. The site in its current character, is a builder’s yard and makes no contribution to the significance of the church due to its poor appearance.

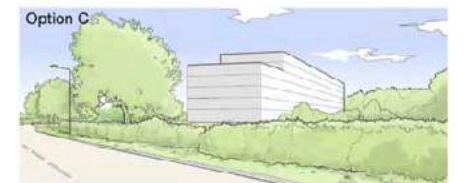
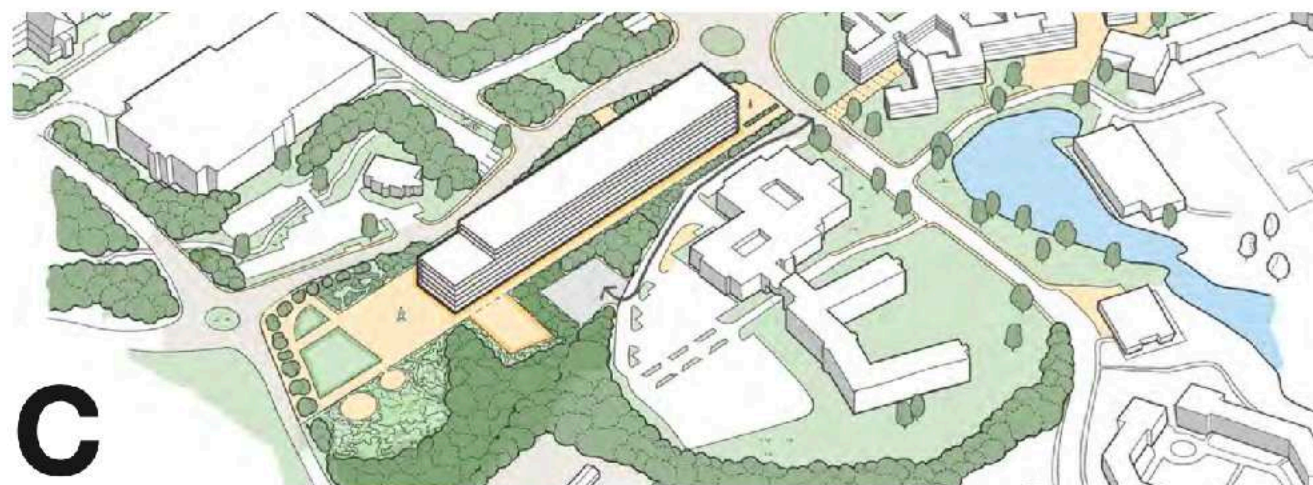
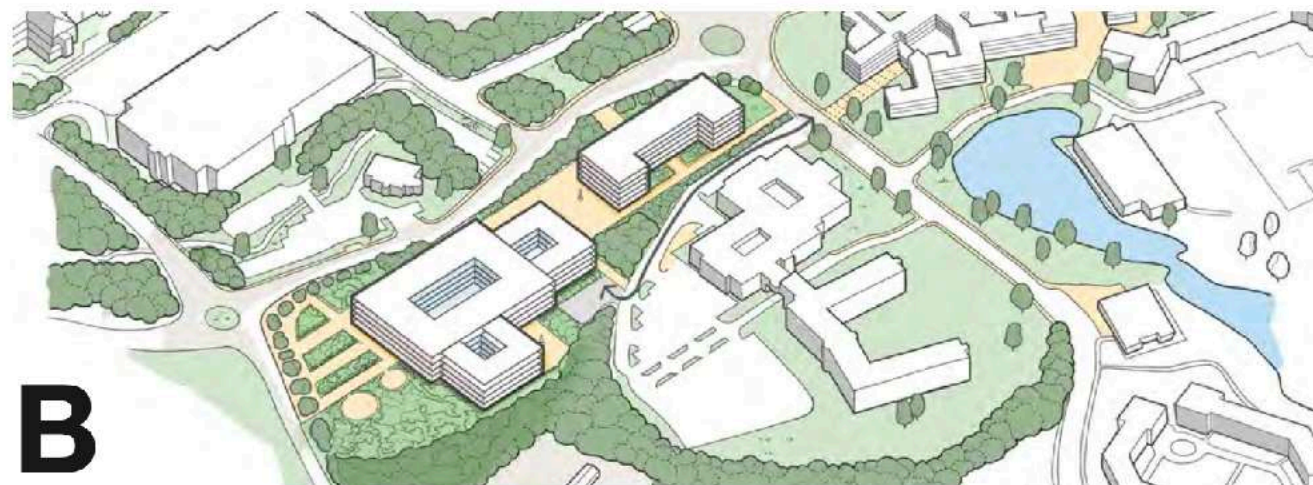
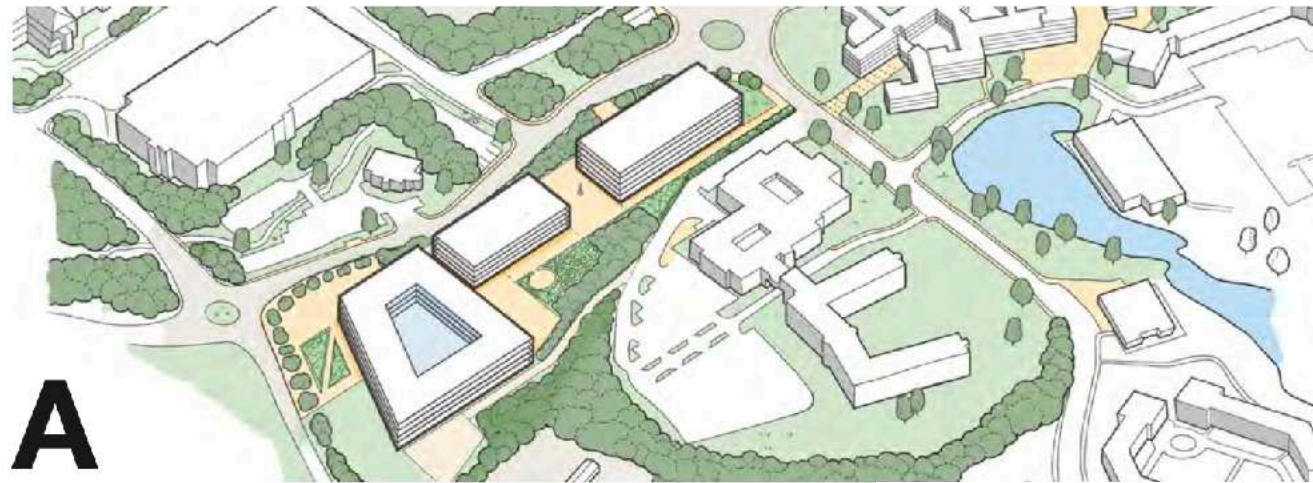
The church can be readily seen from the roadside and across the northern part of the site, above the hedge line, in views along Westwood Heath road from the east.

Overall, the site presents an opportunity for improvement in the setting of the church, and development should respect the views across the site from the road to the east.



