



ATKINS

**Design and Access Statement
Kenilworth Station**

December 2010

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1.0

Introduction

1.0 Introduction

1.0 Introduction

This document has been prepared in support of a planning application being submitted by Warwickshire County Council

This statement should be read alongside the full set of submission documents and drawings associated with the application, as set out by Indigo Planning in their Planning Statement and application document.

This document seeks to draw together the design and access proposals in support of the proposed development and place them within the appropriate planning and urban design context. It can therefore be seen as an 'entry point' into the submission to help those interested in the proposed development to gain an appreciation of the proposal and related issues.

The planning application is intended to establish the site use and access arrangement with all other matters reserved.

This statement generally follows Warwick District Council's guidance notes on Design and Access Statements and the CABI guidance document "Design and Access Statements: How to write, read and use them"; and attempts to show how all the elements of design have influenced the design development.

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2.0

Project Background

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A new station at Kenilworth is part of the wider developments in transport for the area as outlined in the Warwickshire Local Transport Plan 2006 - 2011 which states the County Council's commitment to pursuing the provision of a new station to serve Kenilworth. In addition, parking facilities, drop off point, taxi provision and bus / rail interchange facilities are envisaged to be included within the station development site.

The new station is part of a wider scheme that aims to improve accessibility between where people live and the opportunities for work, leisure and services. As well as to reduce congestion, make journey times more reliable and aid economic regeneration along the corridor between Nuneaton and Coventry.

In the longer term, the relevant local authorities aspire to extend the Coventry – Nuneaton service northwards from Nuneaton towards the East Midlands and connect the North and South corridors across Coventry.

The new station also needs to be considered in the context of the adjoining conservation area, and by replacing a builders merchant, as a necessarily busy working place, with a landscaped forecourt in front of a renewed station, and by keeping 85 Priory Road (the Lighthouse) as the end of terrace building by the entrance, the whole development will have an important 'sense of place' for Kenilworth.

The new station will provide a significant benefit to the transport infrastructure of Kenilworth and the local area, through improved connectivity between where people live and work and leisure destinations.

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3.0

Historical Context

3.0 Historical Context

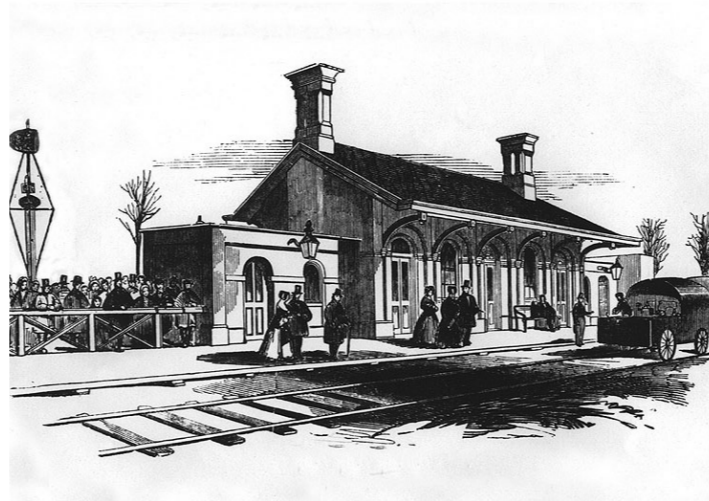
Kenilworth is an historic town with a population of approximately 23,000 at the 2001 Census. Its history is centred on Kenilworth Castle and the Abbey which have their origins in the 12th century. Kenilworth grew rapidly after the Second World War and today has a strong residential character due to its proximity to Coventry and the nearby Warwick University.

The original Kenilworth station was opened in 1844 and was sufficiently successful to warrant the 1883 replacement which was a fairly large Gothic style station much akin to many stations in the country at this time. During the war the ornate steel canopy was relieved of its glazing and shortly after the war the canopy was completely removed rather than having its glazing replaced. This lack of restoration was possible as a result of the reduced post war passengers use of the station. The station subsequently went through a gradual decline until its closure in 1965.

This historical account is based on information published on www.warwickshirerailways.com

The images to the right show how Kenilworth Station has evolved over time:

- The first illustration is a view of the original Kenilworth station with single platform being opened on 9th December 1844 a few months after it had been built. The original station was modest but in keeping with the architecture adopted by the early railway companies for secondary stations.
- The second photograph is a view of the station approach to Kenilworth's replacement station in 1884. The Gothic style station shows the impressive canopy providing protection to numerous horse-drawn cabs. The buildings were faced with red pressed bricks, moulded and enriched brick cornices, panels, labels and quoining as well as Hollington stone gable copings, finials, corbels etc. The same use of detail has been used on the light wrought iron canopy and the raised ornate glazed roof towering above the booking hall.
- The third photograph is of a 1959 Exterior view of Kenilworth station's front facade.



