

## Sustainability Appraisal of Gypsy and Traveller Site Options

### Introduction

Warwick District Council (WDC) is in the process of trying to identify potential sites to meet the need for Gypsy and Traveller Accommodation in the District. The Council commissioned a Gypsy and Traveller Accommodation Assessment (GTAA) to identify the need within the District, which was published in November 2012 and demonstrated that there is a need for 31 permanent pitches to be provided over a 15 year period (25 within the first five years and in addition 6-8 transit pitches over the full 15 years).

WDC has worked in collaboration with Warwickshire County Council to identify any potentially available land that meets the criteria set out for site suitability. The Council identified 20 'areas of search', or large tracts of land that could potentially accommodate a Gypsy and Traveller site. These areas were set out in the Gypsy and Traveller Site Options Paper, which was published for public consultation in June 2013. A number of alternative sites were proposed by respondents to the Options Paper.

Following the consultation, the Council has carried out a constraint and criteria based analysis to further consider the identified 20 'areas of search' as well as 24 alternative sites proposed through the Options Paper consultation. The findings of this work are being set out in the Gypsy and Traveller Site Preferred Options Report.

### Sustainability Appraisal Method

Each reasonable option for Gypsy and Traveller sites has been appraised against the full SA Framework of 16 objectives<sup>1</sup> that was developed through the SA process for the Local Plan. The SA Scoping Report published in March 2011 sets out how the SA Objectives were developed and is available on the Council's website.

Detailed appraisal matrices have been provided for each site considered. The appraisal was undertaken using professional judgment, supported by the baseline information (SA Scoping Report 2011) and further updated evidence gathered as part of the Council's site selection method, as well as any other relevant information sources available. Sustainability Appraisal is informed by the best available information and data. However, data gaps and uncertainties exist and it is not always possible to accurately predict effects at a strategic level of assessment.

The significance key used in the appraisal of potential Gypsy and Traveller sites is presented below and is the same as was used in the SA for the Revised Development Strategy published in June 2013<sup>2</sup>.

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<sup>1</sup> Appendix I of the Final Interim SA Report for the Revised Development Strategy (June 2013).

<sup>2</sup> Final Interim SA Report for the Revised Development Strategy (June 2013)

**Figure 1: Significance Key.**

Categories of Significance		
Symbol	Meaning	Sustainability Effect
++	Major Positive	Proposed development encouraged as would resolve existing sustainability problem
+	Minor Positive	No sustainability constraints and proposed development acceptable
=	Neutral	Neutral effect
?	Uncertain	Uncertain or Unknown Effects
-	Minor Negative	Potential sustainability issues: mitigation and/or negotiation possible
--	Major Negative	Problematical and improbable because of known sustainability issues; mitigation likely to be difficult and/or expensive

It should be noted that all distances within the appraisals have been measured from the boundary of sites, where there is an adjacent road or potential 'access point', and then along roads. Measurements were taken either using Warwick District Council's GGP software or Google Maps and the sources used have been referenced in the site appraisal matrices.

### SA of Gypsy and Traveller Site Options

The initial 20 'areas of search' set out in the Options Paper were subject to SA and presented in the Interim SA Report, which was published for public consultation alongside the Options Paper in June 2013. Following the consideration of consultation comments and further analysis by the Council, eleven 'areas of search' were removed from consideration as they are not considered to be reasonable options. The reasons for why these options are rejected are set out in the Preferred Options Report.

As a result of the further analysis undertaken by the Council the boundaries for eight of the nine remaining 'areas of search' were amended. The appraisals for all of the remaining nine areas of search presented in Appendix IV of the Interim SA Report (June 2013) have been revised and updated, to ensure consistency and account for boundary changes and updated evidence.

Of the twenty-four alternative site options proposed through the Options Paper consultation, fifteen were considered by the Council to be potentially reasonable options and should therefore be subject to SA. As a result, detailed appraisals of these fifteen site options have been carried out.

The findings of the SA of Gypsy and Traveller site options will help to inform the Council's site selection process and therefore the Council's decision on what sites will be selected or rejected. It should be noted that whilst the SA findings are considered by the Council in its selection of options and form part of the supporting evidence, the SA findings are not the sole basis for a decision; planning and feasibility factors play a key role in the decision-making process. A full SA/SEA Report

for the Gypsy and Traveller Site work will eventually be produced and be subject to consultation. This will meet the requirements of the SEA Directive and Regulations and set out the reasons for the selection and/or rejection of site options in plan-making.

## SA of Gypsy and Traveller Site Options

Key:

Categories of Significance		
Symbol	Meaning	Sustainability Effect
++	Major Positive	Proposed development encouraged as would resolve existing sustainability problem
+	Minor Positive	No sustainability constraints and proposed development acceptable
=	Neutral	Neutral effect
?	Uncertain	Uncertain or Unknown Effects
-	Minor Negative	Potential sustainability issues: mitigation and/or negotiation possible
--	Major Negative	Problematical and improbable because of known sustainability issues; mitigation likely to be difficult and/or expensive

GT02 Land abutting the fosse Way at its junction with the B425 (9.8 ha – 15 Pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Appraisal Summary	?	+	+	=	-	-	=	?	--	=	-	++	+	+	--	+	=
<p><b>Summary:</b></p> <p>The development of the potential site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs. The site will provide land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. Also the nearest GP services (The Croft Medical Centre, Sydenham) is 2.6 miles<sup>3</sup> away leading to major negative effects.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3a)<sup>4</sup>. The site is also adjacent to a main A road<sup>5</sup> with potential for high levels of noise, poor air quality and possibly light pollution to have a minor negative effect on the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; waste &amp; recycling; and climate change (mitigation &amp; adaptation). This is because all new development should meet with the requirements of national planning policy and building regulations by achieving</p>																	

<sup>3</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins B425.

<sup>4</sup> Warwick District Council's in-house GGP Mapping Software (2008) and Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>5</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

It has been noted that surface water flooding occurs (1 in 30 year risk) on the northern boundary of the site<sup>6</sup> although it does not occur on the developable area. However, it is considered that there is still potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) in order to maintain consistency of approach taken to determining effects with regard to flooding at each site.

Potential effects on historic environment are uncertain at this stage. Although there are no listed buildings, Conservation areas or Scheduled Monuments on or adjacent to the site, it is next to a roman road and therefore there could be potential for archaeology on the site which could be directly affected. Mitigation is provided by national planning policy and further mitigation through design and layout details could be put in place at the development management level. It is recommended that Local Plan policies are developed to protect and enhance heritage assets, including their setting, and require mitigation is available to address potential negative effects.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport (bus services along A425 immediately south of the site)<sup>7</sup> leading to minor positive effects on SA Objective 2. However, at this stage, little detail is known about existing traffic and transport issues and how the development of the potential site will affect them. Mitigation for negative effects on travel and transport is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is approximately within 1.5 miles of Radford Semele<sup>8</sup> and is within 1.5 miles of a school also within Radford Semele<sup>9</sup> and the site has good access to public transport. As a result the site has the potential to support existing services and facilities in the area leading to minor positive effects on SA Objectives 3 and 13. However, it should be noted that the school is already close to capacity<sup>10</sup> and the next closest schools are over 2.5 miles away, therefore there is a small amount of uncertainty as to whether the site could achieve minor positive effects for SA Objectives 13.

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<sup>6</sup> Environment Agency (2014) Correspondence with Warwick District Council.

<sup>7</sup> Measured from the South East boundary of the site where it joins with the B4455 and to the centre of Radford Semele. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>8</sup> Measured from the South East boundary of the site where it joins with the B4455 and to the centre of Radford Semele. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>9</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measuring from site boundary which adjoins the B4455.

<sup>10</sup>Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>

The effects on SA Objectives relating to the natural environment and landscape and the prudent use of land are considered to be minor negative. This is because the site is located on Greenfield land<sup>11</sup> outside of main settlements in the open countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international or national nature conservation designations on or adjacent to the site<sup>12</sup> but the site is adjacent to a potential Local Wildlife Site (pLWS)<sup>13</sup> with the possibility of indirect effects. The presence of protected species and the ecological value of the site are not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>14</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>11</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

<sup>12</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>13</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

<sup>14</sup> CLG (2012) Planning Policy for Traveller Sites.

GT04 – Land at Harbury Lane (122.8 ha – 15 pitches)																
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Appraisal Summary	?	+	?	=	-	-	=	=	-	=	-	++	?	+	+	=
<p><b>Summary:</b></p> <p>The development of the potential site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs. The site will provide land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. Also with regard to health, the nearest GP services (Heathcote) is within 2.3 miles<sup>15</sup> with the site having good access to public transport (bus stop adjacent to the site)<sup>16</sup>.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality and landscape are considered to be major negative in the long term. This is because: the site is close to a main railway line<sup>17</sup> with potential for high levels of noise and development at the site could lead to a loss of the best; small part of the site has been previously developed which means that here might be potential for a small amount of contamination to be present; and development of the site could lead to the loss of most versatile agricultural land (grade 3 (provisional) although it is uncertain whether this is grade 3a)<sup>18</sup>. In addition, as a result, there could be negative effects on health. The site is also within 0.25 of a mile to the main railway line but given the distance it is unlikely to cause any significant effects with regard to noise or impacts on health.</p>																

<sup>15</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins Harbury Lane.

<sup>16</sup> Measured from the South East boundary of the site where it joins with the Harbury Lane. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>17</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>18</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].



The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); and Historic environment. This is because there are no known designated heritage assets<sup>19</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

The site is adjacent to an area of medium to high flood risk<sup>20</sup> and therefore there could be the potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk).

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport (bus stop adjacent to the site)<sup>21</sup>. However, at this stage, little detail is known about existing traffic and transport issues and how the development of the potential site will affect them. Mitigation for negative effects on travel and transport is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 to 2.5 miles of Bishops Tachbrook<sup>22</sup> and is 3.9 miles to a School in Bishop's Itchington<sup>23</sup> with the site having good access to public transport. Therefore the effects on SA Objectives 3 and 13 are considered to be uncertain. However, it should be noted that the schools is already close to capacity<sup>24</sup> and therefore there is a small amount of uncertainty with regard to SA Objective 13.

The effects on the SA Objectives the natural environment and landscape and the prudent use of land are considered to be minor negative in the long term. This is because the majority of the site is located on partly Greenfield land<sup>25</sup> outside of main settlements in the open countryside<sup>26</sup>. It would be

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<sup>19</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>20</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>21</sup> Measured from the South East boundary of the site where it joins with the Harbury Lane. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>22</sup> Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>23</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department\_.. Online at <http://www.warwickdc.gov.uk/>

<sup>24</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>.

<sup>25</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

<sup>26</sup> Warwick District Council (May 2012) Local Plan – Helping Shape the District, Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompleewithAppendicesandCoversRFS.pdf>

recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international or national nature conservation designations on or adjacent to the site<sup>27</sup> but the site is close to a Local Wildlife Site and a pLWS which means that there could be indirect minor negative effects on these sites<sup>28</sup>. The presence of protected species and the ecological value of the site are not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>29</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>27</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>28</sup> Warwick District Council (2010) Ecological assets map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

<sup>29</sup> CLG (2012) Planning Policy for Traveller Sites.