3.7 Adjacent Site - Outline Planning Permission for Social Sciences Buildings



Adjacent Site - Plans and illustrations of the social sciences quarter on the adjoining site**University of Warwick****Social Sciences**

The images on this page have been sourced from the Design and Access Statement prepared by BDP to support the outline application for the adjoining site.

These images illustrate the possible form and massing of various solutions on the site.

The outline application sets up a number of principles and parameter, that will be considered in proposals on the F.H. Roofing site.

4. CONSTRAINTS

4.1 Existing Site Plan



Key

Application Boundary

Note

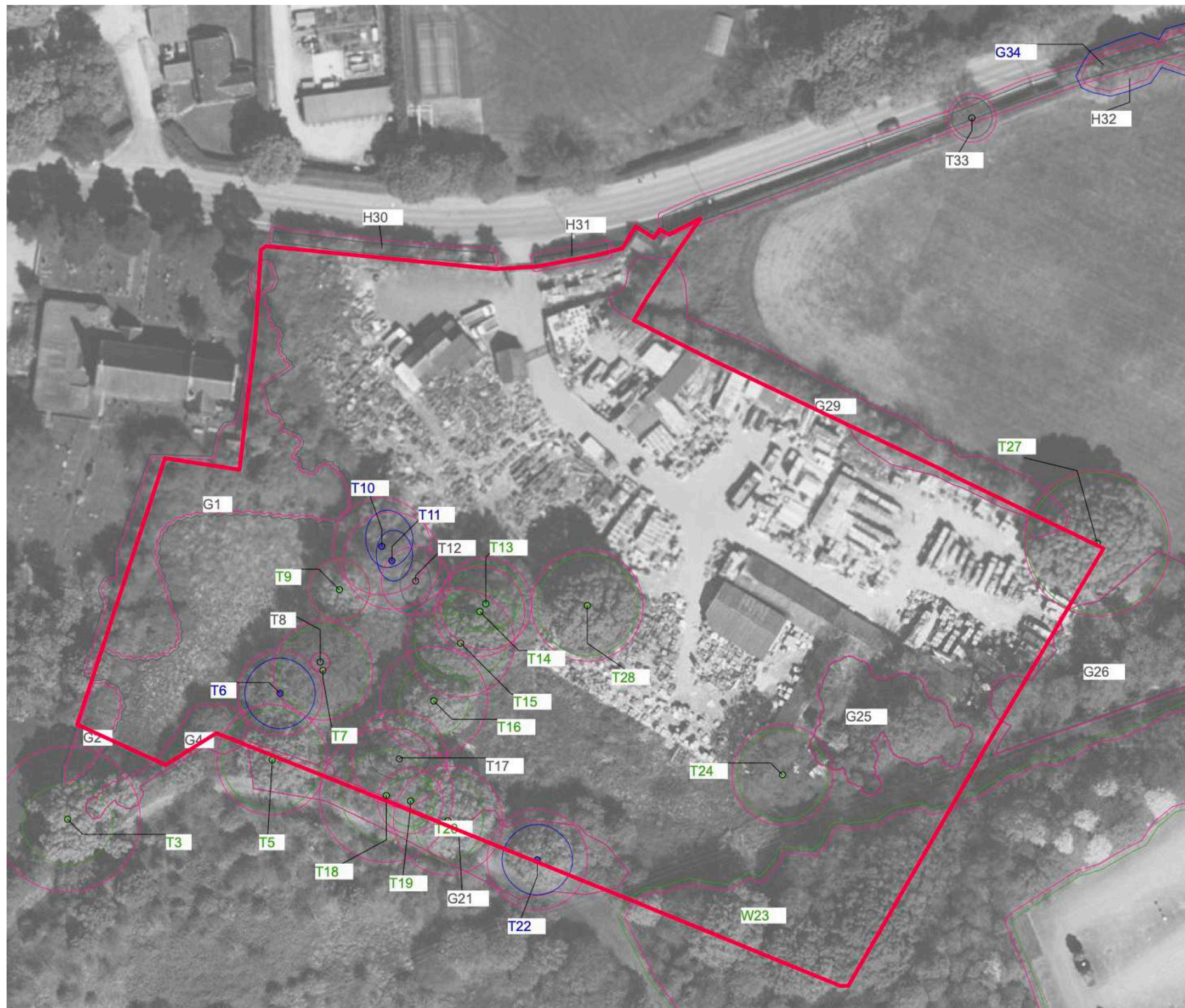
Site plan within red line boundary are from the Topographic Survey, context outside the red line boundary are from Ordnance Survey information.

All tree locations and sizes are approximate.

4.2 Constraints Plan



4.3 Tree Survey



5. VISION, STRATEGY & KEY PRINCIPLES

5.1 Vision & Strategy



Vision

The vision of the site development is to create:

- A high-quality student accommodation building that enhances the existing natural environment.
- A scheme that will respect the ecology, the heritage and the existing context.
- A building that is well connected with the core campus of the University of Warwick.

Strategy

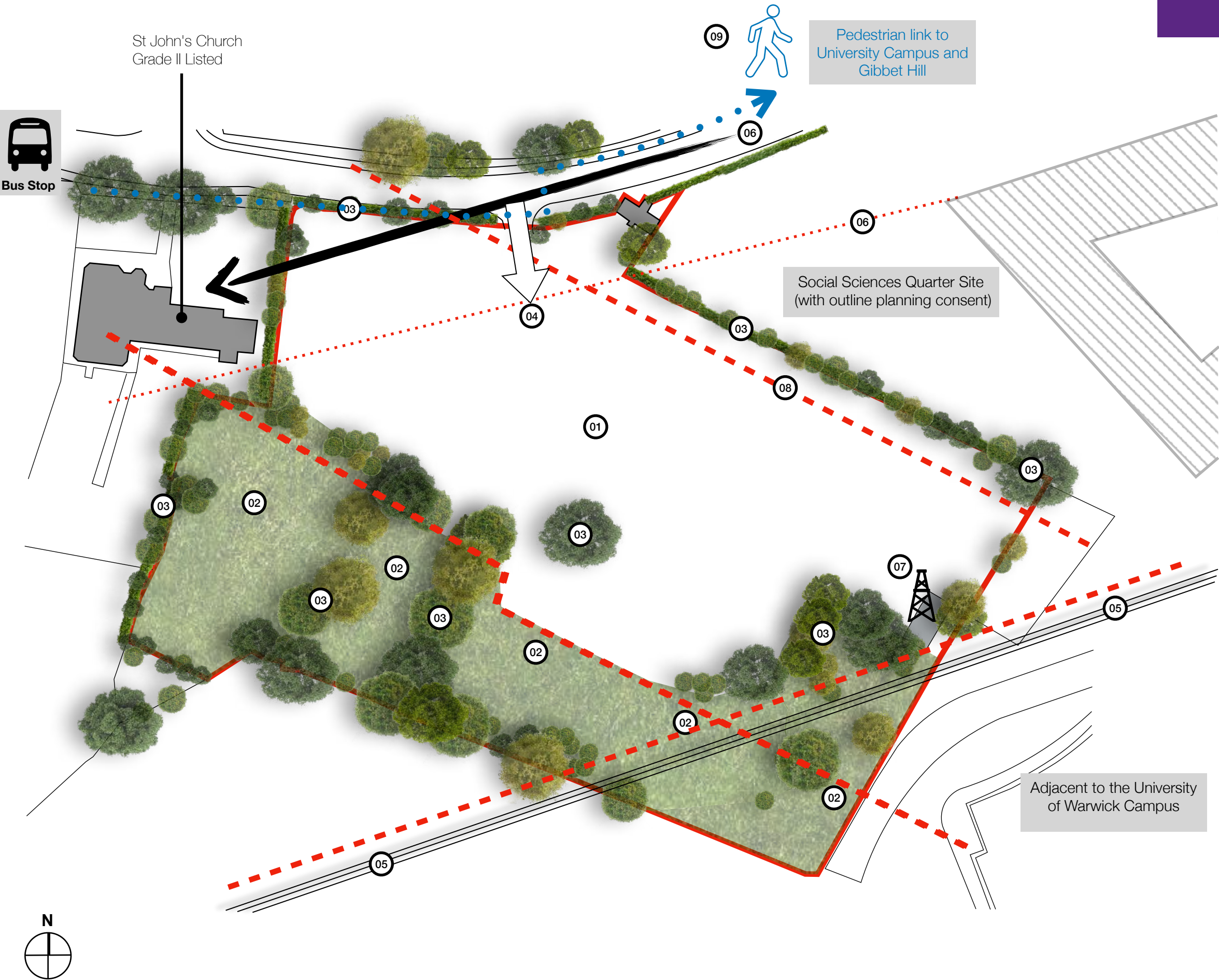
The strategy:

- An environmentally-led masterplan?
- Retain and emphasise existing natural environment
- Sustainable access strategy - promoting sustainable travel choices by walking, cycle and public transport
- Foot and cycle connection with the campus existing routes
- Utilise the existing site character and environment to provide high-quality outdoor amenity space
- Broken up massing
- Massing and layout integrated to compliment the qualities of the site

5.2 Key Principles

Key Principles

- 1. Making best of use of previously developed land, consistent with national and local planning policy objectives, for new PBSA.
- 2. Retain and enhance the existing habitat areas.
- 3. Retain and manage the existing areas of mature trees and hedgerow. Provide root protection zones around them.
- 4. Retain and utilise existing vehicular access.
- 5. Avoid the overhead power cables.
- 6. Seek to minimise impact on views from Westwood Heath Road towards the Church, via single storey development zone.
- 7. Retain telecoms mast.
- 8. Create buffer zone to the adjacent site.
- 9. Link with existing footway on Westwood Heath Road towards the core campus.



6. ACCESS STRATEGY

Access Strategy

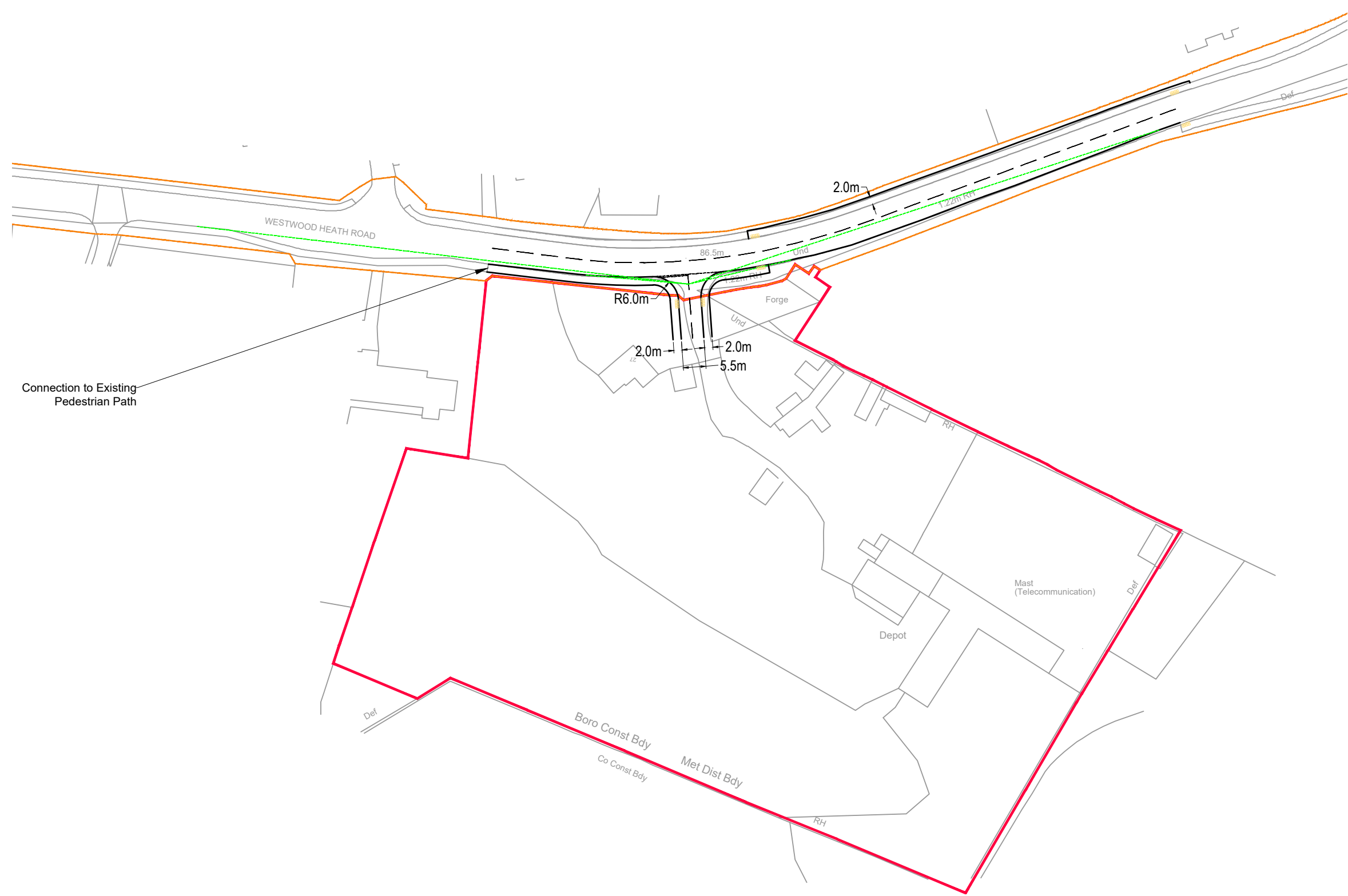
KEY

- Site Boundary
- Highway Boundary
- Visibility Splays

Internal Layout

The internal road layout will be designed to meet the standards specified in MfS and Coventry Council guidance, with a particular focus on the creation of safe, high-quality route within the site encouraging accessibility for pedestrians and cyclists between the proposed land uses, and priority for pedestrians and cyclists to encourage active travel over car use.

Car parking will be designed in such a way to discourage car use, with an emphasis on ensuring that this does not dominate spaces or inconvenience pedestrians and cyclists.



The Civil Engineer has reviewed the existing access and produced initial proposals to upgrade it, for consideration.

Access Strategy

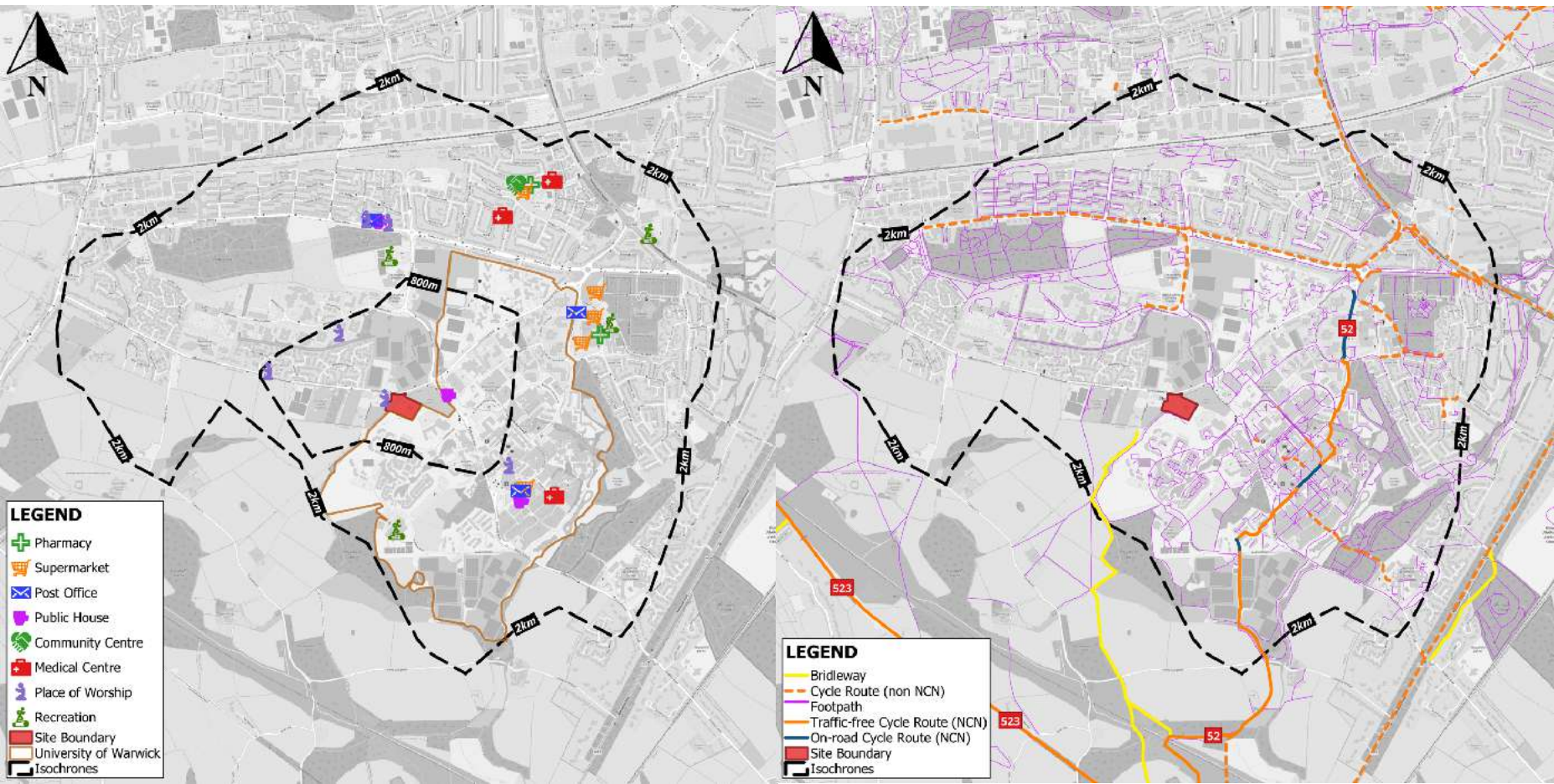


Figure 2.1: Walking Isochrones and Accessibility to Key Facilities and Services

Figure 2.2: Key Pedestrian Infrastructure

Vehicles

Access to the Site will be provided from Westwood Heath Road to the north, utilising the existing entry point. The access will be in the form of a T-junction, which will facilitate appropriate connectivity to the surrounding road network. The anticipated number of journeys to and from the site is expected to be lower than the current traffic volume.

The proposed access will be designed in accordance with design standards set out in Design Manual for Roads and Bridges (DMRB) and the guidance in Manual for Streets (MfS), ensuring they are suitable in terms of both safety and capacity.

Pedestrians

Walking is a major mode of travel for local journeys and is acknowledged as the most sustainable form of travel (Institution of Highways and Transportation (IHT), 2000). As such, walking is an important aspect of sustainable growth, with the NPPF guiding opportunities to promote walking are identified and maximised. Therefore, by locating developments to minimise the need to travel, and to maximise the use of sustainable modes of transport, sustainable growth can be encouraged.

A 2km walking isochrone (equating to a 24-minute walk) along with an 800m walking isochrone (equating to a 10-minute walk) have been measured from the centre of the Site, based on the access strategy and following suitable routes. The isochrones are shown in **Figure 2.1**.

As set out above, there is a significant range of day-to-day facilities and services located within walking distance of the site. The site is connected to these destinations by way of the

existing network of pedestrian infrastructure, summarised in **Figure 2.2** and discussed in the subsequent paragraphs.

Westwood Heath Road, to the north of the site, has footway provision on the northern side through the road and on the southern side between the allotments and St John's Church. The southern footway restarts at the junction between Westwood Heath Road / Gibbet Hill Road / Kirby Corner Road. Kirby Corner Road has footway provision on the southern side and Gibbet Hill Road has footway provision on both sides connecting to the University of Warwick.

Access Strategy



Figure 2.3: Cycling Isochrones and Key Cycling Routes

Figure 2.4: Bus Stop Locations and Service Routing

Cyclists

Cycling is recognised as one of the most sustainable modes of transport (in line with CIHT's Planning for Cycling, 2015) and as a result has the potential to replace the use of the private car for day-to-day trips. As such, cycling should be encouraged in new developments.

A 5km cycling isochrone (equating to a 21-minute cycle) has been measured from the centre of the site, based on the access strategy. 5km is generally considered a reasonable cycling distance for most users. More recently, LTN 1/20 (published July 2020, DfT) states that "two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people".

Pedestrian and cycling infrastructure will be integrated into the vehicular access point. Cyclists are expected to use the carriageway. Given the Site's proximity to the University of Warwick, with the entire university area within a 2km radius, cycling is the preferable travel option.

