

# Appendix 8: Green Belt and Green Field Review

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**November 2013**

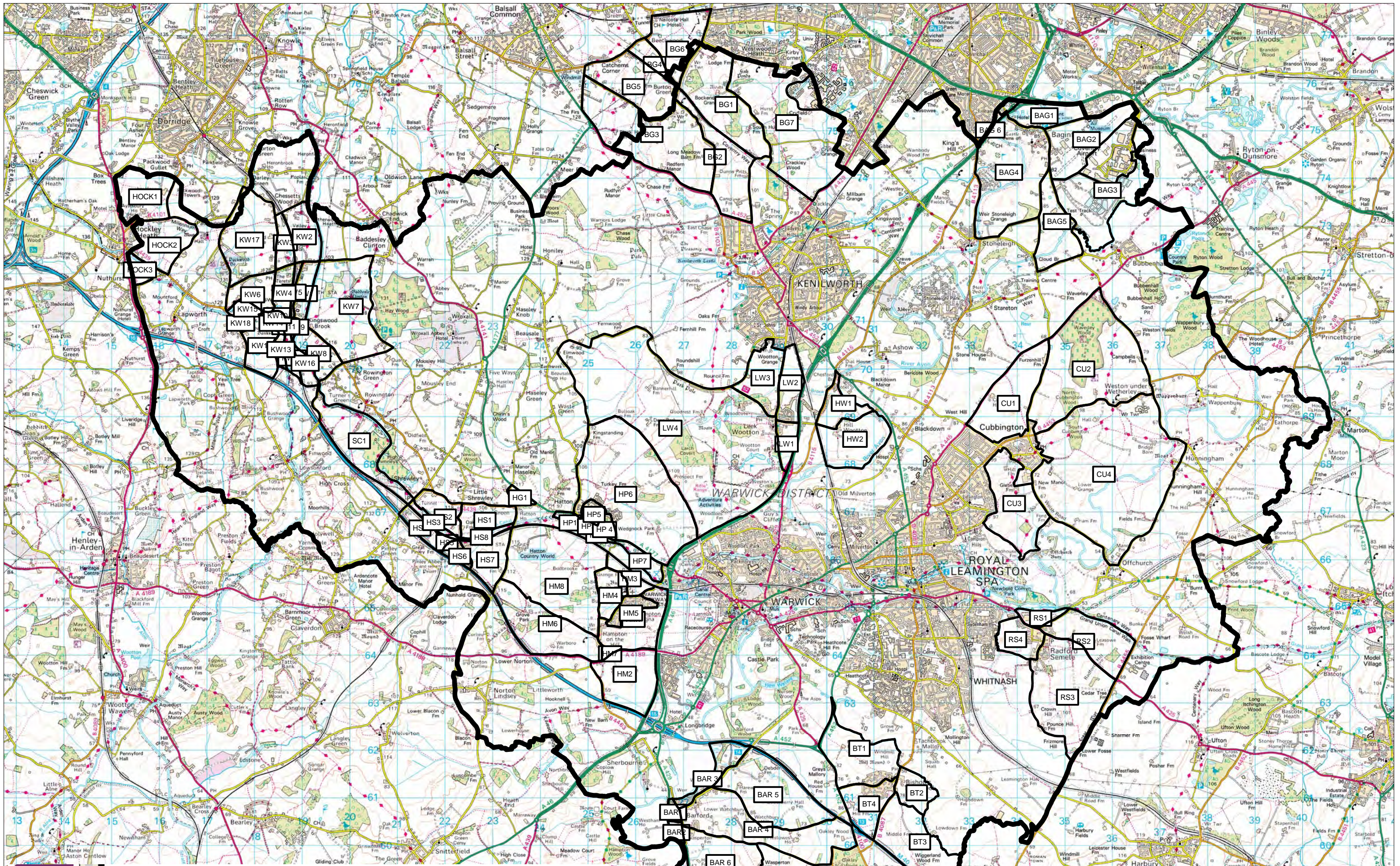
- 1.0 This report sets out a partial review of the Green Belt and Green Fields connected to:
- the district's 10 most sustainable potential growth villages;
  - a very limited portfolio of smaller village locations, and
  - two edge of urban Green Belt housing options.
- 1.1 The report sets out a new methodology for reviewing and analysing Green Belt / Green Field parcels which builds upon good practice nationally in Green Belt studies. The main focus in the methodology is the establishment of a list of detailed assessment criteria / questions, covering the aim, key purposes and use of the Green Belt / Green Field parcels. The methodology is set out in Table 1 and has been applied to both Green belt and non-Green Belt locations.
- 1.2 An independent critical review of this approach and a selected range of assessments have also been undertaken by a specialist Environmental Planning Advisor, which can be found in Appendix 9 of the villages' consultation report. The findings from both these pieces of work have also been summarised and used as part of the evidence base in the detailed site assessment matrix (appendix 6 of the villages report).
- 1.3 The individual Green Belt and Green Field parcels can be found illustrated in the plans which accompany this report.

<b>TABLE 1: Methodology for the Partial Green Belt and Green Field Review</b>			
<b>Green Belt Aim and Character</b>	<b>Aim / Character Expansion</b>	<b>Assessment Criteria / Questions</b>	<b>Definitions / Background</b>
To prevent urban sprawl by keeping land permanently open	(Covered in detail through Green Belt characteristics)		
Essential characteristic of Green Belt is its openness.	Open character is a key characteristic of Green Belt.	<p>(Q1)Would development in this area affect the openness of the Green Belt?</p> <p>(Q2)Would development in this area increase the openness of the Green Belt?</p> <p>(Q3)Would development in this area impact negatively on the visual amenity of the Green Belt?</p>	<p>Openness – absence of built development (Planning Inspectorate)</p> <p>Openness of character – non-enclosed, continued, open and exposed (SNH)</p> <p>Any built development has the potential to affect openness whether or not it is visible from public viewpoints (PI2191398)</p> <p>Change in scale of buildings – drop in floorspace would increase the openness of the Green Belt (PI2181904)</p> <p>Reduction in spread of buildings across the site and smaller amount of development would increase openness (PI2168774)</p> <p>Effect on the visual amenity of the GB (PI2178517)</p>
Essential characteristic of Green Belt it is permanence.	Green Belt is associated with readily recognisable physical features which are likely to be permanent.	<p>(Q4)Is this area of Green Belt associated with recognisable permanent physical features?</p> <p>(Q5)Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?</p>	
<b>Green Belt Purpose</b>	<b>Purpose Expansion</b>	<b>Assessment Criteria / Questions</b>	<b>Definitions / Background</b>
To check the unrestricted sprawl of large built-up areas.	Protects countryside from irregular and straggling built forms connected to large built up areas.	<p>(Q6)Would the loss of this Green Belt parcel lead to or constitute ribbon development?</p> <p>(Q7)Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?</p> <p>(Q8)Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?</p> <p>(Q9)Is this Green Belt parcel well connected with several boundaries to the built-up area?</p>	<p>Sprawl – be of irregular or straggling form (The Concise Oxford Dictionary).</p> <p>Large built up areas - Warwick, Royal Leamington Spa, Kenilworth, Solihull Rural South and East (integrating Knowle, Dorridge, Bentley Heath, Balsall Common, Dickens Heath, Cheswick Green, Meriden, Hampton-in-Arden, Hockley Heath, Tidbury Green, Catherine-de-Barnes) , Coventry Urban Area and Stratford Upon Avon. Solihull Settlement Study defines Rural South and East settlements as stand alone. However, there appears to be a degree of continuation between settlements (Knowle, Dorridge and Bentley Heath).</p> <p>Coventry Core Strategy 2012 – defines an urban area</p>

			including locations such as Finham.
	Prevents sprawl where development would not otherwise be restricted by a physical barrier (e.g. roads, railway, large watercourse).	(Q10)Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	
	Prevents development that would result in another settlement being absorbed into a large built up area.	(Q11)Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	
	Protects open land contiguous to or with close proximity to the large built up areas.	(Q12)Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	
Prevent neighbouring towns merging into one another.	Prevents the merger of towns.	(Q13)Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Merging – joining or blending (The Concise Oxford Dictionary)  Towns are defined as: Warwick, Royal Leamington Spa, Kenilworth, Solihull Major Urban Area and Stratford Upon Avon.
	Prevents development that would result in a relatively significant reduction in the distance between towns.	(Q14)Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	
	Prevents continuous ribbon development along transport routes that link towns.	(Q15)Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	
Safeguarding the countryside from encroachment	Prevents encroachment through a strong defensible boundary or topography between the existing urban area and open countryside.	(Q16)Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Countryside is taken to mean open land. For the purpose of this review only very small settlements (under 50 residents) are considered as part of the open countryside.  Encroachment – the activity or act of advancing gradually beyond due limits (adapted from The Concise Oxford Dictionary)

	Prevents encroachment on the countryside through existing appropriate uses, including agriculture, forestry, outdoor sport and recreation, cemeteries and local transport infrastructure.	(Q17)Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Appropriate uses refer to NPPF definition.
	Prevents encroachment on the countryside that contains existing uses that would not now constitute appropriate development.	(Q18)Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	
	Prevents encroachment due to its open character, which is not compromised by development that would now be considered inappropriate, or where there is damaged or derelict land.	(Q19)Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site would be classed as brownfield rather than Greenfield development?	
	Prevents encroachment due to national and local nature conservation areas?	(Q20)Would the loss of this Green Belt parcel impact negatively on national and local nature conversation areas?	
To preserve the special character of historic towns	Green Belt makes a positive contribution to the setting, or better reveals the significance of a scheduled ancient monument, conservation area, listed building(s), registered park or garden, or other features of historic significance.	(Q21)Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?  (Q22)Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	'Historic towns' are defined as Warwick, Royal Leamington Spa, Kenilworth and Stratford Upon Avon for the purposes of this study.
To assist in urban regeneration by encouraging the recycling of derelict and other urban land	Greenbelt in Warwick District is considered to play an important role in encouraging the recycling of derelict and other urban land, by restricting the availability of greenfield sites.	(Q23)Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?  (Q24)Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	
To preserve the individual character, identity and setting of villages and hamlets in the Green Belt (local criteria).	Green Belt preserves the character, identity and setting of individual villages or hamlets.	(Q25)Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	
	Green Belt prevents development that would result in a relatively significant reduction in the distance between villages.	(Q26)Would the loss of this Green Belt parcel significantly reduce the distance between villages?	
	Green Belt contributes towards protecting the open setting of villages and hamlets.	(Q27)Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	
<b>Green Belt Use</b>	<b>Use Expansion</b>	<b>Assessment Criteria / Questions</b>	<b>Definitions</b>

Plan positively to enhance the beneficial use of Green Belt, such as improved access, outdoor sport and recreation; enhancement and retention of landscape; visual amenity and biodiversity, and improvements to damaged and derelict land.	Green Belt and improving public access.	(Q28)What opportunities exist to improve the Green Belt parcel for public access?	NPPF Para. 81
	Green Belt and outdoor sport and recreation.	(Q29)What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	
	Green Belt and enhancement and retention of landscape.	(Q30)What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	
	Green Belt and visual amenity.	(Q31)What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	
	Green Belt and biodiversity.	(Q32)What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	
	Green Belt and damaged and derelict land.	(Q33)What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	

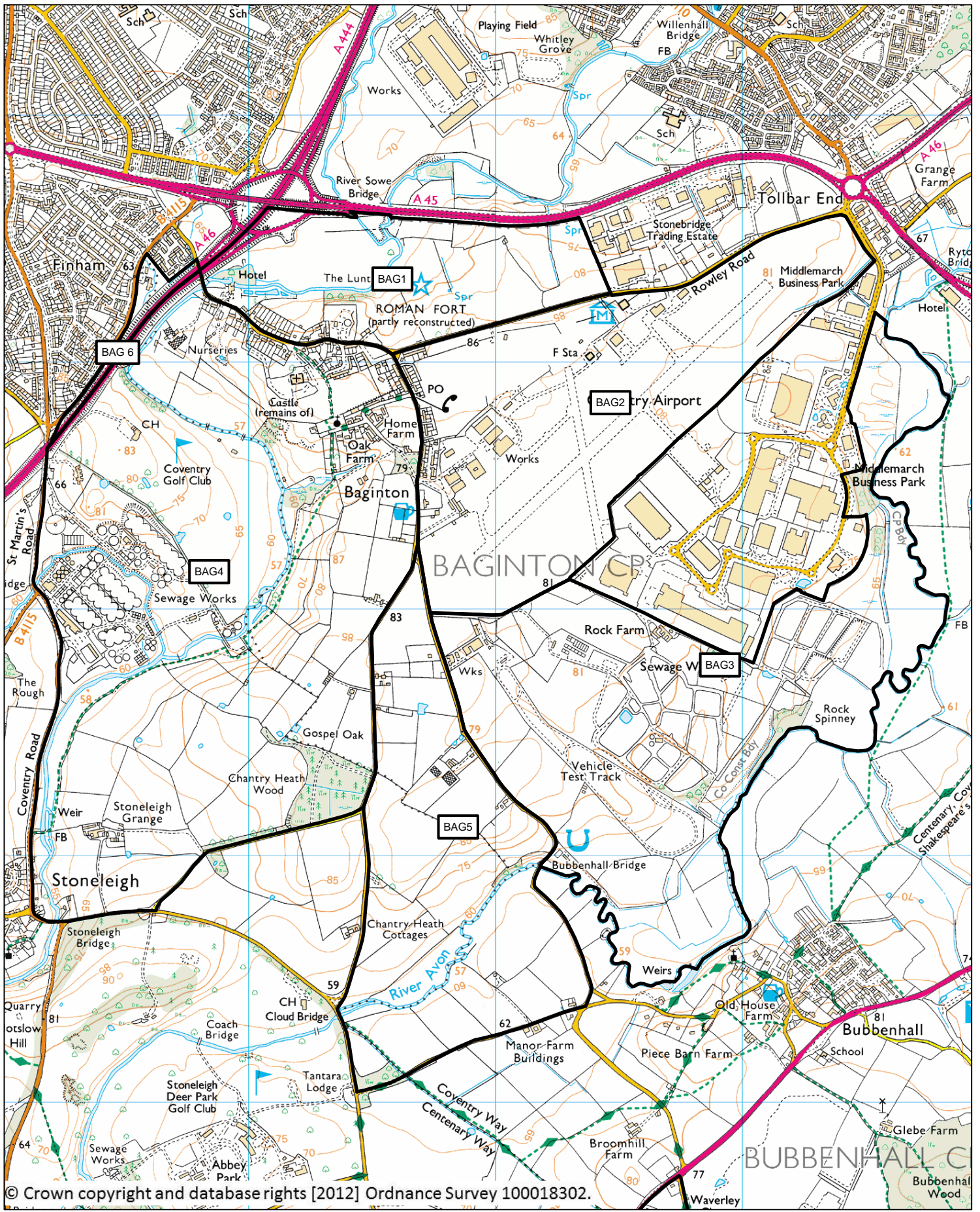


Context Map - Partial Green Belt Review - Parcels

SP1572 | Not to Scale | 22/10/2013 | DSR | Grid Reference: 415748E, 272924N

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## Baginton

Scale 0 150 300 450 600 750 m SP3474 | 1:20000 @ A4 | 22/10/2013 | DSR | Grid Reference: 434970E, 274004N



Parcel Code	BAG1
Area Reference	Lunt Fort
Parcel Size (ha)	68.59
Settlement	Baginton
Parcel Description	Parcel is bounded to the north by the A45 / Stoneleigh Way, A444 to the west, Mill Hill, Coventry Road and Rowley Road to the south and Stonebridge Trading Estate to the east. The Lunt Roman Fort is a notable feature within the parcel. The parcel also contains a hotel and some residential properties, as part of Baginton Village. The majority of land to the east of the parcel is more agricultural in nature. The parcel is slightly elevated and gently undulating.
Parcel Justification	The parcel is strongly defined by road infrastructure, particularly along its northern edge. It has a mixed use character in line with many village or edge of village Green Belt parcels. The parcel is more diverse in character at the western edge and consists of fairly uniform open fields to the east.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – the east of the parcel is a slightly elevated plain, which is visible from a considerable distance.
Q.2 Would development in this area increase the openness of the Green Belt?	Some limited potential associated with the built form in the west of the parcel.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – significant impact on the visual amenity approaching Baginton village.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by fairly strong road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Threats generally associated with intensification of uses within the parcel and western expansion of employment uses from Stonebridge Trading Estate, associated with Gateway project.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes, potentially ribbon development along Rowley Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to the east with Stonebridge Trading Estate, Coventry Airport to the south and Baginton village and Finham to the west.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No more likely viewed as major village extension.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Reasonably good connectivity to three major boundaries, with also a strong road corridor to the north.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the	The infrastructure is strongest to the north, east and west. There is the possibility to breach to

existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Rowley Road barrier.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Some potential due to the size of the parcel compared to Baginton Village.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes, this parcel is within close proximity to Coventry and would urbanise the area, although the A45 is a notable road barrier.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it may add to the potential blending between Coventry and Baginton.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it may add to the potential blending between Coventry and Baginton.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it may add to the potential blending between Coventry and Baginton.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – may provide options for the further expansion of development south of Rowley Road.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of some agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the the Green Belt and village location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – hotel and some residential uses along Mill Hill and Coventry Road areas.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Rover Sowe pLWS / pSINC, River Sowe & Finham Brook pSINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Not generally – more the setting of the village. However the parcel contains the restored Lunt Fort.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Not generally – more the setting of the village. However the parcel contains the restored Lunt Fort.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	

Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of Baginton village.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – reduction in distance between village and town.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – major reduction in the open setting of the village from the east in particular.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential improvements and links connected to central fort area and along corridors.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities such as walking could be encouraged.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance road frontages and strengthen field definition.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance road frontages and strengthen field definition.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Links to LWC / SINC management plans and frontage / corridor enhancements.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Protection of areas near industrial park and enhancement of commercial / residential areas to the west.
<b>Conclusions / Summary</b>	Complex and mixed character Green Belt parcel with a valuable role to play in maintaining the open character of the village. Strong environmental and heritage value.
<b>Outline Value Assessment</b>	Medium - High

Parcel Code	BAG2
Area Reference	Coventry Airport North
Parcel Size (ha)	141.42
Settlement	Baginton
Parcel Description	Parcel is bounded by Rowley Road to the north, Coventry Road to the west, and the main airport buildings to the south / south east. The Green Belt parcel primarily contains the airport runway, some commercial buildings and the Air Museum. There is also a number of residential properties along the Coventry Road / Rowley Road.
Parcel Justification	The parcel is strongly defined to the north and west by road infrastructure, the main airport buildings, which are not in the Green Belt, help define the southern edge of the parcel. Due to its main land use the area is defined by its flat open character.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this is a very flat open landscape.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with existing commercial buildings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Very open landscape but does have a strong commercial character.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by fairly strong road infrastructure to the north and west boundaries. The southern boundary is possibly weaker, defined by internal 'estate' roads and the main airport facility.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Its current commercial uses present major threats to its Green Belt designation.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	It would lead to ribbon development on Rowley Road and Bubbenhall Road, but development would also have more depth.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – parcel has commercial development to the north, Coventry Airport to the south and parts of Baginton village to the west.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No, as the scale of the parcel is of a reasonable size.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Generally good connectivity to several boundaries.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Potential to breach road boundary to the north (Rowley Road) and the Coventry Airport internal estate road.
Q.11 Would the loss of this Green Belt parcel	Yes – some potential for Baginton village to be

result in a small settlement being absorbed into a large built-up area?	absorbed within a large new development.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – the parcel is within close proximity to the south of Coventry.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it may add to a general urbanisation of the area.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it may add to a general urbanisation of the area.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it may add to a general urbanisation of the area.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – may provide an option for the further expansion of development southwards.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Generally no – the type of use is not usually appropriate to a Green Belt location.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Yes – potential due to the commercial nature of the parcel.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – significant sections of the site could be classified as more brownfield in character.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	No sites detailed within parcel area.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – more the setting of the village.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – more the setting of the village.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – some potential to impact on the character of the village – particularly at the eastern edges of Baginton village.
Q26 Would the loss of this Green Belt parcel	Yes – could reduce the distance between

significantly reduce the distance between villages?	Baginton and Bubbenhall.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open setting of the village, but some of this setting is already compromised.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Currently very limited opportunities to improve public access due to its main land use.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Currently very limited opportunities to improve public access due to its main land use.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance screening of current uses along frontages, subject to operational restrictions.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance screening of current uses along frontages, subject to operational restrictions.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to enhance corridors and frontages subject to operational restrictions.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Reduction in impact of commercial operations and enhancement of derelict / underused aspects of the parcel.
<b>Conclusions / Summary</b>	Largely commercial in character, the current commercial uses protect some of the openness of the Green Belt and setting for Baginton village.
<b>Outline Value Assessment</b>	Low - Medium

Parcel Code	BAG3
Area Reference	Coventry Airport South
Parcel Size (ha)	192.84
Settlement	Baginton
Parcel Description	This Green Belt parcel is defined by the Bubbenhall Road to the west, the River Avon to the south and east, and the main airport buildings and infrastructure to the north. The land is primarily agricultural in character.
Parcel Justification	The northern boundary of the parcel is strongly defined by the airport buildings and internal road structure. This parcel is distinctively more agricultural in character than BAG2, with an open field landscape, which is connected to the river corridor.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this is generally a flat open landscape.
Q.2 Would development in this area increase the openness of the Green Belt?	Very limited potential associated mainly with agricultural buildings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – reasonably agricultural in character.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by fairly strong road infrastructure and the River Avon.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Threats are mainly associated with the expansion southwards of commercial developments, associated with the Coventry Gateway project.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Potential for some ribbon development along the Bubbenhall Road, but more likely viewed as a major development area.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Strong connectivity to the Coventry Airport development to the north only.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – major expansion area.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – only strong connectivity to northern boundary.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The Coventry Airport feature is a major boundary to the north of the parcel. However the river corridor edges of the site could easily be breached leading to further development.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely viewed as a major development.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes - the parcel is within reasonable distance of Coventry.

<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it would significantly reduce the distance between Baginton and Bubbenhall villages.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it would significantly reduce the distance between Baginton and Bubbenhall villages.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it may add to ribbon development between Baginton and Bubbenhall.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – may set the precedent for the erosion of Green Belt southwards.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – the parcel is primarily Green Field in character.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes - Rock Farm Sludge Lagoons pLWS / pSINC, River Avon LWS / pSINC, Rock Spinney pLWS / pSINC and Siskin Drive Bird Sancturay LWS / SINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – more the setting of the village.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – more the setting of the village.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would significantly change the gateways to Baginton to the north and Bubbenhall to the south.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – significant reduction in distance between Baginton and Bubbenhall.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – reduction in open setting for both Baginton and Bubbenhall.



<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential for improving walkway connections across aspects of the parcel – already used informally for dog walking etc.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance hedgerows and tree planting – helping better define field patterns
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance hedgerows and tree planting – helping better define field patterns
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for LWS and SINC areas.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Some damaged aspects of the parcel are already subject to remediation works.
<b>Conclusions / Summary</b>	Green Belt parcel plays an important role is containing the southern spread of development , it is of environmental value and maintains the open setting of the Green Belt and villages of Baginton and Bubbenhall.
<b>Outline Value Assessment</b>	High

Parcel Code	BAG4
Area Reference	South of Roman Fort
Parcel Size (ha)	301.47
Settlement	Baginton
Parcel Description	The Green Belt parcel is defined by the Coventry Road / Mill Hill to the north, A46 / St. Martin's Road and Coventry Road to the west, B4113 to the south and Stoneleigh Road / Coventry Road to the east. The southern section of the parcel is primarily agricultural in character. The northern section of the parcel is very diverse in character and contains residential properties along the main road frontages, Baginton Castle, Coventry Golf Course and Severn Trent works.
Parcel Justification	The parcel is defined by road infrastructure, which forms particularly strong boundaries to the north and north west. The Parcel includes the majority of the main village of Baginton and areas of particular historic interest.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – some aspects of this parcel are very open in character.
Q.2 Would development in this area increase the openness of the Green Belt?	Some limited potential around existing uses.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – significant impact on visual amenity – particularly to the south of the parcel.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by strong road infrastructure to the north west and east, with lower level road infrastructure to the south.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Threats mainly associated with existing uses and the expansion of Baginton Village.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Potential for ribbon development along all road frontages, but more likely classified as major development.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Some connectivity to the north, north west and north east boundaries.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – major development area.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Limited connectivity – north east edge is the strongest connection.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Strong in the north, but the southern edge is the weakest boundary and easily breached. Stoneleigh Road is also fairly weak.
Q.11 Would the loss of this Green Belt parcel	Yes – potential for Baginton to be absorbed into

result in a small settlement being absorbed into a large built-up area?	large built-up area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – parcel is directly adjacent to Finham, Coventry.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – but potential blending of Coventry and Baginton.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – but potential blending of Coventry and Baginton.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – but some potential for ribbon development along A45.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – parcel plays an important role on the edge of the Coventry conurbation.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Possibly - some potential associated with Severn Trent works.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – linked to residential development, garden centre and Seven Trent site.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes - Baginton Castle Fields pSINC / pLWS, River Sowe and Finham Brook pLWS / pSINC, Chantry Heath Lane and Black Spinney pLWS, and Stoneleigh Grange Hedge, & Black Spinney pSINC / pLWS.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – more the setting of the village, although there are very important historic features in the parcel area.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – more the setting of the village, although there are very important historic features in the parcel area.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a	Yes – would significantly change character, identity and setting of Baginton village.

village or hamlet?	
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – but urbanisation of the area.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes –significant reduction in the open setting of the village from the south.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential for improving walkway / cycling connections across aspects of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities associated with some of the more open and accessible aspects of the parcel near or within the village envelope.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to frontage areas and corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to frontage areas and corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for various SINC / LWS areas.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Minimise impact of commercial activities on sites.
<b>Conclusions / Summary</b>	Mixed Green Belt parcel of high environmental value. Substantial role played in protecting the setting of Baginton Village and providing a green buffer to Coventry.
<b>Outline Value Assessment</b>	High

Parcel Code	BAG5
Area Reference	Land west of Bubbenhall Road
Parcel Size (ha)	113.22
Settlement	Baginton
Parcel Description	A triangular Green Belt parcel defined by road infrastructure, including the Stoneleigh Road to the north, west and south and the Bubbenhall Road to the east. The parcel is primarily residential in character, with a large nursery site in the centre of the parcel.
Parcel Justification	The parcel is clearly defined by road infrastructure. It has a similar mixed field pattern to the southern part of BAG4, and is primarily agricultural in nature.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this is a very flat open landscape.
Q.2 Would development in this area increase the openness of the Green Belt?	Very limited potential associated with established farm buildings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – the flat open landscape is a defining characteristic of this area.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Threats are mainly associated with expansion of Baginton village and the nearby Coventry Gateway project.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – potentially ribbon development along main road frontages.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Generally yes – very peripheral connection to the southern edge of Baginton.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – isolated development area.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – very poor connectivity.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Defined by low key road infrastructure, which could easily be breached in several areas.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely viewed as an isolated development.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – land is within reasonably close proximity to Coventry.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel	No – parcel is associated with a village location.

increase the potential joining or blending of towns?	
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is associated with a village location – although it would create close connections between Baginton and Bubbenhall villages.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is associated with a village location – although it would create ribbon development between Baginton and Bubbenhall villages.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Some potential in conjunction with nearby development pressures.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	The parcel is primarily Green Field in character, although it does contain a fairly large scale nursery site.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – River Avon pSINC / pLWS.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – more the setting of the village.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – more the setting of the village.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would significantly change the gateway and entrance to Baginton Village.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – significant reduction in the distance between Baginton and Bubbenhall.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – reduction in the open setting of Baginton village from the south.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the	Potential for improving walkway connections

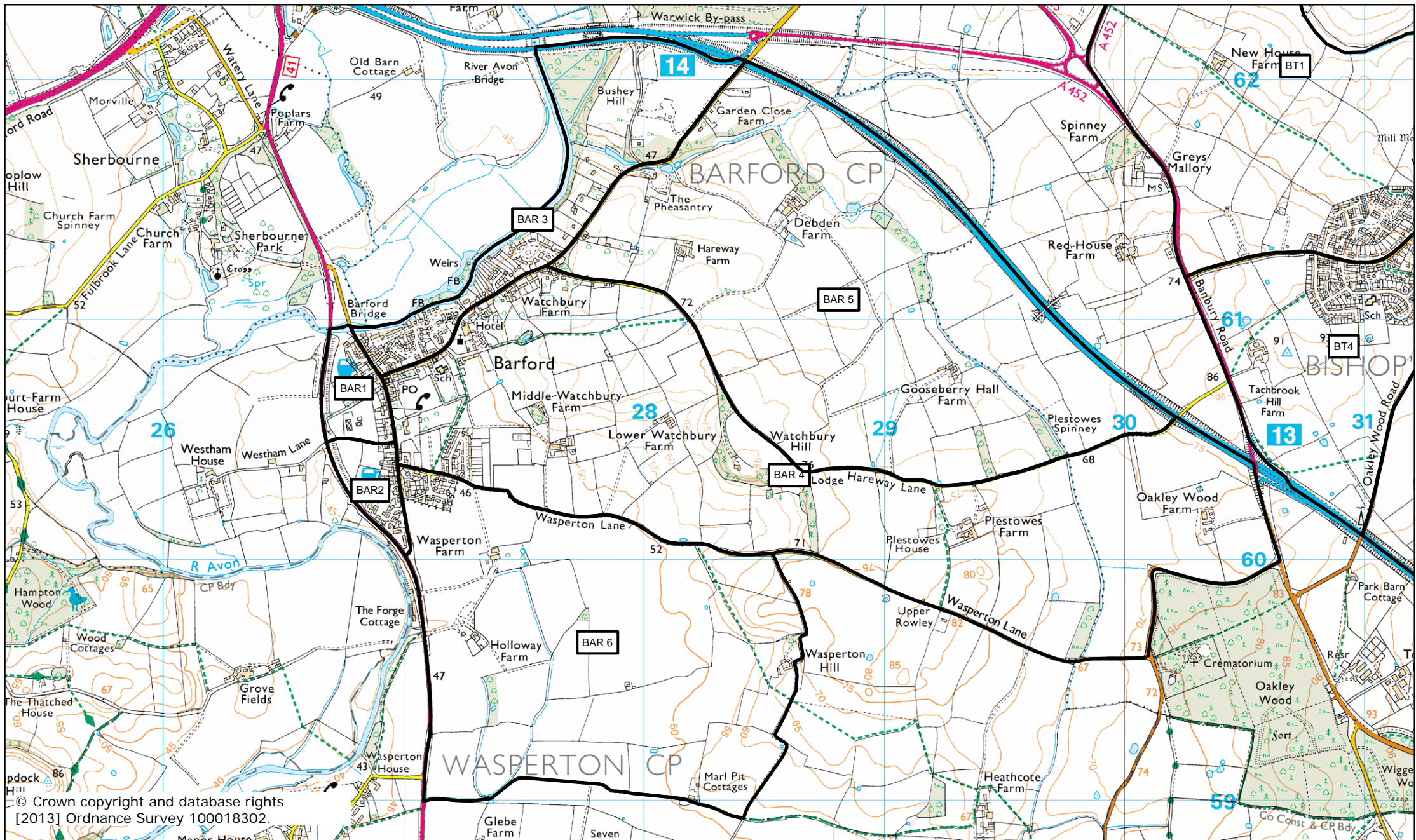
Green Belt parcel for public access?	across aspects of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance hedgerows and tree planting – helping better define field patterns
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance hedgerows and tree planting – helping better define field patterns
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for river corridor.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Reduce impact of current nursery operations.
<b>Conclusions / Summary</b>	Linear parcel which plays an important role in maintaining the open character of this Green Belt area linking Bubbenhall with Baginton.
<b>Outline Value Assessment</b>	High

Parcel Code	BAG6
Area Reference	Land east of Howes Lane
Parcel Size (ha)	4.99
Settlement	Finham
Parcel Description	A small triangular Green Belt parcel defined by road infrastructure, including Howes Lane to the north, the A46 to the south and residential development to the north east. The parcel is primarily structured around Oak Lea House and Farm.
Parcel Justification	The parcel is clearly defined by road infrastructure. It is a very small parcel out of keeping with the larger parcels of nearby Baginton.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Possibly – although the parcel appears to be more part of the built up area of Finham than a wider open Green Belt landscape.
Q.2 Would development in this area increase the openness of the Green Belt?	Some opportunities associated with the existing house and outbuildings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Possibly – depending upon the scale and approach to development.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is strongly defined by road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Threats are mainly associated with expansion of South Coventry.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more closely aligned to infilling or rounding off the settlement.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – strong physical connections to the north and west.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	Yes
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – good connectivity to several boundaries.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Strongly defined by road infrastructure which would be very difficult to breach.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more closely aligned to infilling or rounding off the settlement.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – but limited - land is very close to Coventry.