Kenilworth Station 1844



Kenilworth Station 1884



Kenilworth Station 1959



A feature remaining from the 1884 station building is an original window, which may be incorporated within the new design proposals, outlined in Section 7.

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4.0

Assessment

4.0 Assessment

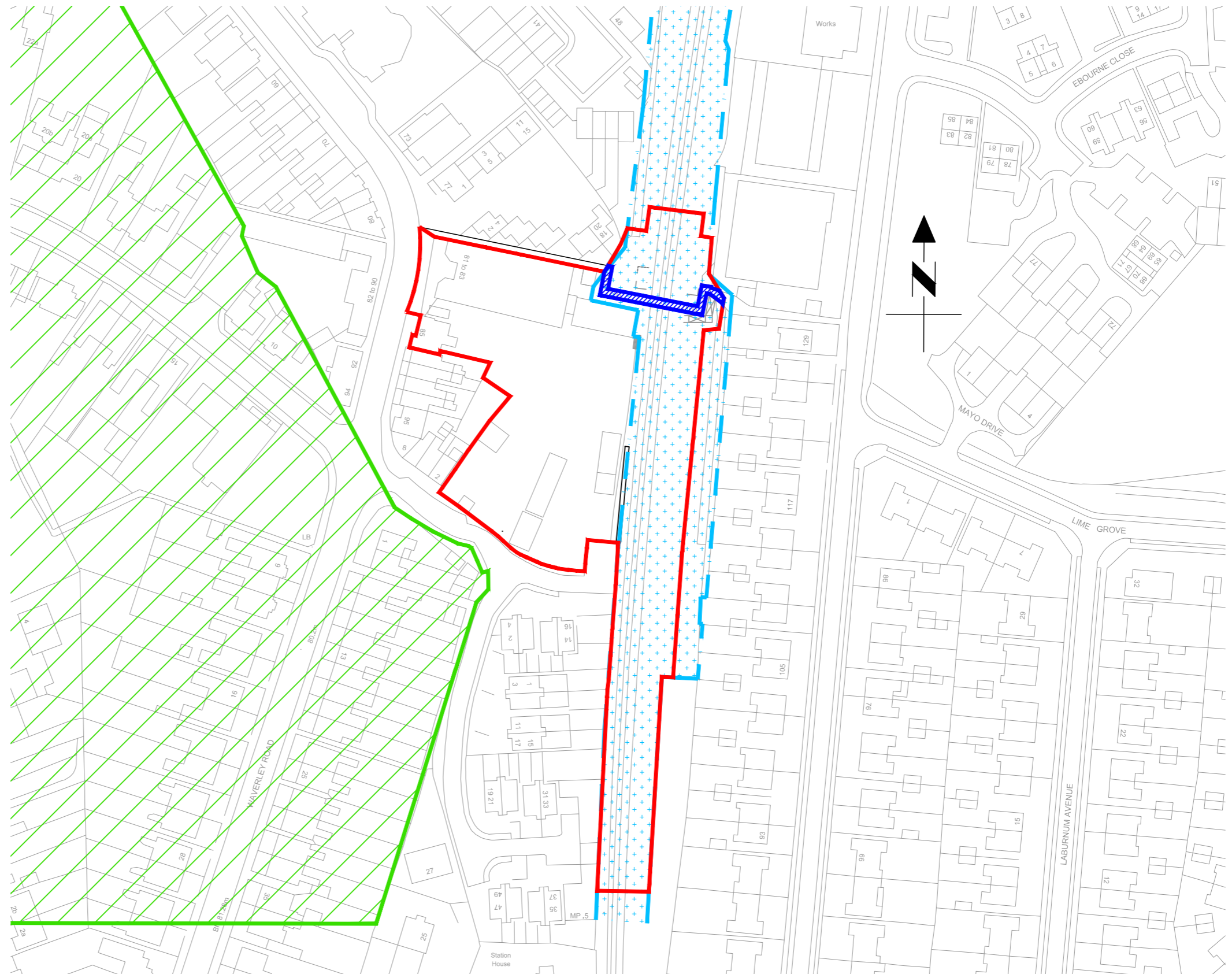
The original site has undergone significant change since the demise of the original station. This section will look at the current context and use of the proposed site.

