

## Chapter 10: Site Specific Policies

- 10.1 It is important that the Local Plan has clear policies for development on particular sites within the District to ensure relevant objectives within the Core Strategy are achieved. The following policies are therefore only applicable to the site as defined on the Proposals Map. It should be noted that policies within all other chapters, particularly Development Policies, are also applicable to the consideration of proposed development.

### SSP1 Employment Allocations

The following sites, defined on the Proposals Map, are allocated for “B class” employment use . All sites are appropriate for business, general industry, storage or distribution development (Class B1, B2 and B8 uses), unless specifically identified below.

Site	ha.
<b>A Station Goods Yard, Station Approach, Leamington Spa</b>	<b>2.1</b>
<b>B Land at High Street/Lower Avenue, Leamington Spa</b>	<b>0.2</b>
<b>C Land at Queensway, Leamington Spa</b>	<b>3.2</b>
<b>D Land rear of Homebase, Prince’s Drive, Leamington Spa</b>	<b>1.8</b>
<b>E Saltisford Depot, Saltisford, Warwick</b>	<b>1.2</b>
<b>F Land at Nelson Lane, Warwick</b>	<b>0.5</b>
<b>Total</b>	<b>9.0</b>

- 10.2 The allocation of land for employment uses will enable the Council to meet its Structure Plan requirement and meet the employment needs of the District to 2011. Appendix One of the Local Plan explains the need for the amount of land allocated for employment uses under this policy. The choice of which sites to allocate has been guided by the results of the Warwick District Urban Capacity Study (July 2002). The development of these sites for employment uses will support the regeneration of deprived areas, promote sustainable patterns of development and maximise the use of urban previously developed land and buildings.
- 10.3 Government guidance requires the optimum use to be made of under used and vacant urban land to support regeneration. This guidance is reflected within the policies of the Structure Plan which in addition requires a range of sites to be provided for both small and large businesses within the urban areas. This approach is supported by the results of the pre-deposit consultation with over 90% of respondents supporting development within towns before green field sites.
- 10.4 The following is a description of each allocated site.

**A Station Goods Yard, Station Approach, Leamington Spa (2.1ha)**

- 10.5 This allocation offers a major opportunity to regenerate an important site within the Old Town of Leamington Spa. The site benefits from excellent transport links being adjacent to the Leamington Spa Railway Station and within walking distance of the town centre. The site is vacant previously developed land and can provide for purpose built new workshop/business space, together with dedicated access, parking and servicing areas.
- 10.6 The development of the site should take into account the need for comprehensive landscaping scheme to protect the amenity of the adjoining housing along Avenue Road to the north and the potential residential redevelopment of the Quicks Garage site to the east. Supplementary Planning Guidance has been produced for this site.

**B Land at High Street/Lower Avenue, Leamington Spa (0.2ha)**

- 10.7 This site is on the opposite corner to the above site and their redevelopment need to relate to each other. The site is previously developed land and requires assembly from the various uses. Again, this site requires a prominent building to help enhance the gateway into the Old Town and provide a strong corner frontage. Supplementary Planning Guidance has been produced for this site.

**C Land at Queensway, Leamington Spa (3.2ha)**

- 10.8 This site comprises various redundant and under used buildings and offers a major redevelopment opportunity. The site has good communication links with the M40 and is near to major employment and residential areas. The development of the site should take into account the need for landscaping to protect the amenity of the adjoining housing along Queensway. This site was identified through the Council's Urban Capacity Study.

**D Land rear of Homebase, Princes Drive, Leamington Spa (1.8ha)**

- 10.9 The allocation of this site represents an opportunity to make better use of under used land. The majority of the site is presently used as car parking for a nearby employer who has identified an alternative site within their ownership for this use. The development of this site should take into account the need for improvements to the vehicular access and a comprehensive landscaping scheme to protect the amenity of the adjoining housing to the west. This site was identified through the Council's Urban Capacity Study.