<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – major gap between Coventry City and Kenilworth.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – major gap between Coventry City and Kenilworth.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – edge of urban infill location rather than ribbon development.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Not really - A46 provides a strong defensible boundary, which would be difficult to breach.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Limited – loss of garden land rather than active agricultural space.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – large house on the site together some outbuildings and hardstanding.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	No – although some of the site may have conservation value.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – it located on the edge of a modern suburban estate.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – it located on the edge of a modern suburban estate.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – but in a very limited scale.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – but in a very limited scale.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	No – although there is a close proximity to existing housing and a high quality scheme would be required.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – very marginal reduction in distance between Finham and Baginton.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	No – although there is a close proximity to existing housing and a high quality scheme would be required.

<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Very limited – part of a private house.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Very limited – part of a private house.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Strong visual frontage but opportunities to actively manage the landscape to the east and north of the parcel.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Strong visual frontage – limited opportunities.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plan for landscape area.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities mainly around the landscape areas to improve screening and alleviate traffic noise from the A46.
<b>Conclusions / Summary</b>	Small triangular parcel which plays a minor Green Belt role and has a stronger function as part of the surrounding built-up landscape.
<b>Outline Value Assessment</b>	Low



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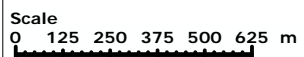
**Key**

**Partial Green Belt Review - Land Parcels**

□ All Polygons No Fill Ref Label



**Barford**



SP2860 1:20000 @ A4 22/10/2013 DSR  
 Grid Reference: 428274 E, 260569 N

Policy, Projects & Conservation, Development Services  
 ldf@warwickdc.gov.uk (01926) 456504

Parcel Code	BAR1
Area Reference	Land north of Westham Lane
Parcel Size (ha)	10.82
Settlement	Barford
Parcel Description	Small village parcel defined by the A429 to the west, Bridge Street / Westbourne Road to the east, River Avon to the north and Westham Lane to the south. The parcel consists of approximately 50% residential use as well as the site of the former Sherbourne Nursery.
Parcel Justification	The parcel is clearly defined by road infrastructure and the built form of Barford Village. It is a relatively small Green Field parcel in keeping with other historic settlements in the District such as parts of Kingswood.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – some impact on the openness but the area is already developed in parts.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – some impact on the visual amenity, but parts of the greenspace have lost their original agricultural focus due to the Bypass development.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The parcel is defined by reasonably strong road and river constraints.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing growth – this parcel includes a number of potential housing options.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	No – more likely to be viewed as infill or back-land development.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	No – strong connectivity to the east of the parcel.
Q.8 Would the loss of this Green Field parcel effectively ‘round off’ the settlement pattern?	Yes – some possibility to round-off part of the village built form.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Generally good connectivity.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Westham Lane is one of the weaker barriers of the parcel and could easily be breached southwards.
Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a large built-up area?	No – more likely a village extension.
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close	Yes, this parcel is located some distance from a large built up area.

proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – the parcel is located adjacent to a small village.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – the parcel is located adjacent to a small village.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – the parcel is located adjacent to a small village
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Not generally – the bypass is a very strong boundary to further development.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Not generally – loss of some agricultural uses.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a significant number of residential properties.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes but limited - River Avon LWS / pSINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	No – relates to a village location only.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	No – relates to a village location only.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – area has high land values but the parcel is relatively small.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – area has high land values but the parcel is relatively small.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – potential impact on the ‘open plain’ link to the village bypass, although parts of the parcel look under-utilised.
Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	No – village is located some distance from other settlements.
Q27 Would the loss of this Green Field parcel	Yes – would reduce the open setting and views

impact on the open setting of a village or hamlet?	from the west of Barford.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to the river corridor (already informal walkways).
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance the edge of the parcel near residential properties. Diversification in agricultural uses.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance barriers and entrance points – particularly to the north of the parcel.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to LWC / SINC management plan for the river course plus diversification in flora and fauna.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Opportunities to enhance derelict and under-used aspects of the parcel.
<b>Conclusions / Summary</b>	Area plays a role in maintaining the open character of the village to the west, but is generally well located in relation to the village and could be enhanced significantly.
<b>Outline Value Assessment</b>	Low - Medium

Parcel Code	BAR2
Area Reference	Land south of Westham Lane
Parcel Size (ha)	8.83
Settlement	Barford
Parcel Description	Small village Green Field parcel defined by the A429 to the west, Wellesbourne Road to the east and Westham Lane to the north. The parcel contains residential and commercial development along the Wellesbourne Road frontage.
Parcel Justification	The parcel is clearly defined by road infrastructure and the built form of Barford Village. It is a relatively small Green Field parcel in keeping with other historic settlements in the District such as parts of Kingswood.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – some of this parcel is reasonably open in character – particularly viewed along Westham Lane.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – open field / plain linked to wider geographical area.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The parcel is defined by reasonably strong road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development. A number of potential housing options in this area.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	No – more likely to be included as infill or back-land development.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	No – the parcel has good connectivity to the built form of the village to the east and south.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	Yes – some possibility to round off a section of the village.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Strong connectivity to established built form.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Westham Lane is the weakest part of the barrier and has the possibility of being breached.
Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a large built-up area?	No – generally viewed as village extension.
Q.12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close	No – parcel is associated with an edge of village location.

proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – parcel is located some distance from the nearest town.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is located some distance from the nearest town.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – parcel is located some distance from the nearest town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	No – the bypass provides a very strong defensible boundary.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – some loss of agricultural uses.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a significant number of residential properties, as well as some commercial uses along Wellesbourne Road.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	No major impact noted.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	No – parcel is associated with a village location.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	No – parcel is associated with a village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – reasonably small parcel but potentially high land values.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – reasonably small parcel but potentially high land values.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – potential impact on the linear nature of the village and open views to the west.
Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	No – village is located some distance from other settlements.
Q27 Would the loss of this Green Field parcel	Yes – would reduce the open setting from the



impact on the open setting of a village or hamlet?	west of the village, but this is already compromised by the Bypass.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel for informal recreation.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges with a more diverse mix of flora and fauna.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to edges and corridors.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Opportunities to enhance the diversity and mix of landscape features.
<b>Conclusions / Summary</b>	Parcel plays a role in preserving the western open views from and setting for the village, but has lost its function as a key area for agricultural activities.
<b>Outline Value Assessment</b>	Low to Medium

Parcel Code	BAR3
Area Reference	Land north of Church Lane
Parcel Size (ha)	53.91
Settlement	Barford
Parcel Description	Linear village Green Field parcel which follows the River Avon watercourse along its western edge and is further defined by Church Street, High Street and Barford Hill to the east, Bridge Street to the south and M40 to the north. The parcel contains a significant number of residential properties towards the southernly section of the parcel and forms part of the village core. The northern section of the parcel is more open and 'green in character, including some woodland.
Parcel Justification	The parcel is strongly defined by the River Avon and historic linear character of the village in this location. The M40 provides a very strong northern boundary. The parcel is typically mixed use in character in line with other village Green Field parcels.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – the parcel is particularly open towards the motorway corridor.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – significant impact on key northern gateway route to the village.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes – strong road infrastructure and river corridor.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development. No significant village option pressures associated with this parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Yes – potentially significant ribbon development along Barford Hill.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	Good connectivity – linked to linear form.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	More a case of continuing a ribbon development form.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Good connectivity to existing built form.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Generally strong barriers – although Church Street, High Street and Barford Hill could be breached.
Q.11 Would the loss of this Green Field parcel	No – more a case of village extension, but

result in a small settlement being absorbed into a large built-up area?	reasonably significant.
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	Area involves establishing a closer connection to the southern fringes of Warwick.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	Parcel is associated with a village location.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	Parcel is associated with a village location.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	Parcel is associated with a village location.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Some outline potential due to its proximity to Warwick.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a significant number of residential properties as part of Barford Village.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes – very significant - Alderham Ossier Beds pSINC / pLWS (large area) and River Avon pSINC / pLWS
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	No – parcel associated with a village location.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	No – parcel associated with a village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – significant Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of Barford.

Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	No – some reduction in the distance between Barford and warwick.
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – major reduction in the open setting of the village from the north.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to river corridor and woodland areas.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking and cycling could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges and fill gaps in tree coverage.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to continue to enhance the strong visual characteristics of the area.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Opportunities linked to management plans for LWS / SINC.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	There may be opportunities around the edge of residential dwellings.
<b>Conclusions / Summary</b>	Parcel has a very significant role to play in maintaining the natural corridor and approach to Barford Village. High environmental value.
<b>Outline Value Assessment</b>	High

Parcel Code	BAR4
Area Reference	Barford House and eastwards
Parcel Size (ha)	251.49
Settlement	Barford
Parcel Description	Relatively large Green Field parcel with connections to Barford Village and Barford House to the west. The parcel is defined by Wellesbourne Road to the west, Church Street and High Street to the north west, Hareway Lane to the north and west, M40, Banbury Road and B4087 to the far east and Wasperton Lane to the south. The parcel contains a mix of smaller scale fields and residential development along High Street, Wellesbourne Road and Wasperton Lane.
Parcel Justification	The parcel is fairly strongly defined by road infrastructure and primarily consists of open filed landscapes. It has s distinctive linear character and typical of a village location, includes an area of residential development, including Barford House.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – this is a very open landscape with wide ranging views.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – significant impact on visual amenity from the north on west of the parcel.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes – established recognisable features.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing. Pressures particularly acute around Barford House area.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Yes – potentially significant ribbon development along corridors, but also deeper and more extensive in character.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	Reasonably strong connectivity to the west of the parcel with the centre of the village.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	No – very significant development area.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Reasonable connectivity only.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Minor roads / tracks could easily be breached.

Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a large built-up area?	Yes – loss of parcel would create a very large settlement.
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – not generally – parcel is still located a reasonable distance from large settlements.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – not generally – parcel is still located a reasonable distance from large settlements.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – not generally – parcel is still located a reasonable distance from large settlements.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – not generally – parcel is still located a reasonable distance from large settlements.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	No – not in itself but would add to the urbanisation of the area.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – very significant loss of agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – residential development around its western edge.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes – Watchbury Hill Woodland pLWS / pSINC, Wood pLWS / pSINC and brook corridor.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	No – parcel associated near village location.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	No – parcel associated with village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – significant Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a	Yes – very significant impact on the character, identity and setting of the village.

village or hamlet?	
Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	Yes - Reduction in the distance between Bishop's Tachbrook and Barford.
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – major reduction in the open setting of the village from the east, south and north.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to established natural features.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as cycling and walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Links to LWS / SINC sites.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Links to LWS / SINC sites.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to LWC / SINC management plans
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Opportunities linked to edge of residential areas.
<b>Conclusions / Summary</b>	Large Green Field parcel with a significant role in preserving the open setting of the village and maintaining its character and separation from other areas.
<b>Outline Value Assessment</b>	Medium- High

Parcel Code	BAR5
Area Reference	Land east of Barford Hill
Parcel Size (ha)	226.5
Settlement	Barford
Parcel Description	Largely agricultural Green Field parcel which is defined by Barford Hill to the west, M40 to the north and east and Hareway Lane to the south. The parcel contains mainly green fields of a fairly uniform size and some limited woodland areas.
Parcel Justification	This parcel is defined by road infrastructure but it is significantly more rural or agricultural in character than many of the other parcels in the Barford area. It has a certain uniformity in the field sizes - particularly to the south.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – this is a very open landscape with wide ranging views to the east of the village.
Q.2 Would development in this area increase the openness of the Green Field Area?	Very limited potential.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – generally an open landscape with wide ranging views.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development. No options identified in this area.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Yes along roads, but also deeper and more significant in scale.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	Potentially – very little connectivity to the village.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	No – major new development area.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	No – peripheral connection to edge of village.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Minor boundary rounds could easily be breached.
Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a large built-up area?	Yes – potentially the development of a large new development area.
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	Not significantly so – but near Bishop's Tachbrook and moving towards the Warwick Bypass area and forecast development area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel	No – but increase the urbanisation of the area.



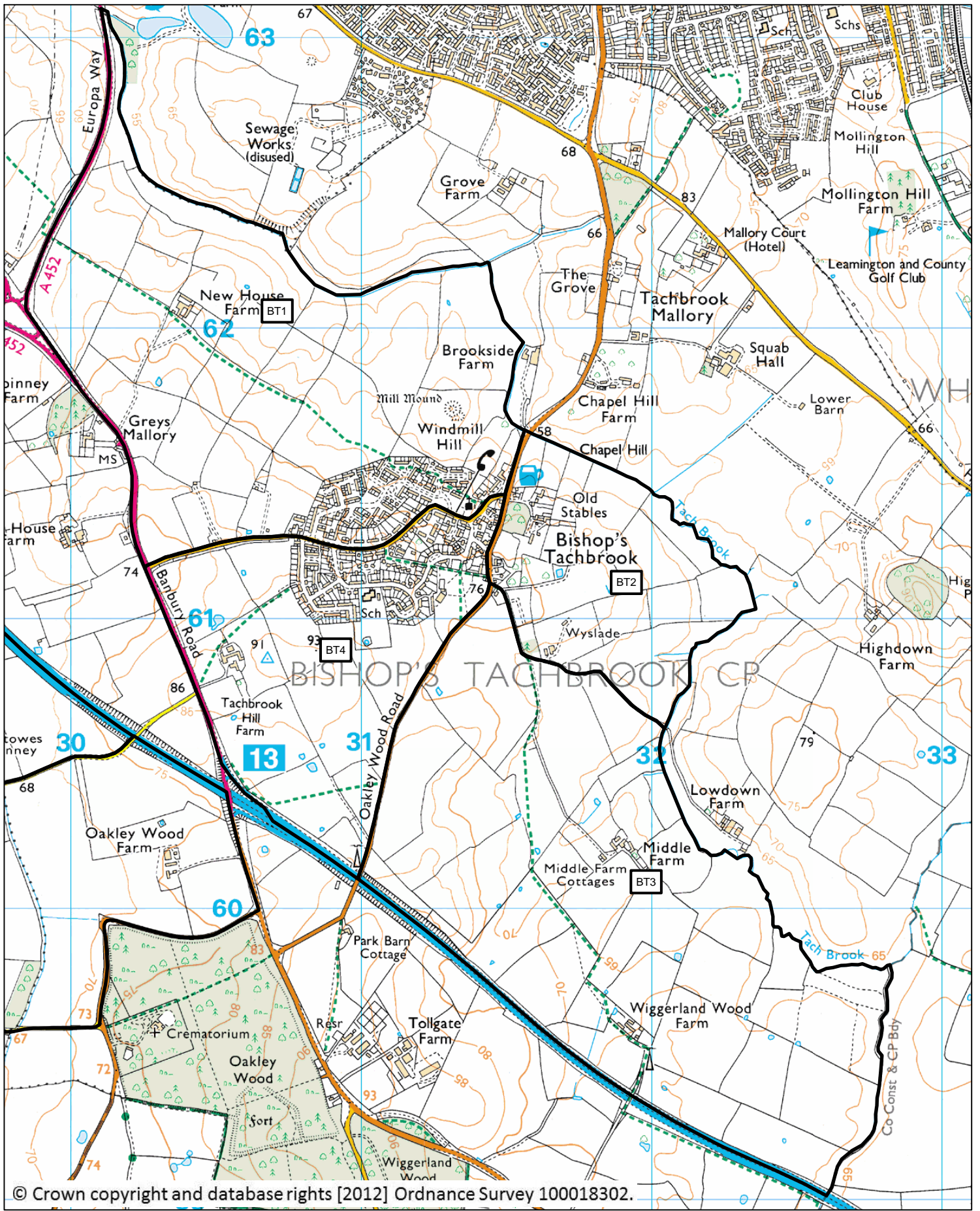
increase the potential joining or blending of towns?	
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – although it would bring Bishop’s Tachbrook and Barford villages closer together.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – although it would bring Bishop’s Tachbrook and Barford villages closer together.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Potential knock-on to nearby areas and creeping urbanisation.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of some agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – very limited.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes but limited - Alderham Ossier Bed pSINC / pLWS, Plestowes Spinney and Hareway Lane Woodland pLWS / pSINC and brook corridor.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	Impact relates to village location.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	Impact relates to village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – significant Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of the village.
Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	Yes - reduction in the distance between Bishop’s Tachbrook and Barford.
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – major reduction in the open setting of the village from the north, east and south.
<b>Green Field Area Use</b>	

Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as cycling and walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook corridor.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to LWC / SINC management plans.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Opportunities in areas near residential properties.
<b>Conclusions / Summary</b>	Largely disconnected open landscape – high impact on village setting and character. Creeping urbanisation linked to south Warwick developments.
<b>Outline Value Assessment</b>	High

Parcel Code	BAR6
Area Reference	Land east of Wellesbourne Road
Parcel Size (ha)	176.32
Settlement	Barford
Parcel Description	Fairly large Green Field parcel which is defined by the Wellesbourne Road / A429 to the west, unclassified roads to the south and east and Wasperton Lane to the north. The parcel contains some residential development at the corner of Wellesbourne Road and Wasperton Lane.
Parcel Justification	The parcel is defined by road infrastructure and is linked to other potential parcels in the area with similar mixed ranges of field types and small lane definition.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – this is a very open landscape with wide ranging views.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with small established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – generally an open landscape with assessable views.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development. Pressures particularly around the north west of the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Yes – some potential for ribbon development along road corridors, but also more deep and extensive in scale.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	Parcel has limited connectivity to the village due to its scale.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	No – significant new development area.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Limited connectivity to two boundaries.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Unclassified roads could easily be breached.
Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a large built-up area?	Some potential to link village to major development area.
Q.12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close	No – some distance from major urban area.

proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – creates greater connection to Bishop’s Tachbrook.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – reduction in the distance between two villages.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – reduction in the distance between two villages.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	No –links to a village location.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a small number of residential properties at the north western edge.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes but limited - River Avon pSINC / pLWS.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	No – linked to village location.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	No – linked to village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – significant Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of Barford.
Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	Reduction in the distance between Bishop’s Tachbrook and Barford.
Q27 Would the loss of this Green Field parcel	Yes – major reduction in the open setting of the

impact on the open setting of a village or hamlet?	village from the south, east and north.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to Tach Brook and other walkways.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as cycling and walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook area.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook area.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to LWC / SINC management plan form the River Avon.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Opportunities to enhance frontages near village edge.
<b>Conclusions / Summary</b>	Significant Green Field area that plays a very important role in maintaining the open character and setting of the village.
<b>Outline Value Assessment</b>	Medium to High



## Bishop's Tachbrook

Scale 0 125 250 375 500 625 m SP3161 | 1:17000 @ A4 | 22/10/2013 | DSR | Grid Reference: 431437E, 261036N

Parcel Code	BT1
Area Reference	Land north of Bishop's Tachbrook
Parcel Size (ha)	155.5
Settlement	Bishop's Tachbrook
Parcel Description	The northern boundary of this parcel is defined by the Tach Brook, Europa Way defines the western boundary, Mallory Road the southern boundary and Oakley Wood Road the eastern boundary. The parcel is mixed use in character and consists of about 50% of Bishop's Tachbrook village, together with fairly open agricultural land.
Parcel Justification	The parcel is defined by a major brook and road infrastructure. The brook provides a natural dip and break in the landscape viewed from the north of Bishop's Tachbrook. The road infrastructure is reasonable strong in places (Europa Way for example), with Mallory Road, providing a strong link road through the village.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – this is a very open landscape with wide ranging views to the south of Leamington.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – generally an open landscape with assessable views from the middle and north of Bishop's Tachbrook.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure and the Tach Brook – a notable local feature.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development. Pressures particularly around the west and north west of the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Yes – some potential for ribbon development along Mallory Road, but development would also be deeper and more extensive in range.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	No – the parcel has good connectivity to Bishop's Tachbrook in the south east, but dwarves the village in size.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	No – it would be a significant development area or village extension.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Strong connection to Bishop's Tachbrook only.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The Tach Brook is a strong natural feature forming the northern edge of the parcel. However, it is not a major river and could be breached in parts. Mallory Road could also be breached reasonably easily to the south.
Q.11 Would the loss of this Green Field parcel	Yes – possibility of absorbing Bishop's Tachbrook

result in a small settlement being absorbed into a large built-up area?	village into large development area.
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes, this parcel is within very close proximity to Leamington Spa.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – although it would either add to a creeping urbanisation of the area or create a closer relationship between Bishop’s Tachbrook and Leamington.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – although it would bring Bishop’s Tachbrook and Barford villages closer together.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – although it would bring Bishop’s Tachbrook and Barford villages closer together.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – may encourage further development to the south of Harbury Lane.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of some agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a significant number of residential properties as part of Bishop’s Tachbrook village.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes but limited - Greys Mallory pLWS / pSINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	Yes – may impact on the open southern setting of Leamington Spa.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	Potential as it impacts on the open setting of Leamington Spa.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – significant Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a	Yes – significant impact on the character, identity and setting of Bishop’s Tachbrook.



village or hamlet?	
Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	Possibly – reduction in the distance between Bishop’s Tachbrook and Barford.
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – major reduction in the open setting of the village from the north, west and east.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to Tach Brook and other walkways.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook corridor.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to LWC / SINC management plan and strategy for the Tach Brook.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Major opportunities around the west of the parcel which is fairly degraded in character.
<b>Conclusions / Summary</b>	Significant Green Field parcel which plays a major role in preserving the setting of Bishop’s Tachbrook and Leamington Spa. Good opportunities to enhance the use of the area.
<b>Outline Value Assessment</b>	Medium to High

Parcel Code	BT2
Area Reference	Land east of Bishop's Tachbrook
Parcel Size (ha)	52.84
Settlement	Bishop's Tachbrook
Parcel Description	This parcel is defined by Oakley Wood Road to the west, Tach Brook to the north and east, and an unclassified service road to the south. The parcel is mixed use in character and includes residential dwellings along the Oakley Wood Road frontage and a mixed range of fields in the remainder of the agricultural section of the parcel.
Parcel Justification	The brook provides a strong natural feature in the landscape and defines a significant area of the Green Field parcel. The B4087 is a reasonably strong road feature through the edge of the village. The service road along the southern edge of the parcel is fairly low key, but is a strong characteristic and feature locally of the landscape.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – this is generally an open landscape which is slightly elevated nearer to the village centre.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas and buildings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – particularly strong view lines along the Oakley Wood frontage.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The parcel is defined by road and track infrastructure as well as the Tach Brook. The track and brook could easily be breached.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Some limited potential for ribbon development
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	No – the parcel has good connectivity to the eastern edge of Bishop's Tachbrook.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	No – it would go beyond rounding off in scale, but the overall Green Field plot is of a relatively small scale.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Generally good connectivity – the parcel wraps around the eastern edge of Bishop's Tachbrook.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The Tach Brook is a strong natural feature – although it could be breached. The track / service road to the south of the parcel is fairly weak and could also be breached.

Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a large built-up area?	No – although it would amount to a major village extension.
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	Some potential – although the land is situated more towards the east of the main village.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – although it would either add to further urbanisation in the area.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – situated on the eastern edge of the village.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – situated on the eastern edge of the village.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Generally no – as there is only limited northern expansion.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of some agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development along the main road frontage and set back slightly.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes but limited – connection to the Tach Brook the most notable.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	No – generally a small parcel screened by Bishop's Tachbrook.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	No – generally a small parcel screened by Bishop's Tachbrook.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a	Yes – some impact on the character, identity and setting of Bishop's Tachbrook. Clear gateway

village or hamlet?	location.
Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	No.
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open setting and gateway to the village from mainly the north.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to Tach Brook and other walkways.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook corridor.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to strategy for the Tach Brook.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Protection and enhancement of areas near residential and commercial properties.
<b>Conclusions / Summary</b>	Smaller scale parcel which has reasonably good connectivity to Bishop's Tachbrook, although it plays an important role as an open gateway to the village.
<b>Outline Value Assessment</b>	Medium

Parcel Code	BT3
Area Reference	Land east of Oakley Wood Road
Parcel Size (ha)	181.61
Settlement	Bishop's Tachbrook
Parcel Description	Parcel is defined by Oakley Wood Road to the west, M40 to the south, Tach Brook to the east and the Tach Brook and an unclassified service road to the north. It is the largest Green Field parcel in the Bishop's Tachbrook area and consists of agricultural land with a diverse range of field sizes and patterns.
Parcel Justification	The parcel is defined by strong road infrastructure to the west and south and primarily the meandering Tach Brook to the east and part of the northern boundary. The Brook is a notable local feature.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – a very open landscape with far reaching views.
Q.2 Would development in this area increase the openness of the Green Field Area?	Generally no – very little built form opportunities.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – highly visible along the B4087.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes – strong road features and the natural Tach Brook form.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of Bishop's Tachbrook village.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Yes – significant development along the B4087 – although the scale of development would go significantly beyond just linear ribbon development.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	Yes – very limited connectivity to Bishop's Tachbrook.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	No – more likely a major development area.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	No – poor connectivity.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The Tach Brook is a strong natural feature – although it could be breached. The road barrier (M40) is very strong in the south.
Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a large built-up area?	No – although it would amount to a major development area.
Q.12 Would the loss of this Green Field parcel	No – parcel is situated some distance from a

reduce the open land contiguous to or with close proximity to the large built up area?	major built up area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – although it would either add to further urbanisation in the area.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – although it would either add to further urbanisation in the area.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – although it would either add to further urbanisation in the area.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Generally no – as there is a reasonable distance between the parcel and nearest urban areas.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – very significant loss of some agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – very limited development in the parcel.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes but limited – connection to the Tach Brook the most notable feature.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located a reasonable distance from historic town.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	No – parcel is located a reasonable distance from historic town.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – large Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – large Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – potentially significant impact on the character and identity of Bishop's Tachbrook.
Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	No.

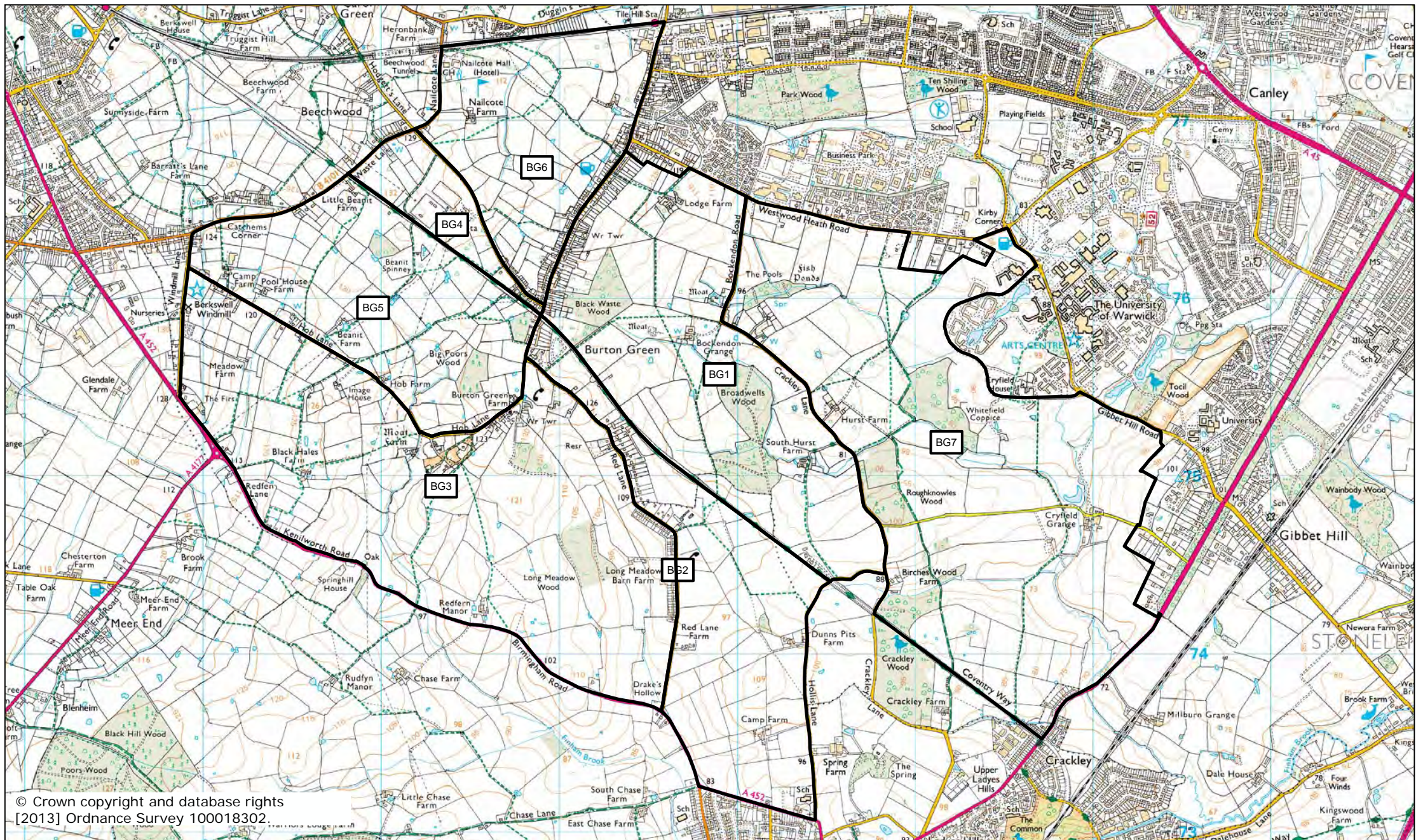
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open setting and gateway to the village from the south.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to Tach Brook and other walkways.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of brook corridor.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to strategy for the Tach Brook.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Protection and enhancement of areas near residential and commercial properties.
<b>Conclusions / Summary</b>	Large open Green Field parcel which plays a role in preserving the setting of Bishop's Tachbrook and open views across the south of the District.
<b>Outline Value Assessment</b>	Medium - High

Parcel Code	BT4
Area Reference	Land south of Bishop's Tachbrook
Parcel Size (ha)	83.66
Settlement	Bishop's Tachbrook
Parcel Description	Parcel is defined by Mallory Road to the north, A452 to the west, M40 to the south and Oakley Wood Road to the east. The parcel is mixed use in character and consists of about 50% of Bishop's Tachbrook village (including the Primary School), together with fairly open agricultural land.
Parcel Justification	The parcel is defined by road infrastructure, which is particularly strong in the west and south. This southern section of Bishop's Tachbrook is particularly strongly linked to the local primary school, its open space and the nearby play pitches / recreation ground.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – generally a very open landscape which is slightly elevated towards the village centre.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some opportunities associated with residential and other uses.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – highly visible along the B4087, past breaks in the tree line.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes – strong road infrastructure defines the parcel.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of Bishop's Tachbrook village. Potentially significant pressures around the school area.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Yes – significant potential for ribbon development along road corridors, although development may be deeper and more extensive in nature.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	No – reasonably strong connectivity to the north east of the parcel with Bishop's Tachbrook village.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	No – this would redefine the settlement pattern and would go beyond 'rounding off'.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Generally good connectivity.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road infrastructure is reasonably strong, although Mallory Road and Oakley Wood Road could be breached.
Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a large built-up area?	More likely to be viewed as a major village development area.



Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is situated some distance from a major built up area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – although it would either add to further urbanisation in the area.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – although it would either add to further urbanisation in the area.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – although it would either add to further urbanisation in the area.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Generally no – as there is a reasonable distance between the parcel and nearest urban areas.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – very significant loss of some agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes - parcel includes about 50% of Bishop's Tachbrook village and associated uses.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	No notable features detailed.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located a reasonable distance from historic town.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	No – parcel is located a reasonable distance from historic town.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – large Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – large Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – potentially significant impact on the character and identity of Bishop's Tachbrook.
Q26 Would the loss of this Green Field parcel significantly reduce the distance between	Some limited reduction in the distance between Bishop's Tachbrook and Barford.

villages?	
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open setting and gateway to the village from the south.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to walkways and existing recreational areas.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Further landscaping detail could be added to recreational areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Further landscaping detail could be added to recreational areas.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Opportunities lined to allotment areas and key landscape / recreational areas.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Protection and enhancement of recreational areas.
<b>Conclusions / Summary</b>	Generally a well connected parcel which plays an important role in preserving the open setting of the village from the south. Some potential for enhancement.
<b>Outline Value Assessment</b>	Medium



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 [2013] Ordnance Survey 100018302.

