



WDC/ 12CC001  
**Planning Development Management Ltd**

**The Pump House, Addington, Buckingham, MK18 2JR**

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Registered in England No. 07188741  
Registered Office at The Pump House, Addington, Buckingham, MK18 2JR

28<sup>th</sup> December 2011

Mohammed Nasser  
Planning & Development Group  
Warwickshire County Council  
Shire Hall  
Warwick  
CV34 4SX



Dear Mohammed

**Warwick Parkway railway station**  
**Consent W126/97CC023**  
**Condition 17 – PA system**

RECEIVED 29 DEC 2011	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Further to our recent correspondence, I attach a replacement cheque in settlement of the application fee, in relation to our application to vary Condition 17 of the above consent as submitted originally on 18<sup>th</sup> August 2011 with subsequent details submitted on 20<sup>th</sup> December 2011.

I trust that the application may now be registered and processed, but please do let me know should there be any queries arising or additional information required.

Yours sincerely



Robert Cronk BSc MRICS

## WARWICK PARKWAY RAILWAY STATION

Application for Variation of Condition 17 of Warwickshire County Council  
planning consent reference W126/97CC023

Planning Consent reference W126/97CC023 dated 29<sup>th</sup> March 1999 was granted subject to various conditions, for the development of Warwick Parkway railway station.

Condition 17 of the consent provided that "No amplified public address system shall be installed and used at the station without the prior written consent of the County Planning Authority."

In the event, a small number of speakers were installed at the time of the construction of the station for a PA system covering the central parts of the passenger platforms, as well as within the connecting pedestrian underpass and within the booking hall area. This would enable announcements to be made in an emergency situation, but in recognition of Condition 17, the system has not been used other than for annual testing.

On 18<sup>th</sup> August 2011, an application was submitted to the County for the variation of Condition 17 to allow the routine operational use of the existing PA system with suitable modification.

We noted at the time of the submission as follows:-

The station has proven to be very popular with rail travellers since opening in 2000, with 331,855 passengers using the station in 2005, increasing to nearly 500,000 by 2008; with average annual growth of 12%. The recession has seen a slight dip to 466,000 pa, but by the end of 2010 the overflow car parks were once more often full and Chiltern are currently planning a decked car park over the main car park to add further capacity; it is anticipated that passenger numbers will be around 530,000pa in 2012, and increase to 575,000 by 2014, with the introduction from September 2011 of the new fast 'Chiltern Mainline' service following completion of major railway improvement works at several rail bottlenecks on the route to London, which will reduce travel times to London Marylebone by up to 23% to 75 minutes from Warwick Parkway.

From 4<sup>th</sup> September 2011, therefore, those trains that do not stop at Warwick Parkway will pass through at rather greater speeds, and there will also be a greater number of trains on the route each day; the passenger numbers are consequently anticipated to rise further, as noted above.

Whilst a PA system was installed at the time that the station was constructed, it has not generally been operational to date, mindful of Condition 17 of the consent. However, my clients feel that it will be necessary for the PA system to be brought into use, for the following circumstances:-

- For the purposes of any one-off emergency announcements concerning passenger safety and security.
- For the purposes of passenger announcements during any periods of travel disruption, to enable information to be provided to passengers.
- For full compliance with the Disability Discrimination Act, in particular for the benefit of the visually handicapped who are unable to see display screens, it is required to make platform announcements for all services that stop at the station. Other passengers also naturally benefit from information provided audibly.

We would further comment that the platforms are arranged along a gentle curve on the track, meaning that when boarding trains there is often a significant gap between the platform and the carriage. Whilst train crew do use their internal PA system to warn disembarking passengers to 'mind the gap', it may be helpful to add a similar announcement to embarking passengers to aid their safety; one such passenger unfortunately fell in the gap recently, resulting in a fractured leg.

Warwickshire County Council informed us following receipt of the application that further information is required as follows:-

1. The application site boundaries should match those shown on the original consent.
2. A plan is required to show the exact location of each speaker within the station site.
3. Full technical details of the PA system to be provided, including the numbers of speakers, the maximum output of each speaker and the size of each speaker.
4. Details of each speakers height from ground level and direction of the sound amplification.
5. A noise survey to be provided, using data collated from the installed system.

We now attach the requested details, as follows:-

1. Application site plan. I attach MacNaughton Ltd plan number MCN/WRP/101 rev D showing the application site boundaries, in accordance with the boundaries of the original consent W126/97CC023.
2. I attach our plan, based on the Ordnance Survey of the completed station, showing the location of the speakers as proposed (modified from the fitted layout) on the platforms. The plan also shows a speaker within the pedestrian underpass and one in the booking hall.