**E Saltisford Depot, Saltisford, Warwick (1.2 ha)**

- 10.10 This site comprises redundant and under used land and buildings owned by the Council. The site is close to the town centre and within walking distance of bus and rail links. The development of this site should be sensitively designed to take account of nearby listed buildings and ancient monuments. Consideration should also be given to designing the development to protect the residential amenity of surrounding properties and take full account of flooding issues on site associated

with the Saltisford Brook. In view of the likely impact of this development upon traffic flows, including at the A46/A4177 junction, a traffic assessment may be required as part of any planning application. Supplementary Planning Guidance has been produced for this site.

## **F Land at Nelson Lane, Warwick (0.5ha)**

10.11 This allocation is under used land within an existing employment area. The site is part green field and part previously developed near to residential areas. The development of this site should take account of existing site features and the need to protect the amenity of properties to the rear of the site. This site was identified through the Council's Urban Capacity Study.

## **SSP2 Major Developed Sites in the Green Belt**

**Within the following major developed sites within the Green Belt, as defined on the Proposals Map, appropriate limited infilling and redevelopment for employment or other uses identified in the supporting text as being appropriate for each site will be permitted:-**

- **Stoneleigh Park in accordance with policy SSP3;**
- **University of Warwick**
- **Stoneleigh Business Park, Stareton, Stoneleigh;**
- **Former Honiley Airfield, Oldwich Lane East, Wroxall;**
- **Police Headquarters, Leek Wootton;**
- **North Leamington School, Leamington.**
- **The Woodside Training Centre, Kenilworth; and**
- **Haseley Business Centre, Haseley;**

10.12 The Green Belt within Warwick District contains a number of substantial established developments, many of which pre-date the town and country planning system. Government policy recognises the presence of these and provides a framework for some development to take place within them where this would help secure jobs and prosperity and improve the environment of the Green Belt. It allows local plans to identify appropriate sites as "major developed sites" within the Green Belt.

10.13 All of the sites identified in this policy remain within the Green Belt and subject to policy DAP1 (Green Belts). Within them, however, limited infilling or redevelopment which follows the guidance set out in annex C to PPG2 (Green Belts) is not considered inappropriate development. The Council would encourage applicants to follow this guidance when preparing proposals for such sites.

10.14 The following comments can be made about each of the sites.

10.15 **Stoneleigh Park.** See policy SSP3 below.

- 10.16 **University of Warwick.** The University is a world class higher education institution which, from its inception in 1964, has occupied land gifted by the Councils of Coventry and Warwickshire, the latter having been in the West Midlands Green Belt. Whilst the majority of growth to date has been on the Coventry side of the boundary, the University has always recognised from its earliest development plans that future growth would rely on the use of the Warwickshire land. The University now considers that this land is critical to sustaining its vision for the long term.
- 10.17 The previous local plan, adopted in 1995, contained a policy supporting development at the University and set the framework for a planning brief to be prepared. This brief, the University Development Plan 1994-2004, was adopted as supplementary planning guidance in 1995. It has not to date been fully implemented and remains an appropriate framework against which proposals at the University are considered. Any revisions or updates to this plan, which have been through the relevant adoption process, will be accorded significant weight in determining future applications for development.
- 10.18 The Council supports the University as a higher education institution of national importance, and is keen to ensure its continued success. The Regional Spatial Strategy both supports development at Higher Education Establishments and recognises the University's location within the Coventry, Solihull and Warwickshire Hi-Technology corridor. It is important, however, that this is done having regard to all relevant environmental safeguards and in particular its designation as Green Belt. Identifying the site as a major developed site within which the various university uses can expand is the most appropriate means of doing this. An area of 43 hectares has been identified for this purpose, which reflects the outer limit to development as defined by the University Development Plan 1994-2004.
- 10.19 **Stoneleigh Business Park.** This 21 hectare site lies within Stoneleigh Deer Park which is a grade II historic park designated on the English Heritage Register. During World War Two land was levelled and a military hospital established within the Park. Since the War this collection of buildings has had a range of uses and now forms the Stoneleigh Business Park. The redevelopment of this site offers the opportunity to reinstate the landforms of the historic park and replace the presently incongruous buildings with some of a higher quality, and to a design and location appropriate to a Green Belt setting. Following the production of Supplementary Planning Guidance in 1999, planning permission has now been given for the redevelopment of the business park.
- 10.20 **Former Honiley Airfield.** This 6.3 hectare site (shown as two sites within the former airfield) was formerly property of the Ministry of Defence. Since the 1950s it has been used for a variety of purposes associated with the aeronautical and automotive industries. The former runways are currently utilised for vehicle testing whilst the buildings are used for research and development and related activities. The runways have not been included within the designation in view of their extent and their open character. Development within this much wider area would conflict with the need to maintain the openness of the Green Belt.