**Key**

**Partial Green Belt Review - Land Parcels**

□ All Polygons No Fill Ref Label



**Burton Green**

Scale  
 0 150 300 450 600 750 m

SP2775 1:27000 @ A4 22/10/2013 DSR  
 Grid Reference: 427848 E, 275296 N

Policy, Projects & Conservation, Development Services  
 ldf@warwickdc.gov.uk (01926) 456504

Parcel Code	BG1
Area Reference	Land east of Cromwell Lane
Parcel Size (ha)	145.18
Settlement	Burton Green
Parcel Description	A parcel defined by Cromwell Lane to the west Westwood Heath Road to the north, Bockendon Road and Crackley Lane to the east and Kenilworth Greenway to the south. The parcel has residential properties along the western edge down Cromwell Lane and although it is primarily Green Field in character, it also contains some well established woodlands.
Parcel Justification	The parcel is clearly defined by road infrastructure and the former railway line to the south. It has a mixed use character associated with a village location and in line with other similar Green Belt parcels.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this parcel is slightly elevated in the middle and is highly visible.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – generally an open landscape with assessable views from the northern boundary.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure which is at its weakest towards the east and Kenilworth Greenway to the south.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	The main threats are associated with the expansion of Burton Green and the potential HS2 project which would broadly follow the line of the Kenilworth Greenway.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – some potential for ribbon development along the Westward Heath Road, although development would also be quite deep and extensive in nature.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – the parcel has good connectivity to development at the north and west.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – it would be a significant development area or village extension.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Particularly strong connection along the northern edge of the parcel.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The infrastructure barriers are weakest in the east, which are fairly low grade roads / lanes. This area could easily be breached in the future.
Q.11 Would the loss of this Green Belt parcel	Strong potential some Burton Green to be

result in a small settlement being absorbed into a large built-up area?	absorbed into southern Coventry extension.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes, this parcel is immediately adjacent to a major urban area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it would blend Coventry with Burton Green village.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it would blend Coventry with Burton Green village.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it would blend Coventry with Burton Green village.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – this would remove the defensible boundary and provide potential for the southern growth of Coventry.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of some agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Belt and village location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – Cromwell Lane frontage has a strong residential character.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Black Waste Wood LWS / SINC, Broadwells Wood LWS / SINC, Kenilworth to Balsall Railway Embankment pLWS / pSINC and Bockendon Grange Pond pLWS / pSINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel relates to a city and village location.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No - parcel relates to a city and village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of Burton Green.

Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – reduction in distance between village and city..
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – major reduction in the open setting of the village from the east in particular.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential improvements and links through the parcel with links to the Kenilworth Greenway.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreation, such as walking and cycling could be encouraged in parts. The parcel also contains a former sports pitch.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance road frontages and edges. Former sports pitch area could be enhanced.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance road frontages and edges. Former sports pitch area could be enhanced.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Links to LWC / SINC management plans.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Major opportunities around the former sports pitch facility.
<b>Conclusions / Summary</b>	Mixed character Green Belt parcel with a major role to play in maintaining the linear character of Burton Green. Also high potential environmental value.
<b>Outline Value Assessment</b>	High

Parcel Code	BG2
Area Reference	Land south of Old railway Line
Parcel Size (ha)	145.18
Settlement	Burton Green
Parcel Description	This parcel is defined by the Kenilworth Greenway to the north, Hob Lane and Red Lane to the west, Birmingham Road and Beehive Hill to the south and Hollis Lane to the east. The parcel contains residential development along Red Lane and the remainder of the parcel consists of mixed fields.
Parcel Justification	The parcel has a mixed use character in line with other village Green Belt parcels. It is distinctively more residential in character towards the west and then opens up to a broad agricultural vista to the east. This is similar in characteristic to BG1.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this parcel is very open in character.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with established residential areas and some agricultural uses.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – strong views from along Red Lane and north of Beehive Hill.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – reasonably strong road infrastructure along the west and south of the parcel. The Kenilworth Greenway is also a strong feature to the north of the parcel.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	The main threats are associated with the development of Burton Green and the possible HS2 railway line.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – potentially some significant ribbon development along Red Lane, although development may also be deeper and more extended in form.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – the parcel is strongly connected to the north of Kenilworth.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – it would lead to a significant finger of development into the Green Belt.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Limited connectivity, but quite a strong relationship with the A452 / Beehive Hill edge.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The infrastructure barriers are weakest in the east, but the established linear built form along Red Lane could also provide opportunities to sprawl beyond the parcel boundary.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a	Yes – would essentially absorb part of Burton Green into a large development area, then linking

large built-up area?	to Kenilworth.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes, this parcel is immediately adjacent to a major urban area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it would blend a village with a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it would essentially link Burton Green with Kenilworth.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it would constitute ribbon development between a village and a town and then also link Coventry with Kenilworth.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – this would remove the defensible boundary and provide options for further encroachment.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of some agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Belt and village location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – Cromwell Lane / Red Lane frontages are primarily residential in character.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes but limited – Kenilworth to Balsall Railway Embankment pLWS / pSINC
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Yes – potential impact on landscape setting of Kenilworth from the north.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Yes – potential impact on landscape setting of Kenilworth from the north.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of Burton Green.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between	No – but essentially links Coventry, with Burton Green and Kenilworth.



villages?	
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes significant impact on the approach and open setting of Burton Green.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential improvements and links through the parcel with links to the Kenilworth Greenway.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreation, such as walking and cycling could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance road frontages and edges.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance road frontages and edges.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Links to management plan for Greenway.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to enhance landscape towards the Burton Green edge along Red Lane.
<b>Conclusions / Summary</b>	Mixed character parcel which has a strategically important role to play in protecting the setting and open character of Burton Green and Kenilworth. It also protects the settlements from merging.
<b>Outline Value Assessment</b>	High

Parcel Code	BG3
Area Reference	Land south of Red Lane
Parcel Size (ha)	327.63
Settlement	Burton Green
Parcel Description	Parcel is bounded by Red Lane to the north and east, the Birmingham Road and Kenilworth Road to the south, Windmill Lane to the west and Hob Lane to the north. It contains a limited quantity of residential development towards Burton Green village and along Red Lane, but is primarily agricultural in character, with a range of small to medium sized fields.
Parcel Justification	Large sprawling Green Belt parcel which is defined by road infrastructure. About 50% of the land is within the Solihull Council area. It has a strong agricultural character, but shares some residential development in line with similar Burton Green village related Green Belt parcels.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this parcel is very open in character.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with established residential areas and commercial uses.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – significant impact on visual amenity around all sections of the parcel.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – reasonably strong road infrastructure – although B roads could easily be breached.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Threats mainly associated with expansion of Burton Green Village any plans for Balsall Heath in Solihull District.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – potentially some significant ribbon development along all frontages, although development may also be deep and more expanded in scale.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Very limited connectivity to Burton Green and Balsall Heath.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – it would lead to a significant new development area.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – very limited connectivity.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The B road infrastructure is weaker and could easily be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a	Yes – would essentially absorb part of Burton Green into a large development area, almost

large built-up area?	connecting Balsall Heath.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes, this parcel is in close proximity to Balsall Heath.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Yes – almost completely links Balsall Heath with Kenilworth.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Yes – almost completely links Balsall Heath with Kenilworth.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	Yes – almost completely links Balsall Heath with Kenilworth.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – this would remove the defensible boundary and provide options for further encroachment.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – very significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Belt and village location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – Cromwell Lane / Red Lane frontages are primarily residential in character.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes - Long Meadow Wood pLWS / pSINC, Blackholes Farm Pond pLWS / pSINC, Blackholes Farm Meadow pLWS / pSINC and Finham Brook and Lakes pLWS / pSINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Yes – potential impact on landscape setting of Kenilworth from the north west.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Yes – potential impact on landscape setting of Kenilworth from the north west.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban areas.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban areas.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of Burton Green.
Q26 Would the loss of this Green Belt parcel	No – but essentially links Balsall Heath, with

significantly reduce the distance between villages?	Burton Green and Kenilworth.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes significant impact on the approach and open setting of Burton Green.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential improvements and links through the parcel for informal recreation.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreation, such as walking and cycling could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance road frontages and edges.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance road frontages and edges.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Links to management plans for LWS / SINC areas.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to enhance landscapes near built-up areas.
<b>Conclusions / Summary</b>	Strategically important areas of Green Belt which maintains the setting and character of Balsall Heath, Burton Green and Kenilworth. Also have high environmental value.
<b>Outline Value Assessment</b>	High

Parcel Code	BG4
Area Reference	Land south of Hodgett's Lane
Parcel Size (ha)	32.16
Settlement	Burton Green
Parcel Description	Small Green Belt parcel which is defined by Hodgett's Lane to the north, Waste Lane to the west and the Kenilworth Greenway to the south. The National Grid / Electricity Works is a notable feature in the parcel, which also contains a limited amount of residential and Burton Green village hall towards the eastern edge.
Parcel Justification	Comparatively small Green Belt parcel which is defined by road and former railway infrastructure. Its contains a mix of uses in keeping with its village location.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this parcel is reasonably open in character.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with established residential areas and electricity works.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – smaller scale broadly open field landscapes.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – reasonably strong road and former rail infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	The main threats in this area relate to the potential expansion of Burton Green and the potential HS2 line.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – this would add to ribbon development along Hodgett's Lane.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Narrow connectivity to Burton Green village to the east and properties along Waste Lane to the west.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – it would produce a finger of ribbon development along Hodgett's Lane.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Limited connectivity overall.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Generally reasonable strong infrastructure boundaries, but lower classification roads can easily be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No - essentially a linear expansion of Burton Green village
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – although there is a movement in the built form towards Balsall Heath.
<b>Preventing Neighbouring Towns Merging</b>	

Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it would start to connect a village with small settlements.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it would start to connect a village with small settlements.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it would start to connect a village with small settlements.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – still a reasonable distance between major urban areas and this parcel.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses are generally acceptable in a Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential and other community / commercial uses.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Connection to Kenilworth Greenway to the south and also former Green Lane LWS.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – issues more associated with village setting.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – issues more associated with village setting.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – Green Belt site within close proximity to urban areas.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – Green Belt site within close proximity to urban areas.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – impact on the western approach to Burton Green – however, linear development would also be in keeping with village character.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Some reduction in the distance between Burton Green and Balsall Heath.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open setting of the village – particularly viewed from the east.
<b>Green Belt Use</b>	

Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential limited improvements and links through the parcel for informal recreation.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreation, such as walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance road frontages and field definitions.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance road frontages and edges.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Links to road frontage and edge improvements.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to screen electricity works, subject to operational requirements.
<b>Conclusions / Summary</b>	Smaller scale Green Belt parcel, which plays an important role locally in preserving the setting of the village.
<b>Outline Value Assessment</b>	Medium

Parcel Code	BG5
Area Reference	Land north of Hob Lane
Parcel Size (ha)	149.05
Settlement	Burton Green
Parcel Description	Parcel is bounded by Hob Lane to the south, Catchems Corner / B4101 to the west, Kenilworth Greenway to the north and Cromwell Lane to the east. The landscape is mainly agricultural in nature - featuring a range of field patterns which are larger towards the east of the parcel. There is some residential development at the extreme western and eastern edges of the parcel and some agricultural buildings in other locations.
Parcel Justification	The parcel is clearly defined by road and former railway line infrastructure and has a mixed character in line with similar parcels in the area. A notable feature of the parcel is the change in field patterns, which become larger are you travel eastwards across the parcel. There is also more tree coverage in the east of the parcel.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – the parcel has reasonably strong hedgerows / tree planting along Hob Lane, but is still a very flat open fields landscape.
Q.2 Would development in this area increase the openness of the Green Belt?	Some limited potential associated with existing uses.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – strong visual connections with Burton Green area and Catchems Corner.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – reasonably strong road and former rail infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	The main threats in this area relate to the potential expansion of Burton Green, Balsall Common and the potential HS2 line.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – along the main road frontages, but development would also be deeper and larger in scale.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Narrow connectivity to Burton Green village to the east and Catchems Corner to the west.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – it would produce a finger development connecting two settlements.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Limited connectivity overall.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted	Generally reasonable strong infrastructure boundaries, but lower classification roads can easily be breached.



sprawl?	
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No - essentially a linear expansion of Burton Green village
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – although there is a movement in the built form towards Balsall Heath.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it would start to connect Burton Green with Balsall Common.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it would start to connect Burton Green with Balsall Common.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it would start to connect Burton Green with Balsall Common.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Close proximity to the larger settlement of Balsall Common.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses are generally acceptable in a Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential uses at the fringes of the parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Hoblane pLWS, Big Poores & Little Poores Woods SINC / LWS, and Kenilworth to Balsall Railway Embankment pSINC / PLWS.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – issues more associated with village / larger village setting.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – issues more associated with village / larger village setting.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – Green Belt site within close proximity to urban areas.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – Green Belt site within close proximity to urban areas.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a	Yes – impact on the western approach to Burton Green. Also likely to have an impact on

village or hamlet?	the eastern approach to Balsall Heath.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – connection between Burton Green and village / town of Balsall Heath.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open setting of the settlements in this location.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential improvements and links through the parcel for informal recreation.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreation, such as walking and cycling could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to further enhance road frontages and field definitions.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to further enhance road frontages and edges.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for SINC / LWS areas.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to screen and protect residential fringes.
<b>Conclusions / Summary</b>	This parcel is of high environmental value and plays an important role in maintaining a critical distance between Burton Green and Balsall Common.
<b>Outline Value Assessment</b>	High

Parcel Code	BG6
Area Reference	Land west of Cromwell Lane
Parcel Size (ha)	119.87
Settlement	Burton Green
Parcel Description	Parcel bounded by Cromwell Lane to the east, Railway Line to the north, B4101 to the west and Hodgett's Lane to the south. The parcel consists of mainly residential properties along Cromwell Lane and Hodgett's Lane, together with Nailcote Hall within the north western edge. Beyond the linear road developments the parcel is primarily agricultural in character, consisting of a small number of medium sized fields.
Parcel Justification	The parcel is defined by road and rail infrastructure and contains a significant proportion of Burton Green Village. Its mixed character is reflective of its connections to the village in keeping with other Green Belt parcels in the area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – although developed along part of the frontages, the parcel is primarily open filed landscapes.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with existing uses.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – highly visible in parts and surrounded to the east by residential properties.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – reasonably strong road frontages and well defined railway line.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	The main threats in this area relate to the potential expansion of Burton Green, Coventry and delivery of HS2.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – along the main road frontages, but development would also be deeper and larger in scale.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – strong connectivity along the eastern edge, southern tip and parts of the northern edge.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – it would widen or deepen the settlement form considerably in this area.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Connectivity is strongest in the east.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The railway line is a strong northern boundary. B roads could easily be breached.

Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Some potential to absorb Burton Green into a large new development area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – parcel is near Coventry urban edge.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it would continue the urbanisation of the area.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it would continue the urbanisation of the area.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it would continue the urbanisation of the area.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – close proximity to Coventry.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses are generally acceptable in a Green Belt location, although hotel / gold club may be a risk.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential developments along road frontages and large golf / country club.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes but limited – Small Copse on Arnold Farm pLWS
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – issues more associated with village setting.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – issues more associated with village setting.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – Green Belt site within close proximity to urban areas.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – Green Belt site within close proximity to urban areas.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – impact on the western views from Burton Green is likely to be significant.

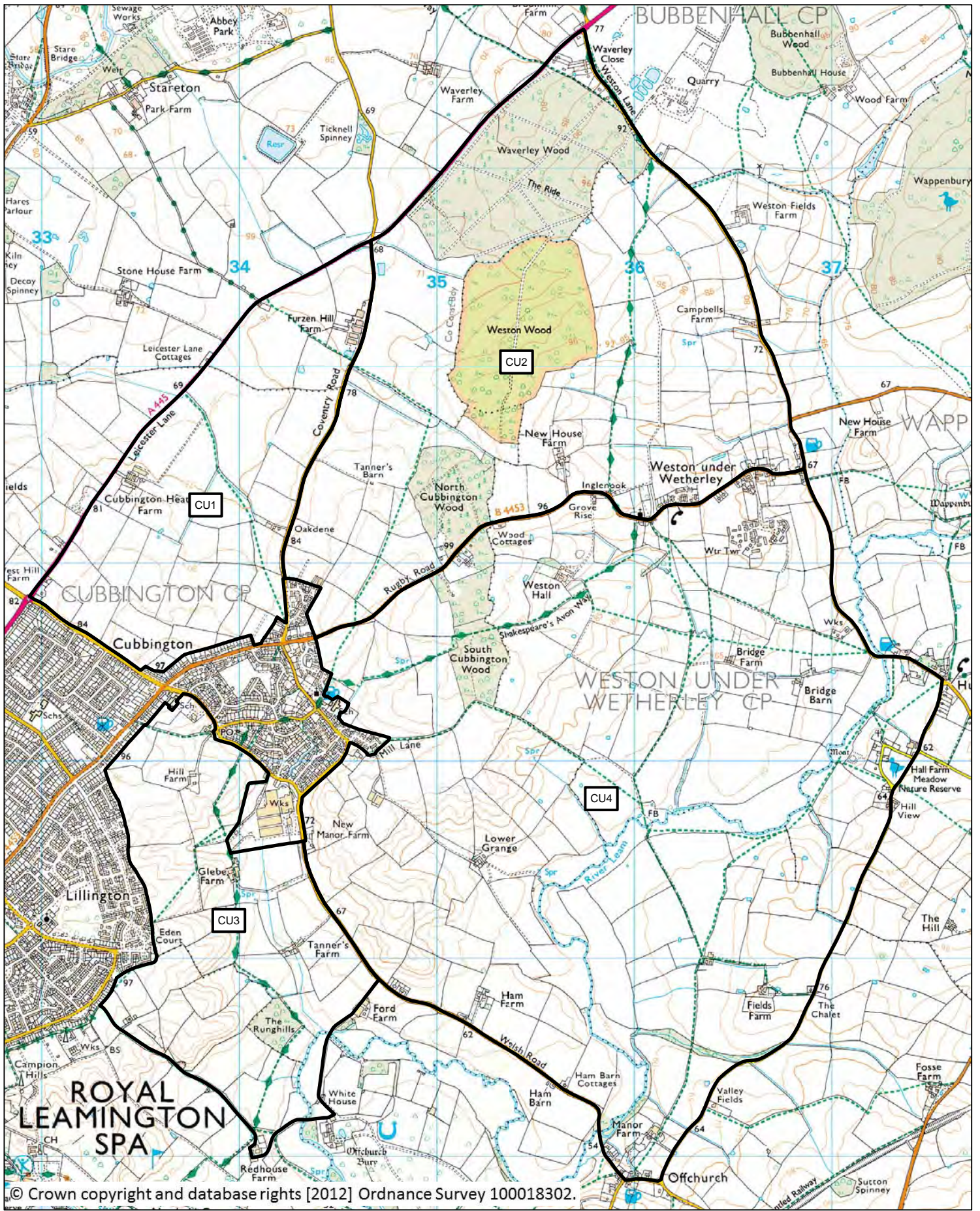
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Generally add to the urbanisation of the area.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open setting of Burton Green.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential improvements and links through the parcel for informal recreation.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreation, such as walking and cycling could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to further enhance road frontages and field definitions.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to further enhance road frontages and edges.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for LWS area.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to screen and protect residential fringes.
<b>Conclusions / Summary</b>	This parcel plays an important role in maintaining the wider strategic Green Belt around Coventry and has a significant role to play in maintaining the open setting of Burton Green. It is however acknowledged that certain aspects of the parcel have been compromised by residential development.
<b>Outline Value Assessment</b>	Medium - High

Parcel Code	BG7
Area Reference	Land south of Westwood Heath
Parcel Size (ha)	369.21
Settlement	Burton Green
Parcel Description	Parcel is bounded by Westward Heath Road to the north, University of Warwick Campus to the north east, Gibbett Hill Road and estates to the east, Cryfield Grange Road to the south and Crackley Lane / Bockendon Road to the west. It is primarily agricultural in nature, with a mixture of field patterns and some limited woodland.
Parcel Justification	Large Green Belt parcel which wraps around the southern edge of Coventry as if defined by road infrastructure. It is mainly agricultural in nature and is not as mixed in character as other Green Belt parcels in the Burton Green area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – broadly open field landscapes.
Q.2 Would development in this area increase the openness of the Green Belt?	Very limited – associated with agricultural uses.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – highly visible in parts – particularly along Westward Heath Road.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – reasonably strong road features – although the B roads and internal University road is a weaker feature.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	The main threats in this area relate to the potential expansion of Coventry, Burton Green and University of Warwick.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – along the main road frontages, but would also be significantly deeper in built form.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – strong connectivity along the northern and eastern edges of the parcel.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – it would be a major development area.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Reasonably strong connectivity to established urban areas to the north and east.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Some strong road features – although B roads and estate roads could easily be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Some potential to absorb Burton Green into a large new development area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close	Yes – parcel is adjacent to Coventry urban edge.

proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it would continue the urbanisation of the area.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it would continue the urbanisation of the area.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it would continue the urbanisation of the area.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – close proximity to Coventry.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – very significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses are generally acceptable in a Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Generally no.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes - The Pools Wood LWS / SINC, Whitefield Coppice LWS / SINC, and Crackley Wood Nature Reserve.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – issues more associated with village and edge of city setting.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – issues more associated with village and edge of city setting.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – Green Belt site within close proximity to urban areas.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – Green Belt site within close proximity to urban areas.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – impact on the eastern views from Burton Green is likely to be significant.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Generally add to the urbanisation of the area.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or	Yes – would reduce the open setting of Burton Green.

hamlet?	
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential improvements and links through the parcel for informal recreation.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreation, such as walking and cycling could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to further enhance road frontages and field definitions.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to further enhance road frontages and edges.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for LWS / SINC areas.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to screen and protect from residential areas.
<b>Conclusions / Summary</b>	The parcel plays an important strategic role in maintaining the openness around the southern edge of Coventry. It is also of strong environmental value.
<b>Outline Value Assessment</b>	High





## Cubbington

Scale  
 0 150 300 450 600 750 m

SP3568 | 1:25000 @ A4 | 22/10/2013 | DSR | Grid Reference: 435261E, 268775N

Parcel Code	CU1
Area Reference	Land west of Old Cubbington
Parcel Size (ha)	177.97
Settlement	Cubbington
Parcel Description	Parcel is bounded by built form along Rugby Road to the south east and Kenilworth Road to the south west, Leicester Lane / A445 forms the western and northern edge of the parcel with Coventry Road providing the eastern edge. The parcel consists of irregular field patterns with some limited agricultural buildings.
Parcel Justification	The parcel is clearly defined by road infrastructure and primarily housing along Rugby Road and the edges of Kenilworth Road and Coventry Road. It is generally a very flat open landscape.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this is a very flat open landscape.
Q.2 Would development in this area increase the openness of the Green Belt?	Very limited potential associated with established farm buildings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – the flat open landscape is a defining characteristic of the northern approach to Cubbington.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by fairly strong road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	The parcel has historically been eroded by some residential and commercial development along Rugby Road, Coventry Road and Kenilworth. The allotment areas off Coventry and Rugby Road, may also add to a feeling of Green Belt erosion.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes, although it would more correctly be defined as a major village extension.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to the south and south east.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No would go significantly beyond rounding off the settlement.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Reasonably strong southern boundary to the parcel.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road infrastructure is a notable feature, but could be breached reasonably easily. Further development along the Coventry Road frontage could be one of the outcomes.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely viewed as a major village extension.
Q.12 Would the loss of this Green Belt parcel	Although Cubbington is a village, it could also be

reduce the open land contiguous to or with close proximity to the large built up area?	classified as urban fringe and the loss of this parcel would reduce the open land within close proximity to the built up area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it would significantly reduce the distance between Cubbington and Stoneleigh Park.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – although it would significantly reduce the distance between Cubbington and Stoneleigh Park.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – although it would significantly reduce the distance between Cubbington and Stoneleigh Park.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – may set the precedent for the erosion of further green belt.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – the parcel is primarily Green Field in character.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes but quite limited – the River Avon LWS cuts across part of the site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Not generally – more the setting of the village.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Not generally – more the setting of the village.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would significantly change the open setting of Old and New Cubbington from the north.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – some reduction in the distance between Cubbington and Weston Under Wetherley.

Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – development of this parcel would remove the open setting the village from the north.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential for improving walkway connections across aspects of the parcel – already used informally for dog walking etc.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance hedgerows and tree planting – helping better define field patterns
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance hedgerows and tree planting – helping better define field patterns
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for river corridor (LWS) and other aspects of green infrastructure.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Allotment areas could be better screened and impact of use minimised.
<b>Conclusions / Summary</b>	Highly visible open Green Belt parcel with some historic erosion around its southern fringes. Plays an important role in preserving the open setting of the village.
<b>Outline Value Assessment</b>	Medium - High

Parcel Code	CU2
Area Reference	Land east of Old Cubbington
Parcel Size (ha)	422.64
Settlement	Cubbington
Parcel Description	Parcel is bounded by the B4453 / Rugby Road to the south, Weston Lane to the east, A445 to the north and Coventry Road to the west. This is a large and fairly diverse parcel which includes a significant section of woodland which runs down the centre of the parcel. It also features, agricultural holdings, and a mixed range of field types from larger field patterns to the west through to smaller patterns on the east of the Woods. The northern section of Weston Under Wetherley village is also found within this Green Belt parcel.
Parcel Justification	The parcel is defined by road infrastructure, although there may be a case to split the parcel in two based around the central woodland features. The parcel has significant woodland coverage and smaller field patterns on its eastern sections. It is still a very flat and open landscape in many parts - especially viewed from the road network.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – open field landscape over a significant proportion of the parcel and major woodland landscape in the centre of the parcel.
Q.2 Would development in this area increase the openness of the Green Belt?	Some very limited potential associated with agricultural buildings and other uses and part of Weston Under Wetherley village.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – visually attractive mixed Green Belt landscape.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure, although the woodland also provides a strong recognisable feature.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Threats are mainly associated with uses within the parcel – such as the Timber Yard along the Rugby Road and residential development at Weston Under Wetherley. Part of the original parcel has also been eroded along the Coventry Road.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	More correctly constitute major development due to the size of the parcel.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Some limited connectivity to the north eastern fringe of Old Cubbington and Western Under Wetherley to the east.
Q.8 Would the loss of this Green Belt parcel	No - major development area.

effectively 'round off' the settlement pattern?	
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Limited connectivity – mainly to the north eastern edge of Old Cubbington.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road infrastructure is a notable feature, but could be breached reasonably easily. The central woodland areas are strong barriers to further growth.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Yes – major development area, which would enclose a section of Weston Under Wetherley village.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – would be seen as major loss of Green Belt land within close proximity to Cubbington and Leamington Spa.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – but would significantly urbanise the landscape near to Leamington Spa.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – but would significantly urbanise the landscape near to Leamington Spa.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – but would significantly urbanise the landscape near to Leamington Spa.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – could lead to further erosion across the Green Belt.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially very significant loss of agricultural and forestry land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Some potential associated with uses such as the Timber Yard.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – but tend to be dispersed across the parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Waverley and Weston Wood LWS, North Cubbington Wood pLWS / pSINC, Weston Hall Marsh pSINC / pLWS and River Avon LWS.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Due to its size some potential to reduce the landscape setting of Leamington Spa.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Some potential due to size of the parcel.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the	Yes – very significant Green Belt site within close proximity to urban area.

Green Belt area?	
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – very significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – major impact on the setting and character of Cubbington and Weston Under Wetherley
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – it would generally amalgamate Weston under Wetherley and significantly reduce the distance to Hunningham and Wappenbury.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – major impact on the setting and character of Cubbington and Weston Under Wetherley
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential for walkway connections across various aspects of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking, horse-riding and cycling would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and road frontages.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Screening of high impact uses – such as the Timber Yard.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for LWS / SINCs.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Maintain woodland areas and improve areas with high impact uses.
<b>Conclusions / Summary</b>	Large Green Belt parcel with major / strategic role in maintaining the setting of Leamington Spa, Cubbington village and the rural hinterland. Strong environmental value.
<b>Outline Value Assessment</b>	High

Parcel Code	CU3
Area Reference	Land south of Old Cubbington
Parcel Size (ha)	171.07
Settlement	Cubbington
Parcel Description	The parcel is defined by properties to the north west along The Rugby Road / B4453 and properties along East Lillington to the west. Black Lane to the south, and Welsh Road, Offchurch Road and Windmill Hill to the east and north generally define the other boundaries of the parcel.
Parcel Justification	The parcel is generally defined by the boundaries of established residential areas to the north and west, as well as road infrastructure. The parcel contains a mix of small to medium sized fields and excludes the Thwaites Works site which is a notable feature at the north eastern edge of the parcel.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – fairly open landscape.
Q.2 Would development in this area increase the openness of the Green Belt?	Some very limited potential associated with established uses.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – open views across slightly rolling landscape from Lillington to Old Cubbington.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – Mainly the built settlements and road infrastructure. Black Lane is a weaker permanent feature.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Main threats associated with ‘filling the gap’ Cubbington with Lillington.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more likely to be classified as a major urban or village extension.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – good connectivity to the west, and north.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	Potentially large scale ‘rounding off’ or large scale infill.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Connected to several boundaries – although southern edge is exposed.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The existing built form is a very strong feature to restrict sprawl, but the southern and eastern edges of the parcel are significantly weaker.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – would connect two reasonably sized settlements.



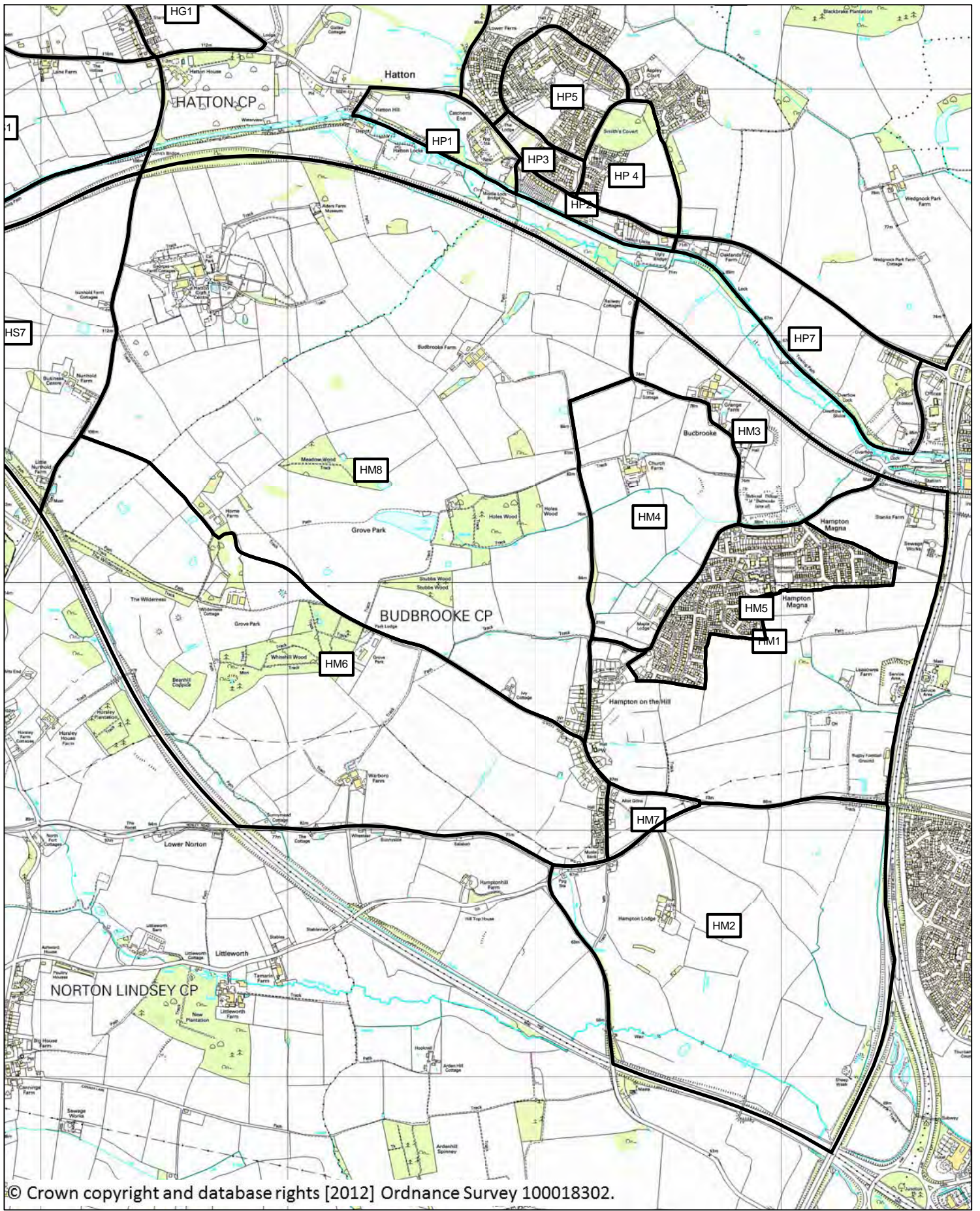
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – would result in a loss of land to the east of Lillington / Leamington Spa.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Generally no – but would blend a town with a village.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No - but would blend a town with a village.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - but would blend a town with a village.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – this would remove a major defensible boundary for Leamington Spa.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Generally no.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – The Runghills SINC / LWS and River Leam pLWS.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Yes - significant potential to reduce the setting of Leamington Spa.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Yes – potentially significant potential.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – it would completely change the setting for Cubbington from the south / west.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – links Lillington with Cubbington.

Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant impact on south / west setting of Cubbington.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential for walkway connections across aspects of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and frontages.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for SINC / LWS.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Minimise informal encroachment from residential areas.
<b>Conclusions / Summary</b>	Strategically important area of Green Belt which maintains the separation of Lillington and Cubbington.
<b>Outline Value Assessment</b>	Medium - High

Parcel Code	CU4
Area Reference	Land south east of Old Cubbington
Parcel Size (ha)	735.07
Settlement	Cubbington
Parcel Description	Very large parcel defined by the Welsh Road to the south, Hunningham Road to the south east, Weston Lane to the east, Rugby Road to the north and eastern edge of Old Cubbington to the north west. Generally mixed open field landscape, with South Cubbington Wood within the centre of the parcel. The parcel also includes part of Weston Under Wetherley and Hunningham Villages. The River Leam is also an important feature in the landscape.
Parcel Justification	Generally defined by road infrastructure, the parcel contains a diverse range of open field types and less wood coverage than CU2. Rural hinterland in character which partially encompasses the villages of Weston Under Wetherley and Hunningham.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – very large parcel of very open Green Belt.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with existing uses and dwellings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – reasonably diverse Green Belt landscape with connections to various settlements.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure, but could be breached.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Main threats associated with existing settlements and further development of.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more likely viewed as a major development area.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to Cubbington and other settlements.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – more likely viewed as a major development area.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Due to the scale it has a peripheral connection to Cubbington to its north west.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road infrastructure is a notable feature but could be breached. The woodland infrastructure is more limited in this parcel, but there a reasonably strong river feature across parts of the parcel.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a	Yes – would absorb Hunningham and Weston Under Wetherley into a large built up area.

large built-up area?	
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – would reduce land connected to Cubbington.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – but would blend villages.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – but would blend villages.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – but would blend villages.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – major loss of Green Belt land.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially very significant loss of agricultural and forestry land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – small village settlements / hamlets fall within the overall parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – South Cubbington Wood SINC / LWS, Ashbeds pSINC / LWS, Weston Hall Marsh and River Leam.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Yes – potentially significant impact upon the setting of Leamington Spa.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Yes – potentially significant.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – very significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – very significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – it would completely change the character and identity of Cubbington, Hunningham and Weston Under Wetherley.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between	Yes it would amalgamate several villages.

villages?	
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – very significant impact upon the open setting of various villages.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential for walkway, cycling and horse riding connections across aspects of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking and cycling would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows. Woodland areas and road frontages.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for SINC / LWS areas.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Minimise informal encroachment from residential areas.
<b>Conclusions / Summary</b>	Strategically important Green Belt parcel which protects the open setting of various villages and the eastern edge of Leamington Spa. Also of significant environmental value.
<b>Outline Value Assessment</b>	High



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## Haa dton Aa[ bU

Scale 0 150 300 450 600 750 m SP2464 | 1:20000 @ A4 | 22/10/2013 | DSR | Grid Reference: 424811E, 264899N

Parcel Code	HM1
Area Reference	Land east of Hampton Magna
Parcel Size (ha)	105.47
Settlement	Hampton Magna / Hampton on the Hill
Parcel Description	Land between Hampton Magna settlement to the west, Hampton Road / A4189 to the south, A46 Warwick Bypass to the east and Old Budbrooke Road to the north. The area consists of mixed open field patterns over a slight ridge. Very limited agricultural buildings within the land parcel.
Parcel Justification	The area is defined by road infrastructure to the north, east and south and the main boundary of the Hampton Magna settlement to the west. Originally the area covered by Hampton Magna would have formed part of this parcel.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – large open field patterns structured around a slight brow of a hill.
Q.2 Would development in this area increase the openness of the Green Belt?	No – very limited potential with little development within the parcel.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – very open landscape – significant visual impact. Visual amenity reduced for residents at the eastern fringe of Hampton Magna and Hampton on the Hill. Visual amenity also reduced on approach to settlement.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure to the east and south, railway infrastructure to the north and the tight built form of Hampton Magna to the west.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes - The main threat is linked to the potential eastern and northern extensions of Hampton Magna to the strong infrastructure boundaries of the railway corridor and A46 Warwick bypass.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more likely to be viewed as a major village extension.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to residential boundaries to the west.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	Partly – although the scale of development goes beyond 'rounding off'.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Limited with some connection to the settlements of Hampton Magna and
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Warwick bypass and the Railway Line provide strong boundaries to restrict sprawl, although development could occur on the opposite side of these boundaries (particularly in areas of non-green belt – east of Warwick Bypass).
Q.11 Would the loss of this Green Belt parcel	Yes – in the sense that the large built up area

result in a small settlement being absorbed into a large built-up area?	would compose of the total parcel coverage, rather than an existing settlement.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – close proximity to Warwick and Budbrooke Industrial Estate.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is connected to a village rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is connected to a village rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is connected to a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Potentially – eastwards development of Hampton Magna to A46 boundary may encourage further westwards expansion of non Green-belt Warwick boundary to A46 corridor.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – very limited non-agricultural uses within this large Green Belt parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Potential Local Wildlife Site at the corner of a field.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – not in itself, but could lead to erosion of western fringe of Warwick.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – not in itself, but could lead to erosion of western fringe of Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the setting of both Hampton Magna and Hampton on the Hill. Highly visible location centred around a slightly elevated



	position.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – but would reduce the distance between the village and Warwick town.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant impact on the eastern open setting of Hampton Magna and Hampton on the Hill in particular.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plan for potential LWS and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Largely open field / farm landscape – reduce the intensity of use in some areas.
<b>Conclusions / Summary</b>	Large Green Belt area which provides a valuable role in maintaining the openness of the landscape and protects the character of Hampton Magna and Hampton on the Hill.
<b>Outline Value Assessment</b>	High

Parcel Code	HM2
Area Reference	Land east of Hampton on the Hill
Parcel Size (ha)	139.50
Settlement	Hampton on the Hill
Parcel Description	Land between the A4189 to the north, A46 the east, M40 to the south and B4463 to the west. The area consists of irregular field patterns, which appear to be serviced by a single farm.
Parcel Justification	The parcel is defined by clear road infrastructure and has a similar irregular field pattern to HM1 and is also of a similar large scale.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – large flat open field patterns.
Q.2 Would development in this area increase the openness of the Green Belt?	No – very limited potential with little development within the parcel.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – very open landscape – significant visual impact. Visual amenity would be reduced in particular for residents to the south East of Hampton on the Hill and western fringes of Warwick.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure, including the strong M40 and A46 corridor boundaries.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	No – outside the focus of potential development interest and located on the edge of the M40 corridor.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more likely to be viewed as an isolated development, although residential development can be found on the opposite side of the A46 corridor.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Potentially – site is slightly removed from southern edge of Hampton on the Hill and on the opposite side to the Hampton Road / Longbridge Warwick development.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – more likely to be viewed as an isolated development.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Limited connectivity to the Hampton Road / Longbridge Warwick development.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Warwick bypass and the A46 bypass provide very strong boundaries to the further westwards expansion of Warwick to include this Green Belt parcel.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – would primarily be seen as a isolated rural development.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close	Yes – would reduce the open land near the Hampton Road / Longbridge Warwick

proximity to the large built up area?	development.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is connected to a village rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is connected to a village rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is connected to a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – may provide the impression of a south western corridor expansion from Warwick.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – very limited non-agricultural uses within this large Green Belt parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – feeder brooks for the River Avon which are classified as Local Wildlife Sites runs through the southern section of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – site is located towards the south western fringes of Warwick.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – site is located towards the south western fringes of Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the setting of Hampton on the Hill and approach to Hampton Magna.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – but would reduce the distance between the Hampton on the Hill and parts of Warwick.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or	Yes – significant impact on the south eastern open setting of Hampton on the Hill in particular.

hamlet?	
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plan for LWS areas and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Largely open field / farm landscape – reduce the intensity of use in some areas.
<b>Conclusions / Summary</b>	Significant Green Belt area which provides a valuable role in maintaining the openness of the landscape and provides a landscape setting for Hampton on the Hill.
<b>Outline Value Assessment</b>	High

Parcel Code	HM3
Area Reference	Land north of Hampton Magna
Parcel Size (ha)	29.68
Settlement	Hampton Magna / Budbrooke Village
Parcel Description	Land north of Old Budbrooke Road, bounded by Church Lane / Ugly Bridge Road to the west and the railway line to the north. The parcel includes St. Michaels Church and the small Budbrooke Village settlement.
Parcel Justification	Linear parcel which is strongly defined by road and rail infrastructure and contains a limited quantity of historic and agricultural buildings.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – generally large open fields.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential around existing agricultural and residential uses.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – particularly along Old Budbrooke Road frontage north of Hampton Magna and land surrounding Budbrooke Village.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – road infrastructure to the south, west and east and the railway line to the north.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Potential erosion around Budbrooke Village – mainly residential.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – may lead to ribbon development along Church Lane and Old Budbrooke Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some limited connectivity to Hampton Magna to south and contains the small settlement of Budbrooke Village.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – more likely to be viewed as northern linear expansion.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Some connectivity to northern edge of Hampton Magna.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Generally yes – with the railway line providing a strong northern boundary to the parcel.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No - but would lead to Budbrooke Village being absorbed into a significant extension of Hampton Magna village.
Q.12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – reasonable distance between this small Green Belt parcel and Warwick.
<b>Preventing Neighbouring Towns Merging</b>	
Q.13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is connected to a village rather than a town.

Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is connected to a village rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is connected to a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No - reasonable distance between this small Green Belt parcel and Warwick.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development associated with Budbrooke Village.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – River Avon Local Wildlife Site runs across the south eastern section of the site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – site is located near Budbrooke Industrial Estate and unlikely to impact on the landscape setting of Warwick.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – site is located near Budbrooke Industrial Estate and unlikely to impact on the landscape setting of Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – Green Belt site could be used instead of brownfield land.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – Green Belt land could be used and thus reduce the use of urban land.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the setting of Budbrooke Village and create a development corridor north of Hampton Magna.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – would reduce the distance between Hampton Magna, Budbrooke Village and Hatton Park.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open views from the north of Hampton Magna in particular.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across some aspects of the parcel.
Q29 What opportunities exist to improve	Informal recreational opportunities, such as

outdoor sport and recreation opportunities associated with the Green Belt parcel?	walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plan for LWS area and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Largely open field / farm landscape – reduce the intensity of use in some areas.
<b>Conclusions / Summary</b>	Green Belt parcel plays an important role in preserving the open setting of Hampton Magna and Budbrooke Village.
<b>Outline Value Assessment</b>	High

Parcel Code	HM4
Area Reference	Land west of Hampton Magna
Parcel Size (ha)	52.06
Settlement	Hampton Magna
Parcel Description	Parcel bounded by the Woodway to the west and north west, Church Lane to the north / north east and Old Budbrooke Road to the east and south. The parcel includes two farm units and a mixture of field patterns.
Parcel Justification	Parcel is defined by road infrastructure, although it does contain a small lane cutting across the parcel as well as a small watercourse. Similar mixed field patterns to nearby green belt parcels.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – open field landscape services by two agricultural units.
Q.2 Would development in this area increase the openness of the Green Belt?	Unlikely with any limited potential linked to the existing agricultural buildings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – significant impact on visual amenity from west of Old Budbrooke Road, Hampton Magna.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – road infrastructure defines the parcel boundaries.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Some development interest at the southern section of the parcel, fronting the Old Budbrooke Road. Any erosion may be associated with proximity to Hampton Magna and existing agricultural buildings.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more likely to constitute a westward extension of Hampton Magna.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to Hampton Magna to the east and peripheral connection to Hampton on the Hill to the south.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – more likely to be viewed as a major village extension.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – connection to the east and south only.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	No - secondary road infrastructure only – which could be breached leading to sprawl.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely to constitute a westward extension of Hampton Magna.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – reasonable distance between this Green Belt parcel and Warwick.
<b>Preventing Neighbouring Towns Merging</b>	



Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is connected to a village rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is connected to a village rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is connected to a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No - reasonable distance between this Green Belt parcel and Warwick.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – generally uses appropriate to its Green Belt status.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Woodway Lane Local Wildlife Site is situated on the western edge of the parcel and the River Avon Local Wildlife Site cuts across the parcel in several locations.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – site is located to the west of Hampton Magna and unlikely to impact on Warwick.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – site is located to the west of Hampton Magna and unlikely to impact on Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – Green Belt site could be used instead of brownfield land.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – Green Belt land could be used and thus reduce the use of urban land.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the western boundary and setting of Hampton Magna – character and shape of the village would change.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – would reduce the distance between Hampton Magna and Hatton Park.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open views from the western edge of Hampton Magna in particular.

<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across some aspects of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plan for LWS area s and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Largely open field / farm landscape – reduce the intensity of use in some areas.
<b>Conclusions / Summary</b>	Green Belt parcel plays an important role in preserving the setting and character of Hampton Magna in particular. Less ‘strategic’ role than eastern parcels.
<b>Outline Value Assessment</b>	High

Parcel Code	HM5
Area Reference	Hampton Magna
Parcel Size (ha)	29.22
Settlement	Hampton Magna
Parcel Description	The parcel essentially consists of the Hampton Magna built form. It has a reasonably strongly defined layout - although there are options to accommodate the parcel within parcel HM1.
Parcel Justification	Parcel bounded by residential development and a fairly tight built form. Originally the area would have formed part of HM1 parcel.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	May have some limited impact on the openness of the Green Belt depending upon the location.
Q.2 Would development in this area increase the openness of the Green Belt?	Opportunities to increase the openness of the Green Belt depending upon the specific location.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Not generally – depending upon the specific location.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – the current build form defines the parcel.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – concentrated built form could change during the plan period with an intensification of dwellings.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – already an established residential area.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – no well established village location.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – the parcel currently defines the settlement boundary.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – the parcel has limited connectivity to Hampton on the Hill to the south.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	No - secondary road infrastructure only – which could be breached leading to sprawl.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No –the parcel consist of the village of Hampton Magna.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – reasonable distance between this Green Belt parcel and Warwick.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is concerned with a village rather than a town.
Q14 Would the loss of this Green Belt parcel lead	No – parcel is concerned with a village rather

to a relatively significant reduction in the distance between towns?	than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is concerned with a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No - reasonable distance between this Green Belt parcel and Warwick.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	No –primarily residential in character.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to a village.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – significant number of residential properties and other uses – more brownfield than greenfield.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	No – primarily built-up.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – site is located to the west of Hampton Magna and unlikely to impact on Warwick.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – site is located to the west of Hampton Magna and unlikely to impact on Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially yes – although due to the tight built form, there isn't significant development opportunities.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially yes – although due to the tight built form, there isn't significant development opportunities.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	No – character already defined.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – would maintain current distances.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	No – character already defined.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across some aspects of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities	Informal recreational opportunities, such as walking would be improved.

associated with the Green Belt parcel?	
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to reduce the intensification of uses.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas around the fringes.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	None identified.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to reduce the intensification of uses and damaged areas across the built form.
<b>Conclusions / Summary</b>	Parcel includes the current Hampton Magna built form and scores relatively low due to its build up character.
<b>Outline Value Assessment</b>	Low

Parcel Code	HM6
Area Reference	Hampton on the Hill South West
Parcel Size (ha)	180.69
Settlement	Hampton on the Hill
Parcel Description	Large green belt parcel defined by the M40 corridor to the west, a small section of Dark Lane to the north west, the A4189 to the south, Old School Lane and Hampton Road to the east and an unclassified road linking Hampton on the Hill to Dark Lane along the northern boundary. Generally an open field landscape which also includes Whitehill Wood and Beanhill Coppice. Small element of Hampton on the Hill settlement along eastern fringe.
Parcel Justification	Parcel defined by road infrastructure and includes a small number of farms. The middle and east of the parcel includes more uniform field patterns.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – major impact and loss of Green Belt openness.
Q.2 Would development in this area increase the openness of the Green Belt?	Some limited potential – generally associated with the western edge of Hampton on the Hill and existing development within the more rural aspects of the parcel.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – major impact on open character of this swathe of Green Belt, especially viewed from Hampton on the Hill and along the A4189.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – the area is defined by road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Potentially some limited erosion associated with the Hampton on the Hill built form.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more significant - would constitute a major rural development.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Generally yes – very limited connectivity to Hampton on the Hill.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – would constitute a major rural development.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – limited connectivity to the east only.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The parcel is strongly bounded to the south and east with the A4189 and M40 motorway corridor, but smaller road along northern edge could be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a	The parcel would potentially establish a large built up area and absorb Hampton on the Hill.

large built-up area?	
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – reasonable distance between this Green Belt parcel and Warwick.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is concerned with a village location rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is concerned with a village location rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is concerned with a village location rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No - reasonable distance between this Green Belt parcel and Warwick.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – major loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate a green belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes , as part of the Hampton on the Hill settlement, but not a major element of overall parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Potential Local Wildlife Site at pasture land on Grove Park Farm and River Avon Local Wildlife Site along southern edge of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – site is located to the south west of Hampton on the Hill and unlikely to impact on Warwick.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – site is located to the south west of Hampton on the Hill and unlikely to impact on Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – large area would have a significant impact.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – large area would have a significant impact.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – major impact on Hampton on the Hill in terms of a loss of character and potential inclusion in a larger build area.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between	No – reasonable distances between settlements.

villages?	
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – major impact on the open setting of Hampton on the Hill.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across various aspects of the parcel. Where practical access to maturing woodlands could also be improved.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking and cycling could be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to improve definition of field patterns, hedgerows and forestry landscape.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to improve definition of field patterns, hedgerows and forestry landscape.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to enhance Potential Local Wildlife Site at pasture land on Grove Park Farm and River Avon Local Wildlife Site along southern edge of the parcel.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities might exist to improve village fringe locations.
<b>Conclusions / Summary</b>	Parcel form a major swathe of Green Belt land along the A4189 with some elevated viewpoints. Plays a major role in maintaining Green Belt openness and protecting the character of Hampton on the Hill in particular.
<b>Outline Value Assessment</b>	High



Parcel Code	HM7
Area Reference	Hampton Road Triangle
Parcel Size (ha)	5.69
Settlement	Hampton on the Hill
Parcel Description	Small triangular parcel defined by Old School Lane, the A4189 and Hampton Road. The parcel includes residential development along the Old School Lane and allotments along Hampton Road.
Parcel Justification	Parcel clearly defined by road infrastructure. Smaller in scale than other Hampton Magna parcels with small field patterns.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – loss of openness concerned with this small parcel area.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with the western and northern fringes which includes aspects of Hampton on the Hill village.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – would reduce the visual appearance of the area from three directions.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – the area is defined by road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	This small area has some parcel erosion along the western and northern edge and also includes an allotment area.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – might lead to ribbon development along Hampton Road, Old school Lane and the A4189 frontage.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – strong connectivity to the western edge and part of the northern boundary.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	Potential to round off or provide limited expansion for Hampton on the Hill.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Generally good connectivity to the west and more limited to the north.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The parcel is strongly bounded by road infrastructure, with the Old School Lane and Hampton Road having potential to be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – may provide potential for a village extension.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – reasonable distance between this Green Belt parcel and Warwick.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of	No – parcel is concerned with a village location rather than a town.

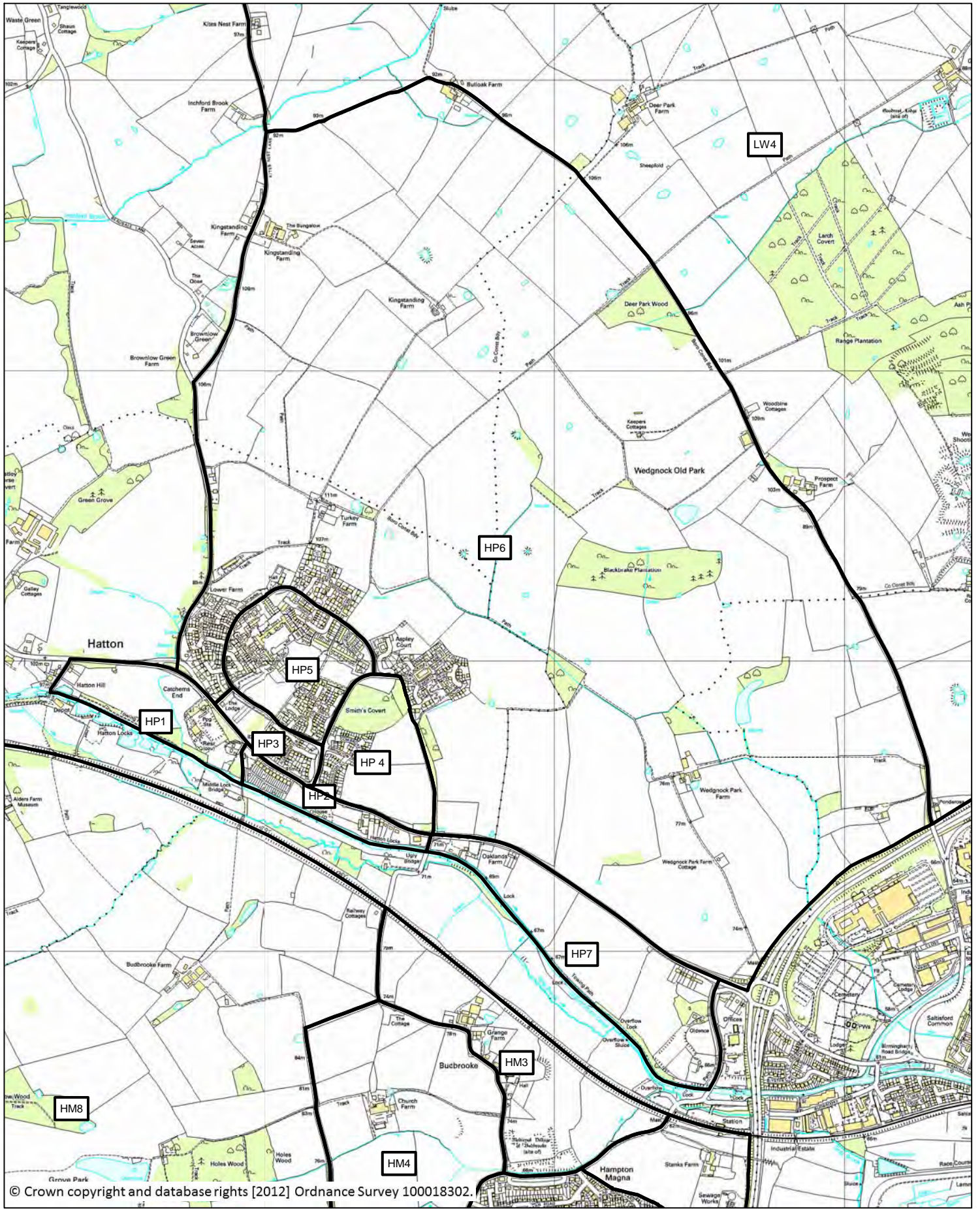
towns?	
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is concerned with a village location rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is concerned with a village location rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No - reasonable distance between this Green Belt parcel and Warwick.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of agricultural land (two fields).
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate a green belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes , as part of the Hampton on the Hill settlement.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	No sites identified in this location.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – site is located to the south east of Hampton on the Hill and unlikely to impact on Warwick.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – site is located to the south east of Hampton on the Hill and unlikely to impact on Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – would contribute towards reducing the use of brownfield land used.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – would contribute towards reducing the use of urban land used.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – the loss of this parcel would impact on the character of Hampton on the Hill and widen its village envelope.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – reasonable distances between settlements.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – impact on the open setting of Hampton on the Hill particularly from the southern edge.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel. Allotment feature could be enhanced.

Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking could be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to improve definition of field patterns, hedgerows and allotment feature.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to improve definition of field patterns, hedgerows and allotment feature.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to enhance bio-diversity connected to hedgerows and existing field patterns.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities might exist to improve village fringe locations and allotment area.
<b>Conclusions / Summary</b>	Relatively small triangular area of Green Belt, which plays a role in preserving the open setting of Hampton on the Hill.
<b>Outline Value Assessment</b>	Medium

Parcel Code	HM8
Area Reference	Hatton Country World
Parcel Size (ha)	332.85
Settlement	Hampton Magna / Hampton on the Hill
Parcel Description	Very large parcel which contains Hatton Country World and is defined by Dark Lane to the west, the railway line to the north, the Ugly Bridge Road, Woodway and Hampton Magna Road to the east and an unclassified road linking Hampton Magna to Dark Lane at the south. In addition to a diverse range of fields the parcel also contains a number of woods, including Holes Wood, Stubbs Wood and Meadow Wood.
Parcel Justification	The parcel is defined by road and rail infrastructure as well as the structure and landownership of Hatton Country World. It has a similar diverse range of field patterns but is by far the largest parcel in the Hampton Magna area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – major loss of openness due to the size of the parcel.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with the Hatton Country World development and the extreme south eastern tip of parcel associated with Hampton on the Hill.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – would reduce the visual appearance of the area from a wide range of locations.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – but the strongest features (railway line) is to be found along the northern edge. Secondary road structures have potential to be breached.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Most significant threat is probably associated with the future direction and activities associated with the Hatton Country World attraction.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – this would be classified as a major rural development area.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Potentially yes – very limited connectivity to Hampton Magna at the south eastern tip.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – this would be classified as a major rural development area.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – very limited connectivity to Hampton Magna.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes - but the strongest features (railway line) is to be found along the northern edge. Secondary road structures have potential to be breached.
Q.11 Would the loss of this Green Belt parcel	The loss of this parcel would lead to the

result in a small settlement being absorbed into a large built-up area?	establishment of a major new development area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Potentially yes – scale of parcel could be seen has having a strategically important role to play.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is concerned with a village location rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is concerned with a village location rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is concerned with a village location rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Potentially yes – due to the size of the Green Belt parcel.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – major loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Encroachment could be an issues associated with the Hatton Country World facility.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – primarily these uses are associated with the Hatton Country World facility.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	A number of important sites identified including Potential Local Wildlife Sites (Holes Wood at Grove Farm, Hollow and Pond, Wood at Hatton Farm and the Railway Embankment). The site also features brooks which fed into the River Avon and replanted ancient woodland.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Potentially yes – major land mass which might impact on the western approach to Warwick.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Potentially yes – major land mass which might impact on the western approach to Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – would make a significant contribution towards reducing the use of brownfield land used.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – would make a significant contribution towards reducing the use of urban land used.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel	Yes – major impact upon the character and

reduce the character, identity or setting of a village or hamlet?	setting of Hampton Magna, Hampton on the Hill and Budbrooke Village.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes would reduce the distance between Hampton Magna and Hatton Park and also link Hatton Station.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – major impact upon the character and setting of Hampton Magna, Hampton on the Hill and Budbrooke Village.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Access plan could be developed in conjunction with Hatton Estates and other landowners.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Recreation plan could be developed in conjunction with Hatton Estates and other landowners.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Landscape improvements plan could be developed in conjunction with Hatton Estates and other landowners.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Visual improvements plan could be developed in conjunction with Hatton Estates and other landowners.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to enhance bio-diversity connected to identified sites and bio-diversity plan for the area.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities mainly associated with Hatton Country World facility.
<b>Conclusions / Summary</b>	Very large and strategically significant Green Belt area which provides a strong role in maintaining the character and setting of settlements both large and small.
<b>Outline Value Assessment</b>	High



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## Hatton Park

Scale 0 125 250 375 500 625 m SP2567 | 1:17000 @ A4 | 22/10/2013 | DSR | Grid Reference: 425772E, 267188N

Parcel Code	HP1
Area Reference	Land west of Middle Lock Lane
Parcel Size (ha)	13.14
Settlement	Hatton Park
Parcel Description	Linear Green Belt parcel bounded by Birmingham Road / A4177 to the north, Canal Road to the west, Middle Lock Lane to the east and the Grand Union canal to the south. Parcel includes a water treatment works, a large open field landscape and canal infrastructure.
Parcel Justification	The parcel is defined by road and canal infrastructure and has a distinct linear mixed character sharing characteristics with other parcels in the Hatton park area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – generally open field pattern with hedgerow frontage screening along the A4177 corridor.
Q.2 Would development in this area increase the openness of the Green Belt?	Generally no – some very limited opportunities associated mainly with the water treatment works.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – would create a linear urban / built form and remove the open visual characteristics of the current area.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The A4177 and the canal corridor provide strong permanent features.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – erosion possibly linked to any future use of the water treatment works. Part of the parcel is also recognised as having an interest as a housing site and is part of Hatton Estate.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – would increase the spread of the built form westwards.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to residential development to the east and north.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	Partly – although the scale of potential development goes beyond rounding off a settlement.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Generally OK with relationships to two major boundaries and a natural tapered end to the location towards the west.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road and canal infrastructure are reasonably strong barriers although development could be mirrored on opposite sides of the infrastructure.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – would be more likely considered a village extension area.
Q12 Would the loss of this Green Belt parcel	Generally no – still a reasonable distance



reduce the open land contiguous to or with close proximity to the large built up area?	between the parcel and Warwick, although it would add to the impression of a built-up area along the Birmingham Road leading to Warwick.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is connected to a village rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is connected to a village rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is connected to a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Generally no – more a village extension than a major urban growth area.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Generally no – fairly low impact water treatment works within the parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – potential Local Wildlife Site – Hatton Hill Fields covers water treatment works area and adjacent field. Also River Avon Local Wildlife Site cuts across the middle of the site from north to south. The Grand Union Canal Potential Local Wildlife Site also abuts the southern boundary of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – the parcel is connected to a village location.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – the parcel is connected to a village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – potentially reduce the focus upon using brownfield land adjoining the Green Belt.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – potentially reduce the focus upon using urban land in areas experiencing development pressure.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a	Yes – but limited to reducing the open setting of some aspects of the settlement and slightly

village or hamlet?	urbanising the character of the village.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Potentially yes – there is only a short distance between Hatton Park and Hatton Green.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – but limited – parcel also expands beyond settlement edge.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Connectivity through the parcel to the canal corridor could be improved.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities linked to wider canal network.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plan for potential LWS should set the benchmark.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Minimising the impact of the water treatment works.
<b>Conclusions / Summary</b>	Typically mixed character Green Belt parcel for this area. Providing a valuable role in restricting ribbon development and potentially of high environmental value.
<b>Outline Value Assessment</b>	Medium to High

Parcel Code	HP2
Area Reference	Land east of Middle Lock Lane
Parcel Size (ha)	6.45
Settlement	Hatton Park
Parcel Description	Linear land parcel bounded by the Birmingham Road to the north, Middle Lock Lane to the west, Ugly Bridge Road to the east and the Grand Union Canal to the south. Parcel includes residential development at the west and east, which account for approximately 50% of the land cover. Middle section of the site includes a field and shrub / forestry area.
Parcel Justification	The parcel is strongly defined by the road and canal infrastructure. It has a similar linear mixed character to other parcels in the Hatton park area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – although a significant proportion of the parcel is covered by residential development the middle elements of the site includes a relatively flat open field and woodland / shrub area.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with the current built-up areas of the parcel.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – would remove the green buffer between the south of Hatton Park and the Grand Union Canal corridor.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure to the north, east and west. The canal provides a strong southern boundary.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – potential threats may include the erosion of the greens pace gap between the two housing elements on the east and west of the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – this would constitute ribbon development along the Birmingham Road frontage.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to residential boundaries to the north, west and east.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	Yes – some opportunities to expand the Hatton Park development south of the Birmingham Road.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – well noted to boundaries to the north, east and west and restricted by the canal corridor to the south.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong infrastructure boundaries to the north and south with residential development to the east and west. There may be a risk of expansion north of Birmingham Road to mirror any ribbon development along the corridor.
Q.11 Would the loss of this Green Belt parcel	No – more likely to be viewed as a village

result in a small settlement being absorbed into a large built-up area?	extension.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – location is associated with a village rather than a large built up area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is connected to a village rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is connected to a village rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is connected to a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Not generally. It may provide an impression of a more urban environment along this stretch of the A4177.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Some potential due to the level of housing located within the parcel area.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – clear residential development blocks within the parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Some potential along the frontage of the Grand Union Canal Potential Local Wildlife Site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is associated with a village locaton.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is associated with a village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – may reduce the use of brownfield land.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – may reduce the use of urban land in areas experiencing development pressure.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – but limited – may reduce open setting of Hatton park from the south and present a more urban feel to the area.
Q26 Would the loss of this Green Belt parcel	No – a small amount of development southwards

significantly reduce the distance between villages?	towards Hampton Magna.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – but limited – would reduce the open setting from the south of the village.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plan for potential LWS along the canal corridor could provide a useful strategy.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Scrub / woodland area would be better managed.
<b>Conclusions / Summary</b>	Relatively small Green belt parcel which plays a limited role in preserving the setting of Hatton Park.
<b>Outline Value Assessment</b>	Low to Medium