The speakers on the 'Up' (London bound, or Northern) platform are aligned with the platform to enable announcements to be heard by passengers waiting between the speaker positions; these speakers ensure that sound is not emitted towards the nearby residential property at Stanks Farm.

The speakers on the 'Down' (Birmingham bound, or Southern) platform were modified for the purpose of the acoustic testing from the original installed positions, and are now aimed towards the tracks, facing away from Stanks Farm; where on the Up platform one column has two speakers with one facing each way along the platform, on the Down platform, no column has more than one speaker and the additional speaker is positioned equi-distant between the two original speaker positions, to provide adequate coverage along the platform.

3. The external speakers are each 100mm diameter, and positioned at a height of 3450mm above platform level.

The speaker circuit details are as follows:-

Booking hall – 2 no. ceiling speakers, 2.2 watts total (on the circuit), 4.83K ohms

Pedestrian underpass – 1 no. bi-directional speaker, 5.2 watts total (on the circuit), 2.15K ohms

Platform 1 (Up) – 4 no. uni-directional speakers, 25 watts total (on the circuit), 536 ohms



Platform 2 (Down) – 4 no. uni-directional speakers, 24 watts total (on the circuit), 529 ohms

The circuits are fed from a local PA system amplifier, and will also be capable of being operated for automated announcements controlled remotely by Chiltern's Integrated Control Centre. The volume of the output can be adjusted as required, for different periods of the day as appropriate.

4. The speakers on the platforms are arranged on lighting columns at 3450mm above platform level, and as described above, are arranged to project along the Northern platform and across the Southern platform, away from Stanks Farm.
5. Chiltern Railways commissioned acoustic consultants Hann Tucker to undertake acoustic testing with the PA system as fitted and modified as described above, with the above locations and directions of speakers fitted on the platforms. They found, in summary, that normal operational use of the PA system would be unlikely to cause annoyance to the nearby noise receptors at Stanks Farm (or more distant positions) from the first train until mid evening, and that from 21:00 until last train (currently 00:30) it might cause annoyance unless the volume of the system was moderated in accordance with their recommendations. Their detailed report is attached.

We trust that these details provide the Council with sufficient information to progress the application to vary Condition 17 to permit the normal operational use of the PA system, subject to compliance with the recommendations of the Hann Tucker report, to a successful conclusion.



WDC/ 12C C001  
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18<sup>th</sup> August 2011

Ms Sue Broomhead  
Environment and Economy Development Group  
Warwickshire County Council  
Shire Hall  
Warwick  
CV34 4SX



Dear Ms Broomhead

**Warwick Parkway railway station**  
**Consent W126/97CC023**  
**Condition 17 – PA system**

Further to our telephone discussion, I enclose an application on behalf of our clients, Chiltern Railways, for the variation of Condition 17 of the above consent issued by the Secretary of State in March 1999, and attach our cheque for the application fee in the sum of £170.00.

The station has proven to be very popular with rail travellers since opening in 2000, with 331,855 passengers using the station in 2005, increasing to nearly 500,000 by 2008; with average annual growth of 12%. The recession has seen a slight dip to 466,000 pa, but by the end of 2010 the overflow car parks were once more often full and Chiltern are currently planning a decked car park over the main car park to add further capacity; it is anticipated that passenger numbers will be around 530,000pa in 2012, and increase to 575,000 by 2014, with the introduction from September 2011 of the new fast 'Chiltern Mainline' service following completion of major railway improvement works at several rail bottlenecks on the route to London, which will reduce travel times to London Marylebone by up to 23% to 75 minutes from Warwick Parkway.

From 4<sup>th</sup> September 2011, therefore, those trains that do not stop at Warwick Parkway will pass through at rather greater speeds, and there will also be a greater number of trains on the route each day; the passenger numbers are consequently anticipated to rise further, as noted above.

Whilst a PA system was installed at the time that the station was constructed, it has not generally been operational to date, mindful of Condition 17 of the consent. However, my clients feel that it will be necessary for the PA system to be brought into use, for the following circumstances:-

- For the purposes of any one-off emergency announcements concerning passenger safety and security.
- For the purposes of passenger announcements during any periods of travel disruption, to enable information to be provided to passengers.
- For full compliance with the Disability Discrimination Act, in particular for the benefit of the visually handicapped who are unable to see display screens, it is required to make platform announcements for all services that stop at the station. Other passengers also naturally benefit from information provided audibly.

Chiltern Railways believe that there would be minimal disturbance to residents from the use of the PA system. With the exception of Shanks Farm (which is some 90m to the West), it is some 310m to the

nearest properties to the South at Gould Road, Hampton Magna, and 180m to the nearest residential properties to the North at Lyster Close, Warwick – on the far side of the A46 dual carriageway embankment and a substantial tree belt. Nevertheless, to avoid any possibility of disturbance related to the use of a PA system in the 'quiet hours' of the night, Chiltern Railways would accept a general restriction preventing use of the system between the hours of 21:00 and 07:00 other than in the case of emergency.