- 10.21 **Police Headquarters, Leek Wootton.** This site is currently the administrative headquarters of Warwickshire Police. At the core of the site is “Woodcote”, a grade II listed former house set within parkland that is listed as being of local importance (see policy DAP12) . The site has expanded since the 1970’s with a number of additional buildings. The land identified for the major developed site is approximately 4.1 hectares and is limited to the broad extent of the buildings and hard surfaced areas within the site. The headquarters as a whole is well screened by trees and contains significant open areas (some of which are used as sports pitches) which should be protected.
- 10.22 **North Leamington and Manor Schools, Leamington.** These school sites lie immediately to the north of Leamington on exposed sites with long views to the north. The combined site area identified as major developed sites under this policy is approximately 3.3 hectares.
- 10.23 **Woodside Training Centre, Kenilworth.** This former Edwardian country house is now a management training centre of approximately 1.5 hectares set in 13 hectares of grounds. It has expanded over many years and now offers residential and non residential training and conferences.
- 10.24 **Haseley Business Centre.** The main building on this site is the Grade 2 listed Haseley Manor which has been in industrial/office use since 1940. From the 1950’s it operated as a residential staff college for the British Motor Corporation and now is operating as a managed office space. Although the whole site is approximately 7 hectares, the extent of the land designated under this policy is 0.7 hectares.

### **SSP3 Stoneleigh Park**

**Development will only be permitted at the Stoneleigh Park where it consists of uses related to the promotion of agriculture and associated activities, equestrianism and the well-being of the countryside and its inhabitants.**

- 10.25 Stoneleigh Park (formerly known as the National Agricultural Centre) is a unique facility within the Green Belt in terms of its scale (91 hectares) and the range of activities taking place there. Stoneleigh Park became the permanent home of the Royal Agricultural Society of England (RASE) in 1963. The role of the RASE is defined by its Royal Charter and in fulfilment of this Stoneleigh Park acts as a headquarters for a number of agricultural and countryside organisations as well as hosting many shows and conferences, including the Royal Show (which attracts approximately 200,000 visitors), every year.
- 10.26 In response to structural changes in the rural economy, the RASE is currently seeking to clarify its role and the role of Stoneleigh Park. It has set out a new vision for how it will use Stoneleigh Park to fulfil its Royal Charter obligations, and has submitted a major planning application outlining how the site will be redeveloped over the next few years. The proposal is for the development and refurbishment of Stoneleigh Park to provide exhibition, hotel and conference facilities, showground facilities, a business innovation park, visitor centre, leisure and ancillary retail and catering facilities, a National Equine Centre and livestock facilities, together with a new access road and bridge, landscaping, parking,