GT05 – Land at Tachbrook Hill Farm, Banbury Road (7.2 – 15 Pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Appraisal Summary	?	+	+	=	-	-	=	-	-	=	=	++	?	+	-	+	=
<p><b>Summary:</b></p> <p>The development of the potential site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs. The site will provide land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. Also in terms of effects on Health, the nearest GP services (The Croft Medical Centre, Bishops Tachbrook) is within 1 mile leading to further positive effects<sup>30</sup>.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether this is grade 3a)<sup>31</sup>. In addition, the site is adjacent to a main A road<sup>32</sup> with potential for high levels of noise, poor air quality and possibly light pollution to have minor negative effects on the development and on SA Objective 14. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste &amp; recycling; Climate change (mitigation &amp; adaptation); and Climate Change (Flood risk). This is because the site is not in an area of high or medium flood risk<sup>33</sup> within no known issues of surface water flooding and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is</p>																	

<sup>30</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measuring from the site boundary which adjoins Mallory Road.

<sup>31</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>32</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>33</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

Potential effects on historic environment are considered to be minor negative at this stage. Although there are no Conservation areas or Scheduled Monuments on or adjacent to the site, there is a Listed Building adjacent to the site<sup>34</sup>. The development has the potential to affect the setting of the Listed Building. In addition, the potential for archaeology is unknown. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level. It is recommended that Local Plan policies are developed to protect and enhance heritage assets, including their setting, and require mitigation is available to address potential negative effects.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport<sup>35</sup> leading to minor positive effects on SA Objective 2. However, at this stage, little detail is known about existing traffic and transport issues and how the development of the potential site will affect them. Mitigation for negative effects on travel and transport is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 miles of Bishops Tachbrook<sup>36</sup> and is within 0.9 of a mile of a school (within Bishop Tachbrook)<sup>37</sup>. As a result the site has the potential to support existing services and facilities in the area leading to minor positive effects on SA Objectives 3 and 13. However, it should be noted that the schools is already close to capacity<sup>38</sup> although the site has good access to public transport and therefore there is uncertainty as to whether the site could achieve minor positive effects for SA Objective 13.

The effects on SA Objectives relating to the natural environment and landscape and the prudent use of land are considered to be minor negative. This is because the site is located on Greenfield land<sup>39</sup> outside of main settlements in the countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent to the site<sup>40</sup> and the presence of protected species and the ecological value of the site is not known at this stage although there is a pond adjacent to the site with the potential for protected

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<sup>34</sup> English Heritage (2013) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>35</sup> Measured from the South East boundary of the site where it joins with the Mallory Road. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>36</sup> Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

<sup>37</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins Mallory Road.

<sup>38</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>.

<sup>39</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

<sup>40</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

species (if present) to use the site as a foraging habitat (indirect minor negative effects). It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>41</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>41</sup> CLG (2012) Planning Policy for Traveller Sites.

GT06 – Land at Park Farm, Spinney Farm (14 ha – 15 Pitches)																		
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
<b>Appraisal Summary</b>	?	-	?	=	-	-	=	=	--	=	=	++	+	?	+	-	+	=
<b>Summary:</b>																		
<p>The development of the potential site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs. The site will provide land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. Also in terms of effects on Health, the nearest GP services (The Croft Medical Centre, Bishops Tachbrook) is within 1.4 miles leading to further positive effects<sup>42</sup>.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be major negative in the long term. This is because: the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional))<sup>43</sup>; the site is very close to an area of historic landfill<sup>44</sup> with the potential for contaminants to be present; and the site is adjacent to a main A road<sup>45</sup> with potential for high levels of noise, poor air quality and possibly light pollution to affect the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation as well as a land quality assessment to identify any potential contaminants and suggest mitigation as appropriate.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste &amp; recycling; Climate change (mitigation &amp; adaptation); Historic environment; and Climate Change (Flood risk). This is because: there are no known designated heritage assets<sup>46</sup> (including Listed</p>																		

<sup>42</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins A425.

<sup>43</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>44</sup> Environment Agency (2014) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed February 2014]

<sup>45</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>46</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site; the site is not in an area of high or medium flood risk<sup>47</sup> within no known issues of surface water flooding; and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

With regard to travel and transport, Although it is assumed that development at the site will not increase traffic significantly given the scale of the development, the site has poor access to public transport (bus stop is over 0.5 of a mile away)<sup>48</sup> leading to minor negative effects on SA Objective 2. However, at this stage, little detail is known about existing traffic and transport issues and how the development of the potential site will affect them. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 miles of Bishops Tachbrook<sup>49</sup> and is within 1.5 miles of a few of schools (Bishops Tachbrook (1.3 miles) and Barford (1.3 miles))<sup>50</sup>. As a result the development is expected to support existing services and facilities leading to minor positive effects on SA Objective 13. However, the site has poor access to public transport and as a result this brings a small element of uncertainty against SA Objective 13 and also against SA Objective 3.

The effects on the SA Objectives relating to air, water & soil quality and the prudent use of land are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether this is grade 3a)<sup>51</sup> and the site is adjacent to two main A road<sup>52</sup> with potential for high levels of noise, poor air quality and possibly light pollution to affect the development. There could also be negative effects on SA Objective 14. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation.

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<sup>47</sup> Environment Agency (2014) Flood Maps. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>48</sup> Measured from the South East boundary of the site where it joins with the A425. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>49</sup> Walking distance measured from the boundary which adjoins the A425 and calculated using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>50</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins A425.

<sup>51</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>52</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

The effects on SA Objective relating to the natural environment and landscape are considered to be minor negative with a small element of uncertainty for effects on biodiversity. This is because the site is located on Greenfield land<sup>53</sup> outside of main settlements in the countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent to the site<sup>54</sup> and the presence of protected species and the ecological value of the site is not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>55</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>53</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

<sup>54</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>55</sup> CLG (2012) Planning Policy for Traveller Sites.



GT08 – Depot to the West Side of Cubbington Heath Farm (2.1 ha – 6 Pitches)																		
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Appraisal Summary	?	--	?	=	-- +	?	=	=	--	=	=	++	+	?	+	-	+	=
<b>Summary:</b>																		
<p>The development of the potential site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs. The development will provide land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. Also in terms of effects on Health, the nearest GP services (Cubbington Road Surgery) is within 1.3 miles leading to further positive effects<sup>56</sup> The site is also the site is within the Coventry Aerodrome Safeguarding Area where height restrictions apply; however it is unlikely that this type of development would exceed the height restriction<sup>57</sup>.</p> <p>The effects on the SA Objectives relating to air, water &amp; soil quality and the prudent use of land are considered to be major negative in the long term. This is because: the development at the site could lead to the loss of the best and most versatile agricultural land (grade 2 (provisional))<sup>58</sup>; the site is located on Green Belt land<sup>59</sup>; the site is located within a sand and gravel safeguarded area<sup>60</sup>; there is potential for contamination to be present on site</p>																		

<sup>56</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins Leicester Lane.

<sup>57</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Sourced from Warwick District Council's in-house GGP Mapping Software (2008).

<sup>58</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>59</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompletwithAppendicesandCoversRFS.pdf>

<sup>60</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Information given by Warwickshire County Council to inform Warwick District Council's in-house GGP Mapping Software (2008).

given former uses; and the site is also adjacent to a main A road<sup>61</sup> with potential for high levels of noise and poor air quality to affect the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise and land quality assessments are carried out to identify possible noise impacts and contaminants and to suggest appropriate mitigation. Minor positive could also be realised for SA Objective 5 because the development is on Brownfield land<sup>62</sup> where it could enhance the natural landscape through replacing redundant and untidy structures.

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); Climate change (Flood risk); and Historic environment. This is because: the site is not in an area of high or medium flood risk<sup>63</sup>; there are no known designated heritage assets<sup>64</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site; and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

With regard to travel and transport, although it is assumed that development at the site will not increase traffic significantly given the scale of the development, the site has poor access to public transport (over 0.5 of a mile away)<sup>65</sup>. In addition, the site is located on the A445 which feeds into Lillington Avenue and the Lillington Avenue has been identified in the Transport Assessment (2012) as being heavily used by traffic<sup>66</sup>. As a result development of the site is likely to give rise to major negative effects in the long and short term against SA Objective 2. Negative cumulative effects could also result if other sites are taken forward within the Cubbington area. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 miles of Cubbington<sup>67</sup> and is within 1.5 miles of three schools (two in Cubbington and one in Lillington)<sup>68</sup>. As a result the development is expected to support existing services and facilities leading to minor positive effects on SA Objective 13. However, the site has poor

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<sup>61</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>62</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google maps. [https://maps.google.co.uk](https://maps.google.co.uk/) [accessed February 2014].

<sup>63</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))[maps.environment-agency.gov.uk](http://maps.environment-agency.gov.uk) [accessed February 2014]

<sup>64</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>65</sup> Measured from the South East boundary of the site where it joins with Leicester Lane. Walking distance measured using Google (2014) Google maps. [https://maps.google.co.uk](https://maps.google.co.uk/) [accessed February 2014]

<sup>66</sup> Warwickshire County Council and Highways Agency (March 2012) Warwick District Council Local Development Framework Core Strategy Strategic Transport Assessment Overview Report. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/0E13ED7C-6364-4D29-A85C-FD72EC235B3D/0/WDCDFSTAOOverviewFinal.pdf> [accessed February 2014].

<sup>67</sup> Walking distance calculated using Google (2014) Google maps. [https://maps.google.co.uk](https://maps.google.co.uk/) [accessed February 2014]

<sup>68</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Warwick District Council (2014) Department of Education Edubase 2.

access to public transport and as a result this brings an element of uncertainty against SA Objective 13 and also against SA Objective 3. It should also be noted that one school is already close to capacity<sup>69</sup> which brings further uncertainty as to whether the site could achieve minor positive effects for SA Objective 13.

The effects on SA Objective relating to the natural environment and landscape are considered to be uncertain at this stage. This is because the site is located on Brownfield land in the Green Belt which is outside the main settlement boundaries in the open countryside. Development could enhance the natural landscape through replacing redundant and untidy structures. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent the site<sup>70</sup> although the presence of protected species and the ecological value of the site are not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>71</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>69</sup>Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>.

<sup>70</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>71</sup> CLG (2012) Planning Policy for Traveller Sites.

GT11 – Land at Budbrooke Lodge, Racecourse and Hampton Road (2.8 ha - 12 Pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
<b>Appraisal Summary</b>	?	+	+	=	--	-	=	-	--	=	-	++	+	+	-	+	=
<b>Summary:</b>																	
<p>The potential site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs. The potential site will provide land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. Also in terms of effects on Health, the nearest GP services (Chase meadows) is within 0.5 of a mile leading to further positive effects<sup>72</sup>.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality and prudent use of resources are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether or not this is grade 3a)<sup>73</sup> and the site is in a sand and gravel safeguarded area<sup>74</sup>. The site is also located close to a main A Road with potential for noise, air quality and light pollution<sup>75</sup> to have minor negative effects on the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and to suggest appropriate mitigation.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; waste &amp; recycling; and climate change (mitigation &amp; adaptation). This is because all new development should meet with the requirements of national planning policy and building regulations by achieving</p>																	

<sup>72</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins Hampton Road.

