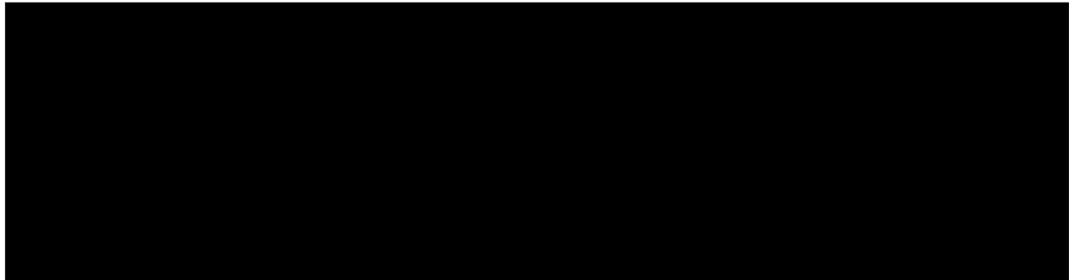


Development Brief for Land East of Kenilworth presented by George Martin.

Introduction

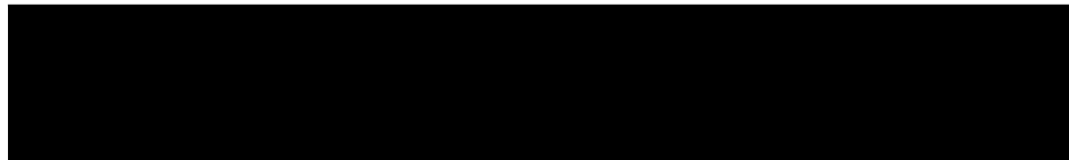
I am a resident of Kenilworth and have been for some 40 years.
My working career has included:

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Having now retired I am currently:

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I do not propose to go through each chapter of the document, instead I will develop my paper on the basis of what I consider to be the main points of concern.

I welcome the idea of a Development Brief for all of the land east of Kenilworth and recognise the difficulties of dealing with a number of landowners. This leads me to ask if consideration could be given to the creation of a Locally Accountable New Town Development Corporation. My understanding of this is that this Act would allow Local Authorities to set up their own Boards. Funding would be through loans and grants with profit going back into local communities. This would enable WDC to have full control of the development.

The act that this replaces had two significant downsides, the first that the profit went to the Treasury and the second that the general guidance on planning permissions was made by central government and not the local authority.

My understanding is that the first use of the modified Act will be in North East Garden Communities where there is to be a blanket CPO of the land.

Sustainable Urban Extension.

The front page to the Introduction (page 6) states the development will be a 'sustainable urban extension'. My view is that the Development Brief falls short of what is needed to ensure that the proposed development will be **genuinely sustainable**. This is a missed opportunity to develop a more challenging brief that looks to the future with climate change as a major concern.

My view is that the brief will allow developers to build 'anywhere housing' with a significant performance gap such as we see to the south of Leamington and Warwick and in many other places in the UK.

Question: Is there any reason why this should not be an exemplar sustainable urban extension?

Stakeholder Engagement

Within the introduction 'Has the Brief been informed' (p.13) lists with whom many discussions have taken place. I see no mention of other relevant significant bodies such as Warwickshire Wildlife Trust, RSBP, Woodland Trust, the Town and Country Planning Association, The Prince's Foundation, CABE, Design Council, CPRE, The Building Research Establishment, RIBA, etc nor is there any mention of other communities where successful sustainable urban communities have been developed both in the UK and mainland Europe - there are specific examples in Malmo, Freiberg, many parts of the Netherlands and nearer to home North Harlow and North Bicester.

There are also a number of tools available to assist with stakeholder engagement and the creation of sustainable urban communities. For example:

BRE:

- BREEAM Communities
- BREEAM Infrastructure
- Design Charettes - see example of the Hertfordshire Charrette.

Design Council - Design Review

The Princes Foundation: Beauty in My Back Yard (BIMBY)

CABE - Design Quality Indicators

And others.....

Kenilworth Neighbourhood Plan.

I am of the opinion that the document was prepared before the Kenilworth Neighbourhood Plan (KNP) had been fully adopted. The document needs to be updated with the specific KNP policies so that developers are fully aware that they are required to take these policies into account.

I am of the opinion that the vision included within the document does not match the vision for Kenilworth as set out in the KNP

National Planning Policy Framework.

I am delighted to read that the 2018 version of the NPPF is referenced. This needs to be highlighted to developers so that they understand the enhancements over the 2012 version.

High Quality

I am delighted to see so many references to 'High Quality' in the document. Saying that, I can find no definitions of how 'high quality' will be measured, nor is it explained how this high quality (Homes, Community, Environment etc) will differ from what Developers would (perhaps will!) normally deliver.

I would ask that clear definitions be included for 'high quality' including details as to how this will be measured.