Figure 2.3 shows both 5km and 8km isochrones (taking account of suitable routes and the proposed access strategy for the Site), equating to a 21-minute and 34-minute cycle respectively.

Notably, half of Coventry, including its city centre, as well as Kenilworth, are within cycling distance from the Site. Additionally, National Cycle Network routes 52, 523, and 53 are accessible from the Site. Nearby train stations such as 'Tile Hill', 'Berkswell', 'Canley', and 'Coventry' are all within an 8km cycling radius, making them reachable by bike from the Site.

In summary, the bus stops in the vicinity of the Site are within reasonable walking distance and provide access to numerous services that route to / from Coventry City Centre, Solihull, Royal Leamington Spa each generally operating at a frequency of every 20-60 minutes on weekdays and weekends. All services can be accessed by bus stops which are within the 400m isochrone which is the suggested 'acceptable' walking distance to a bus stop identified by the IHT.

Figure 2.5 shows the locations of the bus stops.

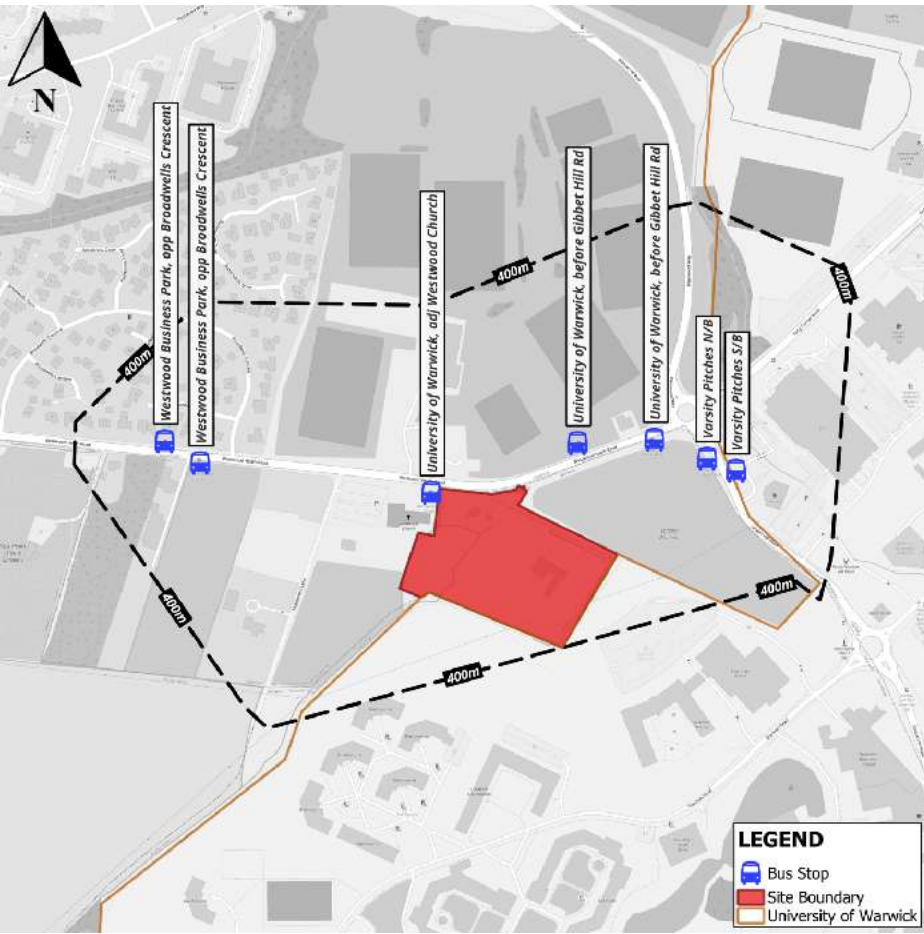


Figure 2.5: Bus Stop Locations

Railway Station	Distance (km)	Cycling Time (minutes)
Tile Hill	2700	11
Canley	2500	10
Coventry	5000	21
Berkswell	6200	26

Table 2.5: Distance to Railway Stations from the Site

The nearest railway station is located at Canley and Tile Hill, both approximately 2.5km north-east and north-west of the Site. The distances to railway stations from the centre of the Site, is summarised in **Table 2.5**.

The stations are within cycling distance from the site and offer direct connections to destinations further afield. Canley Train Station can be accessed via walking.

Table 2.6, summarises the railway stations facilities.

Facility/Train Station	Tile Hill	Canley	Coventry	Berkswell
Car Parking	145 spaces	98 spaces	336 spaces	87 spaces
Disabled Car Parking	16 spaces	4 spaces	16 spaces	5 spaces
Cycle Storage	25 spaces	28 spaces	120 spaces	8 spaces
Ticket Office Times	Monday: 06:00 - 19:00 Tuesday to Thursday: 07:00 - 19:00 Friday: 07:00 - 20:00 Saturday: 08:00 - 19:00 Sunday: 08:30 - 14:00	Monday: 07:00 - 13:00, 15:00 - 18:00 Tuesday to Thursday: 07:00 - 12:00 Friday: 07:00 - 19:00 Saturday: 08:00 - 16:00 Sunday: 10:00 - 12:00	Monday to Friday: 05:15 - 21:30 Saturday: 05:30 - 20:45 Sunday: 07:30 - 21:30	Monday to Thursday: 07:00 - 13:00 Friday: 07:00 - 13:00, 15:00 - 21:00 Saturday: 08:00 - 16:00 Sunday: 10:00 - 13:00
Self Service Ticket Machines	Yes	Yes	Yes	Yes
Step Free Access Coverage	Partially Yes	Partially Yes	Yes	Partially Yes
Managed by	West Midlands Railway	West Midlands Railway	Avanti West Coast	West Midlands Railway

Table 2.6: Summary of Key Station Facilities

7. ILLUSTRATIVE PROPOSALS

7.1 Parameter Plan



Key

- Application Boundary
- Root protection zones, as advised by the arboriculturalist edp - The Environmental Dimension Partnership.
- Area to remain undeveloped
- +20m Maximum Building Height within Zone (not including Plant)

Note

Site plan within red line boundary are from the Topographic Survey, surroundings outside the red line boundary are from Ordnance Survey information.

All tree locations and sizes are approximate.

Parameters

Storey heights are intended as a guide only and are based on typical floor to floors.

