
Appendices and Plans

Appendices

Appendix A	Schedule of all relevant planning applications
Appendix B	Letter from Tony McNulty MP to Cllr. Bertie Mackay, Department for Transport, 7 th May 2004

Plans

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Plan 2	Inset to proposals map – Warwick District Local Plan 1995
Plan 3	Ordnance Survey Base 1952
Plan 4	Ordnance Survey Base 1992
Plan 5	Boundary of the airpark application 1990
Plan 6	Parcelforce application W96/0454
Plan 7	Passenger terminal application “A”
Plan 8	Location of Interim Passenger Facility
Plan 9	Passenger terminal application “B”
Plan 10	Car park application W05/0773

Appendix A

Planning Reference	Type	Description	Date of Decision	Comments
W90/0065	Outline	Erection of a new airport terminal building, other operational buildings and additional buildings primarily for airport related uses, construction of vehicular and pedestrian accesses.	23/08/90 (approved)	Known as the "Airpark" application
W91/1185	Full	Construction of an aircraft parking apron and taxiway link	10/12/91 (approved)	This relates to the apron adjacent to the interim passenger terminal.
W93/0211	Outline	Variation of condition 2 of pp. W900065 (time limit restriction for the submission of reserved matters) for the erection of a new airport terminal building, other operational buildings and additional buildings for airport related uses and relocation of existing users; construction of vehicular and pedestrian accesses.	08/04/93 (approved)	
W93/1008	Full	Relocation of airport hangar with maintenance bay, offices and club. Provision of car parking area and concrete apron.	09/12/93 (approved)	
W95/0100	Full	Erection of a warehouse and offices including yards, lorry park and wash, car parking, kiosk, fencing, gates and landscaping.	14/03/1995 (approved)	Target Express Building.
W96/0454	Full	Erection of single and two storey buildings for parcel sorting and distribution, each having ancillary offices, motor transport workshop, hard standings, parking, landscaping, fencing and security buildings.	25/08/98 (approved)	Parcelforce Building.
W98/0032	Outline	Variation of conditions 2 & 3 of W930211 (time limit restriction for the submission of reserved matters and commencement of development) for the erection of a new airport terminal building, other operational buildings and additional buildings for airport related uses and relocation of existing	23/03/98 (approved)	

		users; construction of vehicular and pedestrian accesses.		
W03/0473	Full	Construction of airport passenger terminal and associated car park, access roads and infrastructure	15/09/04 (Refused)	Known as application "A"
W04/1310	Full	Laying of car park and construction of access roads.	31/08/04 (Refused)	
W04/1939	outline	Construction of passenger terminal (10,000 square metres), associated car parking (3,425 spaces), and an eastern expansion of the apron for the parking of aircraft (20,000 square metres), and the construction of new and improved access arrangements to airport south from Siskin Parkway West.	Appeal against non determination.	Known as Application "B" Public inquiry, commenced Jan 10 th '06
W05/0073	Full	Construction of car park, including erection of 6m lighting columns and barriers	4/07/05 (approved)	Area incorporates much of the site of application "B" above
Permitted Development Inquiries				
19/11/01		Proposed 'Operators Centre' adjacent to South Apron, Siskin Drive.	Permitted development	Rapide House
17/01/03		New Cargo Warehouse	Permitted development	Merlin House

Appendix B



From the Parliamentary
Under Secretary of State

Councillor Bertie Mackay
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Our Ref: AD/MC/003904/04

- 7 MAY 2004

Thank you for your letter of 2 March to the Secretary of State, about the application currently before Warwick District Council for terminal development at Coventry Airport. I am sorry for the delay in replying.

In preparing the regional consultation documents which informed the preparation of the White Paper *The Future of Air Transport* it was essential, if the exercise was to be credible, to consider as wide a range of options as possible for additional runway capacity, including of course a new airport site in the Midlands. The broad-brush study which was undertaken into the maximum capacity of Coventry Airport was part of the scenario which examined an enhanced role for smaller airports if capacity were to be restricted in the South East.

The passenger figures which you quote represent the upper end forecasts if Coventry Airport were to be developed without constraints. Our study indicated that this level of capacity would be possible if existing buildings within the airport were replaced and adjoining areas of land, on which the airport held options, were to be utilised. We concluded, however, that development on this scale would not be acceptable at Coventry. This view takes account of the decision to support the expansion of Birmingham Airport, and of potential constraints to the growth of Coventry, notably in terms of surface access, noise and airspace capacity. The White Paper accordingly makes very clear that the Government does not support the expansion of the airport beyond the level for which planning permission is currently sought.

This should not, however, be taken as implying support for the development of Coventry Airport for passenger services up to 2 million passengers per year. The White Paper is silent on this point, reflecting the Government's neutral position, as we are unable to offer a view on airport development which is the subject of a current planning application. The future development of Coventry should, however, be considered in the context of the White Paper's endorsement of Birmingham as the Government's preferred location to meet future growth in passenger demand in the Midlands.

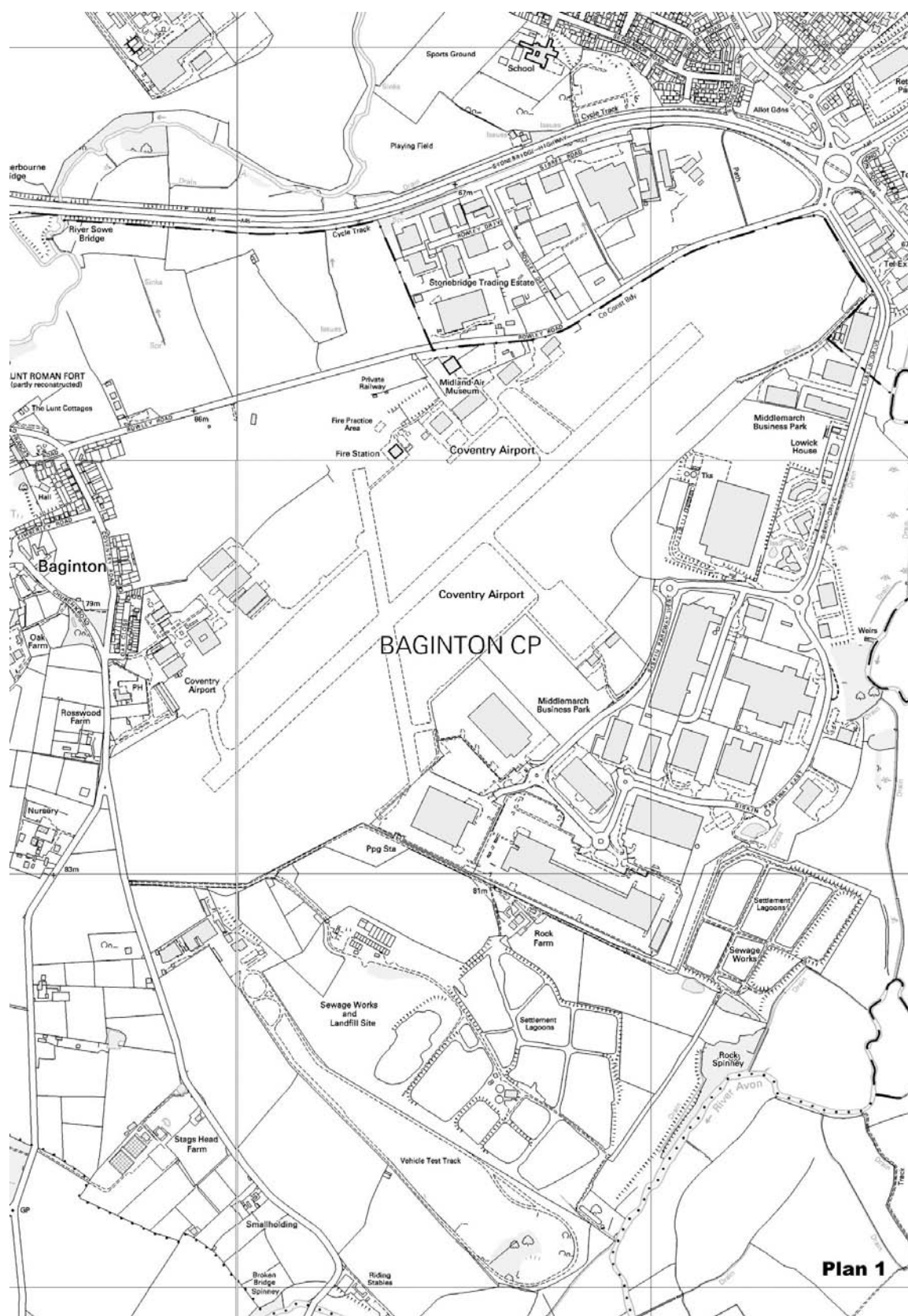
The question of whether development of the airport to support 2 million passengers per annum is acceptable is dependent upon local considerations which are rightly a matter for determination by Warwick District Council. As I have said, the White Paper was studiedly neutral in this respect, and it would not be appropriate for the Department to issue any further statement on the issue as you have requested, as to do so might prejudice any possible quasi-judicial role of the Secretary of State should the planning application go to appeal or be called-in; in those circumstances it would be for joint determination by him and the First Secretary of State.

Your letter refers the recent appointment of Mr Bill Savage as Airport Director at Coventry. Mr Savage has long experience in the field of airport management; he was, as you say, engaged as a freelance consultant by Avia Solutions, where his role was to analyse and summarise stakeholder responses to the consultation exercise undertaken by the Department. As such, he had no direct role in formulating policy nor in the drafting of the White Paper; neither did he have specific responsibility for analysing responses from Midlands stakeholders. Since the conclusion of his contract with Avia Solutions in December Mr Savage has had no further involvement with the Department, and I do not believe that there is any ambiguity surrounding his subsequent appointment by Coventry Airport.

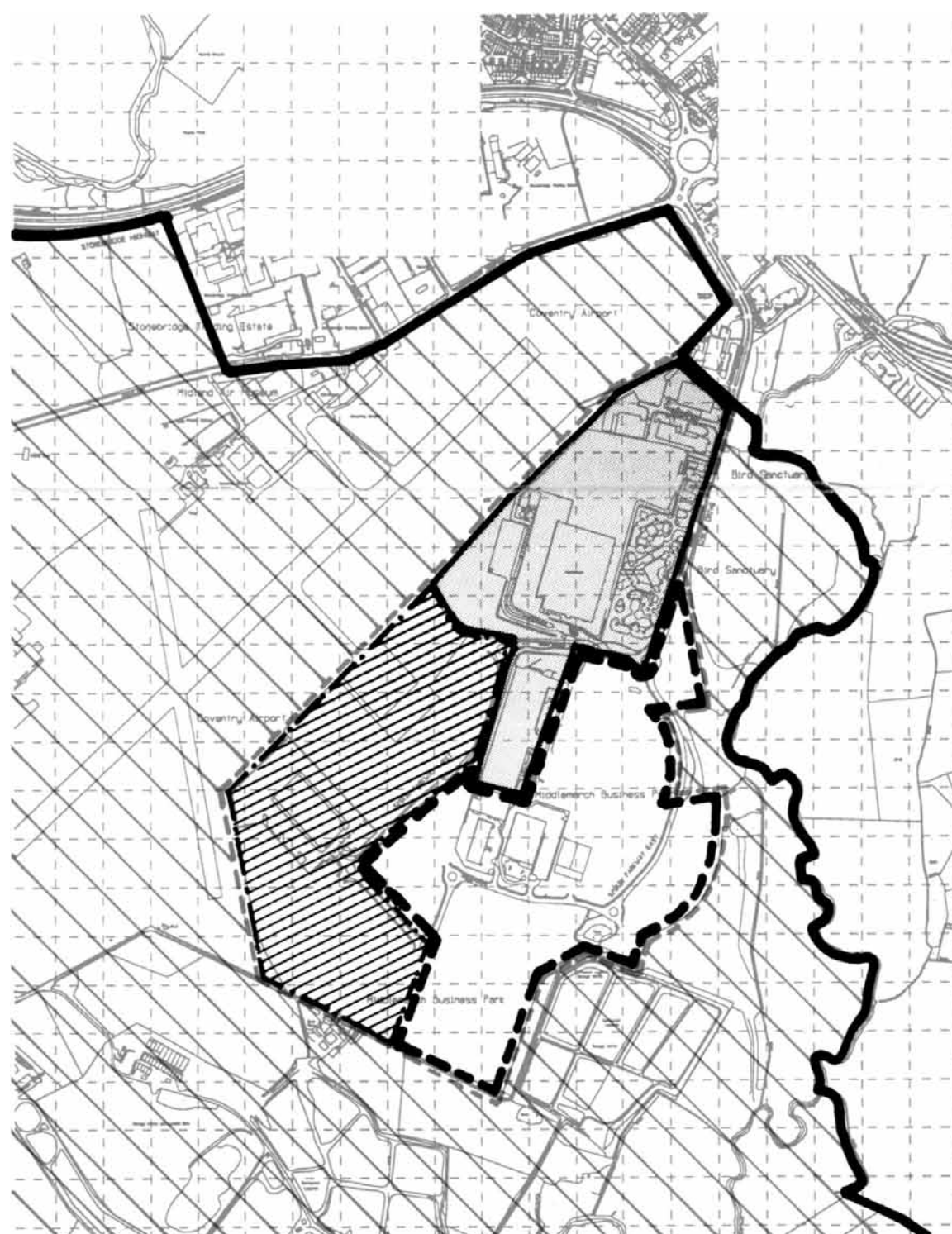


TONY MCNULTY

Plan 1



Plan 2



COVENTRY AIRPORT BAGINTON INSET

- | | |
|---|--|
| Green Belt within Warwick District. | District Boundary with City of Coventry and Rugby Borough. |
| Employment Area. [DW EMP 5, DW EMP 7.] | Air park Development. [DW EMP 3.] |
| Policy Boundary. [DW EMP 2A, DW EMP 2.] | |

Plan 2

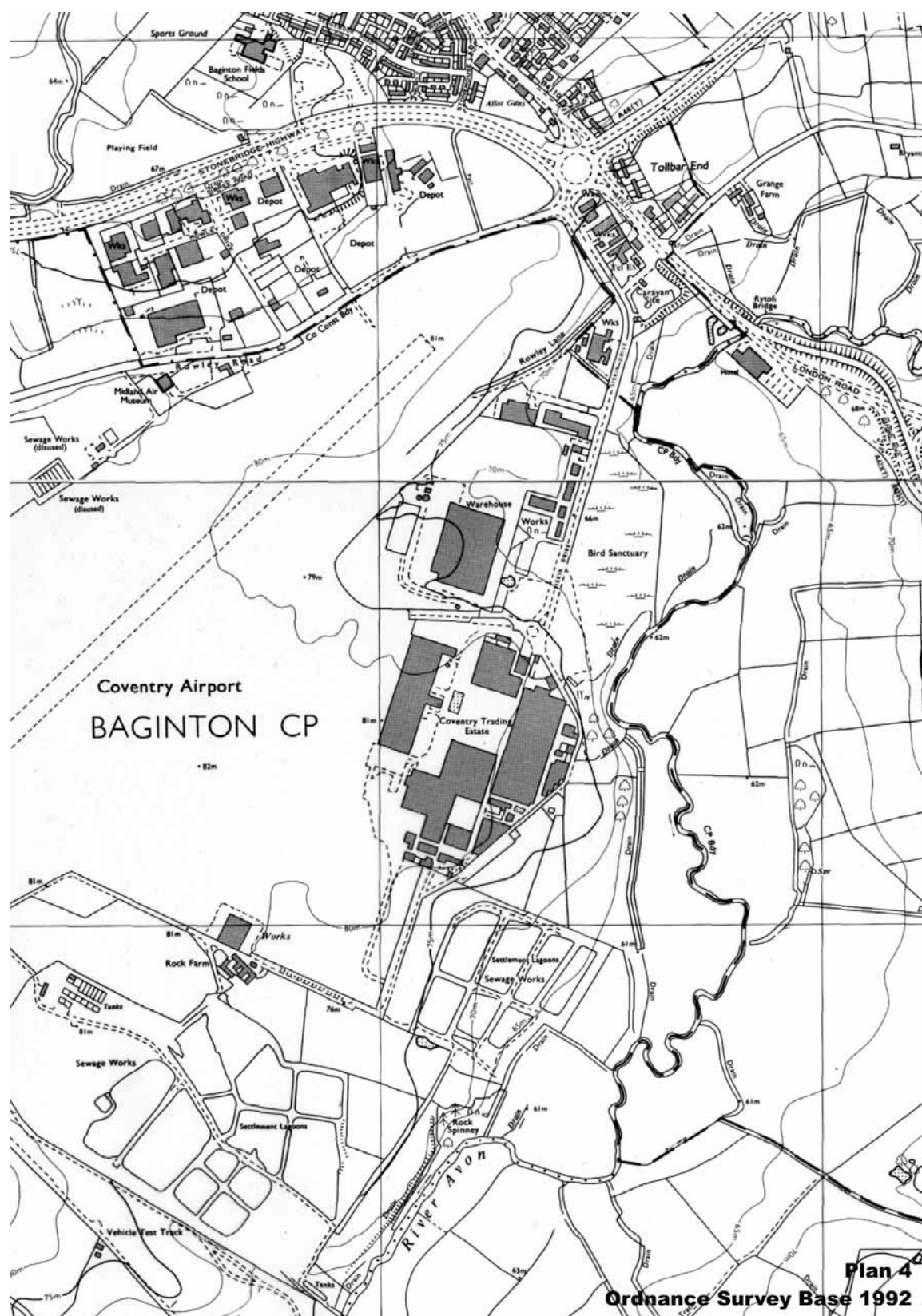
Inset to Proposals Map Warwick District Local Plan 1995

Plan 3

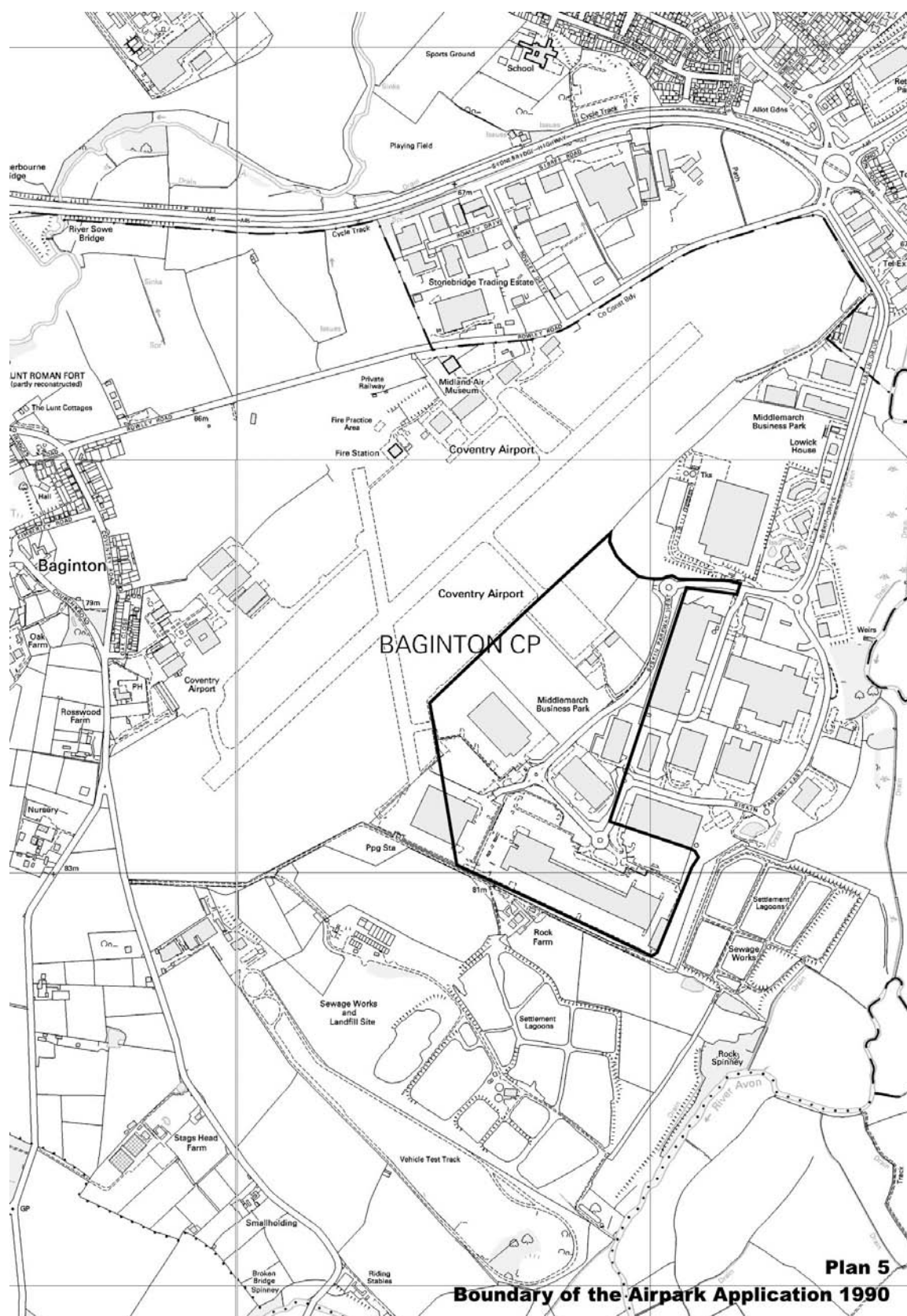


Plan 3
Ordnance Survey Base 1952

