
Warwick District Council Proposed Development Review Forum

16th February 2015

Item: land at Station Approach, Royal Leamington Spa

Proposed housing development by Waterloo Housing Association

Chair: Gary Fisher (Head of Development Management)

Presenting item: Dominic Chapman / Christopher Dancer – John Thompson & Partners Architects
Neil Adie / Jon Wood - Waterloo Housing Association

Gary Fisher introduced the item, following which the applicant and architects made a presentation on the proposal.

Presentation by Waterloo Housing Association (WHA) & JTP Architects

This is a proposal for a comprehensive development of this site in accordance with the allocation of the land for housing in the new Local Plan. The site is currently in a variety of ownerships and WHA is currently assembling the site. The development will involve the relocation of the current Stagecoach Bus Depot and this will be the subject of a separate application. The development will be in partnership with AC Lloyd.

A public information/consultation event at the Pump Rooms on 5th February was well attended and the team has also met separately with the Leamington Society.

The proposal is for c200 homes and this will include a mix of apartments (55%) and houses (45%) and a 100 space public car park. The architectural approach to developing the site seeks to respond to its immediate context and local vernacular styles.

- It will create green corridors to link with Park Drive and Victoria Gardens at the western end with Avenue Road to the east. It will create a new green link along the railway line.
- The layout and design of the homes will seek to echo local vernacular traditions in the town. This will include “villa style” frontages onto Park Drive and Victoria Park, smaller two storey “cottage style” properties closer to Avenue Road and taller 5 storey apartment blocks (with the 5th storey set back) overlooking the railway line.
- Architectural detailing will include pairings of buildings, vertical alignment of windows, balconies and a combination of red brick with white render treatments.
- In accordance with its “gateway” location, homes will face the railway line.
- Three apartment blocks at the eastern end close to the existing footpath/cycleway link to the subway will provide better natural surveillance.
- Parking will be in courtyards and some undercroft parking.

- A service road for Network Rail to access the railway line will be provided.

Question & Answer session

The following is a summary of the Q&A session. In some cases, the applicant team offered to provide information subsequently that they did not immediately have to hand. *Where they have done this, this is indicated in italics below.*

Question: What will be the tenure mix of the development?

Answer: The current proposal is for 25% of properties to be for sale with 75% affordable. The affordable is anticipated to be a mix of shared ownership (50%) and affordable rents (50%). No decision has yet been made as to which will be the affordable and which the market properties, the architects having taken a “tenure blind” approach to the design.

JTP also clarified some of the other key statistics for the development as follows.

- Site area – 4.7 hectares
- Density - 44 dwellings/hectare
- House type mix – apartments (55%), houses (45%)
- Space standards of properties - HCA / HQI space standard requirements for Affordable and Shared Ownership
- *No. of parking spaces – 303 (2 per house/ 1-1.5 per flat)*
- Refuse strategy –
 - Houses - bins stored in rear gardens/ all properties to have external access to rear gardens
 - Flats – bins stored in communal store, close to entrance

At the eastern end of the site there is a Severn Trent Water easement (running east-west) that the development must avoid.

Question: What is the proposing timetable for submitting the application?

Answer: It was hoped that the application would be submitted by the end of March. There has been a slight delay to this owing to transport modelling work being affected by the railway landslip at Harbury which has affected normal traffic movements. It is now anticipated that the application will be submitted by early/mid April.

The applicant has already had pre-application discussions with planning and conservation officers at Warwick District Council and is shortly to be meeting Warwickshire County Council to discuss highways matters.

Question: What are the intentions for the car park? Why will it be public and who will it be for?

Answer: It is anticipated that WDC will take over the car park and operate this either for its own purposes or possibly as another commuter car park for the station. WDC considers that there is demand for car parking spaces in this area and that a car park here will be well used. The car park will not be for residents of the development.

Question: Some of the new homes are quite close to the rear of properties on Avenue Road. Do these confirm with the Council's distance separation standards?

Answer: Yes. *It was subsequently confirmed that the development will adhere to all the Council's published distance separation standards as follows:-*

Back to back

2 storey dwelling to 2 storey dwelling = 22m

3 storey dwelling to 2 storey dwelling = 27m

Side to back

2 storey dwelling to 2 storey dwelling = 12m

2 storey dwelling to 3 storey dwelling = 16m

Question: What will the relationship be to properties on Avenue Road?

Answer: Homes will be "side on" to the rear of properties on Avenue Road to prevent overlooking. At the western end a green swathe has been included to further protect the privacy and outlook of existing residents.

Question: Is there a danger of overshadowing on the properties at the western end (near Victoria Park) given the number of mature trees in this area?

Answer: The buildings have been set back in this location to reduce overshadowing. More drawings will be provided to show the impact of trees on the new properties.

Question: Are there any issues with the stability of the land at the western end?

Answer: This is subject to further ground investigation work that is presently being carried out.

Question: Could National Cycle Route 41 (which comes down Station Approach (eastern end) and goes under the railway underpass) be re-routed through the site?

Answer: This has not been discussed with Warwickshire County Council. It may be difficult to re-route the link to run east-west as the gradient at the western end (Park Drive) may make a cycle link impossible to achieve. A footpath link to the road (possibly with steps and a with grab rail) is proposed here.

Question: What is the number of bedspaces being provided?

Answer: *This was confirmed as follows:-*

Houses

2 Bedroom 4 Person (160 bed spaces)

3B5P (180 bed spaces)

4B6P (108 bed spaces)

Total = 448 bed spaces

Flats

1B2P (62 bed spaces)

2B4P (324 bed spaces)

3B5P (15 bed spaces)

Total = 401 bed spaces

Overall Total = 849 bed spaces

Question: Will car parking be adequate for the development?

Answer: Yes. *It was confirmed after the meeting that the spaces being provided comply fully with the Council's Vehicle Parking Standards SPD.*

Question: The applicant will need to be sure that roads are wide enough to take passing as well as parking traffic?

Answer: Agreed. Point noted.

In closing, JTP confirmed its commitment to delivering a high quality development. The response from the public consultation had been very supportive. They consider that the proper way to look at this development is not as an "estate" but as a natural extension to Leamington. WHA affirmed its excitement at being involved in this important site within the town.

Gary Fisher closed the meeting by thanking Waterloo and JTP for their presentation.

End

Head of Development Services
Warwick District Council
16th February 2015