Preamble

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Introduction
1.0 Introduction

Purpose of Statement

This Sustainability Statement accompanies the Planning Application for the proposed development of a new railway station at Kenilworth. The Planning Application will be submitted in whole by Indigo Planning Consultants on behalf of Warwickshire County Council to Warwickshire County Council.

The significant benefits of the proposed new station development are further presented in detail in the Design and Access Statement. This Sustainability Statement should be read in conjunction with this document and all other elements supporting and making up the Planning Application.

This statement will outline the national and local policies and guidance documents, and will endeavour to establish the key principles that may be applied to the proposed development.

Definition of Sustainability

Sustainability is the ‘capacity to endure’.

Since the 1980s sustainability has been used more in the sense of human sustainability on Earth, the most widely quoted definition of sustainability and sustainable development, that of the Brundtland Commission of the United Nations on March 20, 1987: “sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

At the 2005 World Summit it was noted that this requires the reconciliation of environmental, social and economic demands - the “three pillars” of sustainability. This view has been expressed as an illustration using three overlapping ellipses indicating that these three pillars of sustainability are not mutually exclusive and can be mutually reinforcing.

As this sustainability statement is in support of an Planning Application, the relevant principles must be established from an understanding of the legislative background that guides the planning process.
2.0

Legislative Background
2.0 Legislative Background

National Policy


The commitment to addressing the causes and impacts of climate change through the planning system is set out in the Planning Policy Statement 1: Delivering Sustainable Development’ (PPS1), which was published in 2005 by the Office of the Deputy Prime Minister. This document sets out the objectives and principles for local and regional development plans. This policy statement builds upon the Government’s commitment to renewable energy set out in Planning Policy Statement 22: Renewable Energy (PPS22).

In addition, Planning Policy Statement 25: Flooding (PPS25) ensures that the future risk of flooding is taken into account in the planning process. This encourages water conservation measures such as Sustainable Urban Drainage Systems (SUDS).

National construction standards have been developed for housing, which include the Code for Sustainable Homes and Buildings for Life standard. Non residential buildings can be rated using the Building Research Establishment Environmental Assessment Method (BREEAM). This method sets standards for best practice in sustainable construction and has been used by planning authorities as a Condition for planning permission. Kennilworth Station would require a bespoke BREEAM assessment which will likely include the following areas of consideration:

- Management
- Health & Wellbeing
- Energy
- Transport
- Water
- Materials
- Waste
- Land use & Ecology
- Pollution
- Innovation

A further relevant policy document, the Department for Transport’s ‘Low Carbon Transport: A Greener Future’ sets out a carbon reduction strategy for transport. The document promotes the integration of transport modes, and improvement of interchange between cycling and other forms of travel; some 60 per cent of the population lives within a quarter of an hour cycle ride of a railway station, while only 2 per cent of journeys to and from stations are made by bike.

The Building Regulations Approved Document L2A ‘Conservation of Fuel & Power (New buildings other than dwellings)” has recently been updated to reduce CO2 emissions by 25% on the 2006 requirements.

Warwick District Local Plan (1996 – 2011)

The Warwick District Local Plan was adopted in September 2007. It includes a suite of framework policies, most relevant being the Sustainable Buildings Supplementary Planning Document (SPD). This SPD expands upon policies:

- DP11 (Drainage),
- DP12 (Energy Efficiency) and
- DP13 (Renewable Energy Developments).

These policies require and encourage sustainable construction through the conservation and management of water resources, the efficient use of energy and the use of renewable sources of energy. This is in response to concern at all policy levels to address the causes of climate change by reducing carbon emissions. There is also the need to mitigate against the expected impacts of climate change such as the increased incidence of flooding and extreme temperature events.

Following the guidance set out in the SPD, the following areas are to be considered:

- Design and Layout
- Energy
- Flooding and Climate Change
- Measuring Performance
2.0 Legislative Background

Other Relevant Local Policies

Nottingham Declaration on Climate Change

As a signatory to the Nottingham Declaration on Climate Change Warwickshire County Council has also set out its commitment to reducing greenhouse gases and providing opportunities for renewable energy. Climate change is a priority within the Council’s Corporate Strategy 2008 – 2011 which sets a target to reduce CO2 production from operations under direct control of the Council by 19%.