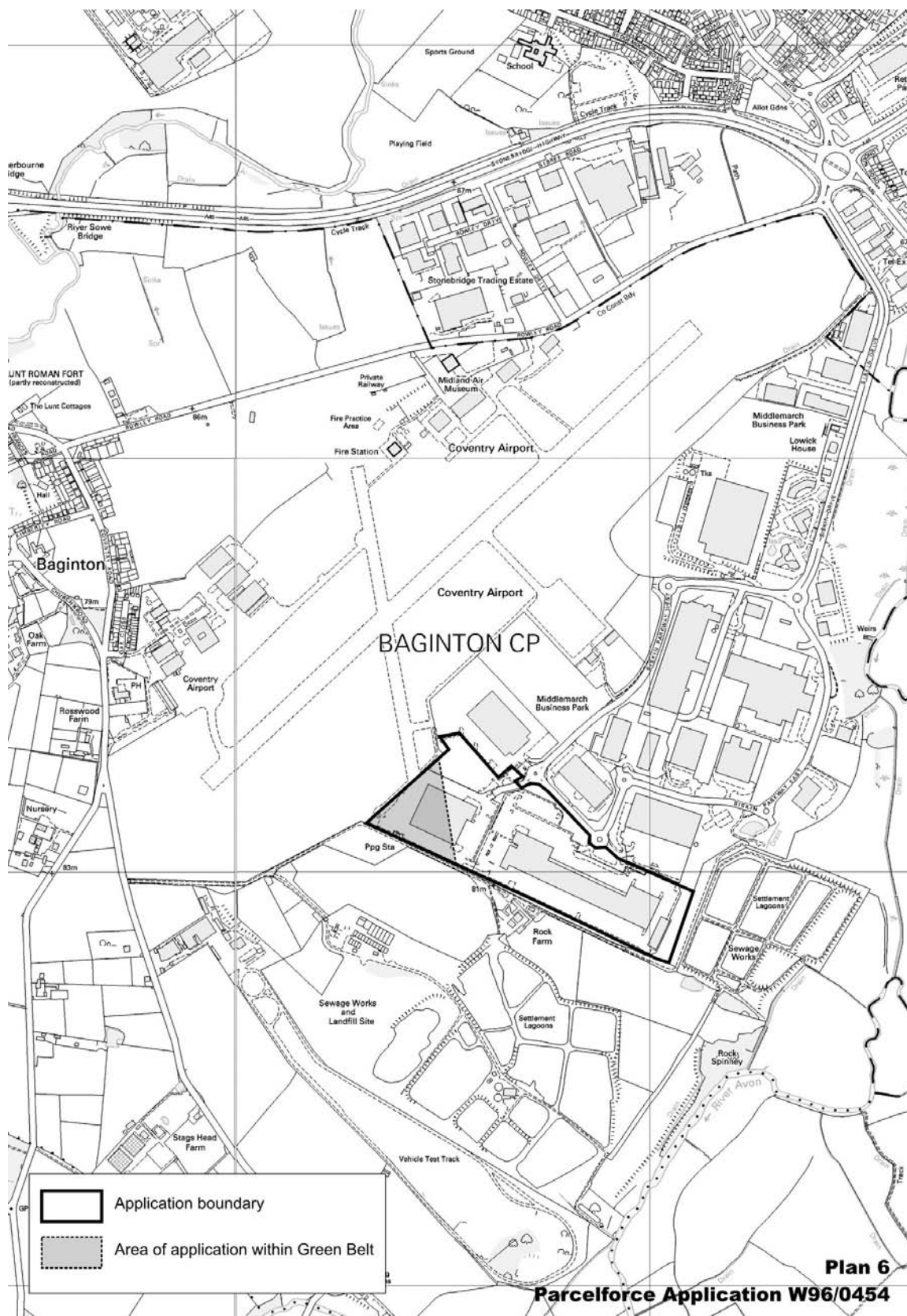
Plan 4



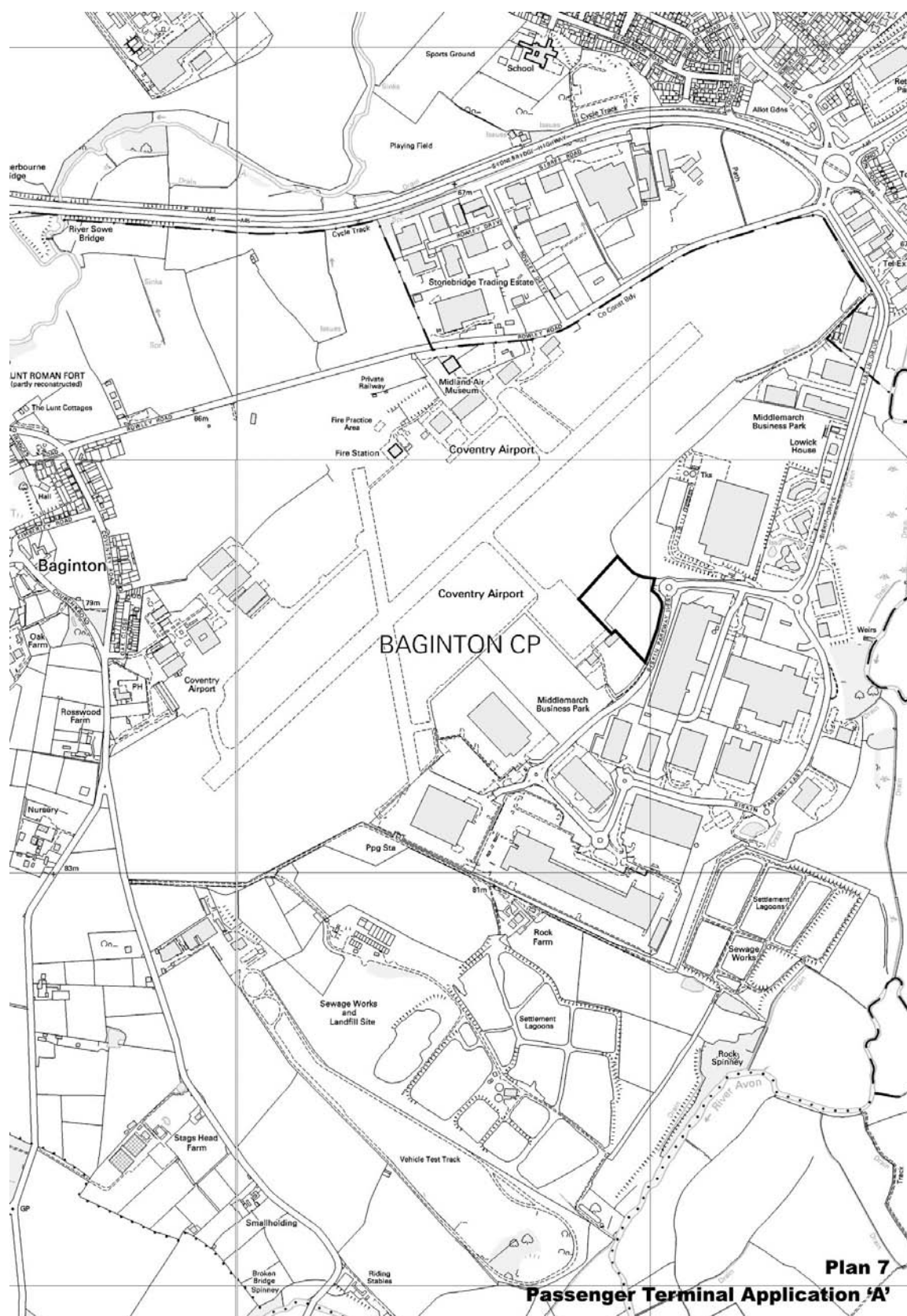
Plan 5



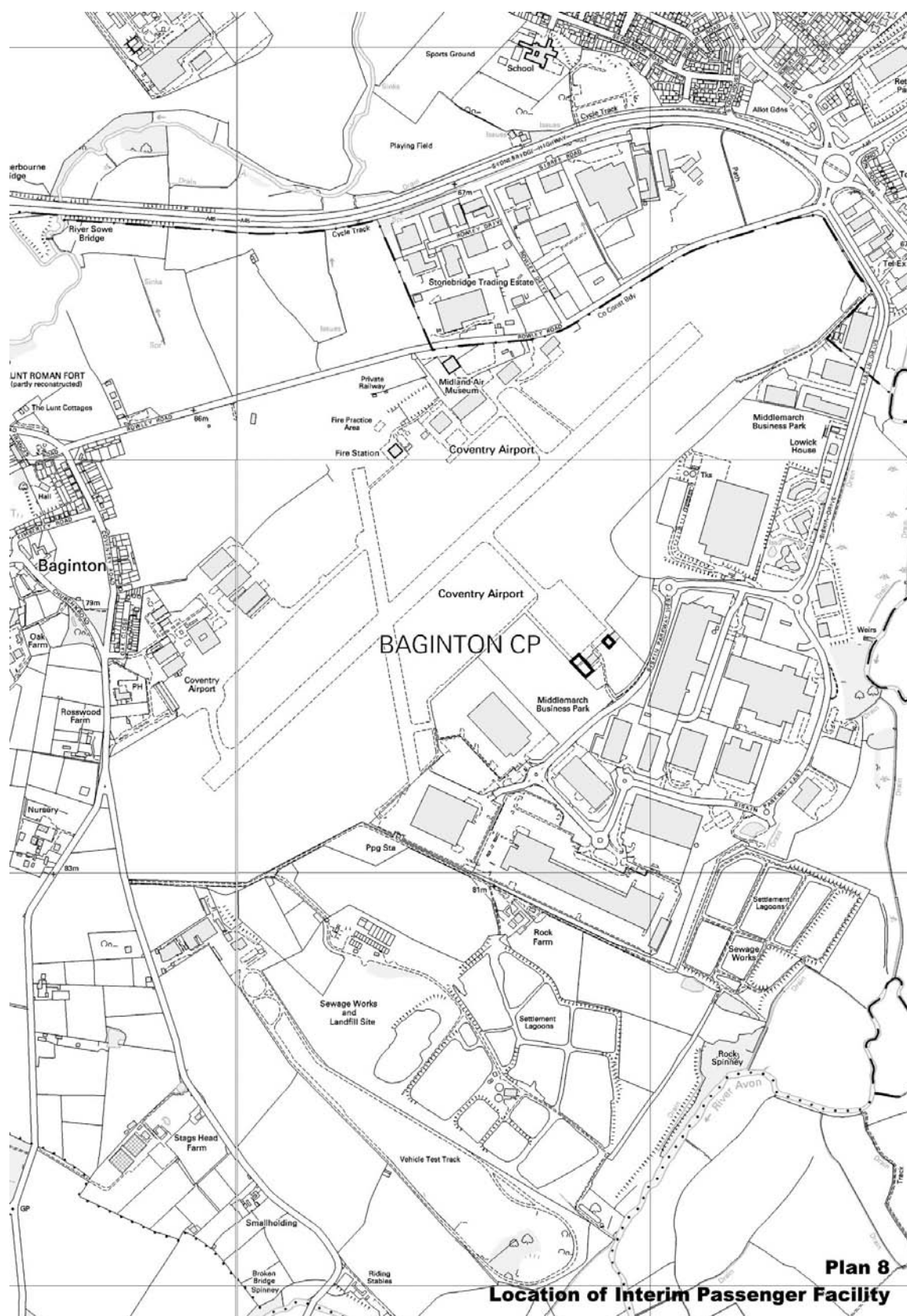
Plan 6



Plan 7



Plan 8



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Plan 10