<sup>73</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>74</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Information given by Warwickshire County Council to inform Warwick District Council's in-house GGP Mapping Software (2008).

<sup>75</sup> Warwick District Council (May 2012) Local Plan – Helping Shape the District, Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompletwithAppendicesandCoversRFS.pdf>

high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

There could be potential for minor negative effects the historic environment. The site is adjacent to the Warwick Conservation Area<sup>76</sup> and therefore the development has the potential to indirectly affect the character and appearance of the area during construction and operation. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level.

The site is adjacent to an area of medium to high flood risk<sup>77</sup> and therefore there could be the potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk).

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport (there is a bus stop adjacent to the site)<sup>78</sup> leading to minor positive effects on SA Objective 2. However, at this stage, little detail is known about existing traffic and transport issues and how the development will affect them. Mitigation for negative effects on travel and transport is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level.

The proposed site is within 1.5 miles of Warwick<sup>79</sup> which provides a good range of facilities and services and the site is within 2.5 of a large number of schools (within Warwick)<sup>80</sup> and the site also has good access to public transport. As a result the site is anticipated to have minor positive effects on SA Objectives 3 and 13.

The effects on SA Objective relating to the natural environment and landscape are considered to be minor negative with a small element of uncertainty for effects on biodiversity. This is because the site is located on Greenfield land<sup>81</sup>. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent to the site<sup>82</sup> and the presence of protected

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<sup>76</sup>Warwick District council (2010) Warwick Conservation Area Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/756EA0DD-B21B-4D89-8CAD-63A8842BF3D4/0/WarwickConservationAreaApril2010ReducedSize.pdf> [accessed February 2014]

<sup>77</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>78</sup> Measured from the South East boundary of the site where it joins with the Hampton Road. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>79</sup> Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>80</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins Hampton Road.

<sup>81</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

<sup>82</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

species and the ecological value of the site is not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>83</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>83</sup> CLG (2012) Planning Policy for Traveller Sites.

GT12 – Land at North and West of Westham Lane (Area of Search) (1.7 ha - 15 Pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Appraisal Summary	?	+	-	-	=	-	=	?	-	=	=	++	-	+	-	+	=
<b>Summary:</b>																	
<p>The development of the potential site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs. The site will provide land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. However, the nearest GP services (Bishops Tachbrook) is 2.6 miles away<sup>84</sup> which could lead to major negative effects on the SA Objective on Health.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality and prudent use of resources are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (majority is grade 2 (provisional))<sup>85</sup> and the site is in a sand and gravel safeguarded area<sup>86</sup>. The site is also located close to a main A Road with potential for noise, air quality and light pollution<sup>87</sup> to have minor negative effects on the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and to suggest appropriate mitigation.</p>																	

<sup>84</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins A429.

<sup>85</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>86</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Information given by Warwickshire County Council to inform Warwick District Council's in-house GGP Mapping Software (2008).

<sup>87</sup> Warwick District Council (May 2012) Local Plan – Helping Shape the District, Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsComplewithAppendicesandCoversRFS.pdf>

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); and Climate Change (Flood risk). This is because the site is not in an area of high or medium flood risk<sup>88</sup> and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

The potential effects on the historic environment are uncertain at this stage as the potential for archaeology is high. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport (bus stop within 0.5 of a mile)<sup>89</sup> with the potential for minor positive effects on sustainable transport. However, the site is located on the A429 which leads into the A429/ A46/ M40 junction and this junction experiences high traffic flows according to the Transport Assessment (2012)<sup>90</sup> and as a result there could be potential for minor negative effects also on SA Objective 2. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level.

The proposed site over 2.5 miles from a main town or primary service village of which the closest is Warwick. However, the site it is within 0.5 of a mile of a school (within Barford), has good access to public transport and is also very close to Barford which is a secondary service village<sup>91</sup>. Given that Barford scored highly for availability of services and facilities in the draft Village Settlement Hierarchy Report (Warwick District Council, June 2013), the effects on both SA Objectives 3 and 13 are considered to be minor negative instead of major negative. However, it should be noted that the school is already close to capacity<sup>92</sup> and therefore there is a small amount of uncertainty for SA Objective 13. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>93</sup>.

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<sup>88</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>89</sup> Measured from the South East boundary of the site where it joins with the A429. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>90</sup> Warwickshire County Council and Highways Agency (March 2012) Warwick District Council Local Development Framework Core Strategy Strategic Transport Assessment Overview Report. Online at <http://www.warwickdc.gov.uk/NR/rdoonlyres/0E13ED7C-6364-4D29-A85C-FD72EC235B3D/0/WDCLDFSTAOversiewFinal.pdf> [accessed February 2014].

<sup>91</sup> Warwick District Council (June 2013) Draft Village Settlement Hierarchy Report June 2013. Online at <http://www.warwickdc.gov.uk/WDC/Planning/Planning+policy/Local+Development+Framework/Evidence+Base/> [accessed February 2014]

<sup>92</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>

<sup>93</sup> CLG (2012) Planning Policy for Traveller Sites.



The effects on SA Objective relating to the natural environment and landscape are considered to be minor negative with a small element of uncertainty for effects on biodiversity. This is because the site is located on Greenfield land<sup>94</sup> in the countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent to the site<sup>95</sup> and the presence of protected species and the ecological value of the site is not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>96</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>94</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

<sup>95</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>96</sup> CLG (2012) Planning Policy for Traveller Sites.

GT15 – Land to the East of Europa Way (1.7 ha - 4 pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Appraisal Summary	?	-	-	=	--	-	=	=	--	=	-	++	-	+	-	+	=
<b>Summary:</b>																	
<p>The site consists of a thin strip of land to the East of Europa Way and is in close proximity to three other proposed Gypsy and Traveller sites at GT05 and GT06 which could lead to cumulative effects on: sustainable transport; the need to travel; health; local services and community facilities; landscape.</p> <p>The development of the potential site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs. The site will provide land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. However, also in terms of effects on Health, the nearest GP services (Bishops Tachbrook) is within 1.6 miles with the site having poor access to public transport<sup>97</sup> leading to minor negative effects.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality and prudent use of resources are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although is it not certain whether this includes grade 3a)<sup>98</sup> and the site is in a sand and gravel safeguarded area<sup>99</sup>. The site is also located adjacent to a main A Road</p>																	

<sup>97</sup> Measured from the boundary of the site where it joins with the A425. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>98</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>99</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Information given by Warwickshire County Council to inform Warwick District Council's in-house GGP Mapping Software (2008).

with potential for noise, air quality and light pollution<sup>100</sup> to have minor negative effects on the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and to suggest appropriate mitigation.

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); and Historic environment. This is because: there are no known designated heritage assets<sup>101</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has poor access to public transport<sup>102</sup> leading to minor negative effects on SA Objective 2. However, at this stage, little detail is known about existing traffic and transport issues and how the development of the potential site will affect them. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It would be recommended to insert strong transport requirements for this particular site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 to 2.5 miles of Bishops Tachbrook and Leamington Spa<sup>103</sup> which provides access to local facilities and amenities and is within 1.5 to 2.5 miles of a few schools (Bishops Tachbrook (1.5 miles) and Whitnash (2.4 miles))<sup>104</sup>. However the majority of other schools are over 2.5 miles away and the site also has poor access to public transport and as a result there are likely to be minor negative effects on SA Objectives 3 and 13.

The site is adjacent to an area of medium to high flood risk<sup>105</sup> and therefore there could be the potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk).

The effects on SA Objectives relating to the natural environment and landscape and the prudent use of land are considered to be minor negative. This is because the site is located on Greenfield land<sup>106</sup> outside of main settlements in the open countryside. It would be recommended that existing

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<sup>100</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompleatwithAppendicesandCoversRFS.pdf>

<sup>101</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>102</sup> Measured from the South East boundary of the site where it joins with the A452. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>103</sup> Walking distance measured from site boundary adjacent the A452 and calculated using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>104</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins A452.

<sup>105</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development of the potential site into the landscape. Furthermore, there are no international or national local nature conservation designations on or adjacent to the site<sup>107</sup> but there is a Local Wildlife Site (LWS)<sup>108</sup> along the eastern boundary and the site also contain a priority habitat of deciduous woodland. The presence of protected species and the ecological value of the site is not known at this stage although presence of protected of species is more likely given the priority habitat and LWS with the potential for minor negative effects. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>109</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>106</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

<sup>107</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>108</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Warwick District Council's in-house GGP Mapping Software (2008).

<sup>109</sup> CLG (2012) Planning Policy for Traveller Sites.

GT19 – Land off Birmingham Road, Budbrooke, Oaklands Farm (0.3 ha - 5 Pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Appraisal Summary	?	+	+	=	--	-	=	=	--	=	=	++	+	+	-	+	=
<b>Summary:</b>																	
<p>The development of the potential site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs. The site will provide land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. Also in terms of effects on Health, the nearest GP services (Hampton Magna) is within 1.1 miles leading to further positive effects<sup>110</sup>.</p> <p>The effects on the SA Objectives relating to air, water &amp; soil quality and the prudent use of land are considered to be major negative in the long term. This is because: the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether or not this is grade 3a)<sup>111</sup>; the site is located with a sand and gravel safeguarded area<sup>112</sup>; and the site is located on Green Belt land<sup>113</sup> although it is on Brownfield land which could reduce the negative effect. The site is also located adjacent to a main A Road with potential for noise, air quality and light pollution<sup>114</sup> to have minor negative effects on the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and to suggest appropriate mitigation.</p>																	

<sup>110</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Walking distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measured from the boundary which adjoins Birmingham Road.

<sup>111</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>112</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Information given by Warwickshire County Council to inform Warwick District Council's in-house GGP Mapping Software (2008).

<sup>113</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompletwithAppendicesandCoversRFS.pdf>

<sup>114</sup> Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); Historic environment; and Climate Change (Flood risk). This is because: there are no known designated heritage assets<sup>115</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site; the site is not in an area of high or medium flood risk<sup>116</sup>; all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport (bus stop is adjacent to the site)<sup>117</sup> leading to minor positive effects on SA Objective 2. However, at this stage, little detail is known about existing traffic and transport issues and how the development of the potential site will affect them.

The proposed site is within 1.5 miles of Hampton Magna<sup>118</sup> which provides access to local facilities and amenities and the site is within 1.5 to 2.5 miles of a number of schools (the nearest is in Hampton Magna (1.5 miles)<sup>119</sup>) and the site also has good access to public transport. As a result the site is anticipated to have minor positive effects on SA Objectives 3 and 13. However, it should be noted that the Hampton Magna school is already close to capacity<sup>120</sup> and therefore there is a small amount of uncertainty as to whether the site could achieve minor positive effects for SA Objective 13.