Context of site

The site is located at 81-83 Priory Road, Kenilworth CV8 1LQ, which together with the Lighthouse (85 Priory Road) is currently used by Bailey Buildbase Ltd. Access to the storage yard and car park is between these two buildings. Priory Road is an assortment of predominately two storey dwellings mixed with A1/A2/A5 type commercial premises, which are positioned close to the public highway with little landscaping to soften the urban realm. Moving further north-west along Priory Road the dwellings increase in size and are set back from the public highway, with large mature trees set within the public footpath and front gardens.

To the west of the site runs Station Road, this passes through a Conservation Area and connects with the town centre primary retail area.

It is the intention that the development of the station, and to include the Lighthouse building, will be an enhancement benefitting the whole community of Kenilworth, and with particular relevance to the adjoining conservation area.



4.0 Assessment

Physical

81-83 Priory Road is a brick clad single story industrial unit running the length of the northern site boundary, behind which runs a public footpath connecting Priory Road to Farmer Ward Road, via the pedestrian bridge over the railway tracks. This will be demolished to open up the entrance.

The Lighthouse, 85 Priory Road, is a two storey end of a terrace building, and the gardens of the terrace form the western boundary of the site. This building will be used for either A2, office, or C3, residential, to be agreed with Warwickshire County Council.

The eastern boundary extends to the rear gardens of the dwellings along Farmer Ward Road, with railway tracks limiting the extent of the existing service yard eastern edge. The south boundary of the site extends to Lockhart Close.

The other existing buildings on the site are an assortment of single storey storage units of varying scale and external appearance. That will be demolished, but the existing sub-station will be retained.

View of Site Access

No 81-83 Priory Road (building on left) to be demolished

No 85 Priory Road, the Lighthouse (building on Right) to be retained



4.0 Assessment



View of existing Yard from Footbridge



of public right of way, No 81- 83 Priory Road to be removed, opening up the right of way

4.0 Assessment

Social

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 business into the town and travel elsewhere. The proposed development also offers the opportunity to improve the character of the locality. By opening up the site to the public realm retaining the terrace along Priory Road and softening the urban context by introducing landscape, a sense of place and community identity can be developed. The proposed development of the station site will create a transport hub by incorporating rail, bus and taxis in one location. Public transport hubs are an essential component of a successful public transport network, both in urban and rural areas, allowing people to move between different modes. Public transport is a vital component in developing sustainable communities.

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

Economic

A wide range of benefits are unlocked by the Scheme. These include:

- Reduced journey times for journeys between Kenilworth and Coventry, Leamington Spa, Birmingham, London and other destinations
- Greater accessibility to the rail network from Kenilworth and therefore reduction of car use to access the rail network at Tile Hill, Coventry or Warwick
- Improved accessibility to jobs, retail and leisure facilities in the North-South corridor;
- Modal shift – resulting in the creation of over 275,000 rail journeys per year and 3.1 million fewer vehicle miles per year;
- Increased capacity on parts of the rail network that are typically overcrowded at present; and

- Reduced congestion on the road network associated with additional transfer to public transport as a result of the above.

The scheme is likely to have the following environmental benefits:

- A reduction of highway noise levels –valued at £223,000 (2002 prices and values)
- A reduction in highway emissions – valued at £264,000 (2002 prices and values);
- A reduction in the forecast highway carbon dioxide emissions valued at £348,000 (2002 prices and values)
- Reduction in overcrowding of the current Cross Country train services - journey ambiance benefits valued at £ 3.3 million (2002 prices and values); and
- Reduction in the loss of life, injuries and damage to property resulting from highway accidents - valued at £2.6 million (2002 prices and values)

Planning Policy

Within the Warwick District Local Plan 2006-2011 dated September 2007 there is a specific policy (SSP4) to safeguard land for Kenilworth Station, in addition, please see extract overleaf from the 'Proposals Map' dated 2010, highlighting the site for Kenilworth Railway Station .

The Local Transport Plan has proposed the development of a new rail station for Kenilworth and the Structure Plan also requires the Local Plan to safeguard land for a railway station at Kenilworth.














Further relevant planning guidance is given in the Warwick Local Plan under Chapter 5: Sustaining Communities, in particular SC3: Supporting Public Transport Interchanges, and SC4: Supporting cycling and Pedestrian Facilities. These policies support the development of public transport interchanges, and promote ease of movement between more sustainable means of transport such as buses, trains, walking and cycling.