Sustainable Community Strategy

This sets the following overall vision for the Council: ‘Warwick District, a great place to live, work and visit, where we aspire to build sustainable, safer, stronger and healthier communities’. To achieve this, one of the strategic aims in the Sustainable Community section is to ensure that ‘by 2026 Warwick District will be a place where our community has actively minimised environmental impacts’.

Warwickshire Local Area Agreement

The Council is signed up to the Warwickshire Local Area Agreement which is committed to addressing climate change through increasing the generation and use of renewable energy and the energy efficiency of buildings.

The above policy and guidance documents generally set the framework to facilitate the delivery of sustainable communities. It is proposed that a BREEAM assessment will be undertaken to demonstrate compliance with the rating to be agreed through the planning process.
Kenilworth Station

Sustainability Statement

Section 2.0

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3.0 Sustainability Statement

The proposed station development will incorporate a new station building, refurbishment of the Lighthouse building, bus stop, taxi rank, drop off point, car parking, cycle parking and improvements to pedestrian walkways. The proposed use as a public transport node connecting with rail transit is in essence a sustainable development, bringing the environmental, social and economic pillars of sustainability together. Public transport is a vital component in the Governments’ guidelines for the creation of sustainable communities.

This statement will form the basis to begin discussions with the planning authority and consultations with all stakeholders, to establish the appropriate environmental criteria and standards that should be achieved through the design development of this proposal.

As a starting point this statement will address the requirements of Warwick District Councils Sustainable Buildings - Supplementary Planning Document (SPD). Further commentary on wider social and economic considerations, and more specific issues relating to this public transport facility will be discussed.

Design and Layout

The station building is relatively small (circa 100m²) with a limited ‘work place’ component and non-onerous environmental criteria for the public waiting spaces and facilities. As such, the expected energy demand for the station building will be low, which means that the station building is able to be placed in a prominent position, without having to make major environmental considerations.

The design proposal is currently at Network Rail’s Guide to Railway Investment Projects stage – option selection, and it will be necessary to develop the chosen option to ensure it is designed to operate efficiently to minimise operating costs, and to adapt to the potential impacts of climate change. The design will endeavour to optimise passive solar gain and encourage natural ventilation, while ensuring the fabric of the building is well insulated with energy efficient lighting to be specified. (Please refer to the Design and Access Statement section 5.0 for a brief description of the GRIP process. For more detailed description please refer to network rail “the GRIP Process” available on their website).

Small areas of landscape will be developed in detail as the design progresses. The site has been assessed by an ecologist and any recommendations regarding biodiversity and habitat creation will be incorporated within the landscape design where possible. See section 9 in the Design & Access Statement.

In preparing for climate change the station design will consider the potential for overheating, while limiting solar gains through the choice of materials and details. The use of natural daylight, where practical, will help to reduce the energy use associated with artificial lighting.

The choice of materials will be based on the following criteria:

- Preference for materials which are grown over highly processed materials or have a low embodied energy (e.g. timber, natural paints, flooring and underlay, insulation).
- Use of recycled materials where appropriate.
- Use of alternative cements – GGBS, PFA – with lower embodied energy.
- Use of offsite constructed elements (e.g. modularisation and prefabrication)
- An intent to reduce construction complexity and avoid irregular spaces which are difficult to construct, finish and furnish. This will allow standard size components to be used and reduce waste.
- Retain soil and excavation waste on site for use in the landscaping.
- The proposals will also use materials and products from local sources wherever possible to minimize pollution as a consequence of transportation.

Mains water will be conserved where possible through the use of:

- Auto shut off taps and other outlets where practical.
- Flow restrictors shall be provided to outlets where practical to limit water consumption.
- Dual-Flush low water WC cisterns will be specified.
- The use of high rated appliances will be promoted for any station consignations/providers.
- Appropriate water metering will be provided to allow for water consumption to be monitored.
- Leak detection devices will be considered in the detail design phase.
3.0 Sustainability Statement

Energy

As discussed earlier, the expected energy demand will be relatively low due to its transient users and minimal staffing requirements. Through the design process the expected energy usage and efficiency for the building will be evaluated, with the percentage of renewable energy generation required to be determined through the planning process.