Housing

The Vision refers to "high quality sustainably designed buildings" however, there is no definition of what this means. KP15 seeks to encourage applicants to adopt higher environmental standards of building design and energy performance such as Passivhaus or equivalent. It goes on to say that the public sector has an important role to play in demonstrating the practicalities and the long-term benefits of adopting high environmental building standards. To comply with this policy it will be necessary for developers / house builders to go beyond the current 2013 building regulations. Such a requirement is absent from the document again allowing developers to deliver 'anywhere housing'.

What must not happen is a replication of the poor quality urban extensions happening on the south side of Leamington Spa.

I would argue that there is a missed opportunity to develop a more challenging brief that looks to the future with climate change as the major concern. In relation to design of housing there are references to the need to "Incorporate building materials and features that are characteristic of the local vernacular" (page 118) and "Respect the architecture and building materials of the local vernacular" (page 120). I would argue that an "otherwise distinctive character" would be one that incorporates modern technologies and building methods and importantly sustainable materials in order to create something attractive, distinctive and sustainable. Brick for example is not a sustainable material.

This being a major development for the 21st Century and the Government's target of halving emissions from buildings by 2030, there is need to take cognisance of the drivers within the Government's Clean Growth strategy and to therefore make use of modular construction and off site construction. As an example, Legal and General are looking to disrupt housing delivery in the UK as part of their investment of circa £50 million in the provision of a factory to manufacture off site the homes for the future.....using sustainable materials.

Mention is correctly made for affordable housing but there is no reference to social housing. Surely as part of the approximate 2,000 new homes in Kenilworth there will be provision for social housing.?

The requirement for custom and self-build housing whilst included with the document is not mentioned within the vision thereby potentially downplaying this in the eyes of the developers. KP4 (e) clearly states that there should be provision of open market homes as self-serviced plots for self-build and custom build not exceeding 5% of the total number of dwellings. There is of course the proviso in this policy that this build is commensurate with the demand evidenced on the local authority self-build register of interest. However, if this is not advertised as part of the vision and objectives how are people to know of this opportunity?

The principles laid down in the brown highlighted box (Chapter 7 Objective 1B) are broadly appropriate, however there is no specific mention of the potential for small bespoke developers who in general build higher quality housing with performance in use standards such as those who are members of the Good Homes Alliance. Such small developers/builders, who actually construct the majority of housing in mainland Europe, cannot compete with the large UK Developers who buy large tracts of land to build hundreds of houses.

I would therefore advocate that the WDC advertise the fact that sites for this type of development will be available. for both individuals and for small bespoke developer/builders.

Setting aside the fact that a housing development of this size should perhaps not be constructed on this site at all due to the hazards of air quality and indeed noise, we note that there are no recommendations as to how close to the A46 houses and gardens should be. We would point out that with respect to noise and noise attenuation that the Passivhaus approach to construction ensures a better quality of life for house occupants thanks to its high levels of insulation and low air/noise permeability.

Environment- biodiversity.

With regard to the environment, I question how the vision statement relating to the removal of existing mature landscaping and woodland can enhance the development? (Blue box on p.57.) KP4 (I) calls for an environmental strategy to establish how the development of land will deliver a **net biodiversity gain**. Any requirement for the development of such a strategy is absent from the document.

There is also a later statement on page 55:

“Detailed development proposals will need to retain habitats where possible and mitigate any impact upon ecology.” However minimising the impact on green / blue infrastructure and on wildlife sites, and retaining habitats **where possible**, also does not equate to policy KP4(I) within the Kenilworth Neighbourhood Plan.

A requirement for the development of such a biodiversity strategy is missing from the document including specifically for the 3 designated wildlife sites.

I am pleased to read that a standard of green space has been identified as a

primary concern by the Parks and Open Space Audit, but would welcome guidance as to what a 'high quality' environment looks like, with examples of what has been achieved elsewhere, including mainland Europe. This would be a requirement for a genuinely sustainable urban extension. I would also question whether the WDC 'Open Space SPD (2008) is fit for purpose some 10 years on?

Due consideration must be given to the potential public health issues arising from air pollution and noise from the A46 when planning the development of public open spaces and allotments?

Traffic and Transport.

Master plan Design Principles

Page 140 has a list of principles including, "Ensuring the necessary infrastructure to encourage walking and cycling as part of people's daily routine" and "Connecting the site with the existing town and surrounding countryside". Fig 56 on page 144 purports to show Pedestrian and Cycle Connectivity. However this just shows the existing situation with no improvements or enhancements. My challenge is that this chapter fails to provide a successful basis to ensure that cycling and walking become the **transport mode of choice**. It is a traditionally based car dominated analysis with solutions based on that skewed analysis. It fails completely to ask the question, how we get new residents out of cars? And, not having asked the question it cannot provide the answer.

Traffic Speed – I welcome the 20mph speed limit which is in accordance with policy KP4(g) of the Neighbourhood Plan. However there is no justification for the spine road to have a 30mph speed limit as all of it goes through the residential area. Merely placing a 20 mph speed limit through the local center will encourage braking followed by acceleration over short distances. Also as Glasshouse Lane will become a road within a residential area it should also have a 20mph speed limit.