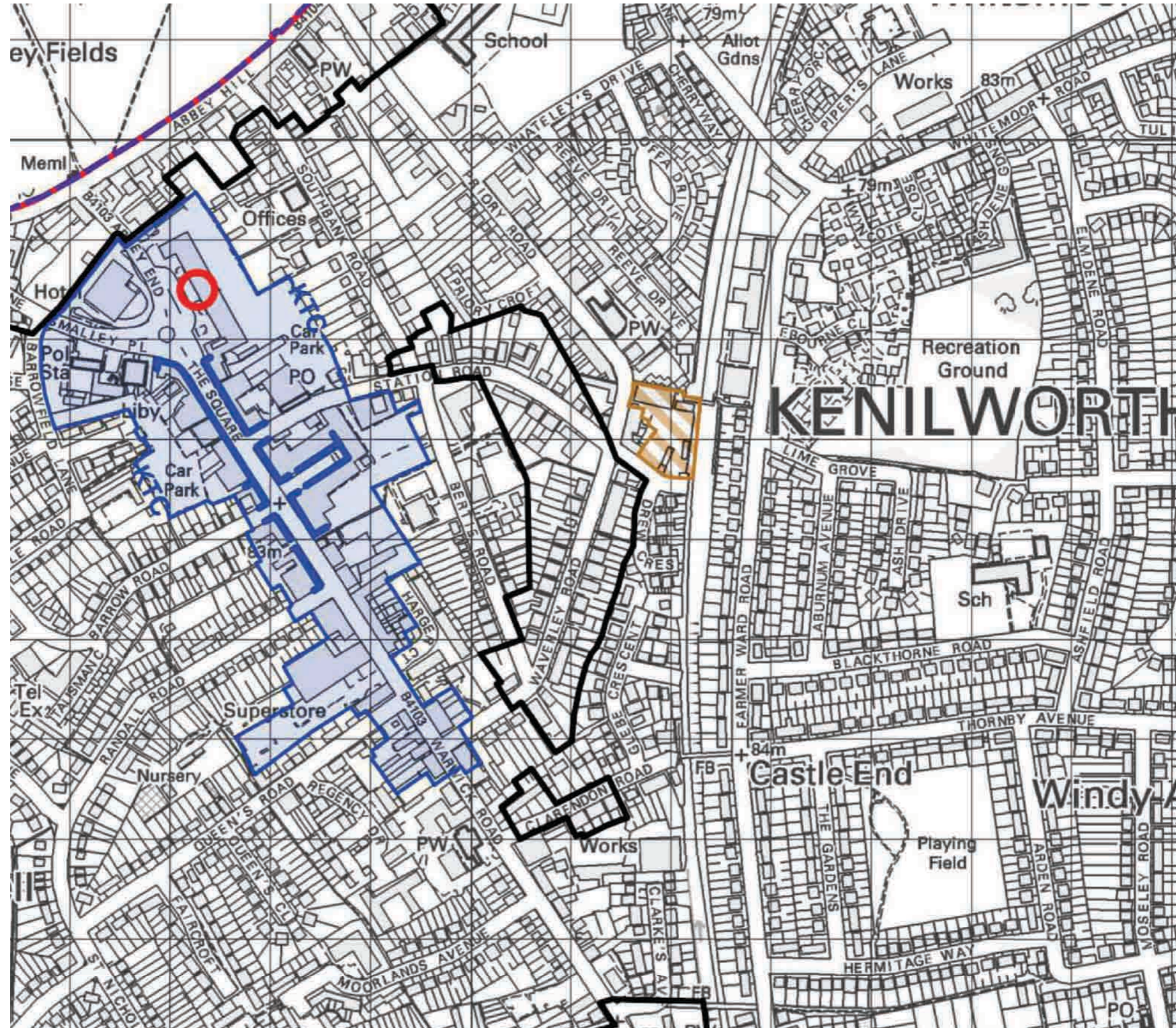
Reference should be made to the Planning Statement submitted by Indigo Planning for a detailed analysis of the relevant policies.

4.0 Assessment

Warwick District Local Plan
1996 - 2011

Proposals Map Part 5
Kenilworth.

-  Green Belt
(DAP 1 and RAP 1 - RAP 16)
-  Areas of Restraint
(DAP 2)
-  Sites of Special Scientific Interest & Local Nature Reserves
(DAP 3)
-  Ancient Woodlands
(DAP 3)
-  Conservation Area Boundaries
(DAP 6, 8-10)
-  Parks and Gardens of Special Historic Interest
(DAP 11)
-  Scheduled Ancient Monuments
(DP 4)
-  Flood Risk Areas
(DP 10)
-  Public Transport Interchanges
(SC 3)
-  Local Shopping Centres*
(UAP 4)
-  Boundary of Kenilworth Town Centre
(TCP 1,2,4,5,9,11,12,13)
-  Town Centre Primary Retail Frontages
(TCP 4)
-  Kenilworth Railway Station
(SSP 4)



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Involvement

5.0 Involvement

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Network Rail procedures

It is recognised that in comparison with other industries there are significant additional complexities with working on or alongside an operating rail network.