An assessment of potential sustainable energy supplies that are available will be carried out to ascertain the viability of their use in the station. Where possible the design of the Station and ancillary elements (including the car Park etc) will consider new technologies so that when that technology is developed and is cost effective then these systems can effectively.

Flooding and Climate Change

A flood risk assessment for the development will be submitted with the Planning Application along with a drainage strategy. The development is located in a ‘Zone 1’ area, which is defined as low flood risk by the Environment Agency.

The development will explore opportunities to incorporate Sustainable Urban Drainage Systems (SUDS) such as porous paving and soakaways.

Measuring Performance

It is intended that the development will be designed to meet a BREEAM bespoke standard, pre application discussions prior to the submission of a full planning application will determine the appropriate standard and rating required.

The construction process will be incentivised to minimise the wastage of materials and products with the Contractors required to utilise best practice in minimising site waste. The building design will incorporate off-site fabrication whenever possible and quality control measures will be required on site to ensure maximum utilisation.

Site waste management plans (SWMP)

New Regulations came into force April 2008 making Site waste management plans compulsory for all construction projects in England costing over £300,000. A SWMP records the amount and type of waste produced on a construction site and how it will be reused, recycled or disposed.

The Regulations aim to:

- increase the amount of construction waste that is recovered, re-used and recycled and improve materials resource efficiency
- prevent illegal waste activity by requiring that waste is disposed of appropriately, in accordance with the waste duty of care provisions

Considerate contractors

The contractors will be required under the terms of their contract to minimise dust, fumes, noise, discharge and any other forms of pollution.

Social and Economic Sustainability

The provision of a rail station for Kenilworth will increase the travel choices available to people when travelling to and from the town and wider afield. This will provide significant economic, social and environmental benefits. It will also contribute towards reducing the reliance on the private car and promoting social inclusion.

The impact on those living and working in the locality will be to improve accessibility between where people live and the opportunities for work and leisure and services. The proposed development also offers the opportunity to improve the character of the locality, by opening up the site to the public realm and softening the urban context by introducing landscape, a sense of place and community identity.

The economic benefits of a new station are wide ranging for those operating and using the rail network, and those residents and businesses local to the station.
3.0 Sustainability Statement

Improved connectivity to other surrounding towns helps to enlarge labour markets and supply chains which can help to reduce business costs and energy consumption. In addition, reduced travel-time to London is a significant contributor to the relative productivity of local economies.

There will be opportunities for skills development available to local people through the creation of a variety of construction jobs and potential for post construction jobs in the use and running of the station, parking and kiosk facilities. The relocation of existing businesses, and the mention of job opportunities being created through the use of the lighthouse building.

Security

The design has been developed in consultation with British Department for Transport’s Secure Station Scheme through Design Advisor and key recommendations will be adopted in the station including compliance with the Transport Secure Station Scheme and will be the achievement of a Park Mark Safer Parking award.

In addition, there are significant benefits to the incidental security of the area as a consequence of reducing the ‘built up’ obscuring of the public right of way, significantly increasing the public access within the sight and the clear lines of site created by opening up the access point to allow for clear views across the public area from Priory Road. Enhanced lighting in configuration with CCTV will create a sense of safety.

Recycling

Refuse and recycling stores will be provided within the curtilage of the station. These will be within easy access of the station building and allow for clear access from Priory Road for local authority collection.
4.0

Summary
4.0 Summary

The proposed development of a public transport node connecting with rail transit is in essence a sustainable development, bringing together environmental, social and economic benefits, public transport being a vital component in the creation of sustainable communities.

In developing a statement on sustainability it is necessary to clarify the definition and establish the underlying principles of environment, social and economic considerations which form the basis of the evaluation.

The expected environmental / sustainable performance of this development needs to be established during the next stage to support the detailed planning application.

The proposal will be of high quality design and provide an inclusive public facility that is accessible to the whole community.