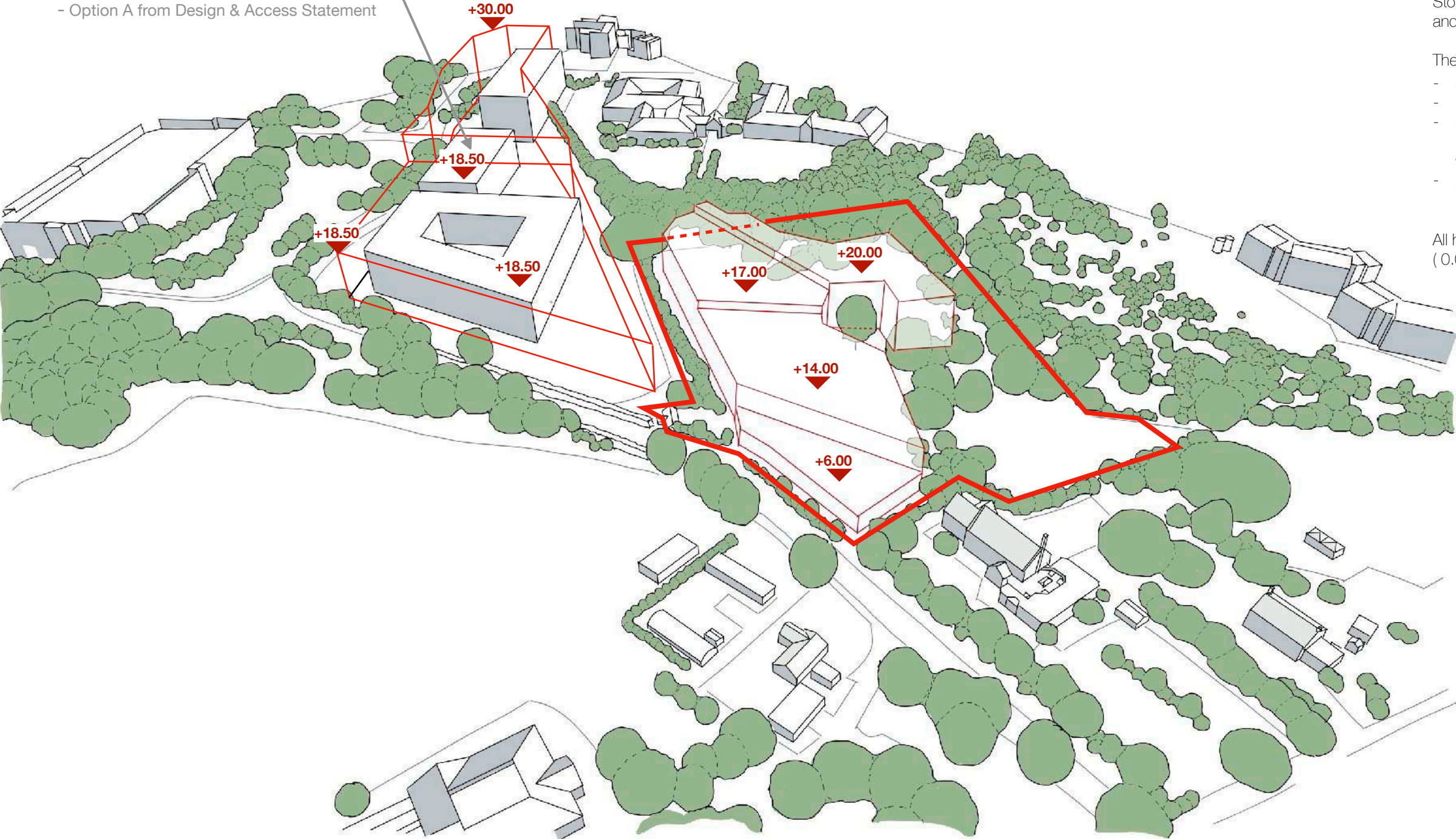
The heights based on a floor to floor of:

- 4m floor to floor for the ground floor
- 3m floor to floor for the upper floors
- an allowance of 1.7m above the uppermost storey to allow for a parapet wall and roof build-up
- an allowance of 2.3m to allow for lift and stair pop ups etc.

All heights are relative to 0.00 (0.00 -> AOD: +86.500)

7.2 Scale & Massing

Indicative massing of approved scheme on adjacent site - Planning Reference W/23/0195
- Option A from Design & Access Statement



Parameters

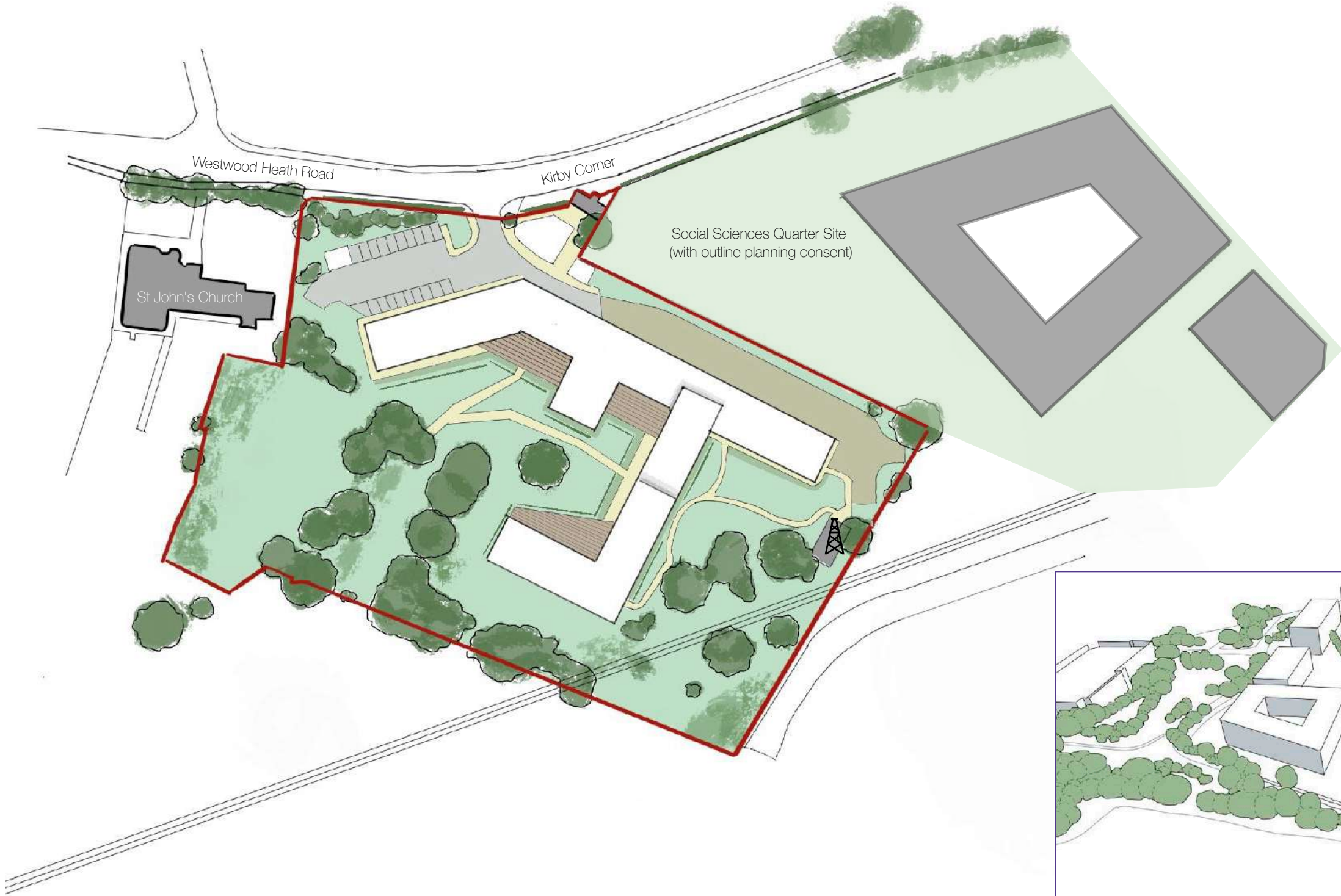
Storey heights are intended as a guide only and are based on typical floor to floors.