The GRIP process and Network Rail safety rules and design & construction standards essentially dictate what may be constructed adjacent to the railway. The scheme is currently at GRIP3 where feasibility options are being reviewed, and we will continue to obtain decision approvals from Network Rail into GRIP4 and beyond.

Consultation

As part of the design development process and prior to the submission of a Reserved Matters Planning Application there will be the opportunity to consult all stakeholders and interested parties. It is intended that this Design and Access Statement will form the basis to begin the consultation process with the groups listed below:

- Network Rail (with all relevant stakeholders as necessary to move through the GRIP process)
- Train Operating Companies
- Environment Agency
- Warwickshire County Council
- County Archaeologist
- Warwick District Council
 - Development Services - Planning
 - Environmental Services
 - Roads, parking and transport
 - Emergency services
 - Crime and law enforcement
 - Community Protection
 - Neighbourhood and Cultural Services
 - Health, social care and safety
 - Tourism and travel
- EDF Energy
- Kenilworth Town Council

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Evaluation

6.0 Evaluation

The proposed new railway station accords with the development plan and will be a significant enhancement to the transport infrastructure of Kenilworth. Planning Policy SSP4 10.31 notes that support exists within the community for a new station for Kenilworth”.

The site represents an attractive location for rail users, travelling both to and from the town. It is centrally located, close to the town centre and has good accessibility for pedestrians and cyclists. The existing buildings are of little architectural value, apart from the Lighthouse, and will be demolished to create a site suitable for the development of a transport hub.

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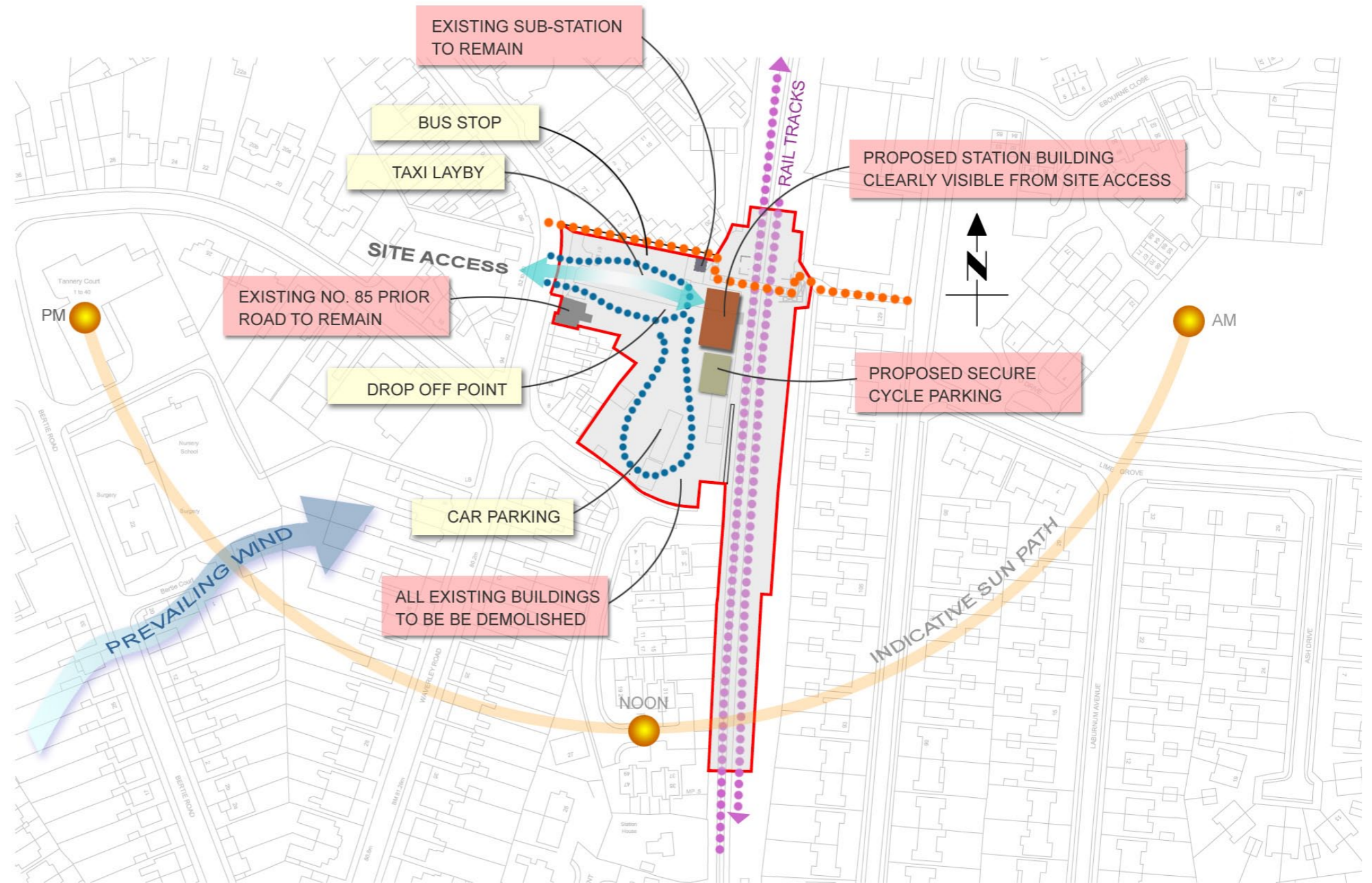
7.0