I trust that the above clearly states the case for the normal operational need for the use of a PA system at what is now a very busy mainline railway station. However, please let me know should there be any comments or queries on any aspect.

Yours sincerely



Robert Cronk BSc MRICS



**WDC/ 12CC001**

Application for removal or variation of a condition following grant of planning permission.

Town and Country Planning Act 1990.

Planning (Listed Buildings and Conservation Areas) Act 1990

You can complete and submit this form electronically via the Planning Portal by visiting [www.planningportal.gov.uk/apply](http://www.planningportal.gov.uk/apply)**Publication of applications on planning authority websites**

Please note that the information provided on this application form and in supporting documents may be published on the authority's website. If you require any further clarification, please contact the Authority's planning department.

Please complete using block capitals and black ink.

It is important that you read the accompanying guidance notes as incorrect completion will delay the processing of your application.

**1. Applicant Name and Address**

Title:		First name:	
Last name:			
Company (optional):	CHILTERN RAILWAY COMPANY LTD		
Unit:		House number:	
House name:	BIRMINGHAM MOOR ST STATION		
Address 1:	QUEENSWAY		
Address 2:			
Address 3:			
Town:	BIRMINGHAM		
County:			
Country:			
Postcode:	B4 7UL		

**2. Agent Name and Address**

Title:	MR	First name:	ROBERT
Last name:	CRONK		
Company (optional):	PLANNING DEVELOPMENT MANAGEMENT LTD		
Unit:		House number:	
House name:	THE PUMP HOUSE		
Address 1:	ADDINGTON		
Address 2:			
Address 3:			
Town:	BUCKINGHAM		
County:			
Country:			
Postcode:	MK18 2JR		



## 3. PRE-APPLICATION ADVICE

Please provide the full postal address of the application site.

Unit:	House number:	House suffix:
House name: <b>WARWICK PARKWAY STATION</b>		
Address 1: <b>OLD BUDBROOKE RD</b>		
Address 2:		
Address 3:		
Town: <b>WARWICK</b>		
County: <b>WARWICKSHIRE</b>		
Postcode (optional): <b>CV35 8QN</b>		
Description of location or a grid reference. (must be completed if postcode is not known):		
Easting: <b>426556</b>	Northing: <b>265389</b>	
Description:		

## 4. PRE-APPLICATION ADVICE

Has assistance or prior advice been sought from the local authority about this application? ☐ Yes ☒ No

If Yes, please complete the following information about the advice you were given. (This will help the authority to deal with this application more efficiently).

Please tick if the full contact details are not known, and then complete as much as possible: ☐

Officer name:

Reference:

Date (DD/MM/YYYY):

(must be pre-application submission)

Details of pre-application advice received?

## 5. Description Of Your Proposal

Please provide a description of the approved development as shown on the decision letter, including the application reference number and date of decision in the sections below:

**RAILWAY STATION BUILDING, SUBWAY, STEPS AND RAMPS TOGETHER WITH CAR PARKING AND OTHER ASSOCIATED FACILITIES ON LAND AT BUDBROOKE, OLD BUDBROOKE RD, WARWICK**

Reference number: **W126/97CC023** Date of decision (DD/MM/YYYY): **29/03/1999** (date must be pre-application submission)

Please state the condition number(s) to which this application relates:

1.	<b>CONDITION 17</b>	6.	
2.		7.	
3.		8.	
4.		9.	
5.		10.	

Has the development already started?

☒ Yes ☐ No

If Yes, please state when the development started (DD/MM/YYYY):

**AT TIME OF STATION CONSTRUCTION** (date must be pre-application submission)

Has the development been completed?

☐ Yes ☒ No

If Yes, please state when the development was completed (DD/MM/YYYY):

(date must be pre-application submission)

## 6. Condition(s) - Removal

Please state why you wish the condition(s) to be removed or changed:

**PA SYSTEM WAS INSTALLED AT TIME OF STATION CONSTRUCTION, THOUGH HAS NOT BEEN BROUGHT INTO USE. USE NOW REQUIRED DUE TO INCREASED SPEEDS OF THROUGH TRAINS AND FOR OTHER SAFETY AND PASSENGER CONVENIENCE REASONS**

If you wish the existing condition to be changed, please state how you wish the condition to be varied:

**ANY PA SYSTEM SHALL BE USED ONLY BETWEEN THE HOURS OF 07:00 TO 21:00 OTHER THAN FOR EMERGENCIES.**

One Certificate A, B, C, or D, must be completed with this application form

**CERTIFICATE OF OWNERSHIP - CERTIFICATE A****Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12**

I certify/ The applicant certifies that on the day 21 days before the date of this application nobody except myself/ the applicant was the owner (*owner is a person with a freehold interest or leasehold interest with at least 7 years left to run*) of any part of the land or building to which the application relates.