The heights based on a floor to floor of:

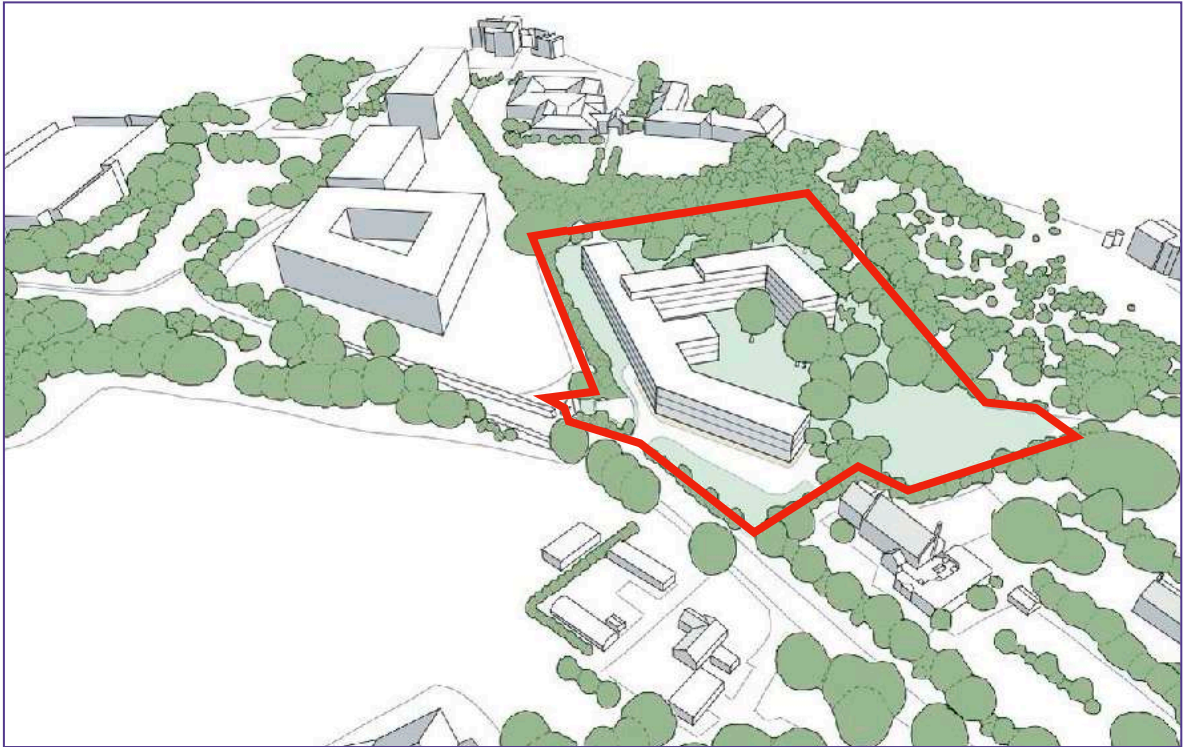
- 4m floor to floor for the ground floor
- 3m floor to floor for the upper floors
- an allowance of 1.7m above the uppermost storey to allow for a parapet wall and roof build-up
- an allowance of 2.3m to allow for lift and stair pop ups etc.

All heights are relative to 0.00
(0.00 -> AOD: +86.500)

7.3 Option 01

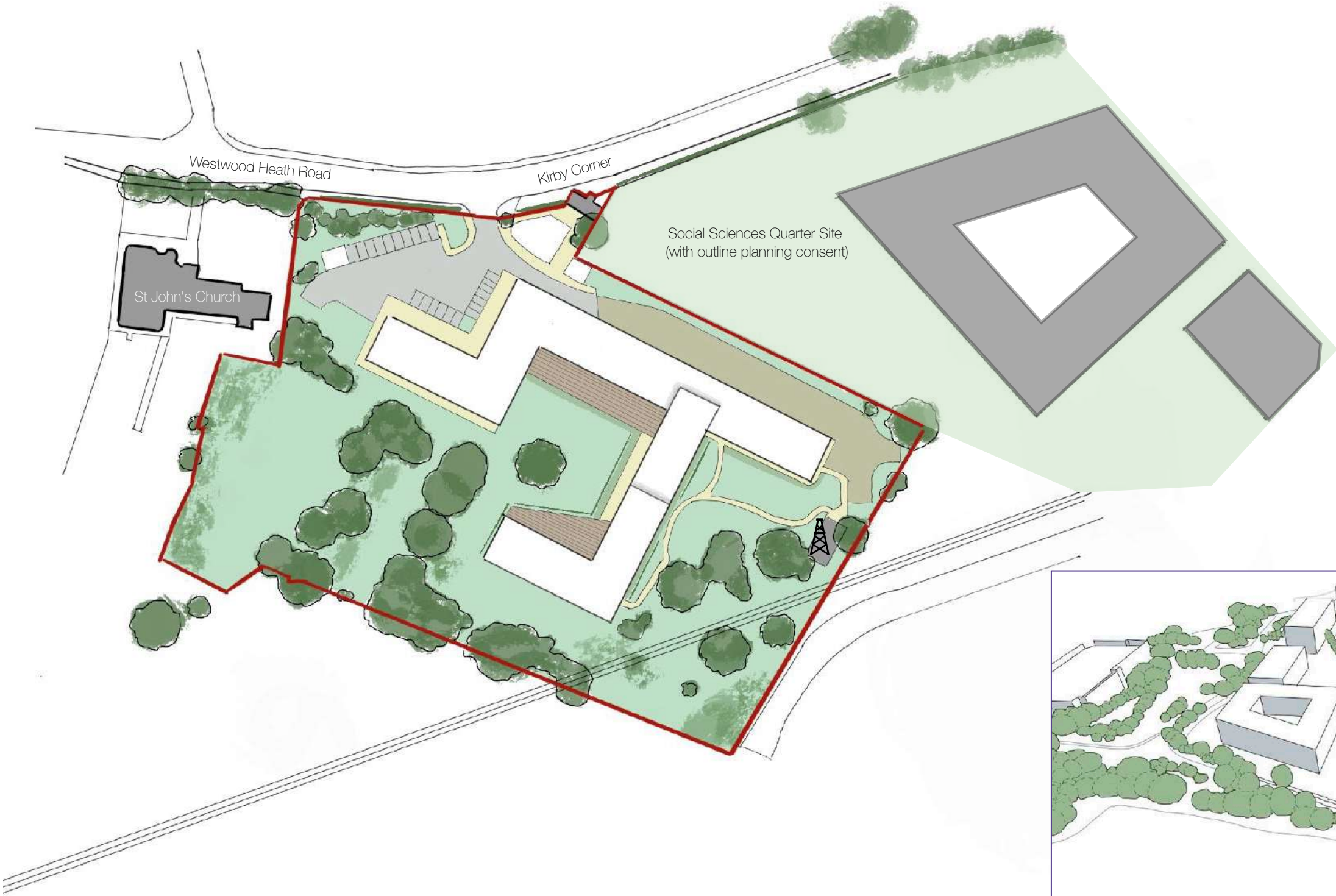


N
Indicative site layout

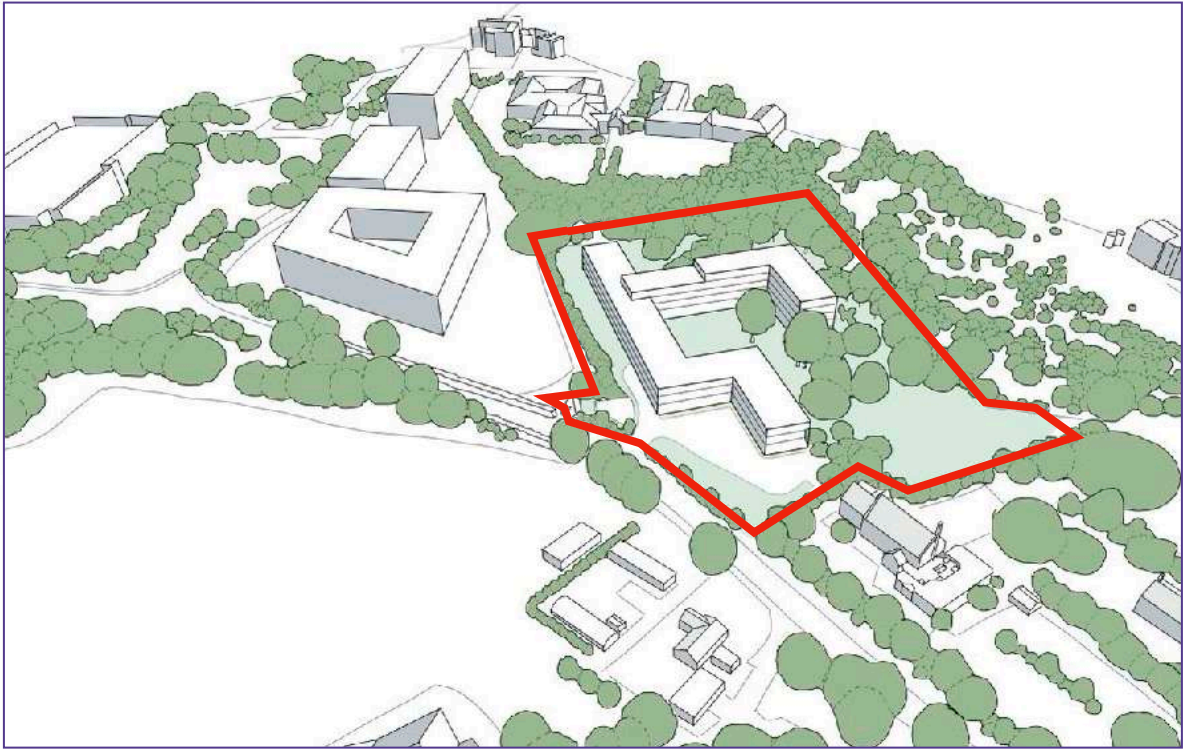


Aerial view from the north west

7.4 Option 2



Indicative site layout

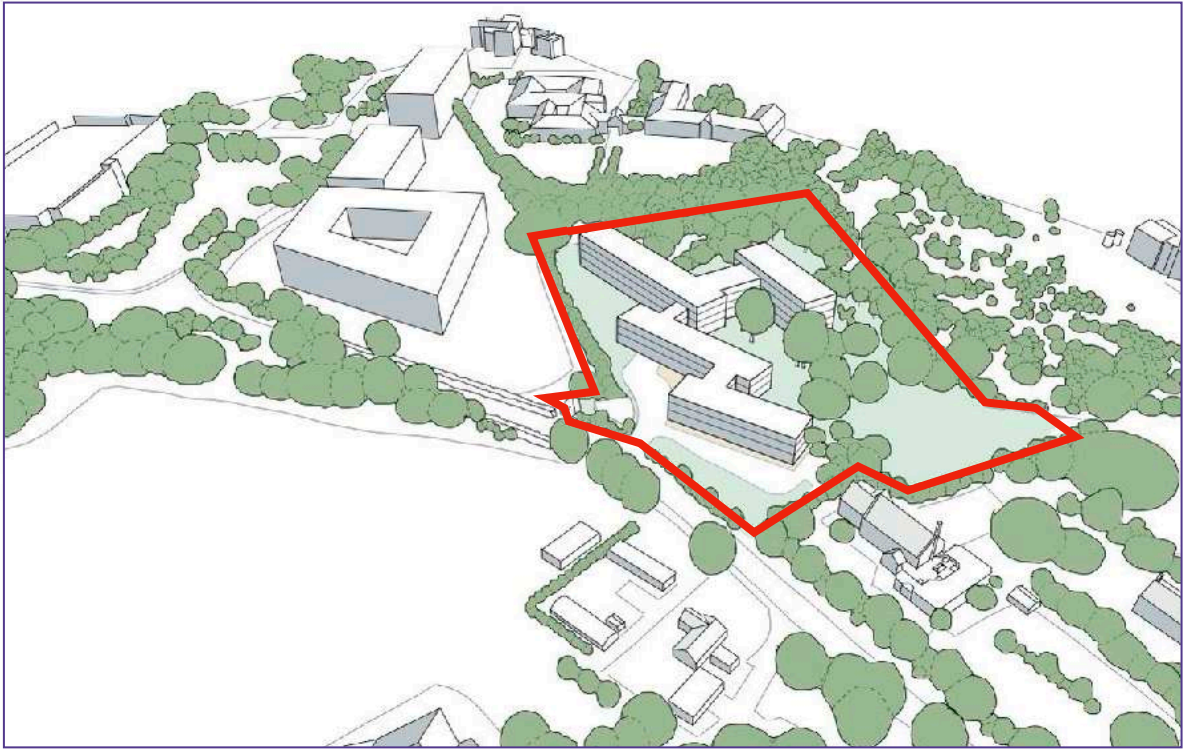


Aerial view from the north west

7.5 Option 3



Indicative site layout



Aerial view from the north west



architecture / interiors / landscape / masterplanning

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