Air Quality

This just has to be THE major concern with medical evidence demonstrating that poor air quality in the UK contributes to the early deaths of up to 40,000 people each year.

Question – is Warwick District Council satisfied that the land east of Kenilworth is safe for people's health and that by living there it will not contribute to their early death?

The paragraphs related to Development Principle 5D: Air Quality, describe minimum requirements for air quality (AQ) assessment. Most AQ assessments fail to measure particulate matter (PMs) and this should be deemed

unacceptable as there is no lower 'healthy' threshold for finest particles (PM2.5s) that enter the bloodstream.

It is also a concern that existing AQ assessments on the site (Catesby Homes) rely on modelled data and not monitored data, especially when the sole attempt to validate the modelled AQ shows a significant underestimation of pollution levels. I would argue that the text is amended to include the need for specific monitoring programmes for nitrous oxides, PM10s and PM2.5s at key locations (e.g. roadside, roundabouts) but especially along transects at right angles to the A46 to assess the distance that the pollution plume extends over the site. The monitoring programmes should run for at least 12 months prior to planning permission consent to enable an assessment of annual cumulative pollution loadings within households.

It has become clear recently that inner city London schools have the highest concentrations of pollutants **inside** classrooms. Coupled with other studies that show the most adverse health effect of air pollution is stunted lung growth in children, it is important to pay particular attention to the pollution levels in and around the two proposed schools. We would argue that continuous AQ monitoring should be installed inside all new schools for their lifetime.

I would also request that estimates for pollution produced by new residents through house heating and vehicle movements should be fully quantified and explained. Current AQ assessments of the projected pollution generation (Catesby Homes) are insufficiently transparent to afford proper interrogation of the assumptions, methods and data used (e.g. how vehicle movements, including start up each morning and pollution levels are calculated). Beyond direct AQ assessment is the need for Transport Plans offering a comprehensive and integrated strategy for all types of journeys, funded through Section 106, that can actually reduce vehicle use.

Finally on air quality I would strongly advocate that WDC directly commission the air quality monitoring to ensure that they are entirely in control of the quality and transparency of the work and that there is no risk of 'manipulation' by the developers.

Noise

The location of the site next to the A46 means that noise in addition to air quality needs to be addressed. If this sustainable urban extension is to be a 'high quality' development then these issues must be resolved. I am not confident that enough resource is being devoted to this, particularly in light of the comment in the Planning Statement forming part of the Catesby Planning Application (W18/1635),

"The predicted noise levels throughout the majority of the site's proposed garden areas would likely meet the WHO noise criteria for outdoor living areas, assuming the garden areas would have intervening buildings and

garage blocks in front. In this case, it is likely the outdoor garden areas would not exceed the upper BS 8233 criteria of 55 dB(A)." (para 5.4.12).

This raises the question development is this progressing when it is only 'likely' that WHO standards will be met? I would strongly advocate that this issue needs to be resolved now before development commences?

Whilst I welcome the Principle 5C I am very much concerned about the comment that consideration will be given to the **financial viability** of a solution. I would advocate that people's health and wellbeing should come before any financial considerations.

As with the air quality, I would also advocate that WDC directly commission the noise surveys so as to ensure control and quality of the work.

Education.

I am appalled at the lack of ambition shown by WDC for the provision of the two new schools. There is no indication given as to the quality of the design of the buildings. With the schools being at the heart of the new sustainable urban extension surely it is up to the public sector to set the brief for exemplar buildings? We would advocate that the buildings be designed to certified Passivhaus standards as this will set the agenda for future generations of children and also provide a message for the various developers looking to build 'high quality' housing.

Worryingly, the proposed site for the new primary school sits in the narrowest part of the site between the A46 and Glasshouse Lane. Young children are at greatest risk from poor air quality in terms of asthma and stunted lung development. Before indicating the site for a primary school to developers, the evidence should be presented that air quality is not an issue at this site.

In terms of the Passivhaus approach to building, the indoor air quality of a certified Passivhaus building will be improved provided it has a well designed mechanical ventilation system and appropriate air filters which are maintained under a strict regime.

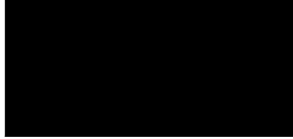
Utilities

I note within Development Principle 8 that the existing primary substation serving Kenilworth has limited capacity. When upgrading is being planned, I consider it essential that consideration is given to the need for additional electricity capacity for the increased take up of Electric Vehicle charging points, air source and ground source heating and the move in general from gas to electricity as a source of power.

I would also why consideration has not been given to incorporating infrastructure supporting local distributed generation and storage to mitigate centralised supply inadequacies? Surely this would be an important part to a genuinely sustainable urban extension.

End

George Martin



13th January 2019