- circulation works, an equine bridge and highway improvements. The application includes realigning the main access into the site from the north and improving links with the A46, relieving traffic pressure on Stoneleigh village. This planning application has now been approved by the District Council, subject to the completion of a legal agreement.
- 10.27 The Council supports the role of the RASE and it recognises the unique role of Stoneleigh Park in fulfilling this. It also recognises that these must be balanced against local environmental issues; the sensitive location of Stoneleigh Park within the Green Belt, adjacent to two nationally listed historic parks (see policy (DAP11), and the site's proximity to several rural communities particularly Stoneleigh village. It is important that any development at Stoneleigh Park respects all of these factors.
- 10.28 This policy sets the context for assessing proposals at Stoneleigh Park. The entire site identified on the proposals map is classified as a major developed site within the Green Belt and proposals within it will be considered against policy SSP2. Furthermore, development will be limited to that which is clearly related to the promotion of agriculture and associated activities, equestrianism and the well-being of the countryside and its inhabitants in accordance with the RASE's Royal Charter.
- 10.29 In recognising the significant new development that will take place at Stoneleigh Park over coming years, the Council will wish to ensure that this takes place in an environmentally sensitive manner that meets the objectives of this local plan. It will ensure that all future proposals meet requirements contained within the policies of this Plan, particularly the development plan policies, where appropriate.

#### **SSP4 Safeguarding Land for Kenilworth Railway Station**

**Land off Priory Road, Kenilworth, as defined on the Proposals Map, is allocated for the development of a railway station for Kenilworth. Other development will not be permitted on the above land if it would be likely to prejudice the implementation of the scheme.**

- 10.30 The Local Transport Plan has proposed the development of a new rail station for Kenilworth to be pursued in the short term. 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 the reliance on the private car and promoting social inclusion.
- 10.31 Strategies within local plans and local transport plans are required to complement each other. Government guidance requires that local plans protect sites which could be critical in developing infrastructure to widen transport choices and that specific transport proposal within the local transport plan should appear as a policy or proposal in the local plan. The Structure Plan also requires the Local Plan to safeguard land for a railway station at Kenilworth. Previous consultation undertaken has indicated that support exists within the community for a new station for Kenilworth.

- 10.32 This site has been identified as it represents the most 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 development of the rail station on this site will need to be designed in accordance with the policies within the Development Policies chapter of this Local Plan.
- 10.33 The Council will work in partnership with the County Council and other partners to implement the proposal.

### **SSP5 Safeguarding Land for Warwick and Leamington Spa Park and Ride**

**Land at Greys Mallory, Warwick, as defined on the Proposals Map, is allocated as an “area of search” for the development of a bus based park and ride for Leamington and Warwick. Other development will not be permitted on the above land if it would be likely to prejudice the implementation of the scheme.**

- 10.34 The Local Transport Plan has proposed the development of a bus based park and ride for Warwick and Leamington in the medium to long term. This would increase the travel choices available to people visiting the two town centres, reduce traffic congestion and relieve pressure for parking in the town centres. There would also be significant economic, environmental and social benefits, particularly within the historic town centres. This proposal will contribute towards enhancing the viability and vitality of the two town centres as well as promoting sustainable tourism.
- 10.35 Strategies within local plans and local transport plans are required to complement each other. Government guidance requires that local plans protect sites which could be critical in developing infrastructure to widen transport choices and that specific transport proposal within the local transport plan should appear as a policy or proposal in the local plan. The Structure Plan also requires the Local Plan to safeguard land for a park and ride scheme south of Leamington to serve both towns. Furthermore, the results of the pre-deposit consultation showed that over 63% of respondents agreed that a park and ride facility should be provided with a further 23% having no strong opinion.
- 10.36 The County Council has engaged consultants to help it identify both the viability of a bus based park & ride scheme, and the most suitable location for this. At the time of the First Deposit Version of the local plan (November 2003) the County Council had identified two broad locations for a Park & Ride site, at Europa Way and at Greys Mallory. They had not, however, expressed a preference between these two areas at that time. On this basis the Council identified a site to the north of the Europa Way roundabout in the First Deposit Version.
- 10.37 Subsequent further analysis has shown that the sites at Greys Mallory have clear advantages in terms of attracting high levels of demand and taking cars off the road network. The Council supports this as the broad area where the Park & Ride should be located. It believes, however, that more work needs to be done to identify the site that will have the least impact upon the environment. It accordingly identifies an “area of search” that covers all sites adjoining Greys Mallory and will work with the County Council to identify the site that is the most appropriate. In identifying the most suitable location within this area, the Council

will wish all possible sites to be assessed for their transportation and decongestion benefits, visual impact (taking account of opportunities for landscaping), noise levels and impact upon the amenity of adjacent uses and properties. The development of park and ride on this site will need to be designed in accordance with the policies within the Development Policies chapter of this Local Plan.