Parcel Code	HP3
Area Reference	Land south of Barcheston Drive
Parcel Size (ha)	5.09
Settlement	Hatton Park
Parcel Description	Linear land parcel bounded by the Birmingham Road to the south, Charingworth Drive to the east, Barcheston Drive to the north, Winderton Avenue to the west. The eastern section of the parcel is occupied by residential development, while the western section is field / recreational area. About 50% of the parcel is residential in nature.
Parcel Justification	Parcel defined by road infrastructure within a village environment with a loose built form. It has a similar linear mixed character to other Green Belt parcels in the Hatton Park area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – but limited. Development would remove the semi-formal open space which forms part of a green buffer between Winderton Avenue and the edge of Mickleton Drive.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential due to the built up nature of part of the parcel.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – would remove or reduce the level of semi-formal open space.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – defined by clearly defined road infrastructure – although this is weaker towards the western edge.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes - The main threat is linked to potential infill along the A4177 frontage.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – could constitute ribbon development along the A4177 and Barcheston Drive.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to residential boundaries to the north west and south east.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	Potentially – however, more likely to be viewed as infill.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Reasonably good connections to main Hatton Park settlement with development to the north west and south east.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The A4177 corridor is the strongest barrier, but Barcheston Road could be breached as an estate road.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a	No – development of a parcel within a village location.

large built-up area?	
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a village location.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is connected to a village rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is connected to a village rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is connected to a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – may add to a more urban dimension to the village area, but not classified as part of the main urban area.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potential loss of semi-formal open recreational open space.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	The non-residential uses are appropriate to the Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – a significant proportion of the parcel is housing.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	No – no major national and local conservation areas listed.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is associated with a village location.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is associated with a village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – potentially reduce the use of brownfield land.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – potentially reduce the use of urban land in areas under pressure.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – but limited – would create a more urban feel to the location and reduce the green buffer running through the Hatton Park settlement.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between	No – in general terms the parcel forms part of the village envelope.

villages?	
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – but limited – would reduce open views within the Hatton Park scheme and from the southern boundary.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Good public access.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities are a potential.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Stronger landscape definition could enhance the area.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Stronger landscape definition could enhance the area.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Introduction of a more diverse range of plantation and landscaping.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Potential to minimise over-used areas of the open space.
<b>Conclusions / Summary</b>	Relatively small linear Green Belt parcel which provides a limited amount of local visual amenity and open green space value.
<b>Outline Value Assessment</b>	Low to medium



Parcel Code	HP4
Area Reference	Land west of Ugly Bridge Road
Parcel Size (ha)	15.19
Settlement	Hatton Park
Parcel Description	Green Belt parcel bounded by Birmingham Road to the south, Charingworth Drive to the west and north and Ugly Bridge Road to the east. Approximately 25% of the site is occupied by residential development in the south west corner and about 33% covered by Smith's Covert woodland at the northern section of the parcel. The remaining aspects of the parcel include two fields fronting the Birmingham Road.
Parcel Justification	The parcel is defined by road infrastructure and displays the mixed use character of the parcels in this area. The parcel also includes an element of residential development in keeping with the loose built form of the Hatton Park development.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes - A reasonably open landscape with a strong visual presence.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential around established housing areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – highly visible area which provides an open outlook to the east of Hatton Park.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The majority of the parcel is defined by road infrastructure, with a small section defined by a break between the built form and Smith's Covert woodland.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes - The main threat is through the extension of the south west corner for further residential development to the east.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – some potential for extended residential development along the Birmingham Road – although any development may have more 'depth' than just frontage ribbon development.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to residential boundaries to the south west, south and north east.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	Partly – could be seen as potentially rounding off the development to the Ugly Bridge Road, although the scale of development may be reasonably high.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Reasonably well connected – although further expansion of the built form eastwards along the A4177 may be seen as either a ribbon development of significant village extension.
Q.10 Do natural features and other infrastructure	The weakest element of the parcel is the barrier

provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	along the minor Ugly Bridge Road, which could be breached leading to further development.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – generally viewed as a village extension area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Generally no as there is still a very large Green Belt parcel between the area and the edges of Warwick. It would however, add to the general urbanisation of the area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is connected to a village rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is connected to a village rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is connected to a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Some potential as it would add to the overall urbanisation of the area, possibly leading to further green belt erosion along the A4177.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development within the South Western corner of the site.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Smith's Covert Potential Local Wildlife Site is located within the northern section of the site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Not generally – but may add to the impression of an increasing degree of urbanisation of the area.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Not generally – but may add to the impression of an increasing degree of urbanisation of the area.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas	Yes – significant Green Belt site within close proximity to urban area.

experiencing substantial development pressures?	
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would reduce the open setting of Hatton Park from the east, although any development may be in keeping with the current estate-like character of the settlement.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Limited reduction in the distance between Hatton Park and Hampton Magna.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – some reduction in the open setting of Hatton Park from the east.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel connecting Smith's Covert.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plan for potential LWS and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Environmental screening / buffering along established residential area.
<b>Conclusions / Summary</b>	A mixed Green Belt parcel in keeping with similar parcels in the area – strong environmental value to the north with a role played in maintaining the open character of the area.
<b>Outline Value Assessment</b>	Medium - High

Parcel Code	HP5
Area Reference	Central Hatton Park
Parcel Size (ha)	17.54
Settlement	Hatton Park
Parcel Description	Green Belt parcel defined by Barcheston Drive to the south, west and north and Charingworth Drive to the east. 50-60% of the parcel is occupied by residential development with open space making up the remainder of the area.
Parcel Justification	Central section of Hatton Park defined by the almost circular road network. Contains the usual mix of uses typical of the Green Belt parcels in the area. Although Barcheston Drive is an estate road it strongly defines the area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Partially – some connection through to Parcel HP4 in terms of landscape – although a significant proportion of the parcel is developed.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with existing housing areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes but limited. Would reduce the open character of Hatton Park.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by the main circular estate roads through Hatton Park.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – The parcel is heavily developed and further erosion could take place through the development of further housing in this area.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – parcel forms the central ‘hub’ for the Hatton Park development.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – very well connected to residential development on most edges.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	Yes – some potential to infill areas.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – there are only two elements of the boundary not connected to built-up areas.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The central estate roads are strong local features but could easily be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely to be viewed as Green Belt infill.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is situated within a central village location.
<b>Preventing Neighbouring Towns Merging</b>	

Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is connected to a village rather than a town.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is connected to a village rather than a town.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – parcel is connected to a village rather than a town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is situated within a central village location.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	No – only some uses are appropriate to a Green Belt location.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No - the parcel as a whole is reasonably urban (housing) in character, which is unlikely to be changed.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – a significant proportion of the parcel is made up of residential development.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	No – although the parcel is close to the Smith’s Covert Potential Local Wildlife Site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – the parcel is located within a central village location.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – the parcel is located within a central village location.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – but scale may be relatively small.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – but scale may be relatively small.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would reduce the fairly loose open character of the settlement.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – the parcel is located within a central village location.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would reduce the central openness of the settlement.
<b>Green Belt Use</b>	

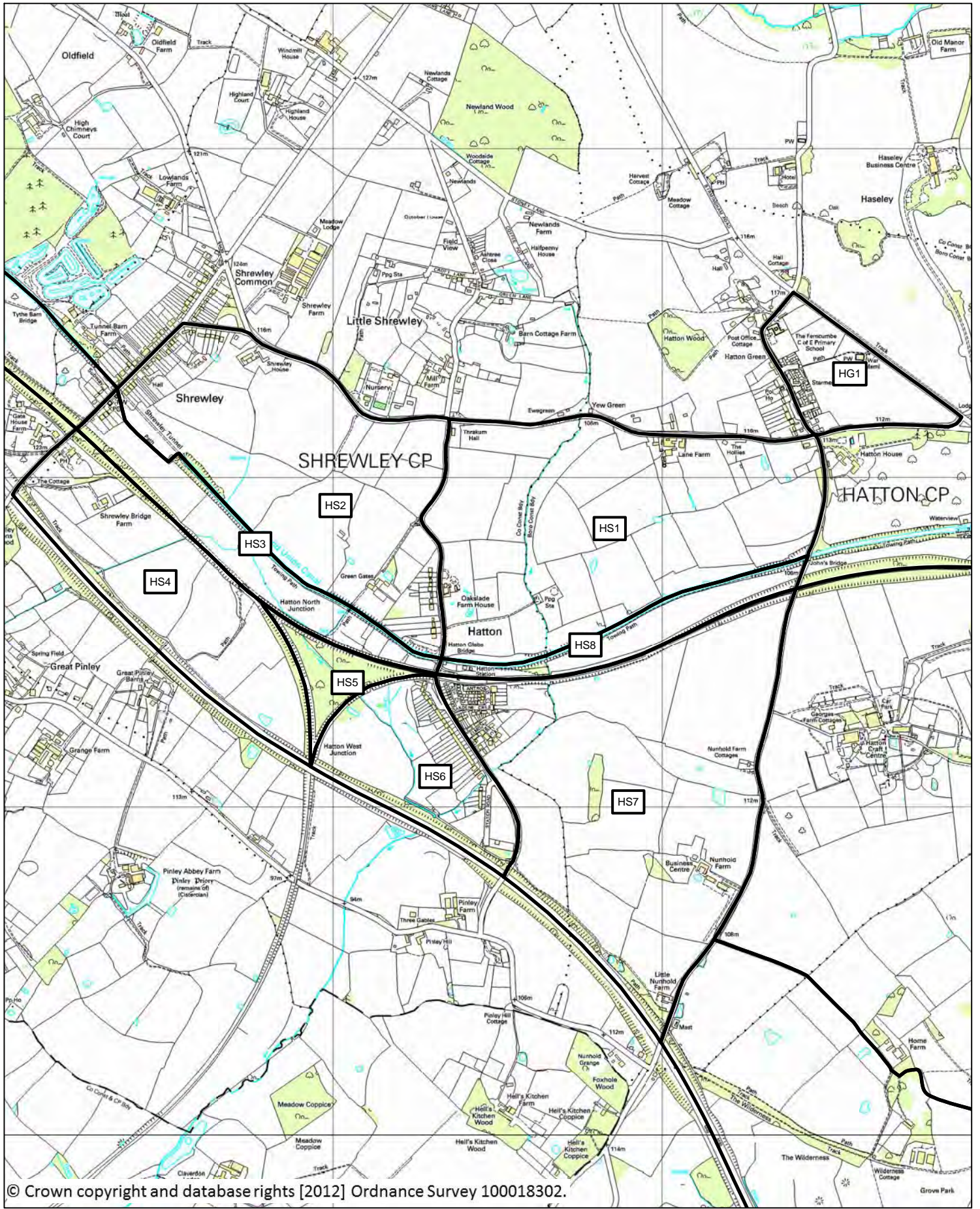
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Generally good public access in this area.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking are available.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, include improved planting and landscaping.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Fairly uninteresting open parkland landscape could be enhanced by improved planting and landscaping.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Fairly uninteresting open parkland landscape could be enhanced by improved planting and landscaping.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Some areas are more intensely used than others and could benefit from improved landscaping and planting.
<b>Conclusions / Summary</b>	Central village area of a relatively new settlement – some aspects of poor character definition, but does provide public open space.
<b>Outline Value Assessment</b>	Low - Medium

Parcel Code	HP6
Area Reference	Land north and east of Hatton Park
Parcel Size (ha)	459.27
Settlement	Hatton Park
Parcel Description	Very large Green Belt Parcel which is bounded by Brownley Green Lane and Kites Nest Lane to the west, Wedgnock Lane and A46 to the east, Birmingham Road to the south and is wrapped around Hatton Park and its main estate roads.
Parcel Justification	Green Belt Parcel is defined by road infrastructure, which is quite sparse in places and provides a large swathe of open field and woodland greenspace. South western border has been eroded by small pockets of housing as part of the Hatton Park development.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – strategically important parcel of Green Belt and would have a major impact on openness.
Q.2 Would development in this area increase the openness of the Green Belt?	Generally no – although there is some limited housing development in the south west fringe.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – large areas of open filed landscape – would have a major impact.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure – although the smaller country roads / paths a weaker features.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – some limited erosion around the Hatton Park settlement.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – along the A4177, but more likely to constitute a significant development area.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to Hatton Park and western edge of Warwick.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – major development across the Green Belt.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Some connectivity to Hatton Park and western edge of Warwick.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The major road infrastructure of the A4177 and A46 are strong barriers. However, the small country roads could easily be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Yes – Hatton Park would be adsorbed into a large new development area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – would effectively join-up Hatton Park with Warwick – only separated by the A46.

<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – although it would have other town related impacts.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Yes – would reduce the distance between Warwick and Kenilworth.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	Yes – some ribbon development along the A46 corridor.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – would lead to the connection of Hatton park and Warwick settlements.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially very significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – very limited non-agricultural uses within this very large Green Belt parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – impact on Deer Wood Park and Budbrooke Farm Woodlands and Black Brake Plantation Potential Local Wildlife Sites. Also potential impact on River Avon Local Wildlife Site in several locations.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Yes – would erode the setting of Warwick from the west.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Yes – may have an impact on the setting of historic buildings along the western edge of Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – it would completely change the character of Hatton Park, which would be absorbed in to wider area.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes would significantly reduce the distance between Hatton Park and Leek Wootton.
Q27 Would the loss of this Green Belt parcel	Yes – significant impact on the north and eastern



impact on the open setting of a village or hamlet?	setting of Hatton Park.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for potential LWS, LWS and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Largely open field / farm landscape – reduce the intensity of use in some areas.
<b>Conclusions / Summary</b>	Strategically significant Green Belt parcel which fulfils a very valuable role in maintaining the open space between settlements – also contains a number of areas of environmental importance.
<b>Outline Value Assessment</b>	High



## Hatton Station and Green

Scale  
0 100 200 300 400 500 m

SP2266 | 1:15000 @ A4 | 22/10/2013 | DSR | Grid Reference: 422471E, 266609N

Parcel Code	HS1
Area Reference	Land north of Hatton Station
Parcel Size (ha)	65.7
Settlement	Hatton Station
Parcel Description	Land between Station Road to the west, B4439 Hockley Road to the north, Dark Lane to the east and the Grand Union Canal to the south. The area consists of mixed field patterns, with a stream running north to south through the parcel and farms along Station Road and Hockley Road. There is also a pumping station on site.
Parcel Justification	The parcel is defined by road and canal infrastructure and has an open landscape mixed field character. A relatively large parcel sustaining modern agricultural uses.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this is reasonably flat open farm landscape with some hedgerow and isolated tree cover
Q.2 Would development in this area increase the openness of the Green Belt?	Very limited built development in this location and development is unlikely to reduce building mass / volume and increase the openness of the Green Belt.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – sweeping open countryside would change significantly if developed.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	The parcel is defined by road and canal infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Large open field landscape with some limited housing and agricultural uses within the parcel. Any erosion may only be minor associated with existing uses.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	More likely to be viewed as isolated rural development rather than ribbon development. However, may lead to a ribbon of development running from Little Shrewley to Hatton Station.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Yes – very limited connectivity to Hatton Green and lies generally towards the north of Hatton Station and south of Little Shrewley.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – large scale parcel – out of scale with Hatton Station.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – peripheral connection to Hatton Green and minor connection to Hatton Station and Little Shrewley.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road and canal infrastructure provide strong Green Belt barriers. If breached this would set a precedent for unrestricted sprawl.
Q.11 Would the loss of this Green Belt parcel	No. However, if developed the new settlement

result in a small settlement being absorbed into a large built-up area?	would completely dominate the very small settlement of Hatton Station.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – more likely to be viewed as large scale isolated development.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is sited some distance from established towns.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is sited some distance from established towns.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - parcel is sited some distance from established towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – rural location with little urban connection.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes - there would be a large scale loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some limited residential development along Station Lane, but very minor in scale.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Potential Site of Local Nature Importance along the Grand Union Canal, including meadows. River Alne Local Wildlife Site also runs north to south across the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially – particularly if the scale of the parcel is taken into consideration.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially – particularly if the scale of the parcel is taken into consideration.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Development of this parcel is likely to remove the open character of the Green Belt landscape and impact upon the approach to Hatton Station from

	the north and Little Shrewley and Hatton Green from the south.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – development of this parcel may essentially lead to connectivity between Hatton Station, Little Shrewley and Hatton Green.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Generally an open farm landscape with development in this area likely to reduce the open setting of Hatton Station, Little Shrewley and Hatton Green.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Canal corridor plays a strong role in opening up recreational access, subject to environmental restrictions.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Walking and cycling connected to the Grand Union Canal corridor.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the canal and river corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Improvements to hedgerows and tree cover could increase bio-diversity value. Management strategies for potential SINC and Wildlife Sites may also indicate opportunities to enhance bio-diversity.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Road frontage areas would be enhanced.
<b>Conclusions / Summary</b>	Large scale Green Belt parcel of high value for preserving the open character of the landscape and setting of small settlements. Plays a role in maintaining a degree of separation between small settlements and there are potentially opportunities to improve its Green Belt use.
<b>Outline Value Assessment</b>	High

Parcel Code	HS2
Area Reference	Land west of Station Road
Parcel Size (ha)	53.31
Settlement	Hatton Station
Parcel Description	Land between Station Road to the east, Hockley Road and Hughes Hill to the north; Shrewley Common to the west and the Grand Union Canal to the south. The parcel consists of linear residential development along Shrewley Common and part of Station Road. The field landscape is fairly open consisting of a mix of field sizes.
Parcel Justification	The parcel is defined by road and canal infrastructure and provides an open field landscape between two nearby settlements. The Grand Union Canal and Shrewley Tunnel are strong features in this area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – this is reasonably flat open farm landscape with some hedgerow and isolated tree cover.
Q.2 Would development in this area increase the openness of the Green Belt?	Very limited built development in this location and development is unlikely to reduce building mass / volume and increase the openness of the Green Belt.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – sweeping open countryside would change significantly if developed.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	The parcel is defined by road and canal infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Erosion or threats to Green Belt likely to be associated with expansion of Shrewley Common at the west and north west of the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	More likely to be viewed as isolated rural development rather than ribbon development. However, may encourage further development along the B4439 corridor.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Not as isolated as some sites this parcel is situated between Shrewley Common to the west and Hatton Station to the east.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – large scale parcel – out of scale with Shrewley Common and Hatton Station.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Limited connectivity to Shrewley Common and Hatton Station.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road and canal infrastructure provide strong Green Belt barriers. If breached this would set a precedent for unrestricted sprawl.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a	No. However, if developed the new settlement would completely dominate the very small

large built-up area?	settlements of Shrewley Common and Hatton Station.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – more likely to be viewed as large scale Green Belt development adjacent to small settlements.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is sited some distance from established towns.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is sited some distance from established towns.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - parcel is sited some distance from established towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – rural location with little urban connection.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially large scale loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development along Shrewley Common.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Potential Site of Importance to Nature Conservation along the Grand Union Canal, which forms the southern boundary of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially – particularly if the scale of the parcel is taken into consideration.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially – particularly if the scale of the parcel is taken into consideration.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Development of this parcel is likely to remove the open character of the Green Belt landscape and impact upon the approach to Shrewley Common, which is well sheltered by the existing landscape

	configuration.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – development of this parcel may essentially lead to connectivity between Shrewley Common, Hatton Station and Little Shrewley.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Shrewley Common has a tightly defined linear built form and is less open in character than some settlements. There would be a negative impact on the open setting towards the east of Shrewley Common.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Canal corridor plays a strong role in opening up recreational access, subject to environmental restrictions.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Walking and cycling connected to the Grand Union Canal corridor.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the canal corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Improvements to hedgerows and tree cover could increase bio-diversity value. Management strategies for potential SINC may also indicate opportunities to enhance bio-diversity.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Road frontage areas would be enhanced.
<b>Conclusions / Summary</b>	Large scale Green Belt parcel of high value for preserving the open character of the landscape and setting of small settlements. Plays a role in maintaining a degree of separation between small settlements and there are potentially opportunities to improve its Green Belt use.
<b>Outline Value Assessment</b>	High



Parcel Code	HS3
Area Reference	Land between canal and railway
Parcel Size (ha)	16.07
Settlement	Hatton Station / Shrewley Common
Parcel Description	Narrow strip of agricultural land between the Grand Union Canal to the north and railway line to the south, bridge over the railway defines the eastern edge of the parcel and properties along Shrewley Common the western edge.
Parcel Justification	This linear parcel is strongly defined by the canal and rail infrastructure and consists of distinctive narrow field patterns.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Narrow area of land which plays a supporting role in maintaining the open character of the Green Belt.
Q.2 Would development in this area increase the openness of the Green Belt?	Some development is already located towards the western border of the land parcel. Development unlikely to increase the openness of the Green Belt, although this would depend upon the type of scheme.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Views in this area are limited – although the open character of the majority of the landscape is apparent.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	The parcel is defined by canal and railway infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Erosion or threats to Green Belt likely to be associated with expansion of Shrewley Common.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Unlikely to lead to large scale ribbon development given the configuration of the site and the railway corridor.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Site connected at its western fringe to Shrewley Common and eastern tip to Hatton Station. Some connectivity.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – linear parcel connecting two settlements. May assist in rounding off the settlement pattern along Shrewley Common.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Limited connectivity to Shrewley Common and Hatton Station.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The railway and canal infrastructure provide strong Green Belt barriers. Deep railway cut unlikely to be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely to lead to inappropriate development along the canal corridor connecting two small settlements.
Q12 Would the loss of this Green Belt parcel	No – parcel lies between two rural settlements.

reduce the open land contiguous to or with close proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is sited some distance from established towns.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is sited some distance from established towns.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - parcel is sited some distance from established towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – rural location with little urban connection.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development along Shrewley Common.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Potential Site of Importance for Nature Conservation along the Grand Union Canal and part of the railway corridor. River Alne also cuts through part of the site towards the centre.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially – particularly if the scale of the parcel is taken into consideration.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially – particularly if the scale of the parcel is taken into consideration.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Development of this parcel is likely to remove the open character of the landscape between the canal and railway line. Development along the linear parcel would significantly change the character of Shrewley Common village.
Q26 Would the loss of this Green Belt parcel	Yes – development of this parcel would

significantly reduce the distance between villages?	essentially link Shrewley Common with Hatton Station.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Shrewley Common has a tightly defined linear built form and is less open in character than some settlements. There would be a negative impact on the open setting towards the east of the village.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Canal corridor plays a strong role in opening up recreational access, subject to environmental restrictions.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Walking and cycling connected to the Grand Union Canal corridor.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the canal and river corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to the Shrewley Common road frontage to improve the visual amenity of the Green Belt.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Improvements to hedgerows and tree cover could increase bio-diversity value. Management strategies for the potential SINC and Local Wildlife Site may also indicate opportunities to enhance bio-diversity.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Road frontage areas would be enhanced.
<b>Conclusions / Summary</b>	Linear Green Belt parcel which if developed would lead to a physical connection being made between Shrewley Common and Hatton Station. There are opportunities to enhance the value of this Green Belt parcel and improve the frontage along Shrewley Common.
<b>Outline Value Assessment</b>	Medium to High

Parcel Code	HS4
Area Reference	Land including the Durham Ox
Parcel Size (ha)	33.26
Settlement	Hatton Station / Shrewley Common
Parcel Description	Land between the railway line to the north and east, M40 to the south and Shrewley Common to the north west. The Durham Ox public house is one of the main features in this area with medium to large field patterns making up the remainder of the land take.
Parcel Justification	This linear land parcel is defined by the motorway and railway infrastructure. It consists of significantly larger field patterns to HAS3.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – generally open field pattern situated between the rail corridor and M40.
Q.2 Would development in this area increase the openness of the Green Belt?	No – although there is some limited development on the western edge of this parcel, any development is likely to reduce the openness of the Green Belt.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Reduction in visual amenity of an area which essentially acts as a environmental buffer between Shrewley Common and the M40 motorway corridor.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	The parcel is clearly defined by the deep railway cut and motorway corridor.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Erosion or threats to Green Belt likely to be associated with expansion of Shrewley Common.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Loss of parcel may contribute to ribbon development along the Shrewley Common road, although this will be restricted by the proximity of the area to the M40.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Yes - generally divorced from main village settlement.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	The western fringe could be treated as rounding off or defining the southern edge of Shrewley Common.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No - limited connectivity to Shrewley Common.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The railway and motorway infrastructure provide strong Green Belt barriers. Both are unlikely to be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – may lead to the further linear expansion Shrewley Common.

Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel lies on the edge of a small rural settlement.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is sited some distance from established towns.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is sited some distance from established towns.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - parcel is sited some distance from established towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – rural location with little urban connection.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development along Shrewley Common road.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Potential Site of Importance to nature Conservation along the Grand Union Canal and part of the railway corridor. River Alne Local Wildlife Site also cuts through part of the site towards the centre.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially – particularly if the scale of the parcel is taken into consideration.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially – particularly if the scale of the parcel is taken into consideration.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Development of this parcel is likely to remove the open character of the landscape towards the south of Shrewley Common.
Q26 Would the loss of this Green Belt parcel	Yes – development of this parcel would reduce

significantly reduce the distance between villages?	the distance between Shrewley Common and Pinley Green.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Shrewley Common has a tightly defined linear built form and is less open in character than some settlements. There would be a negative impact on the open setting towards the south of the village.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Limited opportunities for public access – due to its location.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Limited sport and recreation opportunities.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the frontage along the M40 corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to the Shrewley Common road frontage to improve the visual amenity of the Green Belt.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Improvements to hedgerows and tree cover could increase bio-diversity value. Management strategies for potential SINC and wildlife sites (railway corridor and River Alne) may also indicate opportunities to enhance bio-diversity.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Road frontage areas would be enhanced.
<b>Conclusions / Summary</b>	Green Belt parcel plays a valuable environmental buffer role between the M40 corridor and Shrewley Common. Limited opportunities for enhancement.
<b>Outline Value Assessment</b>	Medium

Parcel Code	HS5
Area Reference	Land between railway tracks
Parcel Size (ha)	5.65
Settlement	Hatton Station
Parcel Description	Triangular piece of land between railway tracks towards the south west of Hatton Station. Mainly tree and scrub cover.
Parcel Justification	This parcel of land is clearly defined by the surrounding railway line infrastructure. The parcel consists of mainly tree and scrub cover.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes but limited – site sites within railway tracks and is covered with shrubs / trees. Would change view of landscape from Hatton Station bridge.
Q.2 Would development in this area increase the openness of the Green Belt?	No – areas contains a lot of vegetation and no buildings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Potentially change the view on the horizon and reduce visual amenity.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	The parcel is clearly defined by the railway tracks.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	No major threats.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – isolated Green Belt parcel.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Yes – no settlement boundaries associated with this site.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No –isolated Green Belt parcel.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No - no settlement boundaries associated with this site.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The railway lines provide strong infrastructure barriers. Unlikely to be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – isolated Green Belt parcel.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – isolated Green Belt parcel.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is sited some distance from established towns.

Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is sited some distance from established towns.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - parcel is sited some distance from established towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – isolated rural location with little urban connection.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially loss of a recognised wildlife area.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – tree and shrub land.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Hatton Junction potential Site of Importance for Nature Conservation (SINC). River Alne (Local Wildlife Site) also crosses part of the site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Relationship is abstract – potentially as part of major change in the area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Relationship is abstract – potentially as part of major change in the area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Unlikely to have a major impact on village character, identity or setting.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – Green Belt parcel is removed from nearby settlements.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Unlikely to have a major impact on the open setting of Hatton Station.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	No opportunities for public access – due to its location.



Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	No sport and recreation opportunities.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the existing vegetation and landscape through a management plan for the SINC and River Alne
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Limited opportunities to enhance visual amenity.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to enhance bio-diversity through a management plan for the potential SINC.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	No major opportunities identified.
<b>Conclusions / Summary</b>	Locked area of railway land with strong environmental value.
<b>Outline Value Assessment</b>	Medium to High

Parcel Code	HS6
Area Reference	Land south of Station Road
Parcel Size (ha)	20.01
Settlement	Hatton Station
Parcel Description	Land between Station Road to the east and north east; railway line to the west and M40 motorway to the south. Consists of about 1/3 residential development (along Station Road); small field and previously used land in the centre and a large field towards the south west edge.
Parcel Justification	The parcel is clearly defined by the surrounding road and railway infrastructure and it reflective of a semi-built character to be found in a number of the green belt parcels covering the villages / small settlements.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – generally flat open landscape with residential properties along eastern edge.
Q.2 Would development in this area increase the openness of the Green Belt?	Potentially – depends on the scale of development and reduction in build form volume / scale.
Q.3 Would development in this area impact negatively on the visual amenity of the Green - Belt?	Yes - Potentially change the open character of the area towards the west of the parcel.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is clearly defined by the railway track to the west, motorway to the south and road frontage to the east.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Potential expansion of Hatton Station village envelope.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – potential for ribbon development along Station Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – strong eastern boundary connection with built development.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	Potentially depending upon an interpretation of the village boundary.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Well connected to north / eastern boundary of Hatton Station.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The railway line and road infrastructure provide strong barriers. Unlikely to be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – rural settlement not near major built-up areas.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close	No – rural Green Belt parcel.

proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is sited some distance from established towns.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is sited some distance from established towns.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - parcel is sited some distance from established towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – rural location with little urban connection.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potential loss of agricultural land and important wildlife area.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – about one third of the parcel is residential in nature.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Hatton Junction – potential Site of Importance for Nature Conservation forms part of the site. The River Alne also crosses a section of the site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes - as part of the overall mix.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes - as part of the overall mix.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Potential impact on the western and southern edge of Hatton Station. Some of this could be offset.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – site is situated some distance from another settlement.
Q27 Would the loss of this Green Belt parcel	Yes – would impact on the open character of the

impact on the open setting of a village or hamlet?	settlement from the southern fringes, although the build form is quite tight along the road frontage.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities for public access off Station Road spur.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	General leisure walking – Hatton Station currently lacks recreational opportunities.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the existing vegetation and landscape through a management plan for the SINIC and river corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Intense agricultural use apparent in northern section of the parcel.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to enhance bio-diversity through a management plan for the SINIC and river corridor.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to better define garden boundaries and enhance some area of intense agricultural use.
<b>Conclusions / Summary</b>	Well defined Green Belt parcel showing some characteristics of lower value, but with important biodiversity features.
<b>Outline Value Assessment</b>	Medium

Parcel Code	HS7
Area Reference	Land east of Oakdene Crescent
Parcel Size (ha)	75.77
Settlement	Hatton Station
Parcel Description	Land situated between Station Road to the west, M40 to the south, Dark Lane to the east and railway line to the north. The majority of the area consists of fields of various sizes, residential development at the north western tip and a day nursery off Dark Lane. A small stream also traverses a section of the parcel.
Parcel Justification	The parcel is defined by the surrounding road and rail infrastructure and is mainly agricultural in nature, but does include limited residential development. It has an unusual irregular field pattern.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – generally flat open landscape with residential properties at the north western fringe.
Q.2 Would development in this area increase the openness of the Green Belt?	Unlikely – most of the residential development in this parcel is fairly new.
Q.3 Would development in this area impact negatively on the visual amenity of the Green - Belt?	Yes - Potentially significant impact on visual amenity – but lower towards the north western fringes.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is clearly defined by the railway to the north and road infrastructure around the other edges.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Potential expansion of Hatton Station eastwards may erode some of the Green Belt.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	May potentially lead to some ribbon development along Station Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Broadly yes – the overall Green Belt parcel has limited links to Hatton Station.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – the size of the parcel is completely out of scale to the small settlement of Hatton Station.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Generally no – some limited connectivity to Hatton Station.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The railway and road infrastructure provide strong boundaries, although Dark Lane is not a major road.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – large Green Belt parcel not near major built-up areas.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close	No – rural Green Belt parcel.

proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is sited some distance from established towns.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is sited some distance from established towns.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - parcel is sited some distance from established towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – rural location with little urban connection.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potential loss of major loss of agricultural land and important wildlife area.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – small section of the Green Belt contains residential development.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – contains a Potential Site of Importance to Nature Conservation (wood). The River Alne Local Wildlife Site also traverses a western section of the site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – large development site in a desirable commuting location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – large development site in a desirable commuting location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would have a significant impact on the character, identity and setting of Hatton Station from the east and south.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – would reduce distance to Hatton Green.
Q27 Would the loss of this Green Belt parcel	Yes – would completely change the open eastern