Signed - Applicant:

Or signed - Agent:

Date DD/MM/YYYY:

**CERTIFICATE OF OWNERSHIP - CERTIFICATE B****Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12**

I certify/ The applicant certifies that I have/ the applicant has given the requisite notice to everyone else (as listed below) who, on the day 21 days before the date of this application, was the owner (*owner is a person with a freehold interest or leasehold interest with at least 7 years left to run*) of any part of the land or building to which this application relates.

Name of Owner	Address	Date Notice Served
NETWORK RAIL	THE MAILBOX, BIRMINGHAM B1 1RT FAO MATT RICE	
WARWICKSHIRE COUNTY COUNCIL	SHIRE HALL, WARWICK, CV34 4SX	

Signed - Applicant:

Or signed - Agent:

Date DD/MM/YYYY:

18/08/2011

**CERTIFICATE OF OWNERSHIP - CERTIFICATE C****Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12**

certify/ The applicant certifies that:

- Neither Certificate A or B can be issued for this application
- All reasonable steps have been taken to find out the names and addresses of the other owners (*owner is a person with a freehold interest or leasehold interest with at least 7 years left to run*) of the land or building, or of a part of it, but I have/ the applicant has been unable to do so.

The steps taken were:

Name of Owner	Address	Date Notice Served

Notice of the application has been published in the following newspaper (circulating in the area where the land is situated):

On the following date (which must not be earlier than 21 days before the date of the application):

Signed - Applicant:

Or signed - Agent:

Date DD/MM/YYYY:

## 7. Ownership Certificates (continued)

### CERTIFICATE OF OWNERSHIP - CERTIFICATE D

#### Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

I certify/ The applicant certifies that:

- Certificate A cannot be issued for this application
- All reasonable steps have been taken to find out the names and addresses of everyone else who, on the day 21 days before the date of this application, was the owner (*owner is a person with a freehold interest or leasehold interest with at least 7 years left to run*) of any part of the land to which this application relates, but I have/ the applicant has been unable to do so.

The steps taken were:

--

Notice of the application has been published in the following newspaper (circulating in the area where the land is situated):

--

On the following date (which must not be earlier than 21 days before the date of the application):

--

Signed - Applicant:

--

Or signed - Agent:

--

Date DD/MM/YYYY:

--

## 8. Agricultural Land Declaration

### AGRICULTURAL LAND DECLARATION

#### Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

Agricultural Land Declaration - You Must Complete Either A or B

(A) None of the land to which the application relates is, or is part of, an agricultural holding.

Signed - Applicant:

--

Or signed - Agent:

--

Date (DD/MM/YYYY):

29.07.2011
------------

(B) I have/ The applicant has given the requisite notice to every person other than myself/ the applicant who, on the day 21 days before the date of this application, was a tenant of an agricultural holding on all or part of the land to which this application relates, as listed below:

Name of Tenant	Address	Date Notice Served

Signed - Applicant:

--

Or signed - Agent:

--

Date (DD/MM/YYYY):

--

## 9. Planning Application Requirements - Checklist

Please read the following checklist to make sure you have sent all the information in support of your proposal. Failure to submit all information required will result in your application being deemed invalid. It will not be considered valid until all information required by the Local Planning Authority has been submitted.

The original and 3 copies of a *submitted electronically* completed and dated application form: ☒

The original and 3 copies of other plans and drawings or information necessary to describe the subject of the application: ☐

The correct fee: ☒

The original and 3 copies of the completed, dated Ownership Certificate (A, B, C, or D - as applicable): *submitted electronically* ☒

The original and 3 copies of the completed, dated Article 12 Certificate (Agricultural Holdings): *submitted electronically* ☒



/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information.

Signed - Applicant:

Or signed - Agent:

Date (DD/MM/YYYY):

18/08/2011

(date cannot be pre-application)

### 11. Applicant Contact Details

Telephone numbers

Country code:

National number:

Extension number:

Country code:

Mobile number (optional):

Country code:

Fax number (optional):

Email address (optional):

### 12. Agent Contact Details

Telephone numbers

Country code:

National number:

Extension number:

Country code:

Mobile number (optional):

Country code:

Fax number (optional):

Email address (optional):

### 13. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

☐ Yes

☒ No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact? (Please select only one)

☒ Agent

☐ Applicant

☐ Other (if different from the agent/applicant's details)

If Other has been selected, please provide:

Contact name:

Telephone number:

Email address: