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26 July 2012

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Lorna Coldicott  
Warwick District Council  
PO Box 2178  
Riverside House  
Milverton Hill  
Royal Leamington Spa  
CV32 5QH

Dear Ms Coldicott

**STATION AREA, ROYAL LEAMINGTON SPA  
REPLACEMENT LOCAL PLAN CONSULTATION RESPONSE, STAGECOACH**

We write on behalf of our clients, Stagecoach, in respect of the ongoing consultation on the Council's preferred options for the new Local Plan.

As you will know, Stagecoach owns the bus depot to the north of the railway station in Leamington Spa (see plan attached at Appendix 1). As we have previously advised, our client is currently investigating the prospect for redevelopment of the bus depot site, alongside adjacent parcels of land for a comprehensive residential development. We have previously written to you on behalf of Stagecoach, supporting the allocation of the relevant land for comprehensive residential development as attached at Appendix 2.

Stagecoach welcomes the identification of the comprehensive site on Map 4 of the consultation document as a 'preferred option' as a development site.

However, Stagecoach considers that the plan and the wording of the new local plan preferred options are unclear and requires clarification that the site is allocated for residential development.

Firstly, Map 4 does not identify that the sites marked are allocated for residential development. It merely refers to them as 'development sites'. This should be rectified to clarify that the identified sites are in fact allocated for residential development.

Secondly, Draft Policy PO4 does not cross-refer to Map 4. It is not clear therefore that the sites that are identified on Map 4, but which are not referred to in the body of the text of Policy PO4, are indeed allocated for residential development.

Thirdly, the list of allocated sites listed in policy PO4 are identified by the policy as 'allocated for housing or mixed use development'. From reading the policy, without any cross-reference to Map 4, the policy suggests that only the development sites allocated in policy PO4 are allocated for housing development. This should be rectified, to ensure that all sites which are identified as allocated for residential development are referred to as part of the policy. Without doing so, it is not clear what contribution to the Council's housing supply other allocated sites may make. As it stands, the policy could be read as only the sites listed in PO4 are allocated for residential development.

## Conclusions

In summary, Stagecoach welcomes the Council's identification of the Stagecoach depot and adjacent sites as suitable for residential development. Stagecoach however does not feel that the Draft New Land Plan accurately reflects this aspiration, and is suggesting that the Council alters the wording of Draft Policy PO4 to reflect that other sites, other than those currently listed, are also allocated for residential development, and Map 4 should be retitled accordingly, also to reflect that all sites are in fact allocated for residential development.

We are happy to continue to discuss with you the site's potential and to provide any further information which you may require. Stagecoach will be very happy to meet with the Council to talk through these issues.

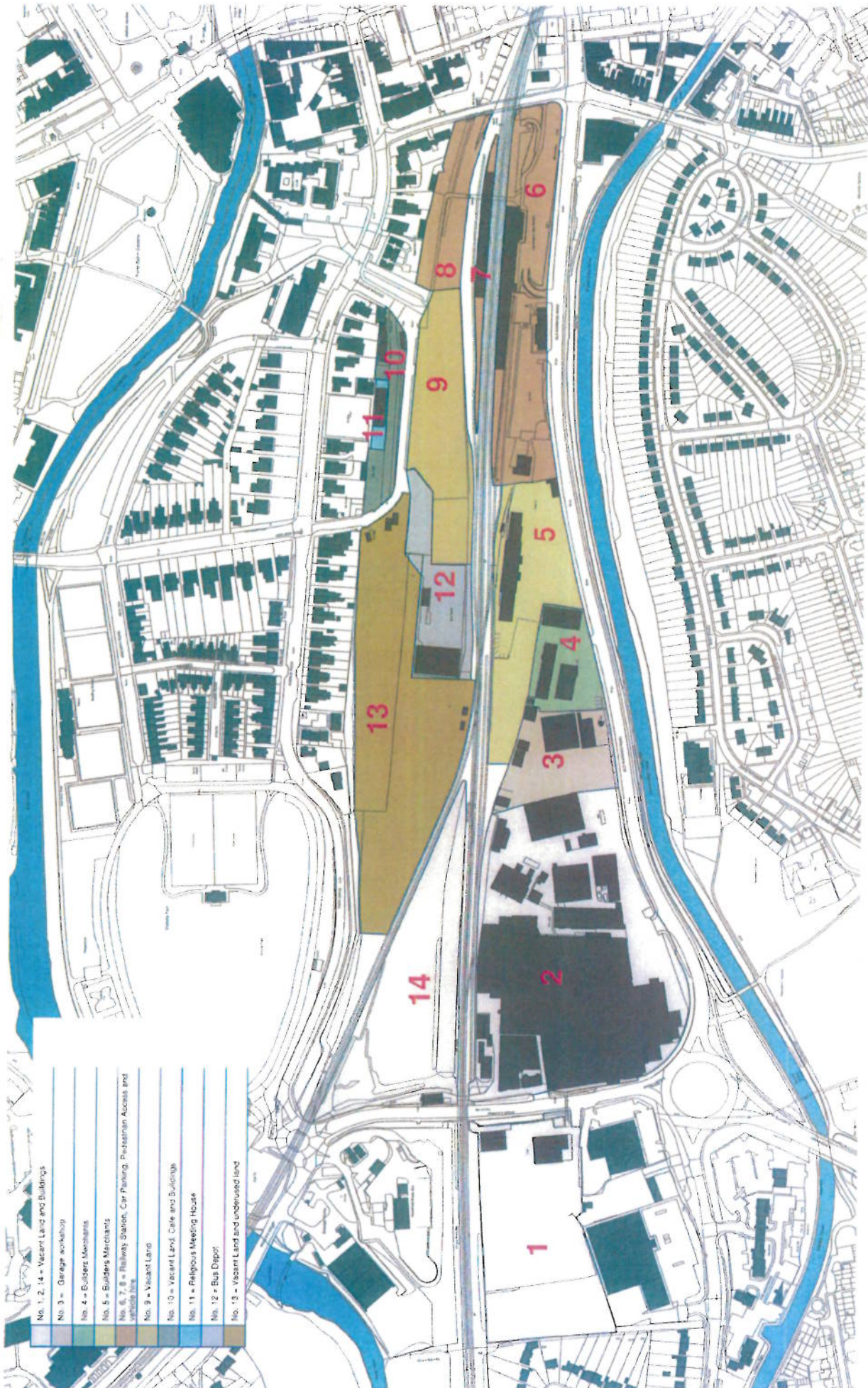
We will look forward to the ongoing formulation of the replacement New Local Plan, and will look forward to hearing from you that this representation has been duly made. If you would like to discuss any matter further, please contact Tim Miles in this office.

Yours sincerely

*Montagu Evans*

**MONTAGU EVANS LLP**

## APPENDIX 1



- No. 1, 2, 14 - Vacant Land and Buildings
- No. 3 - Garage workshops
- No. 4 - Builders Merchants
- No. 5 - Builders Merchants
- No. 6, 7, 8 - Railway Station, Car Parking, Postman Access and vehicle zone
- No. 9 - Vacant Land
- No. 10 - Vacant Land, Cafe and Buildings
- No. 11 - Religious Meeting House
- No. 12 - Bus Depot
- No. 13 - Vacant Land and underused land



LEAMINGTON HAVEN ASSOCIATION

**PLAN - 02 - STATION AREA - ROYAL LEAMINGTON SPA : LAND USE PLAN**

WARWICK DISTRICT COUNCIL  
PLANNING  
SEPTEMBER 2008

THE STATIONARY OFFICE  
ROYAL LEAMINGTON SPA  
LEAMINGTON SPA  
TMS

ALUMOS  
TERRY HESLEHURRY ARCHITECTS LTD

**APPENDIX 2**

TM/AR PD6676

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13<sup>th</sup> July 2011

Lorna Coldicott  
PO Box 2178  
Warwick District Council  
Riverside House  
Milverton Hill,  
Royal Leamington Spa CV32 5QH

Dear Ms Coldicott

**STATION AREA, ROYAL LEAMINGTON SPA: REPLACEMENT LOCAL PLAN CONSULTATION RESPONSE, STAGECOACH**

We write on behalf of our client Stagecoach in respect of the ongoing formulation of the Council's replacement Local Plan, which referred to in your email to Roger Sewell of this office on 21<sup>st</sup> February 2011.

As you will know, Stagecoach owns the bus depot to the north of the railway station in Leamington Spa. The plan attached at **Appendix 1**, taken from the Station Area Planning and Development Brief, shows the location of depot and the surrounding area. The depot is located at area 12, shown on the plan. Please note that there is a slight error on this drawing, as the depot also includes a portion of land to the west. This letter refers to area 12 and the adjoining areas 9 and 13 as they are indicated on the plan in Appendix 1.

In summary, our client is currently investigating the prospects for redevelopment of site 12 as part of a comprehensive residential development, along with sites 9 and 13 which are currently in separate ownership.

Stagecoach requests that the Council considers this letter as a representation to the Council with respect to the initial round of public consultation to inform the Council's New Local Plan. In summary, Stagecoach supports the principle of a comprehensive residential development across sites 9, 12 and 13.

The principle of a comprehensive residential development in this location is consistent with previously emerging replacement development plan policy. The history of the planning policy context is set out in the following paragraphs.

**History of Planning Context of Site:**

Currently the adopted Development Plan consists of:

- The West Midlands Regional Spatial Strategy (RSS) (adopted 2008); and
- The Saved Local Plan, (adopted 21<sup>st</sup> September 2007, amended 15<sup>th</sup> December 2008 and policies saved September 2010).

The RSS contains no site specific policies in connection with the site.

*Local Plan Allocation:*

The bus depot (site 12) and site 9 are allocated in the adopted local plan as part of a wider area for:

The SHLAA was part of the evidence base informing the allocation of development sites within the superseded Core Strategy. Which as set out above, identified land at Station Approach as a 'preferred option' for housing development within the plan period.

#### *Emerging New Local Plan*

To replace the Core Strategy which has been superseded since the changes of the Coalition Government, the Council is proposing a New Local Plan, of which the first consultation was launched on March 18<sup>th</sup> and will close on the 8<sup>th</sup> July 2011.

Stagecoach supports the principle of a comprehensive residential development across sites 9, 12 and 13, as consistent with previously emerging policy for this location. Stagecoach desires that the New Local Plan is prepared in this context, subject to the relocation of the bus depot.

#### **The need for a comprehensive approach to development**

Stagecoach is concerned that if a non-comprehensive approach to development in this area were pursued, this could significantly prejudice the continued operation of the existing bus depot.

As the Planning and Development Brief indicates, planning permission has been refused more than once for residential development to the east of the bus station site. Most recently, planning permission was refused for 122 units in October 2007 (reference W/07/0437) on the following grounds:

- That erection of housing on the western part of the site in close proximity to the bus station would result in an unsatisfactory form of residential development for future residents inconsistent with advice in PPS1 and Local Plan policies DP1 and DP2;
- The Council considered that, due to the effect of noise from the depot on living conditions, that the Council may be forced to serve a noise abatement order on the depot.

In relation to the potential for restrictions on their operation (arising from a noise abatement order, say), any reduction in operating hours would seriously compromise Stagecoach's use of the bus depot. Stagecoach carries 4.6 million people across South Warwickshire. Their bus services are of particular importance for groups such as people on low incomes, 'key workers' who may work antisocial hours, those with young children, school-age children and the elderly. Bus services are also important in rural areas for those without regular access to a car.

The council's refusal follows two applications for residential development which were refused and subsequently appealed, resulting in a planning inquiry held in April 2006 (Appeal references APP/T3725/A/05/1175904 and APP/t3725/A/05/1191734). As you may be aware, Stagecoach appeared as an objector at the appeal. In paragraph 23 of the appeal decision letter, the Secretary of State agreed with the Planning Inspector that there was a significant risk that future occupiers of the proposed developments could persuade the Council to serve a noise abatement notice against Stagecoach which would lead to a restriction on Stagecoach's operations, which could hamper the ability to provide bus services in the area. The conclusion stated (paragraph 28):

*"The impact of the appeal proposals on the provision of public transport would also be acceptable, except insofar as there is a risk that they might lead to a restriction in Stagecoach's ability to provide bus services"* (our emphasis).

For these reasons, Stagecoach considers that, subject to the relocation of the bus depot, a comprehensive approach to sites 9, 12 and 13 is the most appropriate approach to take.

#### **Summary:**

- The Station Approach (defined as site 9, 12 and 13 as shown in Appendix 1) has been considered for residential development in emerging replacement planning policy.

**APPENDIX 1**



**APPENDIX 2**