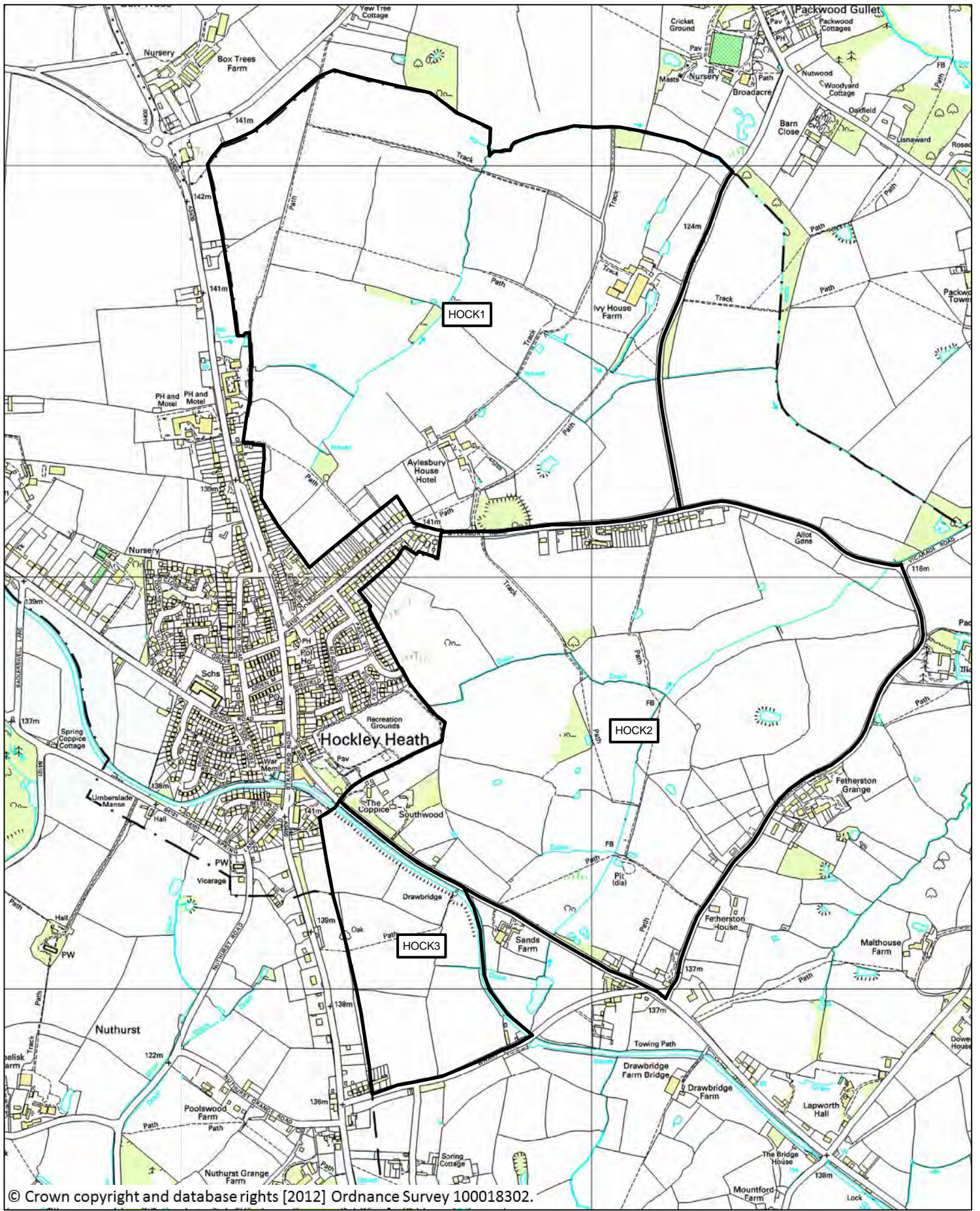
impact on the open setting of a village or hamlet?	setting to Hatton Station.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities for public access improvements off Antrobus Close and Elmdene Close.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	General leisure walking – Hatton Station currently lacks recreational opportunities.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the former porcelain factory site (now demolished) off Antrobus Close. Also improvements associated with management plan for potential SINC site.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to enhance visual amenity along rail corridor and towards the west of the parcel.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to enhance bio-diversity through a management plan for the SINC and river corridor together with enhancement of land towards the east of Antrobus Close.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to improve land to the east of Antrobus Close.
<b>Conclusions / Summary</b>	Large parcel with strong role in preserving the open character of the Green Belt and contributing to the setting and character of Hatton Station. Some erosion of character towards the north western fringe of the parcel.
<b>Outline Value Assessment</b>	High

Parcel Code	HS8
Area Reference	Narrow strip of land between canal and railway.
Parcel Size (ha)	9.89
Settlement	Hatton Station
Parcel Description	Land bounded by railway line to the south and Grand Union Canal to the north. The railway bridge provides a western border and Dark Lane an eastern border. The parcel includes the railway station and car park as well as a piece of linear grassland off Dark Lane.
Parcel Justification	The parcel is strongly defined by rail, road and canal infrastructure and has a linear corridor character in line with similar types of land situated between major transport infrastructure.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – although it is a narrow strip of land it would remove a highly visible area of Green Belt.
Q.2 Would development in this area increase the openness of the Green Belt?	Unlikely – most of the land mass is open agricultural use.
Q.3 Would development in this area impact negatively on the visual amenity of the Green - Belt?	Yes - Potentially reduce the quality of the views across the plain between the canal and railway land.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is clearly defined by the railway to the south, canal to the north and roads to the west and east.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Potential expansion of Hatton Railway Station eastwards may erode some of the Green Belt.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Unlikely given the configuration of the land.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Broadly yes – peripheral physical connection to Hatton Station – although the area serves as a walkway from the station to Dark Lane.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – narrow linear strip.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – limited connection to Hatton Station car park.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strongly defined by features. If breached would lead to sprawl northwards into HAS1.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – linear site in rural location.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – rural Green Belt parcel.
<b>Preventing Neighbouring Towns Merging</b>	



Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is sited some distance from established towns.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is sited some distance from established towns.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - parcel is sited some distance from established towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – rural location with little urban connection.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potential loss of agricultural land and important wildlife area.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – small section of the Green Belt contains some railway station infrastructure.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – contains a potential Site of Importance to Nature Conservation and River Alne Local Wildlife Site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – although it is a relatively small site.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – although it is a relatively small site.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would have a significant impact on the setting of Hatton Station from the east.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – would reduce distance to Hatton Green.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would completely change the open corridor setting to the east of Hatton Station.
<b>Green Belt Use</b>	

Q28 What opportunities exist to improve the Green Belt parcel for public access?	Currently used for recreation and crossing to Dark Lane – opportunities to enhance access.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Walking and cycling connections could be enhanced.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the potential SINC meadows site and River Alne area.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Better field and species management of the parcel may enhance its visual amenity.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities linked to the potential SINC and River Alne corridor.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to improve railway land where not in use.
<b>Conclusions / Summary</b>	Narrow connecting Green Belt parcel with important role in maintaining the setting of Hatton Station and maintaining an open Green Belt landscape.
<b>Outline Value Assessment</b>	High



## Hockley Heath

Scale  
0 80 160 240 320 400 m

SP1572 | 1:12000 @ A4 | 22/10/2013 | DSR | Grid Reference: 415748E, 272924N

Parcel Code	HOCK1
Area Reference	Land north east of Hockley Heath
Parcel Size (ha)	108.63
Settlement	Hockley Heath
Parcel Description	Largely open field area. Borders the north eastern edge of Hockley Heath Village. The boundary is also defined by the Aylesbury Road to the south, Grange Road to the east and a watercourse and the edge of some strong field patterns to the north.
Parcel Justification	The parcel largely consists of open small and medium field patterns and is heavily managed in parts, with some farms / commercial operations located towards the edge of the parcel.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – very open landscape – visible across from a number of viewpoints.
Q.2 Would development in this area increase the openness of the Green Belt?	Very limited opportunities –linked to current developments.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – potentially major impact on the visual amenity.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	The parcel is defined by some strong buildings and road features to the south, west and east, but the northern fringe is more weak in character.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Threats are generally associated with the expansion of Hockley Heath and Dorridge.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – this would constitute a major new settlement, given the size of the parcel.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to Hockley Heath to the south west and Dorridge beyond to the north east.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – development would be of a substantial scale – essentially connecting to large village settlements.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Some limited connectivity to the south west and north east.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road infrastructure is reasonably strong in parts but could be breached. As could the north eastern boundary of the parcel.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Yes – development would overwhelm Hockley Heath.
Q.12 Would the loss of this Green Belt parcel	Potentially – on the edge of Dorridge, which is a

reduce the open land contiguous to or with close proximity to the large built up area?	very large village.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Not technically – but would lead to the joining of Hockley Heath and Dorridge.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Not technically – but would lead to the joining of Hockley Heath and Dorridge.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	Substantial scope for ribbon development along Aylesbury Road, Grange Road and Box trees Road.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Would lead to erosion of Green Belt area and reduce the open landscape between Hockley Heath and Dorridge.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially very significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Some limited development associated with the former Aylesbury House Hotel and farm operations.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – impact on Broadacre Meadows and Marl Pit LWS to the north and various watercourses.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Technically no - but would have a significant impact on the setting of the large village of Dorridge.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Technically no - but would have a significant impact on the setting of the large village of Dorridge.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban areas.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban areas.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – it would completely change the character of Hockley Heath and Dorridge.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes is would essentially join-up Hockley Heath and Dorridge.
Q27 Would the loss of this Green Belt parcel	Yes – significant impact on the setting of both

impact on the open setting of a village or hamlet?	Hockley Heath and Dorridge.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for potential SINCs/ LWS, LWS and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Largely open field / farm landscape – reduce residential erosion around the fringes.
<b>Conclusions / Summary</b>	Strategically important Green Belt parcel which fulfils a very valuable role in maintaining the open space between Hockley Heath and Dorridge.
<b>Outline Value Assessment</b>	High

Parcel Code	HOCK2
Area Reference	Land east of Hockley Heath
Parcel Size (ha)	104.61
Settlement	Hockley Heath
Parcel Description	Not completed.
Parcel Justification	
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	
Q.2 Would development in this area increase the openness of the Green Belt?	
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	

<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	
Q31 What opportunities exist to enhance the	

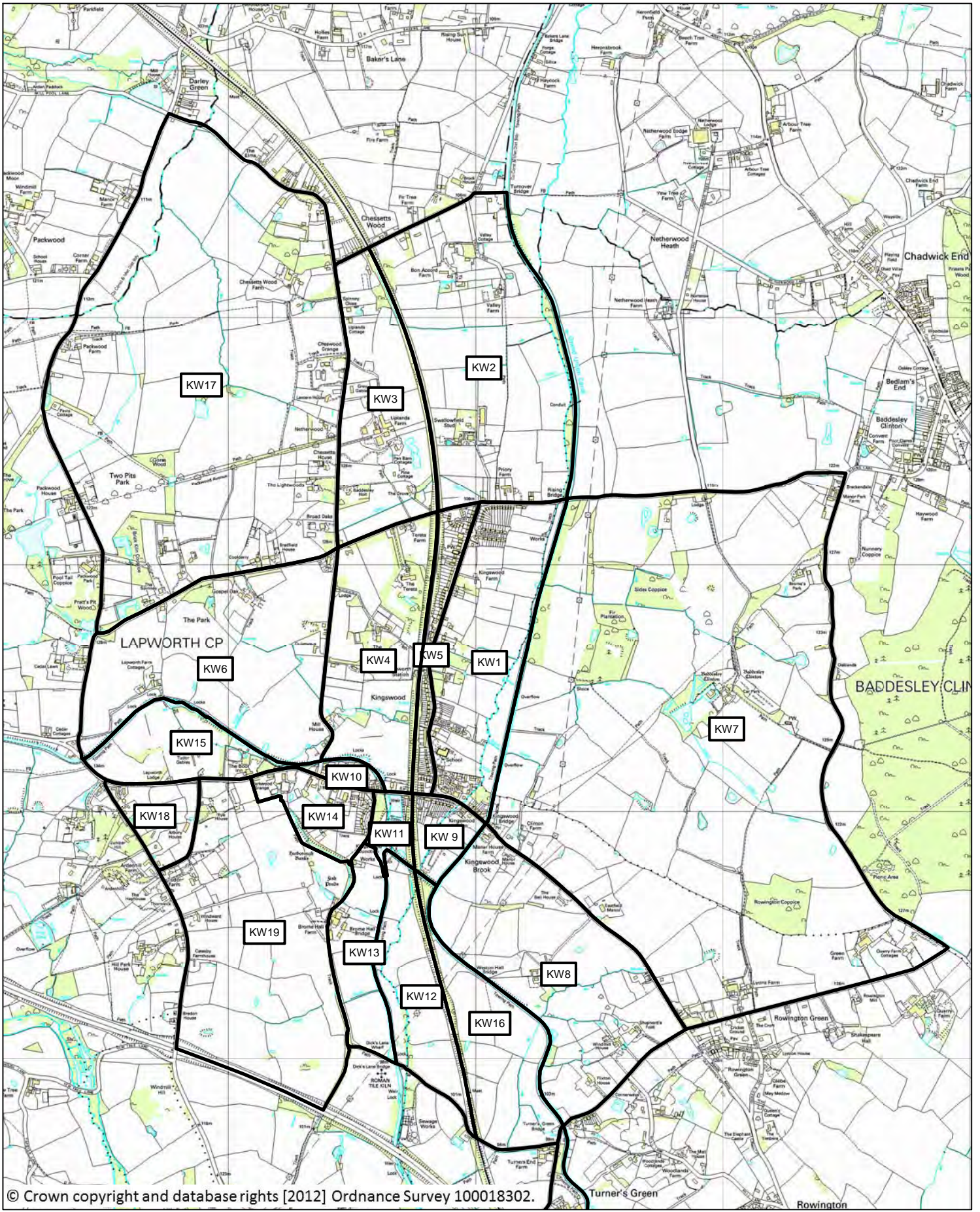


visual amenity of this Green Belt parcel area?	
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	
<b>Conclusions / Summary</b>	
<b>Outline Value Assessment</b>	

Parcel Code	HOCK3
Area Reference	Land south east of Hockley Heath
Parcel Size (ha)	18.92
Settlement	Hockley Heath
Parcel Description	Not completed
Parcel Justification	
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	
Q.2 Would development in this area increase the openness of the Green Belt?	
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	

<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	
Q31 What opportunities exist to enhance the	

visual amenity of this Green Belt parcel area?	
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	
<b>Conclusions / Summary</b>	
<b>Outline Value Assessment</b>	



## Kingswood

Scale 0 150 300 450 600 750 m SP1971 | 1:20000 @ A4 | 22/10/2013 | DSR | Grid Reference: 419047E, 271827N

Parcel Code	KW1
Area Reference	Land east of Station Lane
Parcel Size (ha)	41.35
Settlement	Kingswood
Parcel Description	Land between Station Lane and Grand Union Canal with Rising Lane at the northern border of the parcel and village centre along Old Warwick Road to the south. The parcel includes residential areas along Station Lane to the west, north west and south with the remainder of the land composing primarily small agricultural fields to the east running to Kingswood Brook and the Grand Union Canal.
Parcel Justification	The parcel defined by the strong features of the Grand Union Canal to the East and road infrastructure to the north, west and south. The area features a pattern of relatively small field plots, as well as a significant number of residential properties and important village infrastructure including the primary school and local post office.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – small field patterns lead across to the Grand Union Canal corridor.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential due to residential development along Station Lane - depends upon the location and development mass / size.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – Open Green Belt views appear at various stages and locations along Station lane and can be viewed southwards from Rising Lane.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure to the north, west and south. The Grand Union canal provides a strong feature to the east.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes - The main threats link to the potential expansion of residential development along Station Lane / Rising Lane.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – generally would lead to the greater appearance of ribbon development along Station Lane. Although development in this area may also been seen as infill, depending upon the definition of the village settlement.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to residential boundaries to the north, south and west.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – more likely to lead to infill and an expansion in the depth of the settlement boundary along Station Lane.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – boundaries to the north, west and south.

Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road and canal infrastructure provide strong Green Belt barriers. If breached this would set a precedent for unrestricted sprawl.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No. However, loss of total Green Belt parcel for development would be out of scale to the overall Kingswood settlement.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – more likely to be viewed as a village extension area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – parcel is sited some distance from established towns.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – parcel is sited some distance from established towns.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No - parcel is sited some distance from established towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – rural location with little urban connection.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – residential development along Station Lane, Rising Lane and the B4439.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Site of Potential Importance for Nature Conservation along the Grand Union Canal. River Alne Local Wildlife site along the eastern boundary of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially – particularly if the scale of the parcel is taken into consideration.
Q24 Would the use of this Green Belt parcel	Potentially – particularly if the scale of the parcel

reduce the use of urban land in areas experiencing substantial development pressures?	is taken into consideration.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Development of this parcel is likely to remove the interplay of open landscape views with residential frontage development along Station Lane in particular. The fragmented rural character of the parcel would be lost.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – reasonable distance remains to the next major settlement.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would remove open views and setting to the east of Station Lane.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Canal corridor plays a strong role in opening up recreational access, subject to environmental restrictions. Green Belt parcel currently used for information recreation.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Walking and cycling connected to the Grand Union Canal.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the canal and river corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Improvements to hedgerows and tree cover could increase bio-diversity value. Management strategies for potential SINC and Wildlife Sites may also indicate opportunities to enhance bio-diversity.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Vegetation and tree cover has been removed in some areas and this could be re-instated.
<b>Conclusions / Summary</b>	Complex Green Belt parcel area which has been eroded by residential development. Provides an important open field landscape from Station Lane. Some opportunities for enhancement.
<b>Outline Value Assessment</b>	Medium



Parcel Code	KW2
Area Reference	Land north of Rising Lane
Parcel Size (ha)	69.98
Settlement	Kingswood
Parcel Description	Land between Rising Lane to the south, Chapel Lane to the north and bordered by the Grand Union Canal to the east and railway line to the west. The parcel consists primarily of agricultural land and equestrian uses plus a very small level of residential units on the southern and northern fringes.
Parcel Justification	The parcel is defined by strong canal and railway infrastructure to the east and west, and with roads bordering the parcel to the south and north. The area is also characterised by fairly open field patterns of a larger scale to say those displayed in KW1.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – Generally open level field landscape, with some residential and agricultural uses fronting Rising Lane.
Q.2 Would development in this area increase the openness of the Green Belt?	Some options depending upon the location and type / scale of development.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – Open agricultural views across a significant proportion of the parcel.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure to the south and north, a railway line to the west and canal to the east.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Possibly – some erosion of the Green Belt parcel along Rising Lane for small scale residential developments.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Possibly – generally would lead to the greater appearance of ribbon development along Rising Lane. But the development of the overall area would be classified as significant rural development.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Possibly – connected at a very small level of residential development to the south of the parcel.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – more likely classified as a significant rural development due to the scale of the parcel.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – some limited connectivity to the south.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong infrastructure boundaries around the parcel.

Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No. But the scale of development across the overall parcel would swamp the Kingswood settlement.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – more likely to be viewed as a major village extension area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Yes – loss of parcel would stretch the potential development area northwards within reasonably close proximity to Dorridge.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Yes – would reduce the distance between Kingswood and Dorridge.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – potentially lead to an increased connection between the village and town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – not in itself.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially major loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some limited residential development along Rising Lane.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Potential Site of Importance for Nature Conservation along the Grand Union Canal. Nearby meadows area also a potential SINC. River Alne Local Wildlife site along the southern boundary of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially – particularly if the scale of the parcel is taken into consideration.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially – particularly if the scale of the parcel is taken into consideration.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel	Development of this parcel would significantly

reduce the character, identity or setting of a village or hamlet?	change the character of the landscape and entrance to Kingswood from the north. It may add to reinforcing the linear built form of the area.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – would provide a connection between Kingswood and Chessetts Wood.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – would remove open views and setting to the north of Rising Lane.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Canal corridor plays a strong role in opening up recreational access, subject to environmental restrictions. Existing footpath through part of the site could be enhanced.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Mainly walking and cycling connected to the Grand Union Canal.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance the canal and river corridors and strengthen key landscape features (hedgerows in particular).
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to the frontage and field definitions to enhance current landscape features.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Improvements to hedgerows and tree cover could increase bio-diversity value. Management strategies for potential SINC's and Wildlife Sites may also indicate opportunities to enhance bio-diversity.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Areas of intense agricultural use could be lessened.
<b>Conclusions / Summary</b>	Important Green Belt parcel to the north of Kingswood which plays a key role in maintaining the separation of settlements and open green belt views.
<b>Outline Value Assessment</b>	High

Parcel Code	KW3
Area Reference	Land surrounding Upland Farm
Parcel Size (ha)	34.03
Settlement	Kingswood
Parcel Description	Land between Rising Lane to the south, Chapel Lane to the north and bordered by the railway line to the east and Chessetts Wood Road to the west. The parcel contains a farm and associated employment uses towards the centre of the parcel and larger field patterns, with mixed agricultural uses and a very small quality of residential dwellings.
Parcel Justification	The parcel is defined primarily by road infrastructure and the railway line to the east. Almost a single farm pattern in structure it contains a mixture of agricultural uses.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – Generally open level field landscape, with some residential and agricultural uses within the parcel.
Q.2 Would development in this area increase the openness of the Green Belt?	Limited options mainly linked to agricultural / commercial uses and individual dwellings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – Open agricultural views across a significant proportion of the parcel.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure to the south, north and west and the railway corridor to the east.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Possibly – some erosion of the Green Belt parcel off Chessetts Wood Road with current agri-commercial uses.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Possibly – could lead to development along Rising Lane and Chessetts Wood Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Possibly – connected at a very small level of residential development to the north of the parcel.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – more likely classified as a significant rural development due to the scale of the parcel.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – some limited connectivity to the north.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong infrastructure boundaries around the parcel.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No. But the scale of development across the overall parcel would swamp the Kingswood settlement.
Q.12 Would the loss of this Green Belt parcel	No – more likely to be viewed as a major village

reduce the open land contiguous to or with close proximity to the large built up area?	extension area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Yes – loss of parcel would stretch the potential development area northwards within reasonably close proximity to Dorridge.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Yes – would reduce the distance between Kingswood and Dorridge.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – potentially lead to an increased connection between the village and town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – not in itself.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially major loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Possibly – commercial non-agricultural use on farm estate, could be further developed.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some very limited residential and commercial use on farm estate.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Impact on River Alne Local Wildlife Site towards the south of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially – particularly if the scale of the parcel is taken into consideration.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially – particularly if the scale of the parcel is taken into consideration.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Development of this parcel would significantly change the character of the landscape and entrance to Kingswood from the north. It may add to reinforcing the linear built form of the area.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between	Yes – would provide a connection between Kingswood and Chessetts Wood.

villages?	
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – but slightly removed from main settlement area.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Limited but informal footpaths and walkways could be enhanced.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Limited – informal walking.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance field patterns and tree cover.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Better screening of commercial activities may enhance visual amenity.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Improvements to hedgerows and tree cover could increase bio-diversity value. Biodiversity plan for river corridor could also be beneficial.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Areas of intense commercial use could be lessened.
<b>Conclusions / Summary</b>	Important Green Belt parcel to the north of Kingswood which plays a key role in maintaining the separation of settlements and open green belt views. Some minor erosion of character.
<b>Outline Value Assessment</b>	High

Parcel Code	KW4
Area Reference	Land west of Railway Land
Parcel Size (ha)	37.77
Settlement	Kingswood
Parcel Description	Land between canal loop and Old Warwick Road to the south and Rising Lane to the north. Railway line defines the eastern boundary of the parcel and Mill Lane the western edge. The parcel contains a number of large properties on substantial plots as well as some open agricultural field uses.
Parcel Justification	The parcel is primarily defined by road infrastructure to the north and west, the canal network to the south and railway to the east. Reasonably open landscape with large residential units on substantial plots.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – Generally open level field landscape, with some larger residential properties along Mill lane and other locations.
Q.2 Would development in this area increase the openness of the Green Belt?	Limited options – possibly linked to larger residential properties.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – strong open field views from Rising Lane southwards and Mill Lane eastwards.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The canal infrastructure to the south; railway corridor to the east and road infrastructure to the west and north.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Limited erosion – any future weakening may be linked to existing dwellings.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Possibly – could lead to ribbon development along Rising lane and Mill Lane.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some limited connectivity to Old Warwick Road area and strong connections to railway corridor.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – looks like a significant village extension.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – south and eastern boundary connections.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong infrastructure boundaries around the site.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No. But the scale of development across the overall parcel would swamp the Kingswood settlement.
Q12 Would the loss of this Green Belt parcel	No – more likely to be viewed as a major village

reduce the open land contiguous to or with close proximity to the large built up area?	extension area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially major loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Generally no – very limited residential uses.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Impact on Stratford Upon Avon Canal elements of which are classified as a Site of Importance for Nature Conservation (SINC).
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially – particularly if the scale of the parcel is taken into consideration.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially – particularly if the scale of the parcel is taken into consideration.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Development of this parcel would significantly change the character of the landscape and entrance to Kingswood from the north.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – still a reasonable distance from Kingswood to Chessetts Wood.
Q27 Would the loss of this Green Belt parcel	Yes – would remove open views to the northern



impact on the open setting of a village or hamlet?	boundary of the village.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Limited improvement to footpaths and walkways across the site, enhancing access to Station Lane.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Limited – informal walking.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance field patterns and tree cover.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of traditional landscape features.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Improvements to hedgerows and tree cover could increase bio-diversity value. Biodiversity plan for the Statford Upon Avon Canal could provide opportunities.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Areas with weaker frontages could be enhanced.
<b>Conclusions / Summary</b>	Large Green Belt parcel which plays an importance role preserving the setting to the Old Warwick Road and western boundary of Kingswood. Strong open field views.
<b>Outline Value Assessment</b>	High

Parcel Code	KW5
Area Reference	Land between Station Lane and railway line
Parcel Size (ha)	9.26
Settlement	Kingswood
Parcel Description	Thin strip of land fronting Station Lane to the east and the railway line to the west. Primarily residential in nature, but also featuring the railway station.
Parcel Justification	The parcel sites between KW1 and KW4 and is essentially linear and residential in nature defined by road and railway infrastructure. It has a different character to KIN1 which contains more open agricultural land.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Generally no – heavily built-up area with residential properties along Station Lane.
Q.2 Would development in this area increase the openness of the Green Belt?	Potentially – depending upon the site and scale / massing of proposal.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Generally no – although technically Green Belt the area is heavily developed and consists mainly of residential properties with gardens.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – strong road frontage to the north, east and south. Railway corridor provides a strong barrier to the west.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – heavily built up area would tend to suggest that it could be removed from the Green Belt as part of any settlement boundary definition work.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – this would encourage a similar built form to the current structure.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – consists of residential development.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – forms part of the settlement.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – integrated village area.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong infrastructure boundaries around the site.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – parcel forms part of Kingswood settlement.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – forms part of the built up area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel	No – located a reasonable distance from town

increase the potential joining or blending of towns?	locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	No – mixed housing area.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Possibly – although the parcel is heavily constrained.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – generally brownfield in character.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	No – no sites of significance noted.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is sited some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is sited some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	No - Unlikely to lead to any significant change in character if Green belt status is removed.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – still a reasonable distance between settlements.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	No – unlikely to result in any change in the open setting of the village.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the	Limited opportunities for enhancement.

Green Belt parcel for public access?	
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Limited opportunities for enhancement.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to protect and enhance frontages / border treatments.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to protect and enhance frontages / border treatments.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to enhance bio-diversity in private gardens.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Enhancement of infill areas and hard-surfaced areas.
<b>Conclusions / Summary</b>	Linear central village location with primarily brownfield characteristics.
<b>Outline Value Assessment</b>	Low

Parcel Code	KW6
Area Reference	Land east of Mill Lane
Parcel Size (ha)	58.15
Settlement	Kingswood
Parcel Description	Land defined by Stratford Upon Avon Canal to the south, Mill Lane to the east, Packwood Lane to the west and Rising Lane to the north. Primarily agricultural in nature - almost linked to single farm.
Parcel Justification	The parcel has a distinct larger commercial field pattern and is fairly open in character. Significantly different to more linear small to medium sized patterns evident in KIN4.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – generally open field landscape centred around a farm.
Q.2 Would development in this area increase the openness of the Green Belt?	Generally no but would depend upon the site and proposal.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – classic open farmland landscape.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – canal infrastructure to the south and road infrastructure along other boundaries.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	No – very limited options associated with existing build infrastructure.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more likely to lead to a large village extension.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Possibly – very limited connectivity to southern boundary.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – more likely to lead to a large village extension.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – limited connectivity to the southern boundary only.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong infrastructure boundaries around the site. Although some of the road infrastructure is small country roads.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – parcel is connected to Kingswood settlement only.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a small built-up area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of	No – located a reasonable distance from town locations.

towns?	
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – would result in a major loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses are appropriate to Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development – but very limited.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Packwood Potential Site of Importance to Nature Conservation (pSINC) to the north western edge of the site and Stratford Upon Avon Canal pSINC to the south.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Potentially – due to the scale of the parcel.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Potentially – due to the scale of the parcel.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would significantly change the entrance to the village from the north and create a more urban environment.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – potentially stretches the development area westwards towards Lapworth (situated towards the south).
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – major impact on the open setting of Kingswood from the north.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the	Opportunities for enhancement along the canal

Green Belt parcel for public access?	edge of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Potentially opportunities to enhance for walking and cycling along the canal area.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Management of pSLINC areas and key open landscape features.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Opportunities to protect and enhance frontages / border treatments.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management of pSLINC areas and field edges.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Limited opportunities – some edge of parcel enhancement.
<b>Conclusions / Summary</b>	Large scale Green Belt parcel with major role to play in maintaining the character and setting of Kingswood. The parcel is also of environmental value and prevents coalescence with Lapworth.
<b>Outline Value Assessment</b>	High

Parcel Code	KW7
Area Reference	Land north of Old Warwick Road
Parcel Size (ha)	254.64
Settlement	Kingswood
Parcel Description	Land defined by Grand Union Canal to the west, Rising Lane to the north, Haywood Lane to the east and Old Warwick Road to the south. Large mixed s agricultural area, also featuring Rowington Coppice and Sides Coppice together with the Baddesley Clinton NT property.
Parcel Justification	The parcel is defined by the canal to the west and surrounding road infrastructure. It has a distinctive large estate feel with Baddesley Clinton as a central feature.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – large land mass with fields, coppices and a nationally important historic house.
Q.2 Would development in this area increase the openness of the Green Belt?	Generally no – very little opportunities.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – mixed agricultural areas with historic landscape value.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – canal infrastructure to the west and road infrastructure along other boundaries.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	No – very limited options associated with existing build infrastructure.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more likely to lead to a large isolated rural development.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Generally yes – very little physical connection to Kingswood settlement (south western corner only).
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – more likely to lead to a new large rural settlement.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – very limited connectivity.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – reasonably strong road and canal infrastructure.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Yes – could lead to the establishment of a large built-up area which could encompass Rowington Green.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a rural area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel	No – located a reasonable distance from town



increase the potential joining or blending of towns?	locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – would result in a major loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses are appropriate to Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development – but very limited.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – quite major environmental impact – loss of various coppices (pSLINCS); Haywood Cottage Meadows; Baddesley Clinton Park, and river connections.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – due to the scale of the parcel.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – due to the scale of the parcel.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – major impact on entrance to Kingswood from the east and Baddesley Clinton from the south and west, as well as Rowington Green to the east.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – potentially link Kingswood with Baddesley Clinton and Rowington Green.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – major impact on the open setting of Kingswood, Baddesley Clinton and Rowington Green.

<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities for enhancement along the canal edge of the parcel, as well as Baddesley Park.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal walking and general recreation associated with Baddesley Clinton NT property and land interests.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Major opportunities to enhance landscape through a landscape management plan for the NT estate.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Border areas would be enhanced.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities link to landscape management plan for the NT estate.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Depends upon the findings of the landscape management plan for the area.
<b>Conclusions / Summary</b>	Very large Green Belt parcel with major role to play in preserving the setting and character of villages (Kingswood and Baddesley Clinton. The area has high environmental and landscape value and play a key role in avoiding coalescence between Kingswood, Baddesley Clinton and Rowington Green.
<b>Outline Value Assessment</b>	High

Parcel Code	KW8
Area Reference	Land south of Old Warwick Road
Parcel Size (ha)	56.54
Settlement	Kingswood
Parcel Description	Land defined by Grand Union Canal to the west and south, Finwood Road to the east and Old Warwick Road to the north / north east. Reasonably open farm landscape featuring some large houses with more domestic landscaping and some farming activity.
Parcel Justification	The parcel is defined by the curve of the canal and road infrastructure to the north and north / east. The character is defined as primarily managed agricultural with large domestic properties and integrated gardens.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – mainly open agricultural landscape with a small number of large residential units.
Q.2 Would development in this area increase the openness of the Green Belt?	Generally no – although this would depend upon the location and scale / massing of any proposal.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – generally open Green Belt landscape which is along a corridor leading to Kingswood.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – canal and road infrastructure clearly define the Green Belt area.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	No – fairly stable area with any Green Belt erosion likely to be associated with the current residential units.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – potential large scale ribbon development along the Old Warwick Road frontage.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – links to Kingswood entrance to the west.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – this would lead to an inappropriate finger of development in the countryside.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – only connects via one boundary.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – reasonably strong road and canal infrastructure. Although it is recognised that Finwood Road is a fairly minor road.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Generally no – although there are close associations with Rowington Green and Turners Green.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a rural area.
<b>Preventing Neighbouring Towns Merging</b>	

Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – would result in a major loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses are appropriate to Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development – but very limited.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Grand Union Canal Potential SINCS; Western Hall Farm Marsh SINCS and River Alne Local Wildlife Site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – due to the scale of the parcel.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – due to the scale of the parcel.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – major impact on entrance to Kingswood from the east and Rowington Green / Turners to the east.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes – potentially link Kingswood with Rowington Green and Turners Green
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – major impact on the open setting of Kingswood Turners Green and Rowington Green.
<b>Green Belt Use</b>	

Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities for enhancement along the canal edge of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal walking and general recreation associated with the canal.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of frontage and boundaries as well as areas linked to pSINC, SINC and river corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Linked to landscape enhancements.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities link to management plans for pSINC, SINC and river corridor.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Depends upon the findings of the landscape management plan for the various areas.
<b>Conclusions / Summary</b>	Important Green Belt parcel which maintains the critical settlement distance between Kingswood and Turners Green / Rowington Green.
<b>Outline Value Assessment</b>	High

Parcel Code	KW9
Area Reference	Meadow House and Surrounds
Parcel Size (ha)	7.18
Settlement	Kingswood
Parcel Description	Triangular piece of land defined by canal loop and Grand Union Canal to the south and east; railway land to the west and Old Warwick Road frontage to the north. The parcel contains a number of residential properties along the road frontage and the remains of a former nursery.
Parcel Justification	The parcel is tightly defined by the surrounding canal, railway and road infrastructure. The size of the parcel is appropriate to a central village environment and contains a higher level of residential development than larger more open green belt sites.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – but the parcel contains a significant quantity of residential development along its northern frontage and a commercial garden nursery use towards the south of the parcel.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential – depending upon the location and scale / massing of development.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Depends on the exact location as the visual amenity has been compromised with various types of development.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – canal and road infrastructure clearly define the Green Belt area.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – expansion of current built form could further erode the Green Belt.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – potential some additional frontage development, but mainly back land.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to development along the northern frontage.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	Yes – some potential to extend the village envelope southwards.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – good connection with its northern boundary to a built up area and strong canal infrastructure to the west.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – reasonably strong road and canal infrastructure.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – small parcel of land – would result in a village extension.

Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a relatively small village area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of some agricultural land and appropriate nursery use.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses are appropriate to Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – significant residential development along its northern frontage.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Grand Union Canal Potential SINC along its eastern and southern boundary and River Alne Local Wildlife site through the centre of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Generally no – although there may be an impact on views / village setting from the canal network.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between	No – small parcel towards the south of the village.

villages?	
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Generally no – forms part of the main village area.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities for enhancement along the canal edge of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal walking and general recreation associated with the canal.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to link to management plans for pSINC and river corridor.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to reduce the impact of the commercial use in the parcel.
<b>Conclusions / Summary</b>	Small Green Belt Parcel which has been eroded over the years by primarily residential development. Some limited options for enhancement.
<b>Outline Value Assessment</b>	Low - Medium



Parcel Code	KW10
Area Reference	Doctor's Surgery and Surrounds
Parcel Size (ha)	2.71
Settlement	Kingswood
Parcel Description	Parcel defined by the Stratford Upon Avon canal to the north and Old Warwick Road to the south. The area contains residential, community and some commercial properties in keeping with its central village location.
Parcel Justification	The parcel is tightly defined by the surrounding canal and road infrastructure. This area is significantly different to the more open green belt landscape to the north. The Old Warwick Road acts as a significant barrier between parcels on either side of the road.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – but the parcel contains a significant number of residential and other uses in a relatively small area. It links through to a relatively open large Green Belt parcel to the north.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential – depending upon the location and scale / massing of development.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Depends on the exact location as the visual amenity has been compromised with various types of development.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – canal and road infrastructure clearly define the Green Belt area.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – expansion of current built form could further erode the Green Belt.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – potential some additional frontage development, but mainly back land.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to development along the southern frontage.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	Yes – some potential to extend the village envelope northwards and increase the depth.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – good connection with its southern boundary to a built up area and strong canal infrastructure to the north.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong road and canal infrastructure.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – small parcel of land – would result in a village extension.
Q.12 Would the loss of this Green Belt parcel	No – parcel is associated with a relatively small

reduce the open land contiguous to or with close proximity to the large built up area?	village area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of some garden land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Potentially – depends on an evaluation of the doctor's surgery as an appropriate use.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – significant residential development along its southern frontage.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Stratford Upon Avon Potential SINC loops around the northern boundary of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Intensification of uses in this parcel area may impact on the character of the village.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – small parcel towards the centre of the village.
Q27 Would the loss of this Green Belt parcel	Generally no – although there is a relationship to

impact on the open setting of a village or hamlet?	open Green Belt land to the north of the parcel.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities for enhancement along the canal edge of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal walking and general recreation associated with the canal.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to link to management plans for pSINC.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to reduce the impact of the community / commercial use in the parcel.
<b>Conclusions / Summary</b>	Small Green Belt Parcel which has been eroded over the years by development. Part of the village envelope.
<b>Outline Value Assessment</b>	Low - Medium

Parcel Code	KW11
Area Reference	Canal Basin
Parcel Size (ha)	4.53
Settlement	Kingswood
Parcel Description	Parcel defined by the railway line to the east, Old Warwick Road to the north and the canal basin itself with supporting land uses. The parcel contains moorings for canal boats and some associated commercial uses together with a limited number of houses.
Parcel Justification	The parcel is defined to the east by the line of the railway. The basin and the nearby recreational areas have acted as the main character elements of the parcel to the west and south.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – complex canal infrastructure areas which forms a central feature of the village.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential – depending upon the location and scale / massing of development.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes - fairly unique character and development may impact on visual amenity.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – canal and road infrastructure clearly define the Green Belt area.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – expansion of canal or leisure related buildings.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	In theory yes along Old Warwick Road frontage – but reality of development may be considerably different.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – connected to development along the west and north boundaries.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	Yes – some potential to extend the village envelope southwards and increase the depth.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – good connection to the west and northern boundaries as well as strong canal infrastructure to the east.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong road and canal infrastructure.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – small parcel of land – would result in a village extension.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a relatively small village area.

<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of some appropriate leisure uses.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Potentially – depending upon a review of current commercial uses.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some commercial uses within the parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Stratford Upon Avon Potential SINCS and Potential Local Wildlife Site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Intensification of uses may significantly change the character of the area and impact on the setting and identity of the village.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – small parcel towards the centre of the village.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – the parcel provides a green corridor through the village.

<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities for enhancement along the canal towpath areas of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal walking and general recreation associated with the canal.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to link to management plans for the pSINC and pLWS.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to reduce the impact of the community / commercial use in the parcel.
<b>Conclusions / Summary</b>	Small Green Belt Parcel with unique character which play a significant role maintaining the open character of the village in this location. High environmental value
<b>Outline Value Assessment</b>	Medium - High

Parcel Code	KW12
Area Reference	Land north of Dick's Lane
Parcel Size (ha)	20.31
Settlement	Kingswood
Parcel Description	Land between canal basin and Stratford Upon Avon Canal to the west and railway to the east - Dick's Lane provides a southern boundary to the site. The parcel consists of small to medium sized fields.
Parcel Justification	The parcel is defined by canal, railway and road infrastructure and has a distinct linear field pattern.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – linear open field landscape.
Q.2 Would development in this area increase the openness of the Green Belt?	No – no major development within the parcel
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – long open views towards the southern boundary of Kingswood.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – canal, railway and road infrastructure clearly define the Green Belt area.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	No – no major pressures identified.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – would lead to development stretching into the open countryside.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Potentially – very limited connectivity to Kingswood.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – would lead to inappropriate development stretching into the countryside.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – limited connectivity to Kingswood.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong road, rail and canal infrastructure – although Dick's Lane is a minor road.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely to be classified as inappropriate linear development.
Q.12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a relatively small village.
<b>Preventing Neighbouring Towns Merging</b>	
Q.13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.

Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of significant agricultural areas.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Stratford Upon Avon Potential SINCA and River Alne Potential Local Wildlife Site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would change the southern setting to this settlement and completely alter the character of the villages which is built along well established linear corridors.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Potentially – some limited connectivity issues with Turners Green.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – the parcel provides an open setting to the southern fringes of the village.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities for enhancement along the canal towpath areas of the parcel.



Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal walking and general recreation associated with the canal.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to link to management plans for the pSINC and pLWS.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to enhance field patterns and boundaries.
<b>Conclusions / Summary</b>	Linear Green Belt parcel with an important role to play in preserving the southern setting and character of Kingswood.
<b>Outline Value Assessment</b>	High

Parcel Code	KW13
Area Reference	Brome Hall Farm and surrounds
Parcel Size (ha)	14.03
Settlement	Kingswood
Parcel Description	Land between Stratford Upon Avon Canal to the east, canal basin towards the north and Brome Hall Farm settlement and track infrastructure to the west and south. The parcel contains small to medium sized fields.
Parcel Justification	The parcel is defined by canal and farm track infrastructure and shares some similar characteristics to KW12.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – linear open field landscape.
Q.2 Would development in this area increase the openness of the Green Belt?	Potential – associated with Brome Hall Farm and development at the northern tip of the parcel.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – long open views towards the southern boundary of Kingswood.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – canal and track / road infrastructure clearly define the Green Belt area.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – some potential for erosion associate with farm and northern tip of the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – would lead to development stretching into the open countryside.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Potentially – very limited connectivity to Kingswood.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – would lead to inappropriate development stretching into the countryside.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – limited connectivity to Kingswood.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Generally no – lower grade tracks / roads could be breached reasonably easily.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely to be classified as inappropriate linear development.
Q.12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a relatively small village.
<b>Preventing Neighbouring Towns Merging</b>	
Q.13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.

Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of significant agricultural areas.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Stratford Upon Avon Potential SINCC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – would change the southern setting to this settlement and completely alter the character of the villages which is built along well established linear corridors.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Potentially – some limited connectivity issues with Turners Green.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – the parcel provides an open setting to the southern fringes of the village.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities for enhancement along the canal towpath areas of the parcel.

Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal walking and general recreation associated with the canal.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to link to management plans for the pSINC.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to enhance field patterns and boundaries.
<b>Conclusions / Summary</b>	Linear Green Belt parcel with an important role to play in preserving the southern setting and character of Kingswood.
<b>Outline Value Assessment</b>	High

Parcel Code	KW14
Area Reference	Lapworth Village Hall and Surrounds
Parcel Size (ha)	11.09
Settlement	Kingswood
Parcel Description	Land located between Old Warwick Road to the north, Brome Hall Lane to the east and Harborough Banks towards the south and west. Mixed land uses including the Village Hall and residential development.
Parcel Justification	The parcel is defined by road infrastructure and the remains of the large earthworks known as Harborough Banks. The area forms part of the village core and contains a higher level of residential developments.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – but the parcel contains a considerable number of residential properties and the main village hall.
Q.2 Would development in this area increase the openness of the Green Belt?	Potential – associated with existing uses within the parcel.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – the stronger the impact the further south the location.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – defined by road infrastructure and the Harborough Banks feature.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – further potential erosion of the Green Belt connected to existing uses in the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – more likely a village extension area.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – well connected towards the east and northern boundaries.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	Yes – some potential to increase the depth of the village in this location.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Yes – well connected to north and east boundaries and extreme western tip.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Generally yes – the Harborough Banks feature provides a strong southern barrier.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely to be classified as a small village extension area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a relatively small village.
<b>Preventing Neighbouring Towns Merging</b>	

Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of some garden and agricultural uses.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses generally appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a range of residential uses and the main village hall.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Harborough Banks Wood Potential SINCE.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – some erosion of character on the southern fringes of the settlement, although there is a fragmented build pattern in this location.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No – small central village location.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – some impact on the southern fringes of the village.
<b>Green Belt Use</b>	

Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities to better link the village hall to sites towards its rear.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal walking and general recreation.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors, including Harborough Banks.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors – some areas look like scrub-land
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to link to management plans for the pSINC.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to enhance field patterns and boundaries.
<b>Conclusions / Summary</b>	Relatively small Green Belt parcel which has witnessed an erosion in its open character due primarily to residential development.
<b>Outline Value Assessment</b>	Low to Medium

Parcel Code	KW15
Area Reference	Tudor Gables and Surrounds
Parcel Size (ha)	16.81
Settlement	Kingswood
Parcel Description	Land is situated between the Stratford Upon Avon Canal which curves around the north of the site and the Old Warwick Road to the south. The site contains the Boot Inn and the large Tudor Gables property.
Parcel Justification	The parcel is defined by the canal and road infrastructure. The Tudor Gables element of the site includes a large garden rather than an agricultural use. The public house plays a role as a gateway feature to the village.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – area feels quite distinct to the core village area and links to a larger Green Belt parcel to the north.
Q.2 Would development in this area increase the openness of the Green Belt?	Potential mainly associated with Tudor Gables and The Boot Public House.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – strong open views as you approach the village from the west.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – defined by road infrastructure to the south and canal infrastructure to the north.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – but limited to a couple of sites.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – would potentially lead to significant ribbon development along the Old Warwick Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Potentially – very peripheral connectivity at eastern fringe of the parcel.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – would lead to a significant finger of development into the Green Belt.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – limited boundary connection to the east and extreme south east.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – canal and road provide strong development barriers.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – more likely to be classified as a significant extension area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a relatively small village.
<b>Preventing Neighbouring Towns Merging</b>	



Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of some garden and agricultural uses.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	Yes – may be an issue with the Public House, subject to trading.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a range of large residential property and a public house.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Stratford on Avon Canal Potential SINCS.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant change in village character from the east – stretching the built form.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes - would reduce the distance between Kingswood and Lapworth villages.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant reduction in the open setting of the village from the east.
<b>Green Belt Use</b>	

Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities to improve canal accessibility and use.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal walking and cycling.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors, including the Potential SINC.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to link to management plans for the pSINC.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to enhance the character of the landscape associated with the public house.
<b>Conclusions / Summary</b>	Important gateway defining area of Green Belt – some opportunities for limited enhancement.
<b>Outline Value Assessment</b>	High

Parcel Code	KW16
Area Reference	Land adjacent to Tom O The Wood Public House
Parcel Size (ha)	24.77
Settlement	Kingswood
Parcel Description	Land located between railway line to the west, Dick's Lane to the south and the Grand Union Canal to the east. Primarily medium sized field patterns.
Parcel Justification	The parcel is defined by the rail, canal and road infrastructure. It has similar agricultural characteristics to KW12.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – open field landscapes.
Q.2 Would development in this area increase the openness of the Green Belt?	No – no major development.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – very open classic farming landscape.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – railway, canal and road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	No major threats.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – would be classified as isolated development.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Yes – very minor connection to Turners Green.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – would be classified as isolated development.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – only very peripheral connection to Tuners Green.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – canal, railway and road provide strong development barriers.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – isolated development area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	No – parcel is associated with a rural area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead	No – located a reasonable distance from town

to a relatively significant reduction in the distance between towns?	locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – parcel is located a reasonable distance from urban areas.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural uses.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses appropriate to the Green Belt area.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	No – primarily agricultural use.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Grand Union Canal Potential SINC; Turners Green Farm (North) Potential SINC, and Turners Green Farm SINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on Turners Green but removed slightly from Kingswood.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes - would reduce the distance between Kingswood and Turners Green.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant reduction in the open setting of Turners Green.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities to improve canal accessibility and use.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities	Informal walking and cycling.

associated with the Green Belt parcel?	
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors, including the Potential SINC and SINC.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to link to management plans for the pSINC and SINC.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to enhance the area subject to the management plans for the pSINC and SINC
<b>Conclusions / Summary</b>	Reasonably remote Green Belt parcel with a significant role to play in maintaining the open character of the Green Belt.
<b>Outline Value Assessment</b>	High

Parcel Code	KW17
Area Reference	Gorse Wood and surrounds
Parcel Size (ha)	175.99
Settlement	Kingswood
Parcel Description	Land located between Packwood Road / Lane to the west, Rising Lane to the south, and Chessetts Wood Road to the east and north. A large area of mixed field sizes, and some wooded area. There is also some limited residential development around its fringes.
Parcel Justification	The parcel is encircled by road infrastructure and is generally open farm land with woods and some residential development. It shares similar large open characteristics to KW7.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – large Green Belt parcel with mix of fields and wooded areas and a small number of residential properties.
Q.2 Would development in this area increase the openness of the Green Belt?	Generally no – although it would depend upon the location and proposal.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – very open mixed agricultural landscape.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – established road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	No major threats except for existing areas of development.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – would lead to ribbon development along Rising Lane, Chessetts Wood Road and Packwood Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Broadly yes – some very limited connections to Chessetts Wood.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – would be classified as large scale isolated development.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – only very peripheral connection to Chessetts Wood.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – generally strong road barriers.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Yes – end result might be a large settlement absorbing Chessetts Wood.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – parcel is within a short distance of Dorridge.

<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – but increases connectivity between Kingswood Village and Dorridge.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – but increases connectivity between Kingswood Village and Dorridge.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – but increases connectivity between Kingswood Village and Dorridge.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – may deduce defensible boundary for Dorridge.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural uses.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses appropriate to the Green Belt area.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – very limited but for a large parcel of land.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – The Lightwoods Potential SINC and Pack Wood Potential SINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established historic towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established historic towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on Chessetts Wood but removed slightly from Kingswood.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes - would reduce the distance between Kingswood and Chessetts Wood.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant reduction in the open setting of Chessetts Wood and approach to Kingswood.

<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities to improve access to this large parcel for walking and informal recreation.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Walking
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors, including the Potential SINCS.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to link to management plans for the pSINCS.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to enhance the area subject to the management plans for the pSINCS.
<b>Conclusions / Summary</b>	Large and strategically important Green Belt parcel which preserves the setting for various settlements and plays a critical role in maintaining the open Green Belt character.
<b>Outline Value Assessment</b>	High



Parcel Code	KW18
Area Reference	Land east of Water Tower
Parcel Size (ha)	8.85
Settlement	Kingswood
Parcel Description	Land located between Old Warwick Road to the north, Lapworth Street to the west and Catesby Lane to the east / south. The area primarily consists of smaller scale agricultural fields, a few larger properties, Poundwood Close with smaller scale properties to the north west and a watertower feature.
Parcel Justification	The parcel is encircled by road infrastructure and generally consists of fields broken by hedgerows and trees. The area is more wooded than similar sized parcels in the Kingswood / Lapworth area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – triangular area of Green Belt consists of smaller field patterns with some tree coverage and a limited degree of residential development.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential around existing development, subject to location and scheme details.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – generally an open field landscape which provides a green buffer between the small Pound Close development and the entrance to Kingswood.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – established road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Erosion potential associated with Pound Close.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – would lead to ribbon development along the Old Warwick Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Generally yes – removed slightly from Kingswood.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – would be classified as generally an isolated development.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – generally strong road barriers.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – relatively small scale parcel.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close	No – parcel is associated with a rural location.

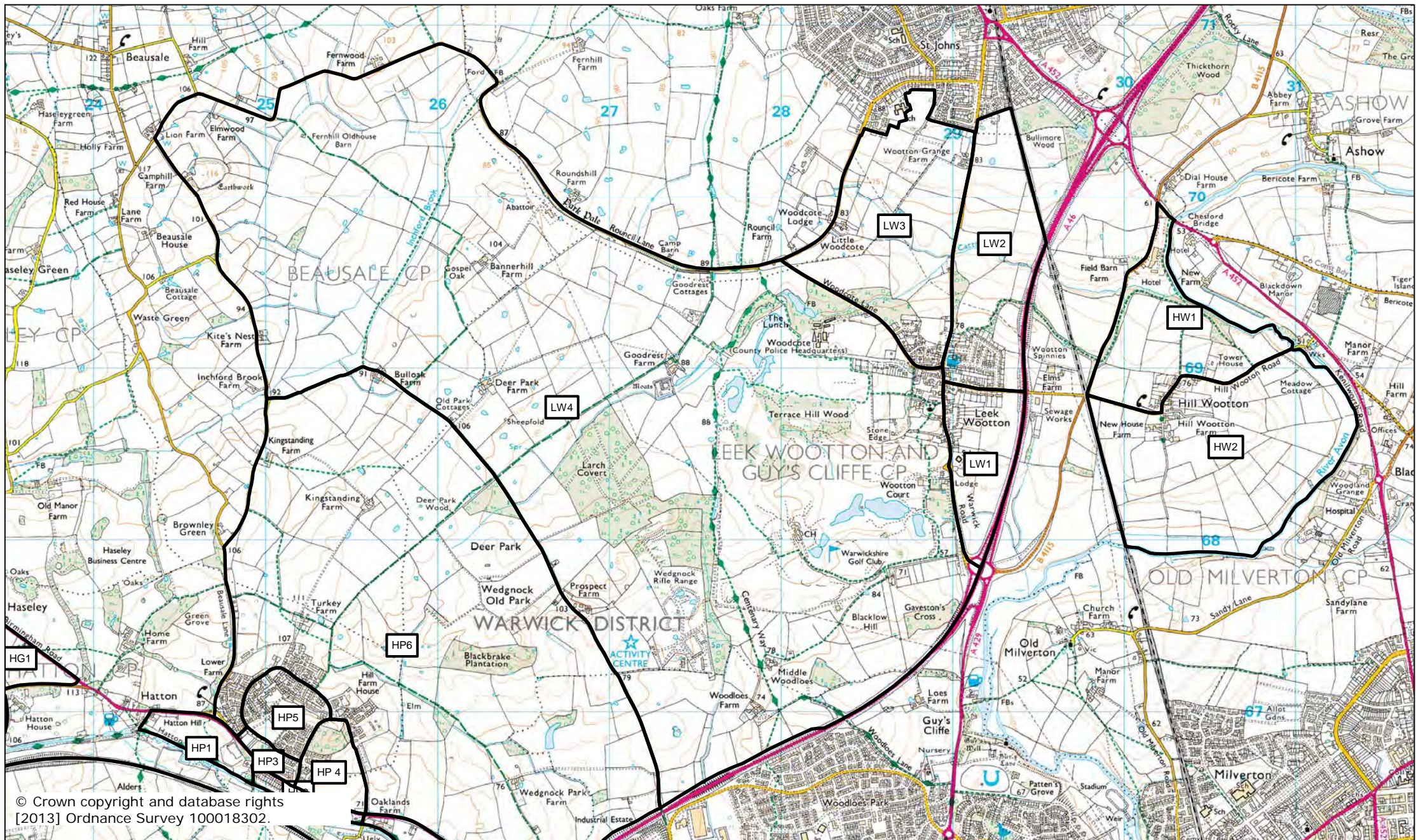
proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – not located near an urban area.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural uses.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses generally appropriate to the Green Belt area.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential and other uses – concentration around Pound Close.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	No – not major conservation designations identified.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established historic towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established historic towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant negative impact on the setting of Kingswood from the east.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes - would reduce the distance between Kingswood and Lapworth.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or	Yes – significant reduction in the open setting of Kingswood.

hamlet?	
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities to improve access to this large parcel for walking and informal recreation – a walkway runs along the Old Warwick Road.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Walking
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to strengthen boundary treatment.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to provide greater screening around the Pound Close area.
<b>Conclusions / Summary</b>	Small but important Green Belt parcel which plays a significant role in maintaining the open setting of the Kingswood settlement and general parish landscape.
<b>Outline Value Assessment</b>	Medium - High

Parcel Code	KW19
Area Reference	Land adjacent to the Boot Inn
Parcel Size (ha)	70.41
Settlement	Kingswood
Parcel Description	Large segment of land located between The Old Warwick Road to the north and the M40 Motorway to the south. Bounded by Catesby Lane / Lapworth Street to the west and Brome Hall Farm tracks to the east. Mixed field pattern with limited residential development along the northern and western fringes.
Parcel Justification	The parcel is bounded by road and track infrastructure and is composed of mainly open farmland. Some larger field patterns toward the centre of the parcel. Significantly different character to KW18 to the west and KW13 / KW14 to the east.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – large reasonably open Green belt parcel on the edge of Kingswood.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential around existing development, subject to location and scheme details.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – generally an open field landscape which acts as a key gateway location to Kingswood.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – established road, natural barrier and motorway infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Some erosion potential at the western fringe of Kingswood and in areas with small clusters of dwellings.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – would lead to ribbon development along the Old Warwick Road, and potentially other locations.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to Kingswood to the east.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – would be essentially classified as a large scale village extension.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Partial connectivity to Kingswood to the east and northern edge.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – generally strong barriers.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	No – would be essentially classified as a large scale village extension.
Q.12 Would the loss of this Green Belt parcel	No – parcel is associated with a rural location.

reduce the open land contiguous to or with close proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	No – located a reasonable distance from town locations.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	No – located a reasonable distance from town locations.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	No – located a reasonable distance from town locations.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	No – not located near an urban area.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural uses.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses generally appropriate to the Green Belt area.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential uses at various fringes / edges.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes - Harborough Banks Wood Potential SINC and Potential Local Wildlife Site.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	No – parcel is located some distance from established historic towns.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	No – parcel is located some distance from established historic towns.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – high value development location.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – high value development location.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant negative impact on the setting and character of Kingswood from the east.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes - would reduce the distance between Kingswood and Lapworth.
Q27 Would the loss of this Green Belt parcel	Yes – significant reduction in the open setting of

impact on the open setting of a village or hamlet?	Lapworth.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Opportunities to improve access to this large parcel for walking and informal recreation.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Walking
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Enhancement of boundaries and wildlife corridors.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Opportunities to strengthen boundary treatments and links to management plans for the Potential SINC and LWS.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Opportunities to provide greater screening.
<b>Conclusions / Summary</b>	Significant large Green belt parcel which plays a major role in preserving the open character of the landscape surrounding Kingswood. Some environmental value.
<b>Outline Value Assessment</b>	High



**Key**

**Partial Green Belt Review - Land Parcels**

□ All Polygons No Fill Ref Label



**Leek Wootton and Hill Wootton**

SP2768 1:28000 @ A4 22/10/2013 DSR  
Grid Reference: 427587 E, 268680 N



Policy, Projects & Conservation, Development Services  
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Parcel Code	HW1
Area Reference	Land north of Hill Wootton
Parcel Size (ha)	55.55
Settlement	Hill Wootton
Parcel Description	Not Completed
Parcel Justification	
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	
Q.2 Would development in this area increase the openness of the Green Belt?	
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	



<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	
Q31 What opportunities exist to enhance the	

visual amenity of this Green Belt parcel area?	
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	
<b>Conclusions / Summary</b>	
<b>Outline Value Assessment</b>	

Parcel Code	HW2
Area Reference	South of Village
Parcel Size (ha)	126.39
Settlement	Hill Wootton
Parcel Description	Reasonably substantial Green Belt parcel which is defined by the River Avon to the south and east, Hill Wootton Road along the northern edge and railway infrastructure to the west. The parcel includes a high proportion of Hill Wootton village dwellings.
Parcel Justification	The parcel is defined by a small village location to the north and open field landscape /plain connecting to a river corridor. The parcel is reflective of the historic association of small village / hamlet and farming links.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – very open field landscape with strong connectivity to the river course.
Q.2 Would development in this area increase the openness of the Green Belt?	Possibly – some opportunities linked to the built form of Hill Wootton.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – potentially major impact on the visual amenity of the Green Belt.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road and rail infrastructure as well as the river corridor.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Not generally – most threats associated with the expansion of Leek Wootton to the west.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – this would constitute a major new settlement, given the size of the parcel.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Yes – development would overwhelm the small village and create a new isolated development.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – development would overwhelm the small village and create a new isolated development.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – development would overwhelm the small village and create a new isolated development.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The River Avon is a strong natural feature and the railway corridor is a strong man-made feature. The Hill Wootton Road could easily be breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Yes – – development would overwhelm the small village and create a new isolated development.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Potentially - within reasonably close proximity of Leamington Spa.
<b>Preventing Neighbouring Towns Merging</b>	

Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	May lead to the impression of blending of towns (Kenilworth and Leamington Spa)
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Technically no as the site is located in the middle.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	May give the impression of ribbon development depending upon the design / layout.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Would lead to erosion of Green Belt area and reduce the open landscape between Kenilworth and Leamington Spa.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially very significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Some limited development associated with Hill Wootton village
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – major impact on Hill Wootton Farm Meadows LWS and various LWS / SINC locations along the river corridor.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Yes – potentially give the impression of blending Kenilworth and Leamington Spa.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Yes – potentially give the impression of blending Kenilworth and Leamington Spa.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – it would completely change the character of Hill Wootton, which would be absorbed in to wider area.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes would significantly reduce the distance between Hill Wotton and Blackdown.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant impact on the open setting of Hill Wootton and Blackdown.
<b>Green Belt Use</b>	

Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for potential SINCs/ LWS, LWS and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Largely open field / farm landscape – reduce residential erosion around the fringes.
<b>Conclusions / Summary</b>	Important Green Belt parcel which fulfils a very valuable role in maintaining the open space between larger settlements and preserving the setting of Hill Wootton and Blackdown villages.
<b>Outline Value Assessment</b>	High

Parcel Code	LW1
Area Reference	Land south of Hill Wootton Road
Parcel Size (ha)	33.74
Settlement	Leek Wootton
Parcel Description	Land bounded by A46 Warwick Bypass to the east, Hill Wootton Road to the north, Warwick Road to the west and south. This parcel covers some aspects of the village envelope and includes the primary school and some residential development along north and west edges. Compact field patterns in the remainder of the parcel area.
Parcel Justification	This linear parcel is bounded by road infrastructure and has a typically mixed land-use character due to its village connections. The Warwick Bypass provides a very strong feature / boundary to the east of the parcel. The open field landscape is a strong feature from the south section and north east edge of the area.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – open field landscape to the south of the parcel and from the north eastern corner.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with primarily residential dwellings.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – open flat field landscape covering a significant proportion of the parcel. Also a key gateway to the village.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by fairly strong road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Main threats associated with the further encroachment of residential development within the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – some ribbon development along Hill Wootton Road and the Warwick Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to the north and west of the parcel, plus a strong road boundary to the east.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	Some limited evidence for 'rounding off' to the north east of the parcel. The Primary School acts as a main gateway point in the middle of the parcel.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Some connectivity along the north and north western borders.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The A46 provides a major barrier for development beyond this point. The Hill Wootton Road and Warwick Road are potentially lesser barriers.
Q.11 Would the loss of this Green Belt parcel	No – more likely viewed as a major village

result in a small settlement being absorbed into a large built-up area?	extension for this relatively small settlement.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – southern tip of the parcel has close proximity to northern edge of Warwick.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Some potential. Part of the erosion of land between Leek Wootton and Warwick and in turn if potentially linked, reducing the distance significantly between Warwick and Kenilworth.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Some potential. Part of the erosion of land between Leek Wootton and Warwick and in turn if potentially linked, reducing the distance significantly between Warwick and Kenilworth.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	Some potential. Part of the erosion of land between Leek Wootton and Warwick and in turn if potentially linked, reducing the distance significantly between Warwick and Kenilworth.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Potentially lead to knock on impacts for northern expansion of Warwick.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to a village 'washed over' by Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development in north west corner and school development.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – Wootton Spinneys Potential SINCC along north eastern edge and River Avon Local Wildlife Site towards the southern edge of the parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Some potential to increase the urbanisation of the northern entrance to Warwick.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Some potential to increase the urbanisation of the northern entrance to Warwick.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel	Yes – it would completely change the character

reduce the character, identity or setting of a village or hamlet?	and entrance to Leek Wootton.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No significant reduction in distance – although it would bring the settlement closer to Warwick and Hatton Park.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant impact on southern open setting of the settlement.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Potential for walkway connections across aspects of the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and frontages.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for river corridor (LWS) and potential SINC.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Minimise informal encroachment from residential areas.
<b>Conclusions / Summary</b>	Relatively small parcel but of significant importance to maintaining the open entrance to the Leek Wootton settlement and protecting the corridor between Leek Wootton and Warwick from further urbanisation.
<b>Outline Value Assessment</b>	High



Parcel Code	LW2
Area Reference	Black Spinney and Surrounds
Parcel Size (ha)	66.54
Settlement	Leek Wootton
Parcel Description	Parcel is bounded by the Warwick Road to the west, A46 and railway line to the east, Hill Wootton Road to the south and southern boundary of Kenilworth to the north. The south west section of the parcel contains primarily residential development, brooks and woodland also feature within the parcel as does open field landscapes.
Parcel Justification	The parcel is bounded by road and rail infrastructure and contains a mix of land uses which partly reflect its village connections. The linear nature of the green belt parcel is in keeping with similar parcels in the area. The parcel provides a landscape buffer between Leek Wootton to the south and Kenilworth to the north.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – mixed field and woodland landscape providing an attractive southern corridor to Kenilworth from Leek Wootton.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with the current build up area of the village.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – attractive linear green belt parcel and corridor connecting Leek Wootton with Kenilworth.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined primarily with road infrastructure and a railway line in the north eastern edge.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – further erosion of the parcel associated with current residential area.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – significant ribbon development along the Warwick Road.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to the southern edge (Leek Wootton) and northern edge (Kenilworth).
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – major development finger into open countryside.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Some connectivity but to different settlements.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The A46 is a particularly strong road corridor – although main road, the Warwick Road and Hill Wootton Road could be breached.

Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Major potential to link Leek Wootton with Kenilworth.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – would significantly reduce the openness of land associated with the southern edge of Kenilworth.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Some potential. Part of the erosion of land between Leek Wootton and Kenilworth and in turn if potentially linked, reducing the distance significantly between Warwick and Kenilworth.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Some potential. Part of the erosion of land between Leek Wootton and Kenilworth and in turn if potentially linked, reducing the distance significantly between Warwick and Kenilworth.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	Yes – significant ribbon development along the Warwick Road.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – would lead to a finger of development from south of Kenilworth.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially very significant loss of agricultural and forestry land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the village and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development in the south of the parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes - The Wootton Spinney potential SINC, Black Spinney potential SINC, Cattle Brook potential SINC and Kenilworth to Balsall railway embankment potential SINC are all within this Green Belt parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Yes – significant change in the openness of the southern boundary to Kenilworth.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Yes - significant change in the openness of the southern boundary to Kenilworth.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.

<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – it would essentially connect Leek Wootton with Kenilworth.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No, but would connect the village of Leek Wootton with Kenilworth Town.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant reduction in the open setting of Leek Wootton from the northern edge.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including tree frontage and hedgerows.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Strong visual amenity value – need to protect tree frontages.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for potential SINCs. Potentially very high environmental value.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Protect the area from informal encroachment associated with residential developments.
<b>Conclusions / Summary</b>	Strategically important linear Green Belt parcel – major role to play in maintaining the separation of Leek Wootton from Kenilworth and the open setting of both locations.
<b>Outline Value Assessment</b>	High

Parcel Code	LW3
Area Reference	Land north of Woodcote Lane
Parcel Size (ha)	93.22
Settlement	Leek Wootton
Parcel Description	Parcel is bounded by Woodcote Lane to the south, Rouncil Lane to the west, southern edge of Kenilworth to the north and Warwick Road to the east. The south east section of the parcel contains some residential development as part of the village form, plus the Sports and Social Club and recreation ground. Its a relatively mixed Green belt parcel which also contains a caravan park, open field landscapes, woodland, and allotments.
Parcel Justification	The parcel is bounded by road infrastructure and the southern fringe of Kenilworth. It has a similar mixed linear nature to other Green Belt parcels to be found in the area. The parcel provides a landscape buffer between Leek Wootton to the south and Kenilworth to the north.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – generally flat open field patterns.
Q.2 Would development in this area increase the openness of the Green Belt?	Some potential associated with the build up area of the village.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – significant change in character and big impact on visual amenity.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure and the southern edge of Kenilworth
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – erosion associated with build settlements.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Yes – significant ribbon development along Warwick Road and Rouncil Lane.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Some connectivity at the southern boundary to Leek Wootton and Kenilworth at the northern edge.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – major development across the Green Belt.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Some connectivity but to different settlements.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The Warwick Road is one of the stronger boundaries with the southern and western lanes providing more opportunity to breach.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a	Major potential to link Leek Wootton with Kenilworth.

large built-up area?	
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – would significantly reduce the openness of land associated with the southern edge of Kenilworth.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Some potential. Part of the erosion of land between Leek Wootton and Kenilworth and in turn if potentially linked, reducing the distance significantly between Warwick and Kenilworth.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Some potential. Part of the erosion of land between Leek Wootton and Kenilworth and in turn if potentially linked, reducing the distance significantly between Warwick and Kenilworth.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	Yes – significant ribbon development along the Warwick Road and Rouncil Lane.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – would lead to a finger of development from south of Kenilworth.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially very significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the village and Green Belt location. Caravan site is a notable feature in the landscape.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – some residential development in the south of the parcel.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes - The Lunch potential SINC and Castle Brook potential SINC / LWS are all located within the Green Belt parcel.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Yes – significant change in the openness of the southern boundary to Kenilworth.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Yes – significant change in the openness of the southern boundary to Kenilworth.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – it would essentially connect Leek Wootton with Kenilworth.

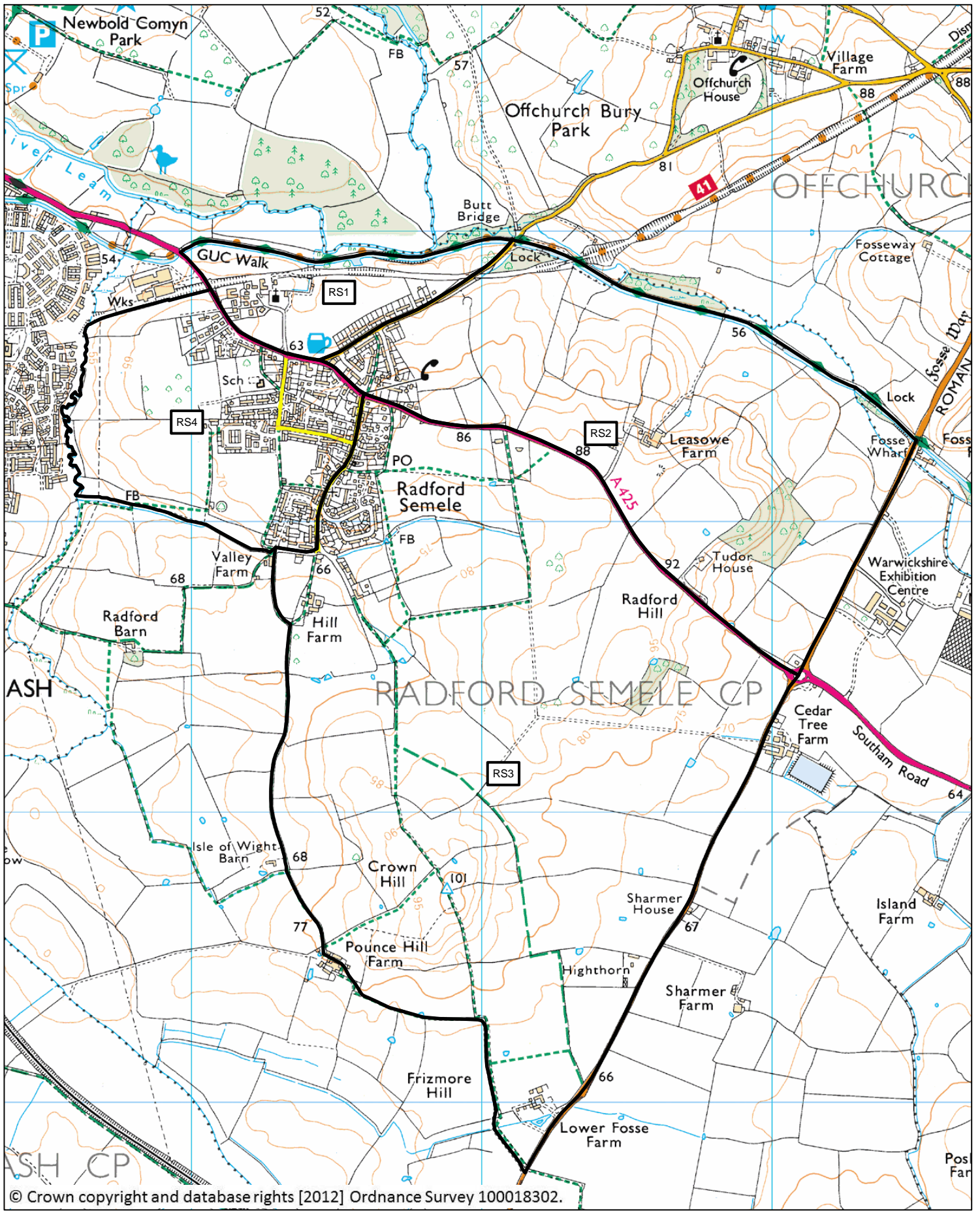
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	No, but would connect the village of Leek Wootton with Kenilworth Town.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant reduction in the open setting of Leek Wootton from the northern edge.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including tree frontage and hedgerows.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Strong visual amenity value – need to protect tree frontages.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for potential SINC's. Potentially very high environmental value.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Protect the area from informal encroachment associated with residential developments.
<b>Conclusions / Summary</b>	Strategically important Green Belt parcel – major role to play in maintaining the separation of Leek Wootton from Kenilworth and the open setting of both locations.
<b>Outline Value Assessment</b>	High

Parcel Code	LW4
Area Reference	Land west of Warwick Road
Parcel Size (ha)	967.51
Settlement	Leek Wootton
Parcel Description	Very large Green Belt parcel defined by Warwick Road and A46 to the east and south , Wedgnock Lane and Kites Nest Lane to the west, Red House Farm Lane, Rouncil Lane and Woodcote Lane to the north. The parcel is primarily open agricultural land, with some small woodlands in elements of the parcel. The south west segment of Leek Wootton village comes within the parcel as does the Warwickshire Golf and Country Club. The parcel borders Green Belt parcel HP6 - another very large land parcel associated with Hatton Park.
Parcel Justification	The parcel is bounded by road and lane infrastructure. It is more rural in character than some of the Leek Wootton parcels and shares similar characteristics to parcel HP6 covering land associated with Hatton Park. The parcel acts as a landscape buffer between Hatton Park and Leek Wootton.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – strategically important parcel of Green Belt and would have a major impact on openness.
Q.2 Would development in this area increase the openness of the Green Belt?	Generally no – although there is some limited housing development in the north eastern fringe.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – large areas of open field landscape – would have a major impact.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure – although the smaller country roads / paths a weaker features.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Yes – some limited erosion around the Leek Wootton village settlement.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	Major ribbon development along a number of road frontages, but would also constitute a major new settlement.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to Leek Wootton and Kenilworth.
Q.8 Would the loss of this Green Belt parcel effectively ‘round off’ the settlement pattern?	No – major development across the Green Belt.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	Some connectivity but the size of the parcel dwarves the boundary connections.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the	The Warwick Road and A46 are stronger barriers. However, the small country roads could easily be

existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	breached.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Yes – Leek Wootton would be adsorbed into a large new development area.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – would effectively join-up Leek Wootton, Kenilworth and Warwick.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel increase the potential joining or blending of towns?	Yes – significant potential to join-up Warwick and Kenilworth.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Yes – would join the settlements of Warwick and Kenilworth together.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	Yes – significant ribbon development between towns.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – would lead to the connection of Kenilworth, Leek Wootton and Warwick.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially very significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Some limited development associated with Leek Wootton village, the former police HQ site and The Warwickshire Golf and Country Club.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – The Lunch, Wootton Court Golf Course, Woodcote Woodland, Wedge Lock Rifle Range potential SINC / LWS amongst many other are to be found in the area.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Yes – would significantly erode the open setting of both Warwick and Kenilworth.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Yes – would significantly erode the open setting of both Warwick and Kenilworth.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban area.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban area.



<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – it would completely change the character of Leek Wootton, which would be absorbed in to wider area.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes would significantly reduce the distance between Hatton Park and Leek Wootton.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant impact on the western, north and south setting of the Leek Wootton village.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the Green Belt parcel for public access?	Public rights of ways would be improved across the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for potential SINCs/ LWS, LWS and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Largely open field / farm landscape – reduce residential erosion around the fringes.
<b>Conclusions / Summary</b>	Strategically significant Green Belt parcel which fulfils a very valuable role in maintaining the open space between settlements – also contains a number of areas of environmental importance.
<b>Outline Value Assessment</b>	High



## Radford Semele

Scale 0 125 250 375 500 625 m SP3563 | 1:17000 @ A4 | 22/10/2013 | DSR | Grid Reference: 435021E, 263702N

Parcel Code	RS1
Area Reference	Land north of Southam Road
Parcel Size (ha)	25.08
Settlement	Radford Semele
Parcel Description	Parcel is bounded to the south / south west by Southam Road and south east by Offchurch Lane. The northern boundary of the parcel is defined by the Grand Union Canal. The parcel includes a number of residential properties along Offchurch Lane and a small cluster of properties around the church off Church Lane which runs off Southam Road. The remainder of the parcel consists of open field landscapes and Icehouse Spinney adjacent to the canal.
Parcel Justification	This triangular parcel is strongly defined by road and canal infrastructure and has a distinctive character due to the church positioning and adjacent open field landscapes.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – this is a very open landscape with wide ranging views across to West Leamington and Cubbington.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – generally high impact on residential properties along Offchurch Lane.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The parcel is defined by road and canal infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Some potential to lead to ribbon development along Southam Road, although development may be deeper and more extensive in nature.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	No – the parcel has good connectivity to Radford Semele to south, south west and south east / east.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	Some potential to round off the settlement.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Generally good connectivity.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road and canal infrastructure is reasonably strong in this area, with limited opportunities to be breached.
Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a	No – more likely viewed as a village extension.

large built-up area?	
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes, this parcel is within very close proximity to Leamington Spa.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – but may lead to the blending of Leamington with Radford Semele.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – but may lead to the blending of Leamington with Radford Semele.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – but may lead to the blending of Leamington with Radford Semele.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – may encourage further development to the east of Leamington Spa.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – significant loss of agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a significant number of residential properties as well as the church.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes – Grand Union Canal pLWS / pSINC
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	Yes – potential to have some impact to the eastern edge of Leamington Spa.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	Yes – potential to have some impact to the eastern edge of Leamington Spa.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – significant Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – potential impact on the character, identity and setting of Radford Semele.
Q26 Would the loss of this Green Field parcel	No major reduction between villages, but could

significantly reduce the distance between villages?	lead to the further blending of Leamington Spa and Radford Semele.
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – major reduction in the open setting of the village viewed from the north.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to the canal and old railway corridor.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking and cycling could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of canal corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of canal corridor.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to LWC / SINC management plan for canal.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Screening of areas near residential properties.
<b>Conclusions / Summary</b>	Green Field parcel plays a significant role in maintaining the separation of Leamington Spa and Radford Semele. Also maintains open views from the north of the village.
<b>Outline Value Assessment</b>	Medium to High

Parcel Code	RS2
Area Reference	Land east of Offchurch Lane
Parcel Size (ha)	132.87
Settlement	Radford Semele
Parcel Description	This Green Field Parcel is defined by the A425 / Southam Road to the south, Offchurch Lane to the west, Grand Union Canal to the north and Fosse Way to the east. The parcel consists of residential development around its south western corner, nursery / farming activities around the centre and generally open field landscapes in the remaining sections of the parcel.
Parcel Justification	The parcel is strongly defined by road and canal infrastructure and is very open in parts. The land slopes slightly downwards west to east and upwards south to north.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – this is a generally a very open landscape with views across to the canal corridor from the A425.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas and developments.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – generally an open landscape, but a slightly more domesticated feel towards Offchurch lane.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The parcel is strongly defined by the canal and road infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development. Pressures particularly around the west of the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Yes – significant potential for ribbon development along the A425, although development may also be more extensive and deeper in form.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	No – some connectivity to the west and south west of the parcel
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	No – it would be viewed as a major new development area, due to the size of the parcel.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Limited connectivity only.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes – strong barriers, with major road infrastructure in the form of the A425.
Q.11 Would the loss of this Green Field parcel	Possibly, but it is not well related.

result in a small settlement being absorbed into a large built-up area?	
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	Possibly not, the parcel is within a reasonable but not close proximity to Leamington Spa.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – significant distance between this edge of Radford Semele location and Southam
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – although it might add to the linear development corridor out of Leamington.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – although it might add to the linear development corridor out of Leamington.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	No – although it would reduce the defensible boundary between Radford Semele and open countryside.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – very significant loss of some agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a number of residential properties.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes - Woodland adjacent to Grand Union Canal pSINC / pLWS, Grand Union Canal pSINC / pLWS and Parlour Spinney pSINC / pLWS.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	Some potential mainly down to the scale of the parcel and gateway route to Leamington Spa.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	Some potential mainly down to the scale of the parcel and gateway route to Leamington Spa.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – significant Green Field site within reasonable proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Field site within reasonable proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of Radford Semele – almost creating a separate settlement.

Q26 Would the loss of this Green Field parcel significantly reduce the distance between villages?	No significant reduction in distance between villages.
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – would reduce the open setting of the village along the eastern gateway.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to canal corridor and other walkways.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking and cycling could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of woodland areas, and canal corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of woodland areas, and canal corridor.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to LWC / SINC management plans for various sites.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Opportunities along road frontage and screening of intense farm enterprises.
<b>Conclusions / Summary</b>	Parcel plays an important role in maintaining the open corridor settling to Radford Semele and Leamington Spa. High environmental value.
<b>Outline Value Assessment</b>	Medium to High



Parcel Code	RS3
Area Reference	Land south of Southam Road
Parcel Size (ha)	286.01
Settlement	Radford Semele
Parcel Description	Relatively large Green Field Parcel which is defined by Southam Road to the north, Fosse Way to the east, Lewis Road and unclassified rural link road to the west and south. The parcel includes about 33% of Radford Semele village, but the vast majority of the parcel is open agricultural land in character.
Parcel Justification	The parcel is reasonably strongly defined by road infrastructure, with the meandering unclassified road off Lewis Road, providing a distinctive marker in the landscape. Wide variety of field types within the parcel.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – this is a very open landscape with wide ranging views.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – generally an open landscape with assessable views from a number of locations.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The road infrastructure is generally well defined although it is recognised that the unclassified road could easily be breached.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development. Pressures particularly around the west of the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	Yes – high potential for ribbon development along A425, although development is likely to be deeper and more extensive in scale.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	No – some limited connectivity to north west edge of the parcel.
Q.8 Would the loss of this Green Field parcel effectively ‘round off’ the settlement pattern?	No – significant development area.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	No – limited connectivity due to the size of the parcel.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Yes - The road infrastructure is generally well defined although it is recognised that the unclassified road could easily be breached.
Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a large built-up area?	Yes – significant potential for Radford Semele to be absorbed into a large development area.

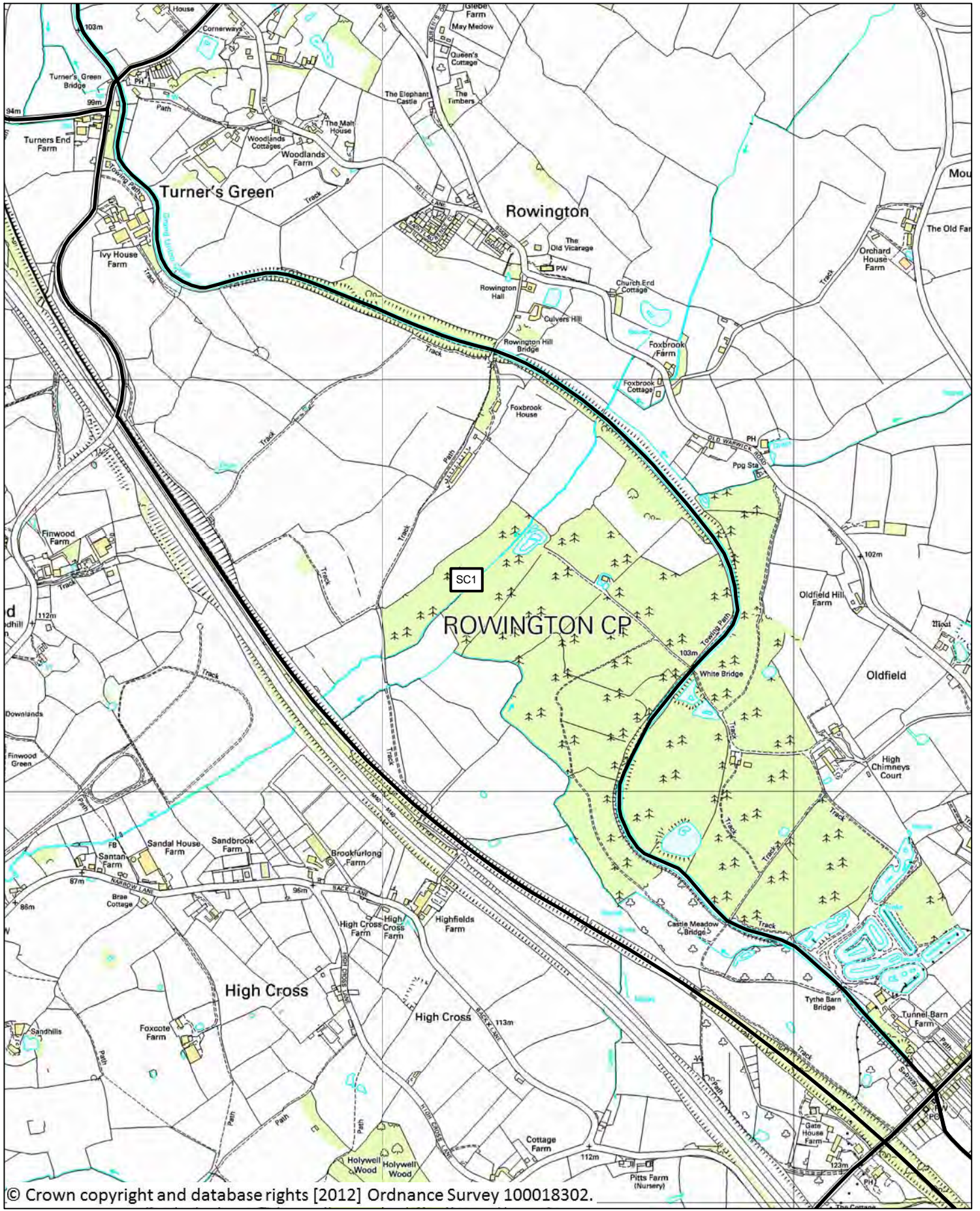
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes, this parcel is within close proximity to Whitnash.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – although it create a large development area near a established village and town.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – although it create a large development area near a established village and town.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – although it create a large development area near a established village and town.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – significant potential and may lead to loss of land between Radford Semele and Whitnash.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – very significant loss of agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a significant number of residential properties as part of Radford Semele.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes but limited given the scale – The Valley LWS / SINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	Some potential to the east of Leamington Spa / Whitnash.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	Some potential to the east of Leamington Spa / Whitnash.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – significant Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of Radford Semele.
Q26 Would the loss of this Green Field parcel significantly reduce the distance between	No – not a major issue.

villages?	
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – major impact on the open setting of the village from the east.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel for walking.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of trees along road corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance road frontages and edges. Stronger field definition and strengthening of trees along road corridor.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to LWC / SINC management plan for The Valley and major green corridors.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Better screening of residential areas.
<b>Conclusions / Summary</b>	Very large Green Field parcel which plays a major role in preserving the setting of the village and also the openness of the landscape from Whitnash.
<b>Outline Value Assessment</b>	Medium to High

Parcel Code	RS4
Area Reference	Land west of Radford Semele
Parcel Size (ha)	63.10
Settlement	Radford Semele
Parcel Description	Parcel is defined by Southam Road to the north, Whitnash Brook to the west, Lewis Road to the east and a natural break / footway connection from Whitnash to Radford Semele. It is noted that there is the option to extend this parcel a considerable distance, but mainly unconnected to Radford Semele village. The parcel consists of the western part of Radford Semele village and open field landscapes.
Parcel Justification	The parcel is strongly defined to the north and east by road infrastructure and to the west by Whitnash Brook. The southern edge of the parcel is fairly weak but is definable. The close relationship between Whitnash and Radford Semele help define this parcel area.
<b>Green Field Area Openness</b>	
Q1. Would development in this area affect the openness of the Green Field Area?	Yes – this is a very open landscape with views from and to Radford Semele.
Q.2 Would development in this area increase the openness of the Green Field Area?	Some potential associated with established residential areas.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Field Area?	Yes – parcel is surrounded by residential properties.
<b>Green Field Area Permanence</b>	
Q.4 Is this area of Green Field associated with recognisable permanent features?	Yes - The parcel is defined by road infrastructure and Whitnash Brook – a notable local feature.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Field Area to endure beyond the plan period?	Threats are mainly associated with the expansion of the village to accommodate new housing development. Pressures particularly around the east of the parcel.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Field parcel lead to, or constitute, ribbon development?	No – more likely large scale infill.
Q.7 Would the loss of this Green Field parcel result in an isolated development site not connected to existing boundaries?	No – well connected to the north, east and west.
Q.8 Would the loss of this Green Field parcel effectively 'round off' the settlement pattern?	Some potential – although it is more likely to lead to greater coalescence between settlements.
Q.9 Is this Green Field parcel well connected with several boundaries to the built-up area?	Yes – good connectivity.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	Strong boundaries to the west, north and east – the southern boundary could easily be breached.
Q.11 Would the loss of this Green Field parcel result in a small settlement being absorbed into a	Yes – high possibility of absorbing Radford Semele into large eastern extension of Whitnash.

large built-up area?	
Q12 Would the loss of this Green Field parcel reduce the open land contiguous to or with close proximity to the large built up area?	Yes – loss of land directly next to a large built up area.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Field parcel increase the potential joining or blending of towns?	No – although it would blend Radford Semele with Sydenham.
Q14 Would the loss of this Green Field parcel lead to a relatively significant reduction in the distance between towns?	No – although it would blend Radford Semele with Sydenham.
Q15 Would the loss of this Green Field parcel lead to or constitute ribbon development between towns?	No – although it would blend Radford Semele with Sydenham.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Field parcel reduce the defensible boundary between the existing urban area and open countryside?	Yes – may encourage further development to the south of Radford Semele.
Q17 Would the loss of this Green Field parcel lead to encroachment due to a loss of an appropriate use?	Yes – loss of agricultural land.
Q18 Would the loss of this Green Field parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – majority of uses are appropriate to a Green Field and village location.
Q19 Does the Green Field parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Yes – the parcel contains a significant number of residential properties as part of Radford Semele village.
Q20 Would the loss of this Green Field parcel impact negatively on national and local nature conservation areas?	Yes –Whitnash Brook pLWS / pSINC.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Field parcel reduce the quality of the landscape setting for this historic town?	Yes – may have significant impact on eastern setting of Sydenham.
Q22 Would the loss of this Green Field parcel reduce the significance of a historic building, area or landscape?	Yes – may have significant impact on eastern setting of Sydenham.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Field parcel reduce the use of brownfield land adjoining the Green Field area?	Yes – Green Field site within close proximity to urban area.
Q24 Would the use of this Green Field parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – Green Field site within close proximity to urban area.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Field parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on the character, identity and setting of Radford Semele – essentially blending the village with a large urban area.
Q26 Would the loss of this Green Field parcel	No – but essentially would lead to blending of

significantly reduce the distance between villages?	Radford Semele with Sydenham.
Q27 Would the loss of this Green Field parcel impact on the open setting of a village or hamlet?	Yes – major reduction in the open setting of the village from the west.
<b>Green Field Area Use</b>	
Q28 What opportunities exist to improve the Green Field parcel for public access?	Potential improvements and links through the parcel to Whitnash Brook and other walkways.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Field parcel?	Informal recreation, such as walking could be encouraged in parts.
Q30 What opportunities exist to retain and enhance the landscape in this Green Field parcel area?	Opportunities to enhance field definitions and edges. Maintain a strong brook corridor.
Q31 What opportunities exist to enhance the visual amenity of this Green Field parcel area?	Opportunities to enhance field definitions and edges. Maintain a strong brook corridor.
Q32 What opportunities exist to enhance the biodiversity of this Green Field parcel area?	Links to LWC / SINC management plan for Whitnash Brook.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Field parcel area?	Opportunities to reduce / screen informal walk corridors across the site.
<b>Conclusions / Summary</b>	Strategically important Green Field parcel, that play a role in maintaining the separation of Radford Semele from Sydenham.
<b>Outline Value Assessment</b>	High



## Shrewley Common

Scale  
 0 80 160 240 320 400 m

SP2068 | 1:12000 @ A4 | 22/10/2013 | DSR | Grid Reference: 420256E, 268448N

Parcel Code	SC1
Area Reference	Land south of Grand Union Canal
Parcel Size (ha)	161.00
Settlement	Shrewley Common
Parcel Description	Reasonably large Green Belt parcel which is clearly defined by canal infrastructure to the north, railway infrastructure to the south and road infrastructure to the far north west and south east. Highly variable field landscape with some tree planting in parts.
Parcel Justification	Parcel is clearly defined by rail and canal infrastructure. It has a linear nature in common with parcels in nearby Hatton Station.
<b>Green Belt Openness</b>	
Q1. Would development in this area affect the openness of the Green Belt?	Yes – very open landscape – visible from a number of locations.
Q.2 Would development in this area increase the openness of the Green Belt?	No – very limited development in the parcel.
Q.3 Would development in this area impact negatively on the visual amenity of the Green Belt?	Yes – potentially major impact on the visual amenity.
<b>Green Belt Permanence</b>	
Q.4 Is this area of Green Belt associated with recognisable permanent features?	Yes – strongly defined by primarily rail and canal infrastructure.
Q.5 Are there any threats or areas of erosion which may weaken the ability of the Green Belt to endure beyond the plan period?	Threats are generally associated with limited expansion at Shrewley Common.
<b>Checking Unrestricted Sprawl</b>	
Q.6 Would the loss of this Green Belt parcel lead to, or constitute, ribbon development?	No – this would constitute a major new settlement.
Q.7 Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?	Yes – very limited connectivity to Shrewley Common.
Q.8 Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?	No – development would be of a substantial scale.
Q.9 Is this Green Belt parcel well connected with several boundaries to the built-up area?	No – very limited connectivity.
Q.10 Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?	The road and rail barriers are strong, but development of this parcel would lead to sprawl.
Q.11 Would the loss of this Green Belt parcel result in a small settlement being absorbed into a large built-up area?	Development of this parcel would be completely out of scale to Shrewley Common.
Q12 Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?	Generally no.
<b>Preventing Neighbouring Towns Merging</b>	
Q13 Would the loss of this Green Belt parcel	Not technically – but would lead to substantial



increase the potential joining or blending of towns?	sprawl.
Q14 Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?	Not technically – but would lead to substantial sprawl.
Q15 Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?	Yes – major linear sprawl.
<b>Safeguarding from Encroachment</b>	
Q16 Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?	Technically no but would lead to substantial erosion of Green Belt area near a small village.
Q17 Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?	Yes – potentially very significant loss of agricultural land.
Q18 Would the loss of this Green Belt parcel lead to further encroachment due to a loss of a peri-urban or inappropriate use?	No – uses tend to be appropriate to the rural and Green Belt location.
Q19 Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site, which would be classed as brownfield rather than Greenfield development?	Very limited – small agricultural uses.
Q20 Would the loss of this Green Belt parcel impact negatively on national and local nature conservation areas?	Yes – impact on a number of LWS / SINCS sites and watercourses.
<b>Preserve the Special Character of Historic Towns</b>	
Q21 Would the loss of this Green Belt parcel reduce the quality of the landscape setting for this historic town?	Technically no - but would have a significant impact on the setting of Shrewley Common.
Q22 Would the loss of this Green Belt parcel reduce the significance of a historic building, area or landscape?	Technically no - but would have a significant impact on the setting of Shrewley Common.
<b>Encourage Urban Regeneration</b>	
Q23 Would the loss of this Green Belt parcel reduce the use of brownfield land adjoining the Green Belt area?	Yes – significant Green Belt site within close proximity to urban areas.
Q24 Would the use of this Green Belt parcel reduce the use of urban land in areas experiencing substantial development pressures?	Yes – significant Green Belt site within close proximity to urban areas.
<b>Preserving Villages and Hamlets</b>	
Q25 Would the loss of this Green Belt parcel reduce the character, identity or setting of a village or hamlet?	Yes – significant impact on Shrewley Common, Rowington and Turners Green.
Q26 Would the loss of this Green Belt parcel significantly reduce the distance between villages?	Yes is would essentially join-up Shrewley Common, Rowington and Turners Green.
Q27 Would the loss of this Green Belt parcel impact on the open setting of a village or hamlet?	Yes – significant impact on Shrewley Common, Rowington and Turners Green.
<b>Green Belt Use</b>	
Q28 What opportunities exist to improve the	Public rights of ways would be improved across

Green Belt parcel for public access?	the parcel.
Q29 What opportunities exist to improve outdoor sport and recreation opportunities associated with the Green Belt parcel?	Informal recreational opportunities, such as walking would be improved.
Q30 What opportunities exist to retain and enhance the landscape in this Green Belt parcel area?	Opportunities to enhance green belt screening and character, including hedgerows and tree areas.
Q31 What opportunities exist to enhance the visual amenity of this Green Belt parcel area?	Improvements could be made to hedgerows and tree areas to improve field definition. Frontage treatment could be strengthened.
Q32 What opportunities exist to enhance the biodiversity of this Green Belt parcel area?	Management plans for potential SINCs/ LWS, LWS and improved hedgerow and tree cover.
Q33 What opportunities exist to improve damaged and derelict elements of this Green Belt parcel area?	Largely open field / farm landscape – reduce impact of high use areas.
<b>Conclusions / Summary</b>	Important Green Belt parcel which fulfils a valuable role in maintaining the setting and open landscape of Shrewley Common, Rowington and Turners Green.
<b>Outline Value Assessment</b>	High