The effects on SA Objective relating to the natural environment and landscape are considered to be minor negative with some uncertainty relating to landscape effects. This is because the site is located on Brownfield land<sup>121</sup> in the Green belt. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international or national nature conservation designations on or adjacent the site<sup>122</sup> but the site is adjacent to a pLWS<sup>123</sup> with the potential for the development to indirectly affect this feature. The presence of protected species and the ecological value of the site are not

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<sup>115</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>116</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>117</sup> Measured from the South East boundary of the site where it joins with Birmingham Road. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>118</sup> Walking distance measured from northern boundary of the site where it joins the A4177 using Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014]

<sup>119</sup> Please insert reference – Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>.

<sup>120</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>

<sup>121</sup> Warwick District Council (2014) Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. And Google (2014) Google maps. <https://maps.google.co.uk> [accessed February 2014].

<sup>122</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>123</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>124</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>124</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt01 – Brookside Willows, Banbury Road (4.7 ha – 15 Pitches)																		
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Appraisal Summary	?	-	?	=	-	-	=	-	--	=	--	++	+	?	+	-	+	=
<p><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as major long term positive effects on housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP (Priory Medical Centre) is 1.5 miles away<sup>125</sup> with the potential for a positive effect on access to health services/facilities. However, the positive effect is likely to be reduced given that the site has poor access to public transport (see below).</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be major negative in the long term. This is because: the development at the site could lead to the loss of the best and most versatile agricultural land (grade 2 and 3 (provisional))<sup>126</sup>; the site is on an area of historic landfill<sup>127</sup> with the potential for contaminants to be present; and the site is adjacent to a main A road<sup>128</sup> with potential for high levels of noise, poor air quality and possibly light pollution affecting the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation as well as a land quality assessment to identify any potential contaminants and suggest mitigation as appropriate.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; waste &amp; recycling; and climate change (mitigation &amp;</p>																		

<sup>125</sup> Measured from the western boundary of the site where it joins with the A425. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>126</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>127</sup> Environment Agency (2014) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed February 2014]

<sup>128</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]



adaptation). This is because all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

There is the potential for minor negative effects on the historic environment. There are no Listed Buildings or Scheduled Monuments on or adjacent to the site; however, the site is adjacent to the Grade 1 Warwick Castle Registered Park and Garden<sup>129</sup> and the Warwick Conservation Area<sup>130</sup> and therefore could have an indirect short to long-term negative effect on their setting. There could also be potential for the loss of historic landscape types including fieldscapes (very large post war fields/ woodland)<sup>131</sup>. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level.

The edges of the site to the North, South and East are located on an area of high to medium flood risk (Flood zones 2 and 3)<sup>132</sup> and could pose a significant risk to caravans which are considered to be particularly sensitive development to flooding. There is the potential for a significant short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the significant effects. However, it should be noted that the Environment Agency have given advice which states that flooding on the site is not an issue given 'that the water runs off the fields into the road as the topography is such (with clay cap and on plateau) that this site is at a significantly higher level than the land around, including the brook<sup>133</sup>.' Despite this advice, the overall significant effects against SA Objective 11 still stand in order to maintain consistency of approach taken to determining effects with regard to flooding at each site.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development. The site has poor access to public transport with the closest bus stop approximately 0.6 miles away off Gallows Hill<sup>134</sup> with a suitable path for walking only running part of the way along the A425. Minor short to long term negative effects against SA Objective 2. The site is within 1.5 miles of Warwick and within 1.5 miles of a number of schools<sup>135</sup>. It could potentially support existing services and facilities with a minor positive effect against SA Objective 13; however, given the poor access to public transport it is considered that the effect is uncertain. Given the distance from the main settlements there is the potential for minor positive effects on SA Objective 3; however, this needs to be considered alongside the poor access to public transport and no suitable path along the A425 for walking. It is considered that the effect is uncertain against SA Objective 3.

<sup>129</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>130</sup> Warwick District Council (2010) Warwick Conservation Area Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/756EA0DD-B21B-4D89-8CAD-63A8842BF3D4/0/WarwickConservationAreaApril2010ReducedSize.pdf> [accessed February 2014]

<sup>131</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>132</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at <http://maps.environment-agency.gov.uk> [accessed February 2014]

<sup>133</sup> Environment Agency (2014) Correspondence with Warwick District Council

<sup>134</sup> Measured from the western boundary of the site where it joins with the A425. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>135</sup> Measured from the western boundary of the site where it joins with the A425. UK Government (2014) Direct Gov – Schools Finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014]

The effects on SA Objectives relating to the natural environment and landscape and the prudent use of land are considered to be minor negative. This is because the site is located on Greenfield land<sup>136</sup> outside of main settlements in the open countryside. It is recommended that existing hedgerows/trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international or national nature conservation designations on or adjacent to the site<sup>137</sup> but the site does partly contain a potential Local Wildlife Site (pLWS)<sup>138</sup> and a priority habitat of deciduous woodland. The presence of protected species and the ecological value of the site are not known at this stage although presence is more likely given that pLWS and priority habitats are present on site. Tach Brook also runs along the boundary of the site which could provide habitat for protected species. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>139</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>136</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.com/> [accessed February 2014]

<sup>137</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>138</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

<sup>139</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt02 – Land Off Rugby Road, Cubbington (3.3 ha – 12 pitches)																		
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Appraisal Summary	?	--	?	=	-- +	--	=	=	--	=	-	++	+	?	+	-	+	=
<p><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. However, the nearest GP services (Cubbington Road Surgery) is 1.6 miles away<sup>140</sup> and when coupled with poor access to public transport (see below) there is the potential for minor negative effects on health.</p> <p>The effects on the SA Objectives relating to air, water &amp; soil quality, the natural environment and landscape and the prudent use of land are considered to be major negative in the long term. This is because: development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether this is grade 3a)<sup>141</sup>; the site is located on partly Greenfield land<sup>142</sup> outside of main settlements in the open countryside on Green Belt land<sup>143</sup>; and part of the site contains Ancient Woodland<sup>144</sup>. Development could lead to the loss of</p>																		

<sup>140</sup> Measured from the southern boundary of the site where it joins with the B4453. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>141</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>142</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.com/> [accessed February 2014]

<sup>143</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompleatwithAppendicesandCoversRFS.pdf>

<sup>144</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

the Ancient Woodland on the site in major and permanent short to long term negative effects on SA Objective 6. If development were to avoid the Ancient Woodland then the negative effects on SA Objective are only likely to be minor in the short to long term.

There is potential for contamination to be present given the site's previous use as a timber yard (part Brownfield land)<sup>145</sup> and Environment Adjacent have recorded that the site adjacent had licences to release industrial pollution<sup>146</sup> and which could give rise to minor negative effects. In addition, as a result, there could be negative effects on health. Furthermore, there are no international or national nature conservation designations on or adjacent to the site<sup>147</sup> but the site does partly contain a pLWS<sup>148</sup>. The presence of protected species and the ecological value of the site are not known at this stage although presence is more likely given the pLWS and Ancient Woodland present on the site. It would be recommended that existing hedgerows/trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape and that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure. The site is however part Brownfield<sup>149</sup> which if developed could also have minor positive effects on landscape if the development would improve large, old, untidy and redundant structures. In addition, it is recommended that a land quality assessment to identify any potential contaminants and suggest mitigation as appropriate.

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); and Historic environment. This is because there are no known designated heritage assets<sup>150</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

It has been noted that surface water flooding occurs on a very small area on the far South East corner of the site<sup>151</sup> and as a result there is the potential for a minor short to medium term negative effect on SA Objective 11 (Climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the negative effects.

With regard to travel and transport, although it is assumed that development at the site will not increase traffic significantly given the scale of the development, the site has poor access to public transport<sup>152</sup>. The closest bus stop is approximately half a mile away along the B4553<sup>153</sup> and there are

<sup>145</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>146</sup> Environment Agency (2014) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed February 2014]

<sup>147</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>148</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/rdoonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

<sup>149</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.com/> [accessed February 2014]

<sup>150</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>151</sup> Environment Agency (2014) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed February 2014]

no suitable paths for walking. In addition, the B4453 feeds into the A452 (Rugby Road) and the A445 (Lillington Avenue) and the latter two roads have been identified in the Transport Assessment (2012) as being heavily used by traffic<sup>154</sup>. This along with the poor access to public transport has the potential for major negative effects in the short and long term against SA Objective 2. Negative cumulative effects could also result if other development sites are taken forward within the Cubbington area. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 miles of Cubbington and is within 1.5 miles of two primary schools<sup>155</sup>. As a result the site has the potential to support existing services and facilities in the area leading to minor positive effects on SA Objective 13. However, it should be noted that the site has poor access to public transport and one of the primary schools is already close to capacity<sup>156</sup> and therefore there is some uncertainty as to whether the site could achieve minor positive effects for SA Objectives 3 and 13.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>157</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>152</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measuring from site boundary which adjoins the B4453.

<sup>153</sup> Measured from the southern boundary of the site where it joins with the B4453. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>154</sup> Warwickshire County Council and Highways Agency (March 2012) Warwick District Council Local Development Framework Core Strategy Strategic Transport Assessment Overview Report. Online at <http://www.warwickdc.gov.uk/NR/rdoonlyres/0E13ED7C-6364-4D29-A85C-FD72EC235B3D/0/WDCLDFSTAOVeriewFinal.pdf> [accessed February 2014].

<sup>155</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>. Distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measuring from site boundary which adjoins the B4453.

<sup>156</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>.

<sup>157</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt03 – Henley road/ Hampton Road, Hampton-on-the-Hill (1.6 ha – 15 Pitches)																		
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Appraisal Summary	?	+	+	=	--	-	=	=	--	=	-	++	+	?	+	-	+	=
<p><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP services (Budbrooke Medical Centre) is 1.1 miles away<sup>158</sup> and coupled with good access to public transport (see below) there is the potential to enhance positive effects against SA Objective 14.</p> <p>The effects on the SA Objectives relating to air, water &amp; soil quality and the prudent use of land are considered to be major negative in the long term. Development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether this is grade 3a)<sup>159</sup>; the south east boundary of the site is adjacent to a main A road<sup>160</sup> with potential for high levels of noise, poor air quality and possibly light pollution to have minor negative effects on the development; the site also has an electricity transmission line crosses it North East to South West<sup>161</sup>;</p>																		

<sup>158</sup> Measured from the middle of the northern boundary of the site where it joins with Hampton Road. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>159</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>160</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>161</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council's in-house GGP Mapping Software (2008) Ordnance Survey Base Map). Online at <http://www.warwickdc.gov.uk/>.

and the site is located on Green Belt land<sup>162</sup>. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation.

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); and Historic environment. This is because there are no known designated heritage assets<sup>163</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases. It should be noted however that there is a Listed Building within 100 m of the site but as the development is small in scale and as the site is separated from the Listed Building by a road, a number of buildings and existing hedgerows, the effects are considered not to be significant.

It has been noted that surface water flooding occurs along the edge of the site and along Hampton Road<sup>164</sup> and as a result this would pose a risk to caravans which are considered to be particularly sensitive development to flooding. There is the potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the negative effects identified.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport, with a bus stop within 0.2 of a mile on Old School Lane<sup>165</sup>. Potential for a minor positive effect on SA Objective 2.

The proposed site is within 1.5 miles of Hampton on the Hill and Hampton Magna and is within 1.5 miles of a school (Budbrooke School)<sup>166</sup>. This along with the good access to public transport has the potential for minor positive effects on SA Objectives 3 and 13. However, it should be noted that the schools is already close to capacity<sup>167</sup> and therefore there is a small amount of uncertainty as to whether the site could achieve minor positive effects for SA Objectives 13.

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<sup>162</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompleatwithAppendicesandCoversRFS.pdf>

<sup>163</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>164</sup> Environment Agency (2014) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed February 2014]

<sup>165</sup> Measured from the middle of the northern boundary of the site where it joins with Hampton Road. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>166</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014]

<sup>167</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>.

The effects on SA Objective relating to the natural environment and landscape are considered to be minor negative with a small element of uncertainty regarding effects on biodiversity. This is because the site is located on Greenfield land<sup>168</sup> outside of main settlements in the open countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent to the site<sup>169</sup> and the presence of protected species and the ecological value of the site is not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>170</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>168</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.com/> [accessed February 2014]

<sup>169</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>170</sup> CLG (2012) Planning Policy for Traveller Sites.



GTalt04 – Station Road, Hatton (2.2 ha – 12 Pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
<b>Appraisal Summary</b>	?	+	-	=	--	-	=	-	--	=	-	++	?	+	--	+	=
<b>Summary:</b>																	
<p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. There is the potential for major negative effects on access to health services/facilities as the nearest GP (Budbrooke Medical Centre) is 4.3 miles away<sup>171</sup>.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; waste &amp; recycling; and climate change (mitigation &amp; adaptation). This is because all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.</p> <p>There could be potential for minor negative effects the historic environment. The site is adjacent to the Grade II Listed Building<sup>172</sup> and therefore could have an indirect short to long-term effect on its setting. There could also be potential for the loss of historic landscape types including fieldscapes (small irregular fields within curvilinear boundaries)<sup>173</sup>. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level.</p>																	

<sup>171</sup> Measured from the middle of the western boundary of the site where it joins with Station Road. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>172</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>173</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

It has been noted that surface water flooding occurs along the far eastern edge of the site<sup>174</sup> and as a result this would pose a risk to caravans which are considered to be particularly sensitive development to flooding. There is the potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the negative effects identified.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development. The site has good access to public transport<sup>175</sup>, with Hatton Station within 0.1 miles. However, there are no bus stops within 800 metres and the services can be irregular. Potential for a minor positive effect against SA Objective 2.

The proposed site is over 2.5 miles from the main settlements and primary service villages. It is within 1.5 to 2.5 miles<sup>176</sup> of a number of schools (Fercumbe, Hatton and Wolverton). It should be noted that Fercumbe school is already close to capacity<sup>177</sup>. Given the distance from the larger settlements and their facilities/ services it is considered that there is an uncertain effect against SA Objective 13 and a minor negative effect against SA Objective 3.

The effects on the SA Objectives relating to air, water & soil quality and the prudent use of land are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether this is grade 3a)<sup>178</sup>; the site is located on Greenfield land<sup>179</sup> in the Green Belt<sup>180</sup>; The site is also adjacent to a main A road and the main railway line<sup>181</sup> with potential for high levels of noise, poor air quality and possibly light pollution. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation.

The effects on SA Objective relating to the natural environment and landscape are considered to be minor negative. This is because the site is located on Greenfield land outside of main settlements in the countryside. It would be recommended that existing hedgerows/ trees are maintained and that

<sup>174</sup> Environment Agency (2014) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed February 2014]

<sup>175</sup> Measured from the middle of the western boundary of the site where it joins with Station Road. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>176</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014]

<sup>177</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>.

<sup>178</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>179</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>180</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompleatwithAppendicesandCoversRFS.pdf>

<sup>181</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on the site<sup>182</sup> but there are two pLWSs<sup>183</sup> adjacent to the site as well as the Grand Union Canal with potential for indirect effects on these habitats. The presence of protected species and the ecological value of the site are not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>184</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>182</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>183</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

<sup>184</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt05 – West of Europa Way (0.7 ha – 3/ 4 Pitches)																		
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Appraisal Summary	?	-	?	=	-	-	=	=	--	=	=	++	+	?	+	-	+	=
<p><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP (The Croft medical Centre) is in Bishops Tachbrook approximately 1.4 miles away<sup>185</sup> with the potential for a minor positive effect on access to health services/facilities. However, the positive effect is likely to be reduced given that the site has poor access to public transport (see below).</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether this includes grade 3a)<sup>186</sup>. The site is also adjacent to a main A road<sup>187</sup> and in close proximity to a major road interchange with potential for high levels of noise, poor air quality and possibly light pollution to have negative effects on the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation.</p>																		

<sup>185</sup> Measured from the middle of the eastern boundary of the site where it joins with Europa Way. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>186</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>187</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); Historic environment; and Climate Change (Flood risk). This is because: there are no known designated heritage assets<sup>188</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site; the site is not in an area of high or medium flood risk<sup>189</sup>; all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development. The site has poor access to public transport, with the closest bus stop in Bishops Tachbrook approximately 1.3 miles away<sup>190</sup> and no suitable footpaths to safely walk. Given the poor access to public transport there is the potential for a minor negative effect against SA Objective 2.

There is the potential for a minor positive effect against SA Objective 13 as the proposed site is within 1.5 miles of Bishops Tachbrook which provides access to some local facilities and amenities and is within 1.5 miles of primary school (Bishops Tachbrook). The majority of other schools are over 2.5 miles away and given the poor access to public transport<sup>191</sup> there is the potential for some uncertainty against SA Objective 13. The site is within 1.5 miles of a primary service village; however, this should be balanced alongside the poor access to public transport. Uncertain effect against SA Objective 3.

The effects on SA Objectives relating to the natural environment and landscape and the prudent use of land are considered to be minor negative with a small element of uncertainty with regard to effects on biodiversity. This is because the site is located on Greenfield land<sup>192</sup> outside of main settlements in the open countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent to the site<sup>193</sup> and the presence of protected species and the ecological value of the site is not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It

<sup>188</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>189</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([\](http))maps.environment-agency.gov.uk [accessed February 2014]

<sup>190</sup> Measured from the middle of the eastern boundary of the site where it joins with Europa Way. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>191</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].

<sup>192</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>193</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>194</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>194</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt07 – Field West of Leicester Lane, Cubbington (2.1 ha - 15 Pitches)																		
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Appraisal Summary	?	--	?	=	--	-	=	=	--	=	?	++	+	?	+	-	+	=
<p><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP services (Cubbington Road Surgery) is within 1.2 miles<sup>195</sup> with the potential for a minor positive effect on access to health services/facilities. However, the positive effect is likely to be reduced given that the site has poor access to public transport (see below) and that there are no suitable footpaths until the junction of Leicester Lane and Kenilworth Road.</p> <p>The effects on the SA Objectives relating to air, water &amp; soil quality and the prudent use of land are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 2 (provisional))<sup>196</sup> and the site is located on Green Belt land<sup>197</sup>. The site is also adjacent to a main A road<sup>198</sup> with potential for high levels of noise, poor air quality and possibly light pollution to have minor negative effects the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation.</p>																		

<sup>195</sup> Measured from the middle of the south eastern boundary of the site where it joins with Leicester Lane. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>196</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>197</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompletwithAppendicesandCoversRFS.pdf>

<sup>198</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); and Historic environment; and This is because there are no known designated heritage assets<sup>199</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

The effects on Climate Change (Flood risk) are uncertain at this stage. Although the site is not in an area of high or medium flood risk<sup>200</sup> and it is not known whether the site is susceptible to surface water flooding, it should be noted that the Strategic Flood Risk Assessment (SFRA) (2013) identified that the centre and south of Cubbington suffers from major surface water flooding and that the drainage systems in the area (public, private, highway or land drainage) were not designed to cope with the exceptional conditions<sup>201</sup>. The SFRA recommended that future development is avoided and that effective planning policies should be implemented in accordance with the SUDS recommendations provided in the SFRA.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development. The site has poor access to public transport; with the nearest bus stop 0.6 miles away<sup>202</sup> on Stirling Avenue. There are also no suitable footpaths for walking until the junction of Leicester Lane and Kenilworth Road. The site is located on the A445 which feeds into Lillington Avenue and the Lillington Avenue has been identified in the Transport Assessment (2012) as being heavily used by traffic<sup>203</sup>. This along with the poor access to public transport means there is the potential for a major negative effect against SA objective 2. Negative cumulative effects could also result if other sites are taken forward within the Cubbington area. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 miles of Cubbington and is within 1.5 miles of a primary and secondary school<sup>204</sup>. Therefore the site has the potential to support existing services and facilities in the area with minor positive effects on SA Objective 13. However, it should be noted that one school

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<sup>199</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>200</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))[maps.environment-agency.gov.uk](http://maps.environment-agency.gov.uk) [accessed February 2014]

<sup>201</sup> Mouchel (2013) Warwick District Council Level 1 Strategic Flood Risk Assessment. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/99519A0F-361B-4ED7-94CC-95BA36A70AE7/0/Volume1ReportandAppendicesCombined.pdf> [accessed October 2013]

<sup>202</sup> Measured from the middle of the south eastern boundary of the site where it joins with Leicester Lane. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>203</sup> Warwickshire County Council and Highways Agency (March 2012) Warwick District Council Local Development Framework Core Strategy Strategic Transport Assessment Overview Report. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/0E13ED7C-6364-4D29-A85C-FD72EC235B3D/0/WDCLDFSTAOversviewFinal.pdf> [accessed February 2014].

<sup>204</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].



(Cubbington School) is already close to capacity<sup>205</sup> and the site has poor access to public transport. Therefore, there is some uncertainty as to whether the site could achieve minor positive effects for SA Objectives 13. The site is within 1.5 miles of a primary service village; however, this should be balanced alongside poor access to public transport. Uncertain effect against SA Objective 3.

The effects on SA Objective relating to the natural environment and landscape are considered to be minor negative. This is because the site is located on Greenfield land<sup>206</sup> outside of main settlements in the countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent the site<sup>207</sup> and the presence of protected species and the ecological value of the site is not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>208</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>205</sup>Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>

<sup>206</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>207</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>208</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt10 – Land Off Old Welsh Road, Cubbington (8.5 ha - 15 Pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
<b>Appraisal Summary</b>	-	--	?	=	--	-	=	=	--	=	--	++	+	?	+	+	=
<b>Summary:</b>																	
<p>The site has the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP services (Cubbington Road Surgery) is 1.3 miles away<sup>209</sup> with the potential for a minor positive effect on access to health services/facilities. However, the positive effect is likely to be reduced given that the site has poor access to public transport (see below).</p> <p>The effects on the SA Objectives relating to air, water &amp; soil quality and the prudent use of land are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3a (provisional))<sup>210</sup> and the site is located on Green Belt land<sup>211</sup>. The site is also adjacent to a dumper truck manufacturer<sup>212</sup> and therefore there is a small chance of some contamination being present on the site which could lead to minor negative effects.</p>																	

<sup>209</sup> Measured from the middle of the eastern boundary of the site where it joins with Welsh Road. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>210</sup> Defra (2014) Magic Maps. at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>211</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompleatwithAppendicesandCoversRFS.pdf>

<sup>212</sup> Warwick District Council (2014) Adjacent use provided by the Council.

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); and Historic environment. This is because there are no known designated heritage assets<sup>213</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

There is an area of high to medium flood risk (Flood zones 2 and 3) running through the centre of the site<sup>214</sup> and this would pose a significant risk to caravans which are considered to be particularly sensitive development to flooding. There is the potential for a significant short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the significant effects. In addition, it should be noted that the Strategic Flood Risk Assessment (SFRA) (2013) identified that the centre and south of Cubbington suffers from major surface water flooding and that the drainage systems in the area (public, private, highway or land drainage) were not designed to cope with the exceptional conditions<sup>215</sup>. The SFRA recommended that future development is avoided and that effective planning policies should be implemented in accordance with the SUDS recommendations provided in the SFRA.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development. The site has poor access to public transport; with the nearest bus stop is 0.5 miles away<sup>216</sup> on Queen Street. There are also no suitable footpaths for 0.1 miles along Welsh Road. The site is located on the Welsh Road which feeds into the A452 (Rugby Road) and the A445 (Lillington Avenue) and the latter two roads have been identified in the Transport Assessment (2012) as being heavily used by traffic<sup>217</sup>. This along with poor access to public transport has the potential for a major negative effect against SA Objective 2. Negative cumulative effects could also result if other sites are taken forward within the Cubbington area. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

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<sup>213</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>214</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>215</sup> Mouchel (2013) Warwick District Council Level 1 Strategic Flood Risk Assessment. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/99519A0F-361B-4ED7-94CC-95BA36A70AE7/0/Volume1ReportandAppendicesCombined.pdf> [accessed October 2013]

<sup>216</sup> Measured from the middle of the eastern boundary of the site where it joins with Welsh Road. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>217</sup> Warwickshire County Council and Highways Agency (March 2012) Warwick District Council Local Development Framework Core Strategy Strategic Transport Assessment Overview Report. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/0E13ED7C-6364-4D29-A85C-FD72EC235B3D/0/WDCLDFSTAOVERVIEWFINAL.pdf> [accessed February 2014].

The proposed site is within 1.5 miles of Cubbington and is within 1.5 of a number of primary schools and within 2.5 miles of a secondary school<sup>218</sup>. Therefore the site has the potential to support existing services and facilities in the area with minor positive effects on SA Objective 13. However, it should be noted that one school (Cubbington School) is already close to capacity<sup>219</sup> and the site has poor access to public transport. Therefore, there is some uncertainty as to whether the site could achieve minor positive effects for SA Objective 13. The site is within 1.5 miles of a primary service village; however, this should be balanced alongside poor access to public transport. Uncertain effect against SA Objective 3.

The effects on SA Objective relating to the natural environment and landscape are considered to be minor negative. This is because the majority of the site is located on Greenfield land<sup>220</sup> outside of main settlements in the countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent the site<sup>221</sup> and the presence of protected species and the ecological value of the site is not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

With regard to the economy, the development may lead to a loss of employment land (land partly allocated for employment as extension to existing operations to the North of the site<sup>222</sup>) of leading to minor negative effects. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>223</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>218</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].

<sup>219</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>

<sup>220</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>221</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>222</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>

<sup>223</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt12 – land West of Barford By-pass (1.8 ha - 8 pitches)																		
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Appraisal Summary	?	+	-	-	=	-	-	=	=	..	=	..	++	-	+	..	+	=
<p><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. However, given the distance from the nearest GP (The New Dispensary) at 2.6 miles away<sup>224</sup> there is also the potential for a major negative effect against SA Objective 14.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 2 and 3 (provisional))<sup>225</sup>. Also the site is adjacent to a main A road<sup>226</sup> with potential for high levels of noise, poor air quality and possibly light pollution to have minor negative effects on the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation as well as a land quality assessment to identify any potential contaminants and suggest mitigation as appropriate.</p>																		

<sup>224</sup> Measured from the middle of the north eastern boundary of the site which runs along the A429. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>225</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>226</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); and Historic environment. This is because there are no known designated heritage assets<sup>227</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

There is an area of high to medium flood risk (Flood zones 2 and 3) running along the southern part of the site<sup>228</sup> and this would pose a significant risk to caravans which are considered to be particularly sensitive development to flooding. It has also noted that the southern edge of the site is susceptible to surface water flooding<sup>229</sup>. There is the potential for a significant short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the significant effects.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development. The site has good access to public transport, with the nearest bus stop 0.4 miles away on Wellesbourne Road<sup>230</sup>. Potential for minor positive effects against SA Objective 2. The site is located on the A429 which leads into the A429/ A46/ M40 junction and this junction experiences high traffic flows according to the Transport Assessment (2012)<sup>231</sup> and as a result there could be potential for minor negative effects also on SA Objective 2. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 miles of Barford (Secondary Service Village) and 1.5 miles of a primary school<sup>232</sup> and has good access to public transport. It should be noted that the school is already close to capacity<sup>233</sup> (Barford St Peter's School). While the site may support local services and facilities within a secondary service village, it is over 2.5 miles from a main town or primary service village of which the closest is Warwick. Given the distance

<sup>227</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>228</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>229</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>230</sup> Measured from the middle of the north eastern boundary of the site which runs along the A429. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>231</sup> Warwickshire County Council and Highways Agency (March 2012) Warwick District Council Local Development Framework Core Strategy Strategic Transport Assessment Overview Report. Online at <http://www.warwickdc.gov.uk/NR/ronlyres/0E13ED7C-6364-4D29-A85C-FD72EC235B3D/0/WDCLDFSTAOVERVIEWFINAL.pdf> [accessed February 2014].

<sup>232</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].

<sup>233</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>

from the larger settlements and their services/facilities there is the potential for a negative effect against SA Objectives 3 and 14.

The effects on SA Objectives relating to the natural environment and landscape and the prudent use of land are considered to be minor negative. This is because the site is located on partly on Greenfield land<sup>234</sup> outside of main settlement in the countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international or national nature conservation designations on or adjacent to the site<sup>235</sup> but the site is adjacent to a pLWS<sup>236</sup> and is known to contain some good quality associated habitats. Therefore there is potential for indirect effects on the pLWS and the presence of protected species is more likely given the presence of the pLWS and associated habitats. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>237</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>234</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>235</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>236</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/rdoonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

<sup>237</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt13 – Land Off Old Warwick Road, Warwick (5.7 ha - 15 Pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
<b>Appraisal Summary</b>	?	+	?	=	--	-	=	?	--	=	-	++	?	+	--	+	=
<b>Summary:</b>																	
<p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP services (Claverdon Surgery) is 2.8 miles away<sup>238</sup> so there is the potential for major negative effects in relation to access to health services/facilities.</p> <p>The effects on the SA Objectives relating to air, water &amp; soil quality and the prudent use of land are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether or not this is grade 3a)<sup>239</sup> and the site is located on Green Belt land<sup>240</sup>.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; waste &amp; recycling; and climate change (mitigation &amp; adaptation). This is because all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it</p>																	

<sup>238</sup> Measured from the middle of the eastern boundary of the site which joins with the B4439. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>239</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>240</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsComplewithAppendicesandCoversRFS.pdf>



is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

Potential effects on historic environment are considered to be uncertain at this stage. Although there are no Listed Buildings, Conservation areas or Scheduled Monuments on the site, there is a Scheduled Monument within 0.1 of a mile<sup>241</sup> and as a result of the presence of the Scheduled Monument, the potential for archaeology to be directly affected by the development of the potential site is high. The development could also result in the loss of historic landscape character including fieldscapes (piecemeal enclosure)<sup>242</sup>. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level. It is recommended that Local Plan policies are developed to protect and enhance heritage assets, including their setting, and require mitigation is available to address potential negative effects.

It has been noted that surface water flooding occurs on the southern boundary of the site<sup>243</sup> and as a result this would pose a risk to caravans which are considered to be particularly sensitive development to flooding. There is the potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the negative effects identified.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development. The site has good access to public transport (bus stop within 800 metres (Shrewley Common))<sup>244</sup> leading to positive negative effects on SA Objective 2.

The proposed site is within 1.5 to 2.5 miles of Kingswood (Lapworth) and the site is within 1.5 to 2.5 two schools (Ferncumbe and Hatton))<sup>245</sup> with the site having good access to public transport. As a result the development could help support local services and facilities although given the distance, there is an element of uncertainty and therefore the effects are considered to be uncertain against SA Objectives 3 and 13. It should be noted that the Ferncumbe school is already close to capacity<sup>246</sup> and therefore this increases the uncertain effects against SA Objective 13.

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<sup>241</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>242</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>243</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http](http://maps.environment-agency.gov.uk))\maps.environment-agency.gov.uk [accessed February 2014]

<sup>244</sup> Distance measured from eastern boundary of the site which adjoins Old Warwick Road. Bus stop located found using Google Maps and distance measured using Google Maps (Google, 2014). Online at <https://maps.google.co.uk/> [accessed February 2014].

<sup>245</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].

<sup>246</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT) (Warwick District Council Education Department). Online at <http://www.warwickdc.gov.uk/>

The effects on SA Objective relating to the natural environment and landscape are considered to be minor negative. This is because the site is located on Greenfield land<sup>247</sup> outside of main settlements in the countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international or national nature conservation designations on or adjacent the site<sup>248</sup> but the site is adjacent to a pLWS<sup>249</sup> with the potential for the development to indirectly affect this feature. The presence of protected species and the ecological value of the site are not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>250</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>247</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>248</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>249</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

<sup>250</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt14 – Land North of Fortress House, Stratford Road (4.5 ha - 10 Pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Appraisal Summary	?	+	+	=	-	-	=	-	--	=	--	++	+	+	-	+	=
<p><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP services (The New Dispensary) is within 0.6 miles<sup>251</sup> leading to enhanced positive effects against SA Objective 14.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be major negative in the long term. This is because: the site is adjacent to a sewage works with potential for the development to be affected by odour and air quality issues; the site is close to an area of historic landfill<sup>252</sup> with the potential for contaminants to be present; and the site is adjacent to a main A road<sup>253</sup> with potential for high levels of noise, poor air quality and possibly light pollution to affect the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation as well as a land quality assessment to identify any potential contaminants and suggest mitigation as appropriate.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; waste &amp; recycling; and climate change (mitigation &amp; adaptation). This is because all new development should meet with the requirements of national planning policy and building regulations by achieving</p>																	

<sup>251</sup> Measured from the middle of the western boundary of the site where it joins with the A429. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>252</sup> Environment Agency (2014) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed February 2014]

<sup>253</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

There could be potential for minor negative effects the historic environment. Although there are no Listed Buildings or Scheduled Monuments on or adjacent to the site, the site is within 50 metres of the Grade 1 Warwick Castle Registered Park and Garden<sup>254</sup> and the Warwick Conservation Area<sup>255</sup> and therefore could have an indirect short to long-term effect on their settings. There could also be potential for the loss of historic landscape types including a fieldscape (large irregular field)<sup>256</sup>. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level.

There is an area of high to medium flood risk (Flood zones 2 and 3) running along the northern third and eastern quarter of the site<sup>257</sup> and this would pose a significant risk to caravans which are considered to be particularly sensitive development to flooding. There is the potential for a significant short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the significant effects.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport, with the closest bus stop 0.2 miles away and Warwick railway station 1.6 miles away<sup>258</sup>. Potential for minor positive effects on SA Objective 2.

The proposed site is within 1.5 miles of Warwick which provides a good range of facilities and services and the site is within 0.3 miles of Newburgh Primary School<sup>259</sup>. This along with good access to public transport has the potential for minor positive effects on SA Objectives 3 and 13.

The effects on SA Objectives relating to the natural environment and landscape and the prudent use of land are considered to be minor negative. This is because the site is located on Greenfield land<sup>260</sup> although it is adjacent to the settlement boundary of Warwick. It would be recommended that

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<sup>254</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>255</sup> Warwick District council (2010) Warwick Conservation Area Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/756EA0DD-B21B-4D89-8CAD-63A8842BF3D4/0/WarwickConservationAreaApril2010ReducedSize.pdf> [accessed February 2014]

<sup>256</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>257</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at <http://maps.environment-agency.gov.uk> [accessed February 2014]

<sup>258</sup> Measured from the middle of the western boundary of the site where it joins with the A429. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>259</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].

<sup>260</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international or national nature conservation designations on or adjacent to the site<sup>261</sup> but the site is adjacent to a pLWS<sup>262</sup>. The presence of protected species and the ecological value of the site are not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>263</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>261</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>262</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

<sup>263</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt16 – Gateway Proposed Employment Site (380 ha - 15 Pitches)																					
SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16					
<b>Appraisal Summary</b>	?	+	-	+	-	=	..	-	=	-	..	=	..	..	++	+	-	+	..	+	=
<b>Summary:</b>																					
<p>It should be noted that this site is very large compared to the other potential site options; however, the number of pitches proposed is similar to the other sites. The nature and significance of the effect for this site against the SA Objectives will be dependent on where the pitches are located within this large site.</p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The northern part of the sites has access to GP services within 1.5 miles leading to positive effects and the majority of the site is within 2.5 miles of GP services (Green lane, Coventry, Cheylesmore Coventry and Brookside surgeries) with the majority of the site having good access to public transport (see below) leading to neutral effects on Health<sup>264</sup>. The south-western part of the site is over 2.5 miles away from the nearest GP services leading to major negative effects<sup>265</sup>.</p> <p>The effects on the SA Objectives relating to air, water &amp; soil quality and the prudent use of land are considered to be major negative in the long term. This is because: the development at the site could lead to the loss of a small amount the best and most versatile agricultural land (grade 3a (provisional))<sup>266</sup>; the northern half of the site is either adjacent or close to several main roads with potential for noise, air quality and light issues; the</p>																					

<sup>264</sup> GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/>

<sup>265</sup>. National Health Service (2014) NHS Choices – Find GP services and Google (2014) Google Maps. Online at <http://www.nhs.uk/Service-Search/> and <https://maps.google.co.uk/>

<sup>266</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

majority of the site falls within the noise contours depicted on the Strategic Noise Map for Coventry Airport<sup>267</sup> which means that there could be major negative effects with regard to noise and also potentially air and light pollution; the southern part of the site contains a large sewage works which means there are likely to be major negative effects with regard to noise, odour, light and air quality on any new residential development; the majority of the site is located on Green Belt land<sup>268</sup>; and a large part of the site is Brownfield<sup>269</sup> and therefore there is the potential for contamination to be present; and part of the site contains. In addition, as a result, there could be negative effects on health.

The effects on SA Objective relating to the natural environment and landscape are expected to be minor negative at this stage. There are no international or national nature conservation designations on or adjacent to the site<sup>270</sup> but the site does partly contain a Local Nature Reserve (LNR)<sup>271</sup>, is adjacent to and contains a number of pLWSs<sup>272</sup> and also contains a number of priority habitats (including reed beds, deciduous woodlands and coastal and floodplain grazing marsh). It is also adjacent to Ancient Woodland<sup>273</sup>. The presence of protected species and the ecological value of the site are not known at this stage although presence is more likely given the LNR, the pLWSs, the priority habitats and Ancient Woodland. The site is however mostly Brownfield which if developed could also have minor positive effects on landscape if the development would improve old redundant and untidy structures although given the number of pitches proposed the effects are unlikely to be significant. In addition, It is recommended that: a land quality and noise assessment to identify any potential contaminants and level of noise and suggest mitigation as appropriate; existing hedgerows/trees are maintained; additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape; and that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; waste & recycling; and climate change (mitigation & adaptation). This is because all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

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<sup>267</sup> Defra (2006) Strategic Noise Map – Coventry Airport. Online at <http://archive.defra.gov.uk/environment/quality/noise/environment/mapping/aviation.htm> [accessed October 2013]

<sup>268</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompleatwithAppendicesandCoversRFS.pdf>

<sup>269</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>270</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>271</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>272</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

<sup>273</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

There could be potential for minor negative effects the historic environment. The site is adjacent to two Schedule Monuments (South-eastern and North-western parts of the site) and a number of Listed Buildings (located to the South West, North East and North West of the site)<sup>274</sup>. The site is also within 50 metres of the Baginton Conservation Area<sup>275</sup> and therefore could have an indirect short to long-term effect on its setting. In addition, there is potential for archaeology to be present on the site resulting from the presence of the Scheduled Monuments close by. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level.

There are several areas of high to medium flood risk (Flood zones 2 and 3) along the southern and eastern borders and also to the North West of the site<sup>276</sup> and this would pose a significant risk to caravans which are considered to be particularly sensitive development to flooding. It is noted that the southern edge of the site is susceptible to surface water flooding<sup>277</sup>. There is the potential for a significant short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the significant effects.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and in addition, the majority of the site (except for the southern part) has good access to public transport (within 0.5 of a mile from a bus stop)<sup>278</sup> which could lead to minor positive effects on sustainable transport. However, the southern part (South of the airport) generally has poor access to public transport (generally over 0.5 of a mile to a bus stop)<sup>279</sup> which could lead to minor negative effects on sustainable transport. Furthermore, the northern part of the site is adjacent to the A46/ A45 junction which according to the Transport Assessment (2012) experiences high traffic flows<sup>280</sup> and therefore there could also be further minor negative effects on SA Objective 2. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

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<sup>274</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>275</sup> Warwick District Council (2007) Local Plan Conservation Areas Maps - Baginton. Online at [http://www.warwickdc.gov.uk/NR/rdonlyres/94910166-74B6-483B-B0B1-0357944BCE42/0/LP\\_CONBaginton.pdf](http://www.warwickdc.gov.uk/NR/rdonlyres/94910166-74B6-483B-B0B1-0357944BCE42/0/LP_CONBaginton.pdf)

<sup>276</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>277</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>278</sup> Measured from the boundaries which adjoin main roads. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>279</sup> Measured from the boundaries which adjoin main roads. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>280</sup> Warwickshire County Council and Highways Agency (March 2012) Warwick District Council Local Development Framework Core Strategy Strategic Transport Assessment Overview Report. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/0E13ED7C-6364-4D29-A85C-FD72EC235B3D/0/WDCLDFSTAOVERVIEWFINAL.pdf> [accessed February 2014].



The majority of the site (except for the southernmost tip) is within 1.5 miles of either Baginton or Coventry and the northern half is within 2.5 of a number of schools and the majority of the site (except the southern part) also has good access to public transport<sup>281</sup>. As a result the majority of site is anticipated to have minor positive effects on SA Objectives 3 and 13. However, the most southern part (south of the airport) is generally over 2.5 miles to local facilities and is within 1.5 to 2.5 miles of the nearest urban centre with poor access to public transport and as a result there could be potential for negative effects on SA Objectives 3 and 13.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>282</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>281</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/>. Distance calculated using Warwick District Council's in-house GGP Mapping Software (2008), measuring from site boundary along main roads.

<sup>282</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt18 – Land Off Stoneleigh Road, Baginton (16 ha - 15 Pitches)																
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Appraisal Summary	?	-	?	=	-- +	?	=	=	--	=	-	++	?	+ --	+	=
<p><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area and this will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. However, there are also the potential for major negative effects on Health as the nearest GP services (Green Lane, Coventry) are over 2.5 miles away<sup>283</sup> and the site has poor access to public transport.</p> <p>The effects on the SA Objectives relating to air, water &amp; soil quality and the prudent use of land are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether or not this is grade 3a)<sup>284</sup> and the site is located on Green Belt land<sup>285</sup>. Minor positive could also be realised for SA Objective 5 because the development is on Brownfield land<sup>286</sup> where it could enhance the natural landscape through replacing redundant and untidy structures.</p>																

<sup>283</sup> GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/>

<sup>284</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>285</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsCompletwithAppendicesandCoversRFS.pdf>

<sup>286</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste & recycling; Climate change (mitigation & adaptation); and Historic environment. This is because there are no known designated heritage assets<sup>287</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

It has been noted that two small areas of the site experience surface water flooding<sup>288</sup> and as a result this would pose a risk to caravans which are considered to be particularly sensitive development to flooding. The site is also close to an area of medium flood risk. There is the potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the negative effects identified.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development but the site has poor access to public transport (with no bus stops within 0.5 of a mile)<sup>289</sup> leading to minor negative effects on SA Objective 2. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 miles of Baginton (secondary service village) which provides access to some local facilities and amenities. However, the site is over 2.5 miles to the nearest school and the site also has poor access to public transport<sup>290</sup>. This needs to be balanced alongside the distance of the site from Coventry (within 2.5 miles). Uncertain effects against SA Objectives 3 and 13.

The effects on SA Objective relating to the natural environment and landscape are considered to be uncertain at this stage. This is because the site is located on Brownfield land in the Green Belt which is outside the main settlement boundaries in the open countryside. Development could enhance the natural landscape through replacing redundant and untidy structures. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent the site<sup>291</sup> although the presence of protected species and the ecological value of the site are not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

<sup>287</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>288</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))[maps.environment-agency.gov.uk](http://maps.environment-agency.gov.uk) [accessed February 2014]

<sup>289</sup> Measured from the boundary of the site which adjoins Stoneleigh Road. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>290</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].