Design Proposals

7.0 Design Proposals

There will be further detailed development of the design during the Reserved Matter stage with consideration of further planning policies that are contained within the Development Policies chapter of the Local Plan. The site layout has been developed from an analysis of the site, taking into consideration site access, visibility, vehicular and pedestrian movements. The site analysis sketch illustrates these considerations.

The masterplan of the site has been developed from consideration of buildings that can be demolished, or those which should be retained for their qualities and relevance to the urban context, and other prevailing conditions.



7.0 Design Proposals

Amount

It is proposed that the site will be developed to comprise the following:

- New station building,
- New footbridge within the paid and secure area, including lifts,
- North and south bound platforms adjacent to the existing permanent way / tracks
- Covered cycle storage,
- Dedicated Bus stopover
- Taxi rank
- Car Park (88 Parking spaces of which 5 are fully DDA compliant)
- Drop off point
- Refurbishment and improvement to the Lighthouse for either A2 office or C3 residential

It is intended that the existing electrical sub-station and footbridge will remain, with the potential to upgrade the sub-station enclosure to integrate with the new station design.

The Station Development area is circa 0.8ha being roughly comprised of 0.5ha for the car park & unpaid station development area, 0.1ha for the west platform area and 0.2ha for the east platform area. The total enclosed GIA for the station building is circa 100m².

The development will be constructed in two phases, comprising:

Phase 1:

- Demolition of existing buildings
- New station building
- New single platform
- New lighting and communications
- Hard and soft landscaping
- Cycle and pedestrian routes
- Covered cycle storage
- Access road and commuter facilities including bus stop, taxi waiting and drop off areas
- Car parking
- Lighthouse refurbishment

Phase 2:

- Extend phase 1 platform (if required)
- Construct second platform
- New station footbridge including DDA lifts

7.0 Design Proposals

Layout




The proposed site layout plan illustrates the general arrangement based on the site analysis and amount of development required.