- 10.38 The Council will work in partnership with the County Council and other partners to implement the proposal.

### **SSP6 Safeguarding Land for the Barford Bypass**

**Land west of Barford, as defined on the Proposal Map, is allocated for the provision of a bypass for the village of Barford. Other development will not be permitted on the above land if it would be likely to prejudice the implementation of the scheme.**

- 10.39 The Local Transport Plan has proposed the development of a bypass for the village of Barford in the short term. This will relieve the impact of vehicular traffic on the village and the existing river bridge, a Grade II listed structure. The noise, fumes and dust generated from heavy traffic passing in close proximity to residential properties adjacent to the A429 adversely affects the quality of life for the residents and divides the community. Furthermore, the condition of the Barford Bridge is deteriorating as a result of the number of heavy goods vehicles which use it daily. There would therefore be significant environmental and social benefits within the village. This scheme will contribute towards protecting the character of the village.
- 10.40 Strategies within local plans and local transport plans are required to complement each other. Government guidance requires that local plans protect sites which could be critical in developing infrastructure to widen transport choices and that specific transport proposal within the local transport plan should appear as a policy or proposal in the local plan. The Structure Plan identifies Barford Bypass as a strategic road scheme.
- 10.41 The proposal consists of a new single carriageway road to the west of the village with a new bridge over the River Avon. The chosen route for the bypass will minimise impact on the setting of the village and the wider landscape and achieve the objective of reducing the environmental impact of vehicular traffic on Barford. The development of the bypass will need to be designed in accordance with the policies within the Development Policies chapter of this Local Plan.
- 10.42 The scheme as proposed in the Local Transport Plan completed all statutory procedures and was given full funding approval. Construction of the by-pass commenced in February 2005 and officially opened in May 2007. The Council worked in partnership with the County Council and other partners to implement the proposal.

## SSP7 Coventry Airport

Proposals for the expansion of Coventry Airport will be permitted within the area defined on the Proposals Map where:-

- a) they consist of facilities for aviation activity undertaken at the airport;
- b) they have been subject to rigorous environmental assessment and can demonstrate that both economic benefits and harmful environmental impacts have been assessed in line with the principles of sustainable development;
- c) any adverse impacts are mitigated to reduce harm or, where harm cannot be adequately mitigated, are compensated for;
- d) the number of air passengers served by Airport South does not exceed two million passenger movements per annum;
- e) the number of air passengers served by charter or scheduled flights via any terminal at Airport South is linked by challenging targets in an Airport Surface Access Strategy that encourage a modal shift towards sustainable modes of transport (e.g. public transport, car sharing, cycling) as passenger throughput increases; and
- f) the number of air passengers served by Airport South accords with the Air Transport White Paper's endorsement of Birmingham International Airport as the Government's preferred location for a new runway to meet future growth in passenger demand and reflects regional policies for airport development.

10.43 Coventry Airport currently provides scheduled services through a developing low cost passenger flight operation and also caters for business aviation, air mail and freight. Planning Permission was granted in April 2006 by the First Secretary of State and the Secretary of State for Transport for an Interim Passenger Facility to allow a maximum throughput of 0.98 million passengers per annum. The airport is both a major employer and a national and international transportation link for local businesses and commercial passengers and is therefore an important asset to the local and sub regional economy

10.44 The Government's starting point is to make the best use of existing airports before supporting the provision of additional capacity. A sustainable approach entails first making better use of present infrastructure wherever possible.

10.45 However, the airport and its aviation activities, also contribute air and noise pollution to the local environment which can harm the amenity of local residents and the surrounding historic and natural environments over a wide area. Activities at the Airport can also generate vehicular traffic which can impact on the trunk road network and local roads.

