

PLANNING COMMITTEE: 10th SEPTEMBER 2019
OBSERVATIONS RECEIVED FOLLOWING PREPARATION OF AGENDA

Item 5: W/19/0559 – Hangar 5, Coventry Airport, Baginton

Councillor Bush: Objection, the Officer Report and additional report from the applicant do not provide the information requested by Councillors from the Planning Committee. The use of AADT as a measure of exposure in this instance is very naïve, a crude calculation for a lorry passing a point at 25 mph has an event time of 1.2 seconds, whilst a vehicle approaching and turning and passing the back of Oak Close on the access road has an event time of about 8 seconds, or stopping then turning onto Coventry road outside Rosswood Farm bungalow has an approximate event time of 10-20 seconds. This equates to approximately 13 vehicles exposure for each vehicle exiting the proposed site.

The information presented is deficient in supporting detail.

As the AADT 100 movements threshold is based on traffic passing a location. Where traffic passes the same location twice as with the houses at the entrance to Oak Close and the Oak Pub/Hotel on Coventry road both of which also back onto the Hangar 5 access road. This location has the potential to generate an AADT of 140, exceeding the AADT 100 threshold by >40%.

Officer Response: The above details refer to modelling data relating to the traffic entering the site. WCC Highways have raised no issue in relation to this matter, so Officers have no reason to consider that the traffic information provided is incorrect.

Item 6: W/19/0655 – Land at Southcrest Farm (Kenilworth School)

Conditions

Due to a technical glitch, the wording of Condition 4 did not appear in the Report on the agenda. The wording is as follows;

- "The development hereby permitted shall not commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. In discharging this condition, the Local Planning Authority expect to see details concerning pre-commencement checks for protected and notable species with subsequent mitigation and monitoring, as deemed appropriate. In addition, appropriate working practices and safeguards for other wildlife dependent of further survey work, that are to be employed whilst works are taking place on site. The CEMP should address all measures related to the construction phase outlined in the Ecological Impact Assessment (KSSF-ARUP-XX-RP-YE-0004) and Air Quality Assessment (KSSF-ARUP-XX-RP-YE-0005).

The Plan shall include details of any temporary measures required to manage traffic during construction, plans and details for the turning and unloading and loading of vehicles within the site during construction, dust suppression, noise and vibration, demolition or clearance works, details of wheel washing, site working hours and delivery times, restrictions on burning and details of all temporary contractor's buildings, plant and storage of materials associated with the development process. The scheme shall also detail a scheme for community engagement during the construction works. All works of demolition or construction shall be carried out in strict accordance with the approved Plan.

The agreed Construction and Environmental Management Plan shall thereafter be implemented in full.

REASON: In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality. To also ensure that protected species are not harmed by the development in accordance with National Planning Policy Framework (NPPF), ODPM Circular 06/2005 and Policies BE3, TR1, NE2 and NE5 of the Warwick District Local Plan 2011-2029."

The wording of condition 13 is to be updated to read:

- Prior to first occupation, a Travel Plan shall be submitted to and approved in writing by Warwickshire County Council. The Travel Plan will be based on the principles outlined in the Framework Travel Plan (KSSF-ARUP-RP-YT-0002 - P02) submitted with the application. After 12 months of occupation, an updated Travel Plan shall be submitted to assess the effectiveness of the approved Travel Plan and provided updated requirements (if necessary) based upon a review of the approved Travel Plan document.

REASON: To demonstrate the practical and effective measures to be taken to avoid the adverse impacts of traffic in accordance with Policy TR2 of the Warwick District Local Plan 2011-2029.

An additional condition as requested by the Fire and Rescue Officer is proposed as Condition 26 for hydrants that reads:

- The development hereby permitted shall not be occupied unless and until a scheme for the provision of adequate water supplies and fire hydrants, necessary for firefighting purposes at the site, has been submitted to and approved in writing by the Local Planning Authority and the approved scheme has been implemented in full in strict accordance with the approved details.

REASON: In the interest of the fire safety and protection of public safety and to satisfy Policy BE1 of the Warwick District Local Plan 2011-2029.

Additional Applicant Correspondence

The applicants have submitted two additional reports on the sustainability aspects of the project;

Part L2 Carbon Compliance Report

This report has been prepared to summarise how the design for the Project performs in accordance with the requirements of part L2A 2013.

It illustrates the required building fabric, air permeability, plant and lighting efficiencies to achieve compliance with all the relevant building regulations. Various system scenarios have been investigated to establish the optimum results for the building.

The results demonstrate that based on the current design information used within this report, including the utilisation of demand control ventilation and Photovoltaics ensure:

- The building is compliant with Part L2 requirements.
- With PV's the building can achieve a 10% improvement over the TER.
- The building achieves a EPC rating of B.

Sustainability Criteria Comparison

This report sets out how the applicants' Sustainability Report has been assessed and how it relates to the BREEAM criteria.

Section 106 Contributions

The report gives the incorrect figure for the Biodiversity Offsetting. The current figure is £127,508. It is noted that this is the maximum figure and will be reviewed accordingly.

The contribution towards Highways Improvements is £67,600.

Item 8: W/19/0879 24 Fishponds Road, Kenilworth

An amendment has been made to the wording of condition 2 of the above application so that it now correctly reads;

"The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan 19.2047.GA.001 submitted 24/05/2019 and approved drawings 19.2047.GA.501A and 19.2047.GA.101C, and specification contained therein, submitted on 30/08/2019. REASON: For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies BE1 and BE3 of the Warwick District Local Plan 2011-2029".

Item 9: W/19/0913 – 67 Lillington Road

A correction needs to be made to the parking and access section of the committee report regarding how far the proposed gates should be set back from carriageway; it should read 5m rather than 6m. This requirement is achieved as part of the proposal.

Item 13: W/19/1165 – Peacock Hotel, Kenilworth

Public Response: One additional objection has been received on the following grounds:

- The hotel should remain as the existing use because there is a need for a quality hotel in the area.
- The property is aimed at postgraduate students who will have more cars.
- Student accommodation should be built on the university campus, being more convenient and environmentally friendly.
- There would be less hotel accommodation for family visiting students if the application is granted.

Items 11 & 12: W/19/1009 and W/19/1010/LB – The Barn, Camp Hill Farm, Kites Nest Lane, Beausale

These applications have been withdrawn from the agenda. Amended plans have been received which overcome the concerns raised by the Conservation Officer and therefore the applications can now be determined under delegated powers.