<sup>291</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>292</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>292</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt21 – South East of Leamington Golf and Country Club (1.5 ha - 10 Pitches)																		
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Appraisal Summary	?	-	?	=	-	-	=	=	--	=	-	++	+	?	+	-	+	=
<b>Summary:</b>																		
<p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing need through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP services (Whitnash Medical Centre) is within 1.5 miles leading to further positive effects<sup>293</sup> on health.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be major negative in the long term. This is because: the development at the site could lead to the loss of the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether it contains grade 3a)<sup>294</sup>; a high pressure gas main runs through the middle of the site; and the site is close to the main railway line<sup>295</sup> with potential for high levels of noise and possibly light pollution to affect the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation as well as a land quality assessment to identify any potential contaminants and suggest mitigation as appropriate.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; Waste &amp; recycling; Climate change (mitigation &amp; adaptation); and Historic environment. This is because there are no known designated heritage assets<sup>296</sup> (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site and all new development should meet with the requirements of national planning policy and</p>																		

<sup>293</sup> Measured from the end of Golf Lane. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/>

<sup>294</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>295</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>296</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

building regulations by achieving high quality and inclusive design and establish an strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

It has been noted that there is the potential for surface water flooding along the extreme northern boundary<sup>297</sup> and as a result this would pose a risk to caravans which are considered to be particularly sensitive development to flooding. There is the potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. Development should be directed away from areas of flood risk which would reduce the negative effects identified.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has poor access to public transport (no bus stop within 0.5 of a mile)<sup>298</sup> leading to minor negative effects on SA Objective 2. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 miles of Royal Leamington Spa (Whitnash and Heathcote area) which provides access to local facilities and amenities and the site is also within 1.5 miles of a number of schools<sup>299</sup>. Therefore there is potential for minor positive effects on SA Objective 13. However, the site also has poor access to public transport and as a result the site is anticipated to have minor positive effects with an element of uncertainty on SA Objective 13. The site is within 1.5 miles of Royal Leamington Spa; however, given poor access to public transport it is considered that the effect against SA Objective 3 is uncertain.

The effects on SA Objectives relating to the natural environment and landscape and the prudent use of land are considered to be minor negative. This is because the site is located on Greenfield land<sup>300</sup> outside of main settlements in the open countryside. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international or national nature conservation designations on or adjacent to the site<sup>301</sup> but the site close to a LWS<sup>302</sup> and several priority habitats and therefore there is potential for indirect effect on biodiversity. The presence of protected species and the ecological value of the site are not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

<sup>297</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>298</sup> Measured from the boundary of the site which adjoins the unnamed road to the north. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>299</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].

<sup>300</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>301</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>302</sup> Warwick District Council (2014) Information provided by officers.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>303</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>303</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt22 – Extend Caravan Site at Racecourse (1.1 ha - unknown number of Pitches)																
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Appraisal Summary	?	+	+	=	+	+ -	=	-	-	=	-	++	+	+ -	+	=
<p><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP services (Cape Road) is within 1.5 miles leading to further positive effects<sup>304</sup>.</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be minor negative in the long term. This is because the development at the site could lead to the loss of a very small amount the best and most versatile agricultural land (grade 3 (provisional) although it is uncertain whether or not this is grade 3a)<sup>305</sup> and the site is located close to a main A Road with potential for noise, air quality and light pollution<sup>306</sup>. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and to suggest appropriate mitigation.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; waste &amp; recycling; and climate change (mitigation &amp; adaptation). This is because all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it</p>																

<sup>304</sup> Measured from the middle of the south eastern boundary of the site towards Hampton Street. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/>

<sup>305</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>306</sup> Warwick District Council (May 2012) local Plan – Helping Shape the District, Gypsy and Traveller Gypsy and Traveller Preferred Options. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/4E01EA4B-85C2-48D5-A649-6FAB2EF4533F/0/LocalPlanPreferredOptionsComplewithAppendicesandCoversRFS.pdf>



is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

There could be potential for major negative effects the historic environment. The site is within the Warwick Conservation Area<sup>307</sup> and therefore the development has the potential to directly affect the character and appearance of the area during construction and operation. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level.

It has been noted a small part of the site is susceptible to surface water flooding<sup>308</sup> and as a result this would pose a risk to caravans which are considered to be particularly sensitive development to flooding. There is the potential for a minor short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk) depending on which areas of the site are used. The site is also close to existing areas of medium to high flood risk<sup>309</sup>. Development should be directed away from areas of flood risk which would reduce the negative effects identified.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport (bus stop within 0.5 of a mile)<sup>310</sup> leading to minor positive effects on SA Objective 2. The proposed site is within 1.5 miles of Warwick which provides a good range of facilities and services and the site is within 2.5 miles of a large number of schools<sup>311</sup> (within Warwick) and the site also has good access to public transport. As a result the site is anticipated to have minor positive effects on SA Objectives 3 and 13.

The potential effects on the SA Objectives relating to the natural environment and landscape and prudent use of resources are considered to be minor positive. This is because the site is located on Brownfield land<sup>312</sup>. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. In addition, although there are no international or national nature conservation designations on or adjacent the site<sup>313</sup>, the site does contain part of a pLWS<sup>314</sup> which could be directly affected by the development (minor negative effects). The presence of protected species is also more likely although the ecological value of the site is

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<sup>307</sup>Warwick District council (2010) Warwick Conservation Area Map. Online at <http://www.warwickdc.gov.uk/NR/ronlyres/756EA0DD-B21B-4D89-8CAD-63A8842BF3D4/0/WarwickConservationAreaApril2010ReducedSize.pdf> [accessed February 2014]

<sup>308</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>309</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>310</sup> Measured from the boundary of the site which adjoins the unnamed track to the North East. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>311</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].

<sup>312</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>313</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>314</sup> Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at <http://www.warwickdc.gov.uk/NR/ronlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed February 2014]

not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>315</sup>.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small size of the potential development and also because the effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

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<sup>315</sup> CLG (2012) Planning Policy for Traveller Sites.

GTalt24 – Land Off M40 Junction at Sherbourne (8.9 ha - 15 Pitches)																
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
<b>Appraisal Summary</b>	?	+ -	?	=	-	-	=	-	--	=	--	++	+	? + -	+	?
<b>Summary:</b>																
<p>There is the potential for minor long term positive effects on SA Objectives relating to Health and Poverty &amp; social exclusion as well as have major long term positive effects on Housing needs through the provision of land for caravans to meet existing (and potentially additional) residential needs in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent/ semi-permanent base with good quality facilities and access to utilities. The nearest GP services (The New Dispensary) is within 1.5 to 2.5 miles<sup>316</sup> and this coupled with good public transport (see below).</p> <p>The effects on the SA Objective relating to air, water &amp; soil quality are considered to be major negative in the long term. This is because the development at the site could lead to the loss of the best and most versatile agricultural land (grade 2 (provisional))<sup>317</sup> and the site is adjacent to a main A road and close to a motorway<sup>318</sup> with potential for high levels of noise, poor air quality and possibly light pollution to affect the development. In addition, as a result, there could be negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and suggest appropriate mitigation.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the Built environment; waste &amp; recycling; and climate change (mitigation &amp; adaptation). This is because all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.</p>																

<sup>316</sup> Measured from the middle of the western boundary of the site where it joins with Watery Lane. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/>

<sup>317</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>318</sup> Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

Potential effects on historic environment are considered to be minor negative at this stage. Although there are no Listed Buildings, Conservation areas or Scheduled Monuments on the site, the site is adjacent to the Sherbourne Conservation Area<sup>319</sup> which could be indirectly affected by the development. Furthermore, there are three Scheduled Monuments within 0.25 of a mile<sup>320</sup> and as a result of their presence; the potential for archaeology to be directly affected by development is high. The development could also result in the loss of historic landscape character including fieldscapes (very large post-war fields)<sup>321</sup>. Mitigation is provided to a certain extent by national planning policy and further mitigation through design and layout details could be put in place at the development management level. It is recommended that Local Plan policies are developed to protect and enhance heritage assets, including their setting, and require mitigation is available to address potential negative effects.

Almost the whole of the site is located in a high to medium flood risk (Flood zones 2 and 3)<sup>322</sup> and this would pose a significant risk to caravans which are considered to be particularly sensitive development to flooding. There is the potential for a significant short to medium term negative effect on SA Objective 11 (climate change adaptation - flood risk).

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development and the site has good access to public transport (within 0.5 miles of a bus stop)<sup>323</sup> with the potential for minor positive effects on sustainable transport. However, the site is located on Watery Lane which leads into the A429/ A46/ M40 junction and this junction experiences high traffic flows according to the Transport Assessment (2012)<sup>324</sup> and as a result there could be potential for minor negative effects also on SA Objective 2. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It is recommended that there are strong public transport infrastructure requirements for this site to ensure that the right level of improvement and upgrade is achieved.

The proposed site is within 1.5 miles of Sherbourne and just over 2.5 miles from Warwick. The site is within 1.5 miles of a large number of schools<sup>325</sup> (in Barford) and also has good access to public transport. As a result the site is anticipated to have minor positive effects on SA Objectives 13 with an

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<sup>319</sup> Warwick District Council (2014) Sherbourne Conservation Area Leaflet. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/EE40CB0A-08C5-414A-AC63-E7BEF0248669/0/SherbourneWEBPDFConservationAreaLeaflet.pdf> [accessed February 2014]

<sup>320</sup> English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed February 2014]

<sup>321</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>322</sup> Environment Agency (2014) Flood Maps – Risk of Flooding from Rivers and Sea. Online at ([http\](http://maps.environment-agency.gov.uk))maps.environment-agency.gov.uk [accessed February 2014]

<sup>323</sup> Measured from the boundary of the site which adjoins Watery Lane. Walking distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>324</sup> Warwickshire County Council and Highways Agency (March 2012) Warwick District Council Local Development Framework Core Strategy Strategic Transport Assessment Overview Report. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/0E13ED7C-6364-4D29-A85C-FD72EC235B3D/0/WDCDFSTAOversviewFinal.pdf> [accessed February 2014].

<sup>325</sup> UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed February 2014].

element of uncertainty given the distance from the main settlements. Given the distance from main settlements and good access to public transport it is considered that the effects development at this site would be uncertain against SA Objective 3.

The effects on SA Objectives relating to the natural environment and landscape and the prudent use of land are considered to be minor negative with a small element of uncertainty for biodiversity. This is because the site is located on Greenfield land<sup>326</sup>. It would be recommended that existing hedgerows/ trees are maintained and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. Furthermore, there are no international, national or local nature conservation designations on or adjacent to the site<sup>327</sup>. The presence of protected species and the ecological value of the site are not known at this stage. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment and include provision for green infrastructure.

The effect on the economy and crime are uncertain at this stage. The effects on the latter will depend on the design and layout finalised at the development management level although consideration should be given to inserting a design policy encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime. With regard to the economy, it is not known whether development would provide or lead to a loss of employment land. It should be considered whether to explicitly allow for employment uses on the site in addition to residential to support the SA Objective on the Economy. This can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location<sup>328</sup>.

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<sup>326</sup> Warwick District Council (2014) Gypsy and Traveller Gypsy and Traveller Preferred Options Document (DRAFT). Online at <http://www.warwickdc.gov.uk/> and Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed February 2014]

<sup>327</sup> Defra (2014) Magic Maps. Online at <http://magic.defra.gov.uk> [accessed February 2014].

<sup>328</sup> CLG (2012) Planning Policy for Traveller Sites.