10.46 Government policy on air transport is set out in the Air Transport White Paper (December 2003) which emphasises the need for a balanced approach to the growth in air transport, recognising both the costs and benefits of air travel. The provision of some additional airport capacity is essential to accommodate the potential growth in demand. Failure to provide additional capacity would become a barrier to future economic growth and competitiveness. In relation to the Midlands, the White Paper therefore supports the growth of Birmingham

- International Airport but sees the development of Coventry Airport as a matter for local determination. Future development of Coventry Airport needs to be considered in the context of the White Paper's endorsement of Birmingham as the Government's preferred location for a new runway to meet future growth in passenger demand and its position on making the best use of existing airports before supporting the provision of additional capacity.
- 10.47 The Regional Spatial Strategy for the West Midlands' policy on airports is to be reviewed. The policy currently supports the continued development of Birmingham International Airport as the principal international airport for the West Midlands. It states that Coventry Airport as primarily a freight airport provides a complementary service to Birmingham International Airport. However, since the RSS was written, regular, scheduled commercial passenger flights are now undertaken at the airport. The RSS requires that any further development of Coventry Airport should be subject to rigorous environmental assessment with consideration to be given to mitigation and compensation for unavoidable harm. The Regional Planning Body is committed to reviewing the RSS in light of the Air Transport White Paper and has indicated that in doing so it will also take account of the outcome of the extant appeal for 2 million passengers per annum at Coventry Airport. This may necessitate an early review of Policy SSP7.
- 10.48 The objective of this policy is to direct aviation development to land to the south east of the runway and therefore away from nearby residential properties in Baginton and protect the West Midlands Green Belt which covers the remainder of the airport. The policy also ensures that the potential impact of any development is properly assessed and that any adverse impacts are mitigated or compensated for. Where adverse impacts cannot be mitigated to acceptable levels or compensated for, development will not be permitted except where the benefits of the proposals overall outweigh the adverse impacts. In relation to the development of passenger facilities, the policy recognises that it is necessary to restrict passenger growth in line with national policy, ensure appropriate levels of public transport and protect the ability of Birmingham International Airport as the West Midlands principal airport to grow as envisaged within national policy.
- 10.49 The above policy applies only to that development for which further planning permission is required. Coventry Airport has extensive rights to carry out development within its operational land by virtue of permitted development rights granted under the Town and Country Planning (General Permitted Development) Order 1995.

### **SSP8 Hatton Country World**

#### **New retail development will not be permitted at Hatton Country World as defined on the Proposals Map.**

- 10.50 Hatton Country World has grown and evolved considerably since an original temporary planning permission for craft workshops was granted in 1982. It now extends to an area of over 11 hectares and includes a farm park and some 40 units operating as craft units, shops and restaurants. The centre has become a popular local tourist destination and now includes a significant retail element.

- 10.51 Following growing concerns about the activities taking place at Hatton Country World, particularly over the level of shopping and growth in overall visitor numbers, the Council produced supplementary planning guidance in 2000 to guide the future uses which would be acceptable on the site. Following this, the owner submitted a series of new applications which were approved in December 2001 and these have regularised the situation at Hatton Country World.
- 10.52 It is recognised that the owners of Hatton Country World will wish the site to evolve further over time, however it is important that this is done in a manner which recognises the very sensitive location of the site. In considering future proposals, the Council will have regard to all relevant other policies particularly DAP1 (Green Belt), and RAP10 (Safeguarding Rural Roads). In order to safeguard the character of the rural area, the Council will not support proposals which would lead to an increase in visitor numbers. Any new building at Hatton Country World would be classified as inappropriate development within the Green Belt.
- 10.53 It is recognised that retail is an important element within Hatton Country World and the existing planning permissions grant a level of retail floorspace to support the overall operation of the centre. The Council would not support any further growth in retail floorspace within Hatton Country World.