Planning Committee: 02 February 2011 **Item Number:**

Application No: W 10 / 1675

Registration Date: 20/12/10

Town/Parish Council: Kenilworth **Expiry Date:** 16/01/11

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Construction of railway station building, two railway platforms, station footbridge with associated car parking, access and landscaping including retention of the 'Lighthouse' building with flexible use for A2 or C3 use. FOR Warwickshire County Council

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This application is being presented to Committee as it is for a major development submitted by the County Council.

SUMMARY OF REPRESENTATIONS

Not applicable since this is a consultation by the County Council on an application which they will determine and on which the views of the District Council are requested.

RELEVANT POLICIES

- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP2 - Amenity (Warwick District Local Plan 1996 - 2011)
- DP3 - Natural and Historic Environment and Landscape (Warwick District Local Plan 1996 - 2011)
- DP6 - Access (Warwick District Local Plan 1996 - 2011)
- DP7 - Traffic Generation (Warwick District Local Plan 1996 - 2011)
- DP8 - Parking (Warwick District Local Plan 1996 - 2011)
- DP11 - Drainage (Warwick District Local Plan 1996 - 2011)
- DP13 - Renewable Energy Developments (Warwick District Local Plan 1996 - 2011)
- DP15 - Accessibility and Inclusion (Warwick District Local Plan 1996 - 2011)
- SC2 - Protecting Employment Land and Buildings (Warwick District Local Plan 1996 - 2011)
- SC3 - Supporting Public Transport Interchanges (Warwick District Local Plan 1996 - 2011)
- SC4 - Supporting Cycle and Pedestrian Facilities (Warwick District Local Plan 1996 - 2011)
- SSP4 - Safeguarding Land for Kenilworth Railway Station (Warwick District Local Plan 1996 - 2011)
- T.7 - Public Transport (Warwickshire Structure Plan 1996-2011).

PLANNING HISTORY

Previous applications all relate to the use of the premises, including the frontage building, as a builders yard.

KEY ISSUES

The Site and its Location

The site consists of the present builders yard complex and the railway track to the east, from just north of the footbridge over the railway to nearly the south end of Drew Crescent.

Details of the Development

The development, which has been submitted in outline, is for the construction of a railway station, all matters being reserved. The description refers to two platforms, a footbridge between the platforms, with associated car parking, access and landscaping. It also refers to retaining the frontage building (the 'lighthouse') for A2 or C3 uses.

The application is accompanied by various reports, including a Planning Statement, a Design and Access Statement, a Sustainability Statement, a Contaminated Land Report, an Ecological Constraints Report, a Transportation Assessment, a Noise and Vibration Report, a Cultural Heritage Statement and an Air Quality Assessment.

Assessment

The application site is that identified in the Local Plan for the proposed station, although the allocation does not include the railway itself. I consider therefore, that the principle of a station here is acceptable.

The remaining issues, therefore, are ones of detail. In this context, and in view of the application being in 'outline', only, (which is basically defined as meaning the principle of the erection of a building), comments can only be made on the siting of the buildings and the proposed footbridge (which includes lift towers), with the other features being ancillary, such as the car parking.

The station building is shown, in the indicative sketches, as being of modest scale with a design which is intended to reflect the original station buildings, although this design could be changed at 'reserved matters' stage. This scale of building is considered to be acceptable and will have no material impact on neighbouring properties.
The proposed footbridge, however, will have a much greater impact since the position indicated shows its nearest point only some 6m from the corner of the nearest block of flats in the Alexandra Court. This means there could be a serious loss of privacy to these dwellings since the present screening trees are on the application site, whereas the sketches do not show any retained trees. It is considered, therefore, that this aspect of the design should be re-assessed, including consideration of relocating the new bridge and lift shaft towers.

The parking drop-off and taxi-rank area forms the majority of the site, but this is screened from Station Road/Lockhart Close by a 1.8m wall or close-boarded fence, and by a similar wall or fence from the houses fronting Priory Road and Station Road. It is considered, therefore, that this aspect will not have an unreasonable impact on those neighbouring properties. Any impact can be minimised, and the site enhanced by boundary landscaping, although the opportunities for significant planting will be limited.

The only feature of any historic interest on the site is a blue-brick building, which has been retained from when the site was used as a railway storage area in the

late Victorian period. It has been altered, however, and does not form part of the original 1840's station complex. It is considered that the building is not of sufficient interest to justify its retention.

In summary, therefore, it is considered that the outline application can be supported, but with reservations about the siting/design of the footbridge and lift-shaft towers.

RECOMMENDATION

That NO OBJECTION be raised to this outline application, subject to reconsideration in the preparation of a 'reserved matters' application of the positioning of the new footbridge and associated lift-shaft towers to avoid potential overlooking and an overbearing impact on neighbouring residential properties.