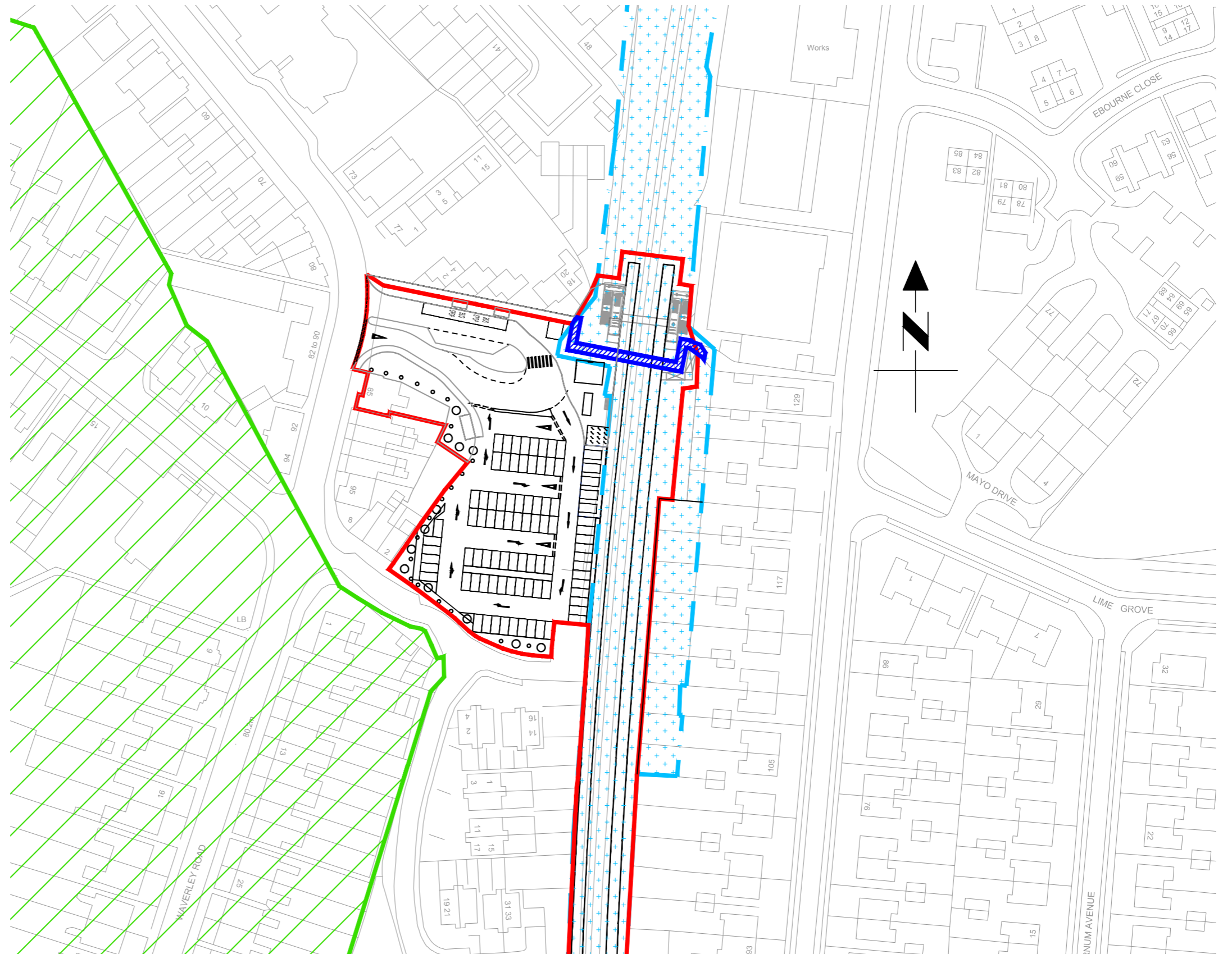
The Station building will be a single storey building containing Ticket Office, Staff WC, Store/Plant Room, Waiting Room, Unisex/DDAWC and a Kiosk. The Waiting Area will provide for information display, ticket queuing area, internal circulation and gate line delineating the paid and unpaid areas of the station.

The Lighthouse building will remain and be refurbished, to be used either for residential or office use.

See sketch proposals on the following pages.

KEY:

-  PLANNING APPLICATION BOUNDARY
-  NETWORK RAIL LAND
-  CONSERVATION AREA



Proposed Site Plan

7.0 Design Proposals

Climate change

The station building will be designed to minimise energy usage and therefore carbon emissions. Please refer to the supporting Sustainability Statement for further information.

Scale

The station building will be single storey with a maximum height of 6m, this is to create a high volume over the waiting area to enable natural light through clerestory windows and / or a glass roof / lantern . This height will be below the ridge lines of adjacent dwellings. The linear form maximises the building frontage and visibility on approach. This also facilitates securing the unpaid / paid division.

The proposed lift shafts will be approximately 9m tall, which will offer a visual reference to the station and access provisions.

Landscape

The layout plan has highlighted potential areas for soft landscaping, which will be developed as part of the design process at Reserved Matters stage.

Appearance

The appearance of the buildings and site structures such as bus stops, pedestrian bridge, lift shafts and cycle stands will be considered at Reserved Matters stage.

Three designs are being considered and will be consulted upon in due course. One of these is shown for illustration purposes.

This information is included for illustrative purposes only and does not form part of the application under consideration.

7.0 Design Proposals - Illustrative Design Option

This design proposal makes reference to the earlier station design. The materials will be red brick with precast stone surrounds to the entrance doors and windows. A more subtle glass canopy than the earlier station will shelter the entrance and external ticket machines.

Clerestory windows will create a light inviting space within the waiting area, reflecting the special qualities of the earlier station design.

The incorporation of the remaining original window would be architecturally appropriate within this design proposal. It is currently shown on the north façade of the new station building, although further development may relocate this feature to a more prominent location.

The cycle shelters have the potential to be designed with matching pitch roofs to integrate this structure with the station building.



7.0 Design Proposals - Illustrative Design Option



Plan



7.0 Design Proposals - Illustrative Design Option



Overhead view of the new station and car park



Overhead view of the new station and platforms

7.0 Design Proposals - Illustrative Design Option



Potential inclusion of historic window. This location will be reviewed at the reserved matters stage



West Elevation



South Elevation



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8.0

Access and Movement

8.0 Access and Movement

Policy DP6 (Access) requires all developments to provide safe, convenient and attractive routes for pedestrians, cyclists and users of motor vehicles.

The development will be convenient and easy to use by all members of the community with the essence of the site layout being to facilitate the interchange of transport modes.

The site access from Priory Road will be widened to improve lines of vision to/from the public highway and to accommodate two way traffic movements for a variety of vehicle sizes, including buses and emergency services access.

With all vehicles entering and leaving the site from a single access point the layout provides a loop road with lay-by space for buses, taxi's and drop off point to ensure waiting vehicles do not block access to the car park or the site egress. The car park entrance and egress can be controlled and secured off the loop road. Appropriate signage will be provided in accordance with the Transport Assessment. Refer to the Transport Assessment document for further information.

All users will benefit from level access routes (dropped kerbs where necessary) and clearly denoted pedestrian circulation routes, including pedestrian crossings, vehicle speed limits, and traffic calming measures. Dedicated disabled parking bays will be provided adjacent to the station building entrance. The provision of ramps to the platform, and lifts to access the platform bridge, will form the strategy for ensuring the site is fully accessible to all users.

Opening up the public right of way will ensure the pedestrian catchment areas are maximised, the route will offer greater visibility from the site and increased surveillance and lighting will make users feel safer and create a more attractive environment.

The provision of secure cycle parking will encourage cyclists from a wide catchment area. The number provided will be subject to further expected ridership analysis.

8.0 Access and Movement



8.0 Access and Movement

The bullet points below are taken from the Summary and Conclusions within the Transport Assessment prepared by the Transportation Planning Unit of Warwickshire County Council:

- Warwickshire County Council, Transport Planning Unit, have been instructed to produce a Transportation Assessment for submission as part of the Planning Application for the proposed new Kenilworth Railway Station development. The new station will be located on the single track section of line between Coventry and Leamington Spa, on the site that is currently occupied by the 'Bailey Buildbase' builders merchants.
- Kenilworth Station is being developed in full accordance with national, regional and local transport policy. Within the context of the Warwickshire 'North- South Corridor', the development will help:
 - Support economic competitiveness and growth;
 - Reduce transport emissions of greenhouse gases
 - Contribute towards better safety, securing health and life-expectancy;
 - Promote greater equality of opportunity for all; and
 - Improve quality of life for users and non- users of transport.
- The site is ideally located within the heart of the Kenilworth urban area. Accessibility to the proposed Station is high; roughly 80% of the local population live within a 1200m walking and cycling catchment. Public transport provision is very good and the safety record of the current highway access is good.
- The current site generates a significant proportion (30%) of all large vehicle movements on the A452. However, the absolute number of trips generated by the builders merchants is small in comparison to the total vehicle movements along Waverley Road / Priory Road.
- Kenilworth Station is proposed with 2 new platforms, linked via a DDA compliant footbridge, a station forecourt with bus stands & kiss 'n' ride area and an 88 space car park. Car parking capacity has been demonstrated as sufficient to accommodate demand in both opening and future years.
- Demand forecasting work has produced a robust profile of passenger trips, in full accordance with the DfT 'WebTAG' guidance. This data was used to analyse the potential traffic impacts of the proposed development within the 'Kenilworth and Stoneleigh S-Paramics 2009 Base Model' and '2018 Future Year Model'. The outputs from this modelling work demonstrated that:

"... the traffic impact at the site is minimal and no detrimental effect to the operation of the [local road] network is experienced in the 2013 opening year or 2018 test year."
- Warwickshire County Council is therefore recommended to approve the outline planning application for Kenilworth Station, on the basis that the proposed development will not negatively impact on the performance of the local road traffic network.

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9.0

Summary

9.0 Summary

This statement provides an overview of the design and access provisions for the proposed development of Kenilworth Station, sufficient to enable an application, as set out by Warwickshire County Council.

This statement should be read alongside the full set of submission documents and drawings associated with the application, as set out by Indigo Planning in their Planning Statement and application document.

The Outline Planning application requests that the following items be considered in detail:

- usage
- access

It is proposed that the following matters will be addressed at Reserved Matters application stage, following the opportunity to fully consult the public and all relevant stakeholders in the design development process.

- Appearance of the station building and site structures including bus and cycle shelters, lift shafts and bridge; and treatment to the existing sub-station enclosure.
- Landscape design and materials
- Cycle